

**2021-2024 ODOT REGION 4 SCOPING LIST (150%)  
PRELIMINARY/IN PROGRESS\***

PROJECT NAME	WORK TYPE	DESCRIPTION	COUNTY
US97: Midland Hwy - California State Line	PRES	Pavement resurfacing to repair fatigue, cracking and rutting with rapid deterioration	KLAMATH
US97: Shady Pine Rd - N. K. Falls Intchge	PRES	Pavement resurfacing to repair rutting (Pres). Sidewalk or path (SWIP). Route choice info for OR39 vs US97 (OPS)	KLAMATH
US97: SCL Crescent - Willamette Hwy Jct	PRES	Pavement resurfacing to replace deteriorating wearing course at end of its useful life.	KLAMATH
US97 Wildlife Crossing: Crescent to Will. Hwy.	OPS	Wildlife Crossing	KLAMATH
OR39: N. K. Falls Intchge - S. 6th Street	PRES	Pavement resurfacing to repair rutting and curb ramp improvements. (Pres) Camera in Merrill (OPS)	KLAMATH
OR39: Southbound bridge over northbound US97 (Klamath Falls)	BRIDGE	Deck Rehab	KLAMATH
OR39: North Klamath Falls Interchange - S 6th Street Pedestrian Crossings	SRTS	Safe Routes to School	KLAMATH
OR140: Aspen Lake Rd - Boat Ramp	PRES	Pavement resurfacing to replace deteriorating wearing course at end of its useful life.	KLAMATH
OR 140 VMS Replacement in Lake of the Woods	OPS	Install new VMS	KLAMATH
OR39 @ ESPLANADE (KLAMATH FALLS)	OPS	Signal Replacement - Construction Only	KLAMATH
OR39 @ WASHBURN WAY	OPS	Signal replacement	KLAMATH
OR 39 (S. 6th Street) at Crest Avenue Signal Rebuild	OPS	Signal replacement	KLAMATH
OR66 / OR140 / US97 IAMP	?	Intersection Improvements	KLAMATH
OR39/OR 140 South Side Expressway	?	Intersection Improvements	KLAMATH
OR39/South 6th St.	?	Intersection Improvements	KLAMATH
US20: Empire to Robal Paths	SRTS	Safe Routes to School	DESCHUTES
US20: 3rd Street - Purcell Blvd (Bend)	PRES	Pavement resurfacing to repair rutting and curb ramp improvements (Pres). Install 4 ATC Controller's @ 8th, 15th, Purcell, 27th (OPS)	DESCHUTES
OR126: Redmond - Powell Butte	PRES	Pavement resurfacing to repair cracking, add structural capacity, and restore smoothness. (Pres) Add camera at Powell Butte Jct (OPS). Sidewalk, ADA & bike lanes (SWIP)	DESCHUTES
US97: Ped/Bike Overpass (Bend)	SRTS	Safe Routes to School	DESCHUTES
US97 - NW 10th St - Veterans Way	PRES	Pavement resurfacing to repair rutting.	DESCHUTES
US97: Veterans Way - Yew Ave (Redmond)	PRES	Pavement reconstruction of very poor pavement, includes curb ramp improvements. (Pres) Address Wayfinding (OPS)	DESCHUTES
US97: Yew Ave - Bowery Lane	OPS	Add VMS & Camera @ Deschutes Market Road	DESCHUTES
US97: Romaine Village Way - Lave Butte	OPS	Initial phase of VSL.	DESCHUTES
US 97 VMS Replacement in LaPine	OPS	Install new VMS	

\*Preliminary List - This list does not include ARTS, Culverts, Local Agency, or additional projects included from ACTS.

In the ongoing process of developing the 2021-2024 Statewide Transportation Improvement Program (STIP), the Oregon Transportation Commission provided guidance to ODOT on three leverage programs and on the allocation of funding for Fix-It programs at its April meeting.

### **Fix-It funding**

Fix-It programs—including bridge, pavement, culverts and operations— maintain or fix the state highway system. It's the largest category in the STIP, with \$850,000,000 in total funding.

House Bill 2017 directs how ODOT allocates new state funding among bridges, pavement, seismic resilience, culverts, and other Fix-It programs. ODOT's recommended Fix-It funding allocation proposed using federal funds to ensure that total funding for each program aligns with the Investment Strategy the Commission adopted in January 2017. The Commission concurred with this approach.

The Commission also supported ODOT's proposal to select additional Fix-It projects that would be constructed if federal funding comes in above the amount assumed in the STIP. Per the direction from the Commission in December, the first \$40 million in funding above current assumptions will go to a Strategic Investment program designed to enhance the state highway system; any funding above that level will go to Fix-It programs. ODOT recommended selecting \$80 million in projects across Fix-It programs to have projects ready for construction should additional federal funding materialize.

A final allocation of funds in the STIP is available on ODOT's 2021-2024 STIP webpage.

### **Leverage program guidance**

In December the Commission provided funding for three leverage programs that will allow ODOT to add enhance, safety, and non-highway features to Fix-It projects:

- **State Highway Leverage (\$23.8 million):** Funds the addition of enhance elements to Fix-It projects on the State Highway System.
- **Safety Leverage (\$30 million):** Funds from HB 2017 to add safety features to Fix-It projects on the State Highway System.
- **Active Transportation Leverage (\$21 million):** Funds the enhancement and addition of active transportation features—including bicycle, pedestrian, and public transportation elements— to other identified projects on the state transportation system.

A guidance document approved by the Commission lays out general rules for the three leverage programs and specific rules for each individual program. The guidance document emphasizes the role that Area Commissions on Transportation will play in recommending projects: "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."

### **What's next?**

**April 2018 OTC Meeting**  
**Agenda Item N: Attachment 2**  
**2021-2024 STIP – Draft Leverage Program Guidelines for ODOT Staff**

**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.

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

<p><b>Active Transportation Leverage</b></p>	<p>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).</p> <ul style="list-style-type: none"> <li>• Must align with policy framework established by the Oregon Transportation Plan and statewide mode and topic plans. <ul style="list-style-type: none"> <li>a) Oregon Bicycle and Pedestrian Plan</li> <li>b) Oregon Public Transportation Plan</li> <li>c) Oregon Transportation Options Plan</li> <li>d) Oregon Transportation Safety Action Plan</li> </ul> </li> <li>• Must align with ADA Program guidelines.</li> </ul> <table border="1" data-bbox="472 898 1466 1121"> <tr> <td colspan="2">Region Funding Allocation</td> </tr> <tr> <td>Region 1</td> <td>\$7,476,000</td> </tr> <tr> <td>Region 2</td> <td>6,491,100</td> </tr> <tr> <td>Region 3</td> <td>3,101,700</td> </tr> <tr> <td>Region 4</td> <td>2,175,600</td> </tr> <tr> <td>Region 5</td> <td>1,755,600</td> </tr> </table>	Region Funding Allocation		Region 1	\$7,476,000	Region 2	6,491,100	Region 3	3,101,700	Region 4	2,175,600	Region 5	1,755,600
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<p><b>Safety Leverage HB 2017</b></p>	<p>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:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> </ul> <p>Safety Leverage opportunities are identified by the following process:</p> <ol style="list-style-type: none"> <li>1. Regions review the Fix-It programs 150% lists for Tier 1 and 2 Safety Leverage qualification.</li> <li>2. 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</li> </ol>												

## Attachment 3

### 2021-2024 STIP Narrative Timeline 3-8-2018

July -November 2017	OTC funding allocation discussions
October 2017	OTC, ACT and Modal/Topic Committee Chair meeting
December 2017	OTC funding allocation decision
March 2018	Highway Division management finalize Fix-It program allocations
March –June 2018.	ACT engagement to discuss leverage opportunities
April 2018	OTC reviews Leverage Program Guidelines OTC reviews Fix-It program allocations
June 2018	Fix-It 150% lists including initial business cases complete
July 2018 – February 2019	Field scoping
June 1, 2019	Finalize business cases including identification of leverage opportunities
July 2019	Finalize 100% Lists for Draft STIP
February 2020	OTC releases Draft 21-24 STIP for public review
May 2020	OTC review of public comments
June 2020	OTC approval of final 21-24 STIP
July 2020	Final STIP to USDOT for approval
September 2020	USDOT approval of final 21-24 STIP

**Fix-It Category Funding Allocations  
 2021-2024 STIP**

2018-2021	Program	HB 2017	Fix-It	2021-2024- Shelf*	Maintenance Support	Total 2021-2024	Notes for Maintenance
275,701,309	Pavement	42,000,000	279,000,000	30,000,000	(20,000,000)	331,000,000	Low Volume Roads (Partial)
283,714,967	Bridge	80,000,000	225,000,000	30,000,000	-	335,000,000	
4,975,444	Seismic	61,000,000	-	-	-	61,000,000	\$31M Bridge, \$15 M Facilities, \$15M Landslides
47,719,189	Culverts	7,000,000	50,000,000	10,000,000	-	67,000,000	
94,417,443	Operations	-	106,000,000	10,000,000	-	116,000,000	
<b>706,528,352</b>	<b>Totals</b>	<b>190,000,000</b>	<b>660,000,000</b>	<b>80,000,000</b>	<b>(20,000,000)</b>	<b>910,000,000</b>	
	Maintenance	22,000,000	-	-	20,000,000	42,000,000	\$20 is Partial Low Volume Assistance

\* Shelf program is built on the funding assumption we will get additional Federal funds with new Federal Authorization in 2021

**Detail on Operations Program Funding Allocations**

Operations Program	2018-2021 STIP	2021-2024 STIP	2021-2024 Shelf*
Landslides/Rockfalls	16,206,275	16,200,000	2,000,000
Signals, Signs, Illumination	31,825,898	35,000,000	2,000,000
ITS (includes Statewide ITS/Ops)	9,551,216	12,000,000	2,000,000
Regional Operations	17,874,589	15,800,000	2,000,000
TDM	1,984,268	2,000,000	-
ADA	16,975,197	25,000,000	2,000,000
<b>Total</b>	<b>94,417,443</b>	<b>106,000,000</b>	<b>10,000,000</b>

\* Shelf program is built on a funding assumption that we will receive additional Federal funds with a new Federal Authorization in 2021.

# 2021 – 2024 STIP Funding Allocations

All figures are three year totals for 2022-2024.

Fix-It	
Fix-It	658,241,539
Fix-It HB 2017	189,500,000
<b>Fix-It Totals</b>	<b>847,741,539</b>
Enhance	
Enhance HB 2017 Projects	662,750,000
State Highway Leverage	23,830,261
<b>Enhance Totals</b>	<b>686,580,261</b>
Safety	
All Roads Transportation Safety (ARTS) and Rail Crossing Safety	116,850,000
HB 2017 Safety	30,000,000
<b>Safety Totals</b>	<b>146,850,000</b>
Non-Highway	
<i>Discretionary Non-Highway (\$51 Million)</i>	
Active Transportation Leverage	21,000,000
Off-System Bike Ped	6,000,000
Safe Routes to School (SRTS) Education	3,000,000
Transportation Options	3,000,000
ADA Curb Ramps	18,000,000
<i>Required Non-Highway</i>	
Transit Elderly & Disabled	37,500,000
Mass Transit	6,000,000
Transportation Alternatives Program - Recreational Trails	4,086,568
Safe Routes to School (SRTS) Infrastructure	37,500,000
Bicycle/Pedestrian 1%	22,200,000
<b>Non-Highway Totals</b>	<b>158,286,568</b>
Local Programs	
Surface Transportation Block Grant (STBGP) Program to large Metropolitan Planning Organizations (MPOs) / Transportation Management Area (TMAs)	124,353,242
Transportation Alternatives Program (TAP) to large MPOs / TMAs	6,062,169
MPO Planning	13,122,882
Congestion Mitigation and Air Quality Improvement (CMAQ)	61,708,967
Local Bridge	80,694,822
STBGP Allocation to non-TMA Cities, Counties, MPOs Cities/Counties	76,103,260
Small MPOs	18,065,900
Immediate Opportunity Fund	10,500,000
Transportation and Growth Management (TGM)	15,000,000
Local Tech Assistance Program (LTAP)	1,170,177
<b>Local Programs Totals</b>	<b>406,781,419</b>
Other Functions	
<b>Other Functions Totals</b>	<b>158,850,000</b>
<b>TOTALS</b>	<b>2,405,089,787</b>
Funding Category Contingent on Receipt of Additional Federal Funds	
Strategic Investments	40,000,000
<b>TOTALS</b>	<b>2,445,089,787</b>

MOD EQUITY SPLITS	
Region 1	35.60%
Region 2	30.91%
Region 3	14.77%
Region 4	10.36%
Region 5	8.36%

REGION SPLITS	
Enhance	
Enhance Highway Program	23,830,261
Region 1	8,483,573
Region 2	7,365,934
Region 3	3,519,730
Region 4	2,468,815
Region 5	1,992,210
Safety	
HB 2017 Safety Leverage Funds	30,000,000
Region 1	10,680,000
Region 2	9,273,000
Region 3	4,431,000
Region 4	3,108,000
Region 5	2,508,000
Non-Highway	
Active Transportation Leverage	21,000,000
Region 1	7,476,000
Region 2	6,491,100
Region 3	3,101,700
Region 4	2,175,600
Region 5	1,755,600
Regional Allocations for Leverage Funds (ALL FUNDS)	
Region 1	26,639,573
Region 2	23,130,034
Region 3	11,052,430
Region 4	7,752,415
Region 5	6,255,810
<b>TOTALS</b>	<b>74,830,261</b>

Attachment 2

<b>2021 – 2024 STIP Funding Allocation Definitions</b>	
<b>Categories</b>	
<b>Enhance Highway Category</b>	Funds projects that expand or enhance the state highway system.
<b>Fix-It Category</b>	Includes all the capital funding programs that maintain or fix the state highway system. Examples of programs within the Fix-It category include, but are not limited to state bridge, pavement preservation, culverts, and operations.
<b>Local Programs Category</b>	Directs funding to local governments through several different programs.
<b>Non-Highway Category</b>	Funds projects that improve bicycle, pedestrian, public transportation, and transportation option programs. Two sub-categories are identified: <ul style="list-style-type: none"> <li>• <i>Discretionary Non-Highway</i> - OTC has discretion over the allocation of funds, and</li> <li>• <i>Required Non-Highway</i> – allocation required by state or federal legislative mandate.</li> </ul>
<b>Other Functions Category</b>	Includes workforce development, planning, data collection and indirect cost recovery using federal resources.
<b>Safety Category</b>	Funds projects that are focused on reducing serious injury and fatal crashes on Oregon’s roads.
<b>Programs</b>	
<b>Active Transportation Leverage</b>	Funds the enhancement and addition of active transportation features to other identified projects on the state transportation system. Active transportation includes bicycle, pedestrian, public transportation projects and connections to and between them.
<b>ADA Curb Ramps</b>	For building, repairing or replacing ADA-compliant curb ramps apart from projects that trigger them.
<b>All Roads Transportation Safety (ARTS)</b>	A data-driven, jurisdictionally blind safety program to address safety on all public roads.
<b>Bicycle/Pedestrian 1%</b>	Funds bicycle and pedestrian facilities within the right-of-way of public roads, streets or highways open to motor vehicle traffic to meet the requirement for ODOT to spend 1% of State Highway Fund dollars on biking and walking enhancements.
<b>Congestion Mitigation and Air Quality Improvement (CMAQ)</b>	Provides federal funding to states to meet the transportation requirements of the Clean Air Act. In Oregon, the funds are allocated to CMAQ-eligible areas which are responsible for project selection.
<b>Enhance HB 2017</b>	Projects required in HB 2017 that enhance, improve the safety, or improve the operations of local roads and the State Highway System.
<b>Fix-It HB 2017</b>	Funds from HB 2017 directed to Fix-It projects on the State Highway System.
<b>Immediate Opportunity Fund (IOF)</b>	Helps to construct and improve streets and roads to serve site-specific economic development projects. It is managed in cooperation with the Oregon Business Development Department.



Attachment 2

<b>Transportation Alternatives Program (TAP) to Recreational Trails</b>	Federal funds managed by the Oregon Parks and Recreation Department to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses.
<b>Transportation Alternatives Program (TAP) to TMAs</b>	Provides federal funds to Transportation Management Areas (TMA) defined as urbanized areas with populations greater than 200,000. These funds can be used for transit, bicycle, pedestrian and other transportation options projects. TMAs are responsible for project selection.
<b>Transportation and Growth Management Program (TGM)</b>	These federal funds provide grants and community assistance to communities for Transportation System Planning (TSP) and to assist with integrating local transportation system and land use planning needs. The program is administered in partnership with the Department of Land Conservation and Development (DLCD).
<b>Transportation Options</b>	Funds ODOT's Transportation Options program which supports efforts to improve travel choice for Oregonians and improve the efficiency with which people and goods move through the transportation system.
<b>Systems</b>	
<b>Metropolitan Planning Organization (MPO)</b>	Federal entities defined as urbanized areas with populations over 50,000.
<b>State Highway System</b>	The state highway system owned and/or managed by ODOT.
<b>State Transportation System</b>	The state transportation system owned and/or managed by ODOT including but also in addition to the state highway system. Examples include bicycle, pedestrian, and POINT bus service. This is synonymous with the term 'State System', but broader than the term 'State Highway System'.
<b>Transportation Management Area (TMA)</b>	Federal entities defined as urbanized areas with populations greater than 200,000. TMAs are sometimes referred to as 'large MPOs'. Oregon currently has three TMAs – Portland Metro, Salem-Keizer, and Eugene-Springfield.