

Metro | Agenda

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)
Date: Thursday, Jan. 10, 2013
Time: 7:30 to 9 a.m.
Place: Metro Regional Center, Council Chamber

- | | | | |
|----------------|-----------|--|----------------------------------|
| 7:30 AM | 1. | CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS | Carlotta Collette, Chair |
| 7:32 AM | 2. | CITIZEN COMMUNICATIONS ON JPACT ITEMS | Carlotta Collette, Chair |
| 7:35 AM | 3. | UPDATES FROM THE CHAIR & COMMITTEE MEMBERS
• Welcome and Introduce New JPACT Members | |
| 7:40 AM | 4. | * CONSIDERATION OF THE MINUTES FOR DEC. 13, 2012 | |
| 7:45 AM | 5. | * Resolution No. 13-4402: Regional Legislative Priorities – <u>APPROVAL REQUESTED</u> | Randy Tucker, Metro |
| 8 AM | 6. | * Federal Legislative Priorities – <u>INFORMATION / DISCUSSION</u> | Andy Cotugno, Metro |
| 8:30 AM | 7. | 2015–18 State Transportation Improvement Program Process – <u>INFORMATION</u> | Jason Tell, ODOT Region 1 |
| 8:50 AM | 8. | Air Quality Conformity – <u>INFORMATION</u> | Nina DeConcini, DEQ |
| 9 AM | 9. | ADJOURN | Carlotta Collette, Chair |

* Material available electronically.

For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: kelsey.newell@oregonmetro.gov.
To check on closure or cancellations during inclement weather please call 503-797-1700.

2013 JPACT Work Program
12/17/12

<u>January 10, 2013</u> <ul style="list-style-type: none"> • Regional legislative priorities – Action • Federal legislative priorities – Information/ Discussion • Comments on STIP Project Narrowing – Information • Air Quality Conformity - Information 	<u>February 14, 2013</u> <ul style="list-style-type: none"> • TriMet 2013 TIP – Information • Federal legislative priorities – Action
<u>March 14, 2013</u> Annual JPACT Washington, DC Trip March 6-7, 2013	<u>April 4, 2013</u> Atlanta Best Practices Trip April 9 -12, 2013
<u>May 9, 2013</u>	<u>June 13, 2013</u>
<u>July 11, 2013</u>	<u>August 1, 2013</u> <ul style="list-style-type: none"> • Recommendation to STIP Committee on ODOT Enhance projects – Action
<u>September 12, 2013</u> <ul style="list-style-type: none"> • RFFA projects – Action 	<u>October 10, 2013</u>
<u>November 14, 2013</u>	<u>December 12, 2013</u>

Parking Lot:

- Regional Indicators briefing
- Hole-in-the Air Rulemaking – Review Comment Letter



Metro | *Making a great place*

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

December 13, 2012

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Rex Burkholder
Jack Burkman
Carlotta Collette, Chair
Shirley Craddick
Nina DeConcini
Donna Jordan
Ann Lininger
Neil McFarlane
Roy Rogers
Jason Tell
Don Wagner
Bill Wyatt

AFFILIATION

Metro Council
City of Vancouver
Metro Council
Metro Council
Oregon Department of Environmental Quality
City of Lake Oswego, representing Cities of Clackamas Co.
Clackamas County
TriMet
Washington County
Oregon Department of Transportation, Region 1
Washington State Department of Transportation
Port of Portland

MEMBERS EXCUSED

Sam Adams
Shane Bemis
Craig Dirksen
Deborah Kafoury
Steve Stuart

AFFILIATION

City of Portland
City of Gresham, representing Cities of Multnomah Co.
City of Tigard, representing Cities of Washington Co.
Multnomah County
Clark County

ALTERNATES PRESENT

Diane McKeel
Lisa Barton Mullins
Jeffrey Dalin

AFFILIATION

Multnomah County
City of Fairview, representing Cities of Multnomah Co.
City of Cornelius, representing Cities of Washington Co.

STAFF: Andy Cotugno, Alison Kean Campbell, Colin Deverell, Kim Ellis, Elissa Gertler, Tom Kloster, Robin McArthur, Lake McTighe, John Mermin, Kelsey Newell, Joshua Naramore, Ramona Perrault, Katie Shriver, Dylan Rivera, Marc Week, Ina Zucker.

1. CALL TO ORDER, DECLARATION OF A QUORUM AND INTRODUCTIONS

Chair Carlotta Collette declared a quorum and called the meeting to order at 7:32 a.m.

2. CITIZEN COMMUNICATIONS ON JPACT ITEMS

Commissioner Jim Bernard of the Clackamas County Board of Commissioners spoke to the committee in recognition of the of Commissioner Ann Lininger service as Clackamas County Commissioner and as a JPACT representative. He also stated his excitement for the Portland to Milwaukie Light rail.

Hank Doane of R.S. David Recycling Inc. discussed his concern on a segment of the Sunrise Corridor project at the North Lawnfield road and 98th Ave. R.S. David Recycling agreed to move their business to the lot next door to make room for the 98th Ave. extension and were promised to have better access to freight routes. The plans have now been dramatically altered. The current plan will direct heavy truck traffic up and down a nine percent grade that will be signalized. Even in excellent driving conditions, the plan is dangerous. Mr. Doane asked the committee to reconsider the plan.

Elizabeth Gallardo of Utility Trailer discussed her concern on a segment of the Sunrise Corridor project. Utility Trailer is located on Lawnfeild road and is a member of the Lawnfield Industrial Owners Association. Utility Trailer and the Lawnfield Industrial Owners Association are concerned with the closing of the railway section as propped by ODOT rail and the newly proposed highway will intersect Mather Road near Camp Withycombe, which is Utility trailers primary access to Highway 212 and 224. Lawnfield Industrial Owners Association has come to the conclusion that a few alterations to the proposed plan would meet adequate industrial access to the few dozens of business in the area. She recommended to construct an overpass at Mather road, abandon construction of new Industrial Way, abandon the grade improvements at Lawnfeild road, and to build the Tolbert Overpass. No close of railroad crossing at Lawnfeild until adequate access is available.

3. COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS

Chair Collette recognized councilors who will be departing JPACT, Commissioner Lininger, Mayor Craig Dirksen, Mayor Sam Adams and Councilor Rex Burkholder.

Mr. Josh Naramore of Metro briefly discussed the MTIP Regional Flexible Fund solicitation packet, which is scheduled to be released on January 4. All applications for Step 2 Active transportation & Complete Streets and Green economy & Freight initiatives and the Step 3 Regional Economic Opportunity Funds will be due to Metro Staff and County Coordinating committees on March 15.

Mr. John Mermin of Metro briefed the committee on amendments to the Regional Transportation Plan(RTP). This is targeted to regional project that need to spend money before the next RTP update in June 2014. Requests are due December 20th and there will be a public comment period early 2013 do an come back to the regional committees later in the winter of 2013.

Mr. Ted Leybold of Metro discussed the MTIP process for ODOT and Transit agency funding and coordination. Metro staff has prepared a letter to its transportation partners describing the responsibilities of Metro and JPACT and requesting coordination with the development of their funding allocation processes so that JPACT and the Council will be prepared to approve the final 2015-18 MTIP with the ODOT and Transit administered projects. JPACT will receive a response from the transportation partners.

4. CONSIDERATION OF THE JPACT MINUTES FOR NOVEMBER 8, 2012

MOTION: Mr. Neil McFarlane moved, Councilor Donna Jordan seconded, to approve JPACT Minutes for November 8, 2012.

ACTION TAKEN: With all in favor, the motion passed.

5. REGIONAL LEGISLATIVE PRIORITIES

Mr. Randy Tucker of Metro presented the draft Regional Legislative Priorities. Metro and local government staff who developed this resolution initially presented a range of issues for discussion by the JPACT Finance Committee on October 23. JPACT members share an understanding of the challenging political, economic and budget environments at the state level. In that context, this agenda proposes to focus the region's strongest efforts on achieving a single top priority (financing for the CRC). Other priorities include defending past progress, maintaining existing local revenue authority and restoring authority that has been temporarily suspended, seeking additional local flexibility, and continuing the region's innovative approach to transportation system development in ways that support economic prosperity, livable communities, and environmental sustainability. The committee is expected to take action on a resolution approving the Regional Legislative Priorities in 2013. Mr. Tucker asked the committee for input on the legislative priorities.

The committee discussed the following items:

- Committee members stated they supported the letter.
- Councilor Burkholder updated the committee on a recent meeting he and Metro Council President Tom Hughes had with Governor John Kitzhaber concerning reduction in funding for the project.
- Members stated the importance of tolling and stated the need to be aware of the effect the construction and tolling will have on I-205.
- Members requested that the changes to the Business Energy Tax Credit and its implications should be noted in the priorities.

6. REGIONAL ECONOMIC OPPORTUNITY FUND PROPOSAL

Regional flexible funds are an element of the funds programmed within the Metropolitan Transportation Improvement Program (MTIP). The Metropolitan region is preparing to prioritize transportation projects and program activities to receive regional flexible funds available in the federal fiscal years 2016 through 2018. The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council's adopted the policy direction for the allocation of these funds with Resolution No. 12-4383 on November 15, 2012. Chair Collette asked the members to describe their respective Projects. Commissioner Ann Lininger described the Sunrise System: Industrial Area Freight Access and Multimodal Improvement. Commissioner Roy Rodgers described the US 26/Brookwood Interchange project. Mr. Bill Wyatt described the Troutdale Industrial Access Project. Commissioner Diane McKeel described the NE 238th Drive: NE Halsey Street to NE Glisan Street Freight and Multimodal Improvements. Mr. Neil McFarlane described the East Portland Access to Employment and Education Multi-Modal Improvements projects. Mr. Joshua Naramore of Metro introduced a resolution to amend resolution 12-4383 setting the policy direction to The Regional Flexible Funding Allocation (RFFA) process for federal fiscal years 2016-18.

MOTION: Mr. Jason Tell moved, Commissioner Roy Rodgers seconded to approve amendments to regional flexible fund policy direction.

DISCUSSION: Members stated their appreciation of the regional collaboration that was involved in the project and the strength of all the projects.

Councilor Burkholder reminded the committee is obligated to have an open, transparent and competitive process. He stated concern that committee may be moving away from that obligation.

ACTION TAKEN: With all in favor, with one abstain (N. DeConcini), the motion passed.

7. ADJOURN

Councilor Lingerer thanked the committee and stated that there will be changes to the Clackamas County Board of Commissioners but ensured that the new Commissioners will continue work with the region.

Chair Collette adjourned the meeting at 8:41a.m.

Respectfully submitted,



Marc Week
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR DECEMBER 13, 2012

The following have been included as part of the official public record:

ITEM	Document type	Doc Date	Document Description	Document No.
3	Memo	12/14/2012	MTIP process to Mr. Tell	121312j-01
3	Memo	12/14/2012	MTIP process to Mr. McFarlane	121312j-02
3	Memo	12/14/2012	MTIP process to Mr. Lashbrook	121312j-03
3	PPT	12/13/2012	Call for RTP project amendments	121312j-04
6	Memo	12/11/2013	HLA comment on RFFA	121312j-05
6	Memo	12/11/2013	Sen Thomsen comment on Sunrise Corridor Project	121312j-06

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING)	RESOLUTION NO. 13-4402
REGIONAL POLICY AND FUNDING)	
PRIORITIES FOR 2013 STATE)	Introduced by Councilor Carlotta Collette
TRANSPORTATION LEGISLATION)	

WHEREAS, the governments of the Portland metropolitan region recognize the importance of investing strategically in public infrastructure, particularly transportation infrastructure, as a way to support private investment and economic recovery in these difficult economic times; and

WHEREAS, transportation investments that contribute to economic recovery also bring increased revenues to local and state governments, thereby helping to ease the crisis in public budgets; and

WHEREAS, our region has a track record of creatively financing forward-looking transportation investments that address the needs of both the present and the future, and of combining smart investment with policy innovations that support good jobs, livable communities and a sustainable environment; and

WHEREAS, the Columbia River Crossing represents the most important transportation investment in the Portland metropolitan region in a generation, providing benefits to the economy, the environment and the safety of the traveling public; and

WHEREAS, the Columbia River Crossing is poised to receive federal support once the states of Oregon and Washington have secured their share of the overall funding package for the project; and

WHEREAS, the Governor's Vision Committee, which in 2008 developed the framework that led to the passage of the landmark 2009 Jobs and Transportation Act, included in that framework a recommendation that the state identify a source of dedicated funding to support multimodal transportation investments that cannot be paid for with highway fund dollars; and

WHEREAS, subsequent efforts have advanced that recommendation by attempting to quantify the funding gaps for various non-roadway transportation modes and proposing potential institutional structures and funding sources to close those gaps; and

WHEREAS, a combination of careful planning and strategic investments supported by local, regional, state and federal resources has helped to make this region the economic engine of the state and an example to the nation; and

WHEREAS, in the face of today's challenges, we need to extend this tradition of leadership by pursuing supportive policy and funding proposals in the 2013 legislative session; now, therefore,

BE IT RESOLVED:

1. That the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) adopt the following principles to guide the region's approach to transportation issues in the 2013 legislative session:
 - Jobs and Economic Recovery: The local governments of the Portland metropolitan are committed to partnering with others to support economic recovery through the creation and efficient operation of a robust transportation system.
 - Support Multimodal Investment: Oregon should build upon its lottery-backed program of investment in multimodal capital projects that support freight mobility and transit by identifying new, ongoing state funding that supports those projects as well as transit operations and pedestrian and bicycle facilities.

- Preserve and Expand Local Options: The transportation challenge will require innovative policy and new funding commitments at all levels of government, including additional local funding to repair and maintain existing transportation facilities. Accordingly, the Legislature should remove existing restrictions on local and regional revenue-raising authority; avoid enacting new limitations or pre-emptions; and explore new structures and authorities that give local governments the flexibility to build, operate and fund transportation systems that support prosperity, livability and sustainability.
2. That the Metro Council and JPACT endorse transportation funding and policy priorities for the 2013 legislative session as reflected in Exhibit A to this resolution.

ADOPTED by the Metro Council this _____ day of January, 2013.

Tom Hughes, Council President

Approved as to Form:

Alison Kean Campbell, Metro Attorney

2013 Regional Transportation Agenda:
Specific Recommendations

Columbia River Crossing – The Columbia River Crossing represents the most important transportation investment in the Portland metropolitan region in a generation, providing benefits to the economy, the environment and the safety of the traveling public. JPACT and the Metro Council urge the Legislature to commit the state’s share of the project finance plan as follows:

- The funding approach must recognize the statewide importance of this project and not come at the expense of other projects in the region.
- The funding approach must reflect a commitment to build the full project, including road, bike, pedestrian and transit elements.
- Improvements intended to mitigate the impact of the project on local communities in the project area should not be deferred until an undefined and unfunded later phase of construction.
- Follow through on the creation of a Community Enhancement Fund.
- The funding package must not extend the current pre-emptions against local gas taxes or registration fees.

ConnectOregon V – Support a fifth round of *ConnectOregon* funding.

Non-roadway funding – Support the creation of a permanent funding stream for non-highway transportation.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 13-4402, FOR THE PURPOSE OF ENDORISING REGIONAL POLICY AND FUNDING PRIORITIES FOR 2013 STATE TRANSPORTATION LEGISLATION

Date: December 6, 2012

Prepared by: Randy Tucker

BACKGROUND

In difficult economic times, strategic investment in public infrastructure, particularly transportation infrastructure, offers a way government can act to support private investment and economic recovery. An efficient and adequately funded transportation system is critical to ensuring a healthy economy and livable communities throughout our state. Moreover, transportation investments that create jobs and contribute to economic prosperity also bring increased revenues to local and state governments, thereby helping to ease the crisis in public budgets.

After years of stagnation in transportation funding, the investments supported by Oregon Transportation Investment Acts (OTIA) I, II and III (2001, 2002, and 2003), by the *ConnectOregon* I, II, III and IV packages (2005, 2007, 2009 and 2011), and by the Jobs and Transportation Act (JTA) in 2009 have created jobs, improved safety and helped Oregon respond to important economic opportunities. This is also true for legislative actions supporting capital investments in public transit and authorizing transit agencies to increase operations funding.

To be sure, funding shortfalls remain: a significant backlog of key modernization projects remains unfunded, local governments lack adequate revenues to maintain the existing system, and public transit systems continue to struggle to provide adequate service. Given the range of needs, there are many actions the Legislature can take to support an efficient, reliable, and sustainable transportation system.

However, there is an emerging consensus that the region's top priority for 2013 is to work with numerous partners to secure Oregon's share of funds to build the Columbia River Crossing (CRC). 2013 is a key window of opportunity for the CRC. Replacing the I-5 bridge over the Columbia is Governor Kitzhaber's top transportation priority and one of the top three overall priorities of the Oregon Business Plan. The project is poised to receive federal funding through New Starts and the TIFIA program, but only if Oregon and Washington commit their share of the overall finance package in the coming year.

Another emerging priority has to do with funding for non-highway transportation investments. Not only will a new round of *ConnectOregon* be proposed in 2013, but a statewide coalition that includes many of the organizations that lobby the Legislature on transportation issues is developing a proposal that could lead to ongoing funding for multimodal transportation, including funding for transit operations and bicycle and pedestrian investments not heretofore included in the *ConnectOregon* program. Both *ConnectOregon* V and the creation of a permanent non-highway funding stream have also been endorsed in the Oregon Business Plan.

Provisions of Resolution 13-4402: The resolution proposes three high-level principles to guide the region's participation in transportation discussions in 2013:

- Support jobs and economic recovery
- Support multimodal investment
- Preserve and expand local options (including revenue raising authority)

In service of these principles (the same general principles included in the 2011 JPACT agenda), Exhibit A includes specific recommendations. Attached to this staff report is an annotated version of Exhibit A that includes brief discussions of these recommendations.

Discussion: Metro and local government staff who developed this resolution initially presented a range of issues for discussion by the JPACT Finance Committee on October 23. JPACT members share an understanding of the challenging political, economic and budget environments at the state level. In that context, this agenda proposes to focus the region's strongest efforts on achieving a single top priority (financing for the CRC). Other priorities include defending past progress, maintaining existing local revenue authority and restoring authority that has been temporarily suspended, seeking additional local flexibility, and continuing our region's innovative approach to transportation system development in ways that support economic prosperity, livable communities, and environmental sustainability.

Issues to consider: See the attached annotated version of Exhibit A.

ANALYSIS/INFORMATION

1. **Known Opposition:** None (to this resolution). Opposition to individual recommendations could come from a variety of sources depending on the specifics of the recommendation. Given the challenging budget climate and the shortage of funding for most transportation needs, recommendations that require funding may generate opposition based on competition for funds.
2. **Legal Antecedents:**
 - Oregon Transportation Investment Acts I, II, and III (HB 2142, 2001; HB 4010, 2002; HB 2041, 2003).
 - ConnectOregon I, II, III and IV multimodal investment packages (SB 71, 2005; HB 2278, 2007; sections 8, 9, and 10 of HB 2001, 2009; HB 5036, 2011).
 - Oregon Jobs and Transportation Act (HB 2001, 2009).
 - Metro Council Resolution No. 04-3498, For the purpose of endorsing regional priorities for a state transportation funding package; Resolution No. 07-3764, For the purpose of endorsing regional priorities for state transportation funding legislation; Resolution No. 08-3921, For the purpose of endorsing regional priorities for state transportation funding legislation; Resolution No. 08-3956, For the purpose of endorsing regional priorities for state transportation funding legislation; Resolution 08-4003, For the purpose of endorsing final regional priorities for 2009 state transportation funding legislation; Resolution 11-4223, For the purpose of endorsing regional policy and funding priorities for 2011 state transportation legislation.
3. **Anticipated Effects:** The proposed resolution establishes policy guidelines for the region's advocacy efforts related to transportation in the 2013 Oregon Legislature.
4. **Budget Impacts:** No direct impacts. Local and regional governments will dedicate existing staff to advocacy.

RECOMMENDED ACTION

Staff recommends adoption of Resolution 13-4402.

2013 Regional Transportation Agenda:
Specific Recommendations

Columbia River Crossing – The Columbia River Crossing represents the most important transportation investment in the Portland metropolitan region in a generation, providing benefits to the economy, the environment and the safety of the traveling public. JPACT and the Metro Council urge the Legislature to commit the state’s share of the project finance plan as follows:

- **The funding approach must recognize the statewide importance of this project and not come at the expense of other projects in the region.**

JPACT adopted this position in its 2011 legislative agenda. The funding plan for the CRC calls for a state contribution in the range of \$450 million, in addition to a regional contribution in the range of \$1-1.3 billion that would be funded by tolls. (Other contributions are expected from the state of Washington and from the federal government). The language of Exhibit A reflects a regional understanding that the benefits of this investment accrue to the whole state; thus the state’s contribution should not come at the expense of other transportation projects in the region any more than it should come at the expense of other projects around the state. Past transportation funding approaches have reflected this understanding in different contexts:

- *The earmarked projects in the Jobs and Transportation Act (2009) were not considered part of the formula allocation of new revenues to local jurisdictions around the state.*
- *OTIA III (2003) allocated \$1.3 billion to ODOT bridge repair statewide and \$300 million to city/county bridge repair; this money was “taken off the top” without regard to the location of the bridges that were repaired and without otherwise affecting the formula for distribution of city and county highway fund dollars.*
- *The 2007 Legislature reserved \$56 million to assist counties suffering from the loss of timber payments; this money, distributed in 2008, came out of the ODOT share of the highway trust fund and did not come at the expense of other funding allocations to cities and counties.*
- *There is a longstanding practice of allotting funds to small cities and small counties off the top of the city/county and ODOT shares of highway fund dollars without affecting the underlying city and county allocations.*

The legislative oversight committee has articulated its interest in treating the CRC as a statewide priority, and no one has publicly advocated a state funding approach that disadvantages this region. However, concerns remain that legislators from other areas of the state might push for such an approach.

- **The funding approach must reflect a commitment to build the full project, including road, bike, pedestrian and transit elements.**

While this is not really at issue, certain parties continue to raise concerns about specific elements of the project (e.g., light rail, tolls). The full multimodal project is necessary to obtain federal funds, maintain the broadest possible public support and address the project’s Purpose and Need.

- **Improvements intended to mitigate the impact of the project on local communities in the project area should not be deferred until an undefined and unfunded later phase of construction.**

The project’s tentative phasing proposal would defer until a second phase certain improvements in the immediate vicinity of the bridge that are intended to address the impact of the facility on the local Hayden Island community. If these improvements are left out of the project’s first phase, there is no guarantee that they will ever be built. The community is proposing an alternative that reduces the footprint of the interchanges and eliminates the need for a second phase, thereby saving significant cost while still meeting the project’s Purpose and Need.

Exhibit A to Resolution 13-4402 (staff report version)

➤ **Follow through on the creation of a Community Enhancement Fund.**

The CRC has committed to the development of a Community Enhancement Fund to address the impacts on the local community of I-5 south of the bridge, which divides the community it passes through. This commitment responds to a condition of approval that was adopted by JPACT and the Metro Council in Resolution 08-3960B and further endorsed in Resolutions 11-4264 and 11-4288.

➤ **The funding package must not extend the current pre-emptions against local gas taxes or registration fees.**

ConnectOregon V – Support a fifth round of ConnectOregon funding.

➤ *Each of the first three rounds of Connect Oregon utilized \$100 million in lottery-backed bonds to support air, marine, rail and public transit projects; ConnectOregon IV was reduced to \$40 million. The Governor's recommended budget includes \$60 million for ConnectOregon V.*

Non-roadway funding – Support the creation of a permanent funding stream for non-highway transportation.

➤ *Building on the recommendation of the 2008 Governor's Vision Committee, the work of the 2011/12 Non-Roadway Transportation Funding Work Group, and the success of ConnectOregon, a broad range of parties who are active in the Legislature on transportation issues is developing a proposal for an ongoing (as opposed to session-by-session) program for investing in non-highway transportation. This program would divide its investments evenly between moving freight (air, rail, marine) and moving people (transit, passenger rail, bicycle, pedestrian). Unlike ConnectOregon, it would not be limited to capital investments, but could be used for operations as well (e.g., public transit). The importance of establishing a reliable source of funding for non-highway modes is heightened by the passage in 2011 of HB 3672, which phases out the use of the Business Energy Tax Credit for transportation in steps over a four-year period. The Oregon Business Plan calls on the state to "take steps to create a permanent non-highway funding stream" as one of its 2013 Jobs Initiatives.*

Investment in Infrastructure = Economic Prosperity

- Investment in infrastructure, particularly transportation, is critical to the livability and economic success of regions, states and the nation.
- Investment in infrastructure was a successful element of the American Recovery and Reinvestment Act of 2009 (aka the Stimulus package), producing both short and long-term jobs and contributing to the federal budget. The \$500 million of funding directed to Oregon created or sustained about 6000 jobs.
- The PMLR project is currently under construction and expected to generate 14,000 direct and indirect jobs in the region. TriMet is tracking these jobs and as of November 2012, 4,232 jobs have been generated. TriMet has increased diversity in the Project workforce with 23.4 percent of the workforce being DBE and with contracts worth than \$376 million. The federal government is a 50% partner in the project.
- The Columbia River Crossing project is poised to secure federal grant and loan assistance, leveraged by state resources and tolling to produce significant economic benefits to the region, the two states and the nation. Overall economic return on investment of building the project is \$7-9 billion producing 4,200 added jobs to the economy in 2030
- The region has projects with similar benefits ready to compete for discretionary funding such as TIGER or Projects of National Significance.

A More Robust Source of Revenue for Transportation is Needed

- As the gas tax continues to weaken with increased CAFÉ standards and use of electric vehicles, the user pays philosophy is eroded and need for a general fund subsidy grows.
- Congress should expand the gas tax in the short-term and consider enacting a carbon tax in the long term to eliminate the need for a general fund subsidy and increase the investment in the future economic prosperity of the regions, states and the nation.
- The gas and oil industry is waking up to the conclusion that a stable, rational carbon tax is better than the current pattern developing globally. As the Congress considers development of a carbon tax, there must be recognition of the substantial contribution from the transportation sector and dedicate a portion of this resource back to transportation infrastructure.
- State and local governments, including in Oregon, have stepped up and increased their funding commitments toward transportation. The federal government should respect the partnership and do likewise.
- Oregon has led the country with successful pilot projects for demonstrating a VMT Fee as an eventual replacement of the gas tax. The federal government should make a similar commitment to studying and developing the technological and institutional mechanisms to establish consistency nationally.

Congress Should Begin in 2013 to Act on Infrastructure Investment

- MAP 21 expires on September 30, 2014. Congressional leaders have indicated a desire to being working on the next authorization in 2013.
- Even before the transportation committees get to work on re-authorization, there is a potential the revenue committees will begin working on tax reform – both individual and corporate.
- As activity in both of these areas begins, Congress and the Administration should set a target for significant growth in infrastructure investment using traditional and new tax revenue sources and tax incentives as appropriate.

Materials following this page were distributed at the meeting.



Oregon

John A. Kitzhaber, M.D., Governor

Oregon Transportation Commission

355 Capitol Street NE
Salem, OR 97301-2528

November 7, 2012

Bill Wyatt
Chair, Region 1 STIP Project
Selection Committee
Port of Portland
PO Box 3529
Portland, OR 97208

Dear Chair Wyatt:

Thank you for the time you gave to come to the Oregon Transportation Commission work shop last month. It's abundantly clear that we have enormous talent and resources engaged throughout the state, and your leadership and involvement directly with us and the Department is very welcome and admired. Honestly, we're honored by having you engaged as a partner.

The Commission particularly appreciated the discussion as we prepare for the new Fix It/Enhance project selection process. Some of the discussion reflected a concern about the lack of objective criteria and a parallel concern that without more direction, the ACTs might have difficulty selecting and prioritizing their project recommendations.

I would like to take the opportunity to address those concerns and to be clear about the Commission's expectations as this process moves forward. Because of the wide diversity of project applications that the department expects to receive and the lack of maturity of comprehensive criteria, we do not believe a formal scoring process would be successful. All of our discussions to design and prepare for this STIP development process have been aimed at empowering the local communities and stakeholders that comprise the ACT to match identified problems with cost-effective solutions that reflect local values and concerns. However, there are some practical sideboards to help guide the decision-making process.

The primary requirement within the selection recommendation process are that the projects legitimately address at least one or more of the benefit areas included in the application (to address multiple areas generally makes for a stronger application). Information throughout the application will help determine if the proposed project is reasonable in cost and scope, whether it is timely and ready to move forward, whether it is consistent with plans and policies and whether the benefits described are reasonable and likely, and how these compare to other potential benefits from other projects proposed.

Regions, ACTs, and MPOs will receive a template by mid-November to report their conversations, justifications and process to develop their recommended project lists. You should develop this record during selection of the 150-percent list. You can later revise it during conversations to reduce the list to the final recommended list. This record will be essential to the OTC, OTC advisory committees, and

others in order to understand how the ACT considered projects recommended for selection. While this template is still under development, we anticipate the ACTs would discuss:

- How does this project improve transportation choices for people in your community?
- Why is now the right time for this project?
- How does this project improve the lives of people or the economy in your community?

The intent of the documentation is to provide consistency as the OTC reviews projects on a statewide basis. Given our regard for ACTs, we consider it vital that we have a good understanding as to how each ACT and region developed its recommendations and to allow the flexibility to define such things as “leverage” or “key objectives” as they discussed projects. The keys to a successful project selection process:

- The process to review applications and establish priorities should be as inclusive of participants and as transparent as possible.
- No benefit category is defined as more important than others, and project applications do not need to show benefit in all categories to be eligible. Reviewers are to discuss the project benefits holistically and strive for consensus.
- Reviewers may use qualitative rankings within the benefit categories. For example, different projects may have high, medium, or low benefits for individual benefit categories such as “mobility” or “livability.” Discussion and consensus will then decide how to prioritize projects with very different benefits.
- Reviewers can use state and local plans, goals, and policies described in plans to help determine priority, such as the Oregon Transportation Plan, the Oregon Highway Plan, other Oregon transportation topic or mode plans, local transportation system plans, local comprehensive plans.
- Reviewers are expected to consider the merits of the project regardless of the level of detail in the application. For example, some jurisdictions may have access to considerable data and analyses to support their project. Other jurisdictions with more limited staff resources and experience may have less detail to report, but their applications must be considered equally.

As I mentioned in my earlier letter, the Commission’s expectations are that the projects selected are solution-based and not limited by funding silos; that overall projects selected reflect a balance between modes; that projects promote a multimodal transportation system; and that projects are the most efficient and effective to solve the transportation problem that the ACT sees as a priority.

This is an opportunity to leverage the “collective wisdom” that exists within the ACT with the right people at the table. The Commission recognizes the shared risk with this new process.

The Commission will look at the 150-percent lists and apply the guidance and direction outlined above. The Commission and the ACTs will learn a great deal as we go through this process, and I am confident that together we will be successful and will be able to take the lessons learned and carry them forward to the next STIP cycle.

As we have said in the process and at OTC meetings, we are confident we will learn from and improve the process. This is a substantial shift from past processes, but one we hope will yield the best possible

projects and the best return for your communities and Oregonians as a whole. Please do not hesitate to contact us with concerns or questions as we proceed. Your regional managers and key ODOT personnel are dedicated to being helpful as you consider projects and submit applications.

I also want to take this opportunity to thank you and all ACT members for your service and dedication to making this process as good as it can be. All engaged know that we have limited resources, but we are also excited at the prospects of ensuring your talent and comprehensive view of the system in your region is given full consideration.

Sincerely,

A handwritten signature in black ink that reads "Pat Egan". The signature is written in a cursive, flowing style with a large initial "P" and "E".

Pat Egan
Chair

Cc: Jason Tell

ODOT Region 1 Project Selection Committee

Meeting #1

December 19, 2012

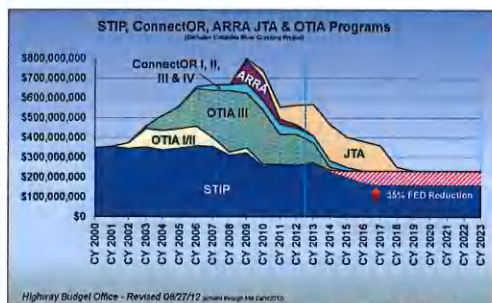
3:00 PM to 5:00 PM

Transportation Funding

- The majority of ODOT revenue comes from state gas tax, weight-mile tax, DMV fees and the federal highway trust fund.



- Approximately 50% of gas tax dollars are passed through directly to cities and counties.



What is the STIP?

- The Statewide Transportation Improvement Program is Oregon's four-year transportation capital improvement program.
- It is the document that identifies funding for and scheduling of transportation projects and programs.

Fix it & Enhance



Why the change?

- A new approach to allocating state transportation dollars.
- Driven by a need for greater flexibility in times of diminishing resources.
- A shift to enable ODOT to take care of the existing system while still providing a measure of funding to enhance the state and local transportation system in a truly multimodal way.

16-18 Regional Transportation Funding

ENHANCE

Applications due by November 27th 2012. Region 1 100% list to OTC by October 4th 2013.

\$66.4M

MTIP (Regional Flexible Funds Allocation and Regional Economic Opportunity Funds)

Applications due by March 15th 2013. JPACT and Metro adoption in September of 2013.

\$68.57M (\$8.7 Green Economy / Freight, \$26.07 Active Transportation Complete Streets, \$33.8 REOF)

Application Overview

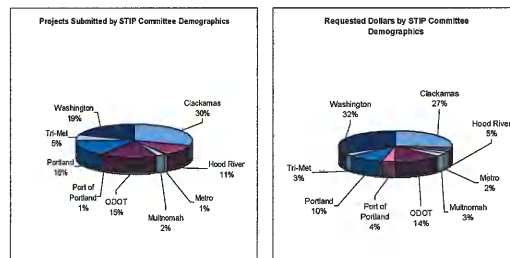
Jeff Flowers, Region 1 Program and Funding Manager

General...

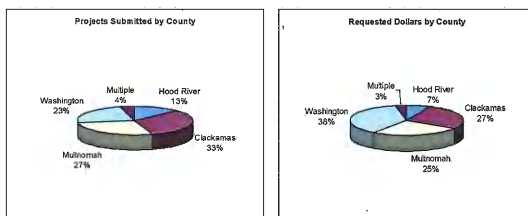
- How many applications?
- How much?
- All Enhance applications and draft Fix-it lists can now be found online.

<http://www.oregon.gov/ODOT/HWY/REGION1/Pages/stip/index.aspx>

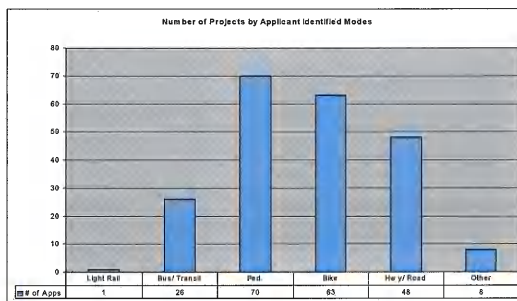
Geographic and Jurisdictional Breakouts



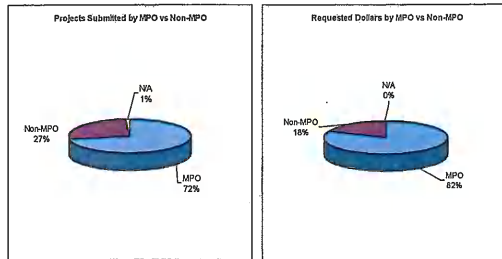
Geographic and Jurisdictional Breakouts



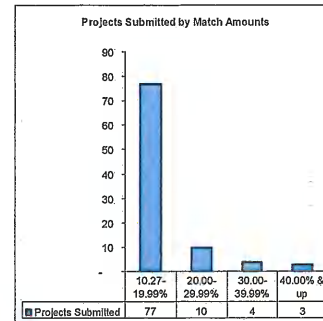
Breakout by Mode



MPO / Non MPO Applications



Match



A Path Forward



- Project benefit and readiness information submitted by applicants
- Guidance from OTC on project selection
- Selection tool for committee members

Project Benefit Categories

- Benefits to State-Owned Facilities
- Mobility
- Accessibility
- Economic Vitality
- Environmental Stewardship
- Land Use and Growth Management
- Livability
- Safety and Security
- Equity
- Funding and Finance

OTC Direction on Project Selection

- Be as inclusive as possible.
- No benefit category is more important than others and applicants do not have to demonstrate benefits in every category.
- Reviewers can and should reference state and local plans and policies such as the Oregon Transportation Plan, Oregon Highway Plan and RTP.
- Use project information to determine if projects are reasonable in cost and scope and ready to move forward.
- Assess if the benefits described are reasonable and likely and how such benefits compare to other proposed projects.

Project Selection Tool Demonstration



Resource Recap

- Enhance Applications can be found online at: <http://www.oregon.gov/ODOT/HWY/REGION1/Pages/stip/index.aspx>
- Kelly (503) 731-3087
- Jeff (503) 731-8235

Next Steps

- Committee members will reach out to stakeholders and advisory committees during the month of January as needed to inform their draft 150% lists.
- Next STIP Project Selection Committee meeting will be in February (date TBD).

ODOT REGION 1: Fix-It Project Listing (2016-2018)

2016-2018 STIP Operations Allocation \$ 15,759,000
 Proposed Operations Project Amount \$ 23,320,100
 % List 148.0%

Project ID	Project Type	Project	Problem Description	Goals & Objectives	Pre-Scoping Estimate (Includes PE, CE)	Matched w/ Other Fix-It Projects	Matched w/ Enhance Projects
OPERATIONS							
F-OP1	Full Signal Upgrade	OR10: SW 107th Ave.	Signal is old and difficult/costly to maintain.	Upgrade signal to meet current standards to improve safety of the traveling public.	\$ 450,000		
F-OP2	Full Signal Upgrade	OR213: Burnside	Signal is old and difficult/costly to maintain.	Upgrade signal to meet current standards to improve safety of the traveling public.	\$ 450,000		
F-OP4	Full Signal Upgrade	OR213: NE Wasco St. (Portland)	Signal is old and difficult/costly to maintain. The span is supported by a wood utility pole that can result in possible clearance issues.	Upgrade signal to meet current standards to improve safety of the traveling public.	\$ 450,000		
F-OP5	Full Signal Upgrade	OR213: SE Flavel (Portland)	Signal is old and difficult/costly to maintain.	Upgrade signal to meet current standards to improve safety of the traveling public.	\$ 450,000		
F-OP6	Full Signal Upgrade	OR213: SE Foster	Signal is old and difficult/costly to maintain.	Upgrade signal to meet current standards to improve safety of the traveling public.	\$ 450,000		
F-OP7	Full Signal Upgrade	OR213: SE Mill (Portland)	Signal is old and difficult/costly to maintain.	Upgrade signal to meet current standards to improve safety of the traveling public.	\$ 450,000		
F-OP8	Full Signal Upgrade	OR213: SE Raymond	Signal is old and difficult/costly to maintain.	Upgrade signal to meet current standards to improve safety of the traveling public.	\$ 450,000		
F-OP9	Full Signal Upgrade	OR213: SE Woodstock Blvd (Portland)	Signal is old and difficult/costly to maintain.	Upgrade signal to meet current standards to improve safety of the traveling public.	\$ 450,000		
F-OP10	Full Signal Upgrade	OR213: SE Yamhill (Portland)	Signal is old and difficult/costly to maintain. The poles are leaning causing clearance issues. There are also possible ADA issues.	Upgrade signal to meet current standards to improve safety of the traveling public.	\$ 450,000		
F-OP11	Full Signal Upgrade	OR99E: @Harold	There is a clearance problem, and the poles have been damaged by turning trucks.	Upgrade signal to meet current standards to improve safety of the traveling public.	\$ 300,000	F-PR7	E75
F-OP12	Full Signal Upgrade	TV Highway @ Cedar Hills Boulevard	Signal is old and difficult/costly to maintain.	Upgrade signal to meet current standards to improve safety of the traveling public.	\$ 450,000		E86
F-OP13	Full Signal Upgrade	US30 B (Lombard) at Chautauqua	Signal is old and difficult/costly to maintain. Old installation. Poles are leaning, Clearance issues. Less than 2' from curb. Possible ADA issues, 8/8/8 signal heads.	Upgrade signal to meet current structural standards. A basic package of signal equipment upgrades will provide a safety benefit to the traveling public (countdown ped heads, 12/12/12 LED signal heads, reflectorized signal head backboards and red light ex	\$ 300,000		
F-OP14	Full Signal Upgrade	US30 B (Lombard) at Drummond	Signal is old and difficult/costly to maintain. Old installation. Poles are leaning, Clearance issues. Less than 2' from curb. Possible ADA issues, 12/8/8 signal heads.	Upgrade signal to meet current structural standards. A basic package of signal equipment upgrades will provide a safety benefit to the traveling public (countdown ped heads, 12/12/12 LED signal heads, reflectorized signal head backboards and red light ex	\$ 300,000		
F-OP15	Full Signal Upgrade	US30 B (Lombard) at Greely	Signal is old and difficult/costly to maintain. Old installation. Poles are leaning, Clearance issues. Less than 2' from curb. Possible ADA issues, 12/8/8 signal heads.	Upgrade signal to meet current structural standards. A basic package of signal equipment upgrades will provide a safety benefit to the traveling public (countdown ped heads, 12/12/12 LED signal heads, reflectorized signal head backboards and red light ex	\$ 300,000		
F-OP16	Full Signal Upgrade	US30 B (Lombard) at Wabash	Signal is old and difficult/costly to maintain. Old installation. Poles are leaning, Clearance issues. Less than 2' from curb. Possible ADA issues, 8/8/8 signal heads.	Upgrade signal to meet current structural standards. A basic package of signal equipment upgrades will provide a safety benefit to the traveling public (countdown ped heads, 12/12/12 LED signal heads, reflectorized signal head backboards and red light ex	\$ 300,000		

ODOT REGION 1: Fix-it Project Listing (2016-2018)

2016-2018 STIP Operations Allocation \$ 15,759,000
 Proposed Operations Project Amount \$ 23,320,100
 % List 148.0%

Project ID	Project Type	Project	Problem Description	Goals & Objectives	Pre-Scoping Estimate (Includes PE, CE)	Matched w/ Other Fix-it Projects	Matched w/ Enhance Projects
OPERATIONS							
F-OP17	Full Signal Upgrade	US30B (Lombard) at Delaware	Signal is old and difficult/costly to maintain. Old installation. Poles are leaning, Clearance issues. Less than 2' from curb. Possible ADA issues, 12/8/8 signal heads.	Upgrade signal to meet current structural standards. A basic package of signal equipment upgrades will provide a safety benefit to the traveling public (countdown ped heads, 12/12/12 LED signal heads, reflectorized signal head backboards and red light ex	\$ 300,000		
F-OP18	Full Signal Upgrade	US30B (Lombard) at Denver	Signal is old and difficult/costly to maintain. Old installation. Poles are leaning, Clearance issues. Less than 2' from curb. Possible ADA issues, 12/8/8 signal heads.	Upgrade signal to meet current structural standards. A basic package of signal equipment upgrades will provide a safety benefit to the traveling public (countdown ped heads, 12/12/12 LED signal heads, reflectorized signal head backboards and red light ex	\$ 300,000		
F-OP19	Full Signal Upgrade	US30B: NE 11th Ave. (Portland)	Signal is old and difficult/costly to maintain.	Upgrade signal to meet current standards to improve safety of the traveling public.	\$ 450,000		
Full Signal Grade Subtotal					\$ 7,050,000		
F-OP20	Misc. Signal/ Beacon Upgrades	I-84: SE 207th (EB Off-Ramp)	Vehicle pedestal in island for the southbound-to-eastbound left-turn is in a location that is susceptible to being struck by vehicles.	Increase the durability and life span of this signal vehicle pedestal by moving it to a better location.	\$ 30,000		
F-OP21	Misc. Signal/ Beacon Upgrades	OR10: at Jesuit HS	Signal heads are no longer standard and difficult and costly to maintain	Improve signal visibility and driver recognition of signal indications.	\$ 60,000		
F-OP22	Misc. Signal/ Beacon Upgrades	OR141 (Hall Blvd): SW Locust St	Signal heads are no longer standard and are more difficult/costly to maintain.	Improve signal visibility and driver recognition of signal indications by increasing lens size from 8" to 12". Replacing signal heads also reduces maintenance efforts/costs and makes it easier to stock standard equipment.	\$ 15,000		
F-OP23	Misc. Signal/ Beacon Upgrades	OR213: Macksburg Rd	Overhead flashing beacon is difficult/costly to maintain. Data has shown that motorists occasionally misinterpret the overhead beacons, leading to an increase in crashes over what is experienced at locations with advance warning beacons.	Replace old equipment with new ground-mounted flashers that have been shown to provide more clear information to motorists than the old overhead flashing beacon installations	\$ 90,000	F-PR4	
F-OP24	Misc. Signal/ Beacon Upgrades	OR219: Spring	A flashing beacon may or may not be needed based on current use	If beacons are no longer needed at this location to warn for trucks, remove. If it cannot be removed, replace it with new equipment.	\$ 90,000		
F-OP25	Misc. Signal/ Beacon Upgrades	OR224: Lake Rd. (EB Off-Ramp) (Milwaukie)	Old signal is hard to maintain, and 2 poles need to be replaced. The signals are outdated & do not meet current ODOT or federal standards	Replace signal poles to make signal easier/cheaper to maintain. Updating signal heads to larger lenses will make the signals more visible to motorists and may improve safety.	\$ 262,500		E74
F-OP26	Misc. Signal/ Beacon Upgrades	OR43: I-205 SB On-Ramp (West Linn)	12/8/8 signal heads are no longer standard and are more difficult/costly to maintain. Illuminated signs are obsolete and can be replaced by aluminum signs (if any signs are still necessary). Aluminum signs require less maintenance and don't use power.	Improve signal visibility and driver recognition of signal indications by increasing lens size from 8" to 12". Reduce maintenance and power costs by eliminating illuminated signs.	\$ 30,000	F-IM2	
F-OP27	Misc. Signal/ Beacon Upgrades	OR43: SW Radcliffe Rd. (SB Flasher)	Existing wood post-mounted flashing beacon is in a location that is susceptible to being struck by vehicles.	Increase the durability and life span of this flashing beacon by replacing it with a vehicle pedestal (metal pole) and moving it to a better location.	\$ 30,000		E46
F-OP28	Misc. Signal/ Beacon Upgrades	OR8 (N Adair St.): N 10th St. (Cornelius)	The ped pole and base in the NW corner of the intersection are too high and need to be lowered.	Goal is to eliminate substandard equipment and reduce maintenance needs.	\$ 22,500		

ODOT REGION 1: Fix-it Project Listing (2016-2018)

2016-2018 STIP Operations Allocation \$ 15,759,000
 Proposed Operations Project Amount \$ 23,320,100
 % List 148.0%

Project ID	Project Type	Project	Problem Description	Goals & Objectives	Pre-Scoping Estimate (Includes PE, CE)	Matched w/ Other Fix-it Projects	Matched w/ Enhance Projects
OPERATIONS							
F-OP29	Misc. Signal/ Beacon Upgrades	OR8: SW Hall Blvd (Beaverton)	Signal heads are no longer standard and difficult and costly to maintain	Improve signal visibility and driver recognition of signal indications.	\$ 22,500	F-SP7; F-SP12	E86
F-OP30	Misc. Signal/ Beacon Upgrades	OR8: SW Hocken	Signal heads are no longer standard and difficult and costly to maintain	Improve signal visibility and driver recognition of signal indications.	\$ 22,500	F-SP11; F-SP12	E86
F-OP31	Misc. Signal/ Beacon Upgrades	OR8: SW Watson	Signal heads are no longer standard and difficult and costly to maintain	Improve signal visibility and driver recognition of signal indications.	\$ 22,500	F-SP7; F-SP12	E86
Misc. Signal/Beacon Upgrade Subtotal					\$ 697,500		
F-OP32	Illumination	99E: Railroad Pedestrian Tunnel in Ore City	The pedestrian tunnel suffers from obsolete fixtures and poor electrical conditions creating poor visibility.	Install approximately 50 luminaries to reduce maintenance costs and increase electrical safety for maintenance personnel. Project will increase visibility in the tunnel, improving safety for public.	\$ 75,600		E75
F-OP33	Illumination	I-5: Denver, NB Tunnel	Existing luminaries are non-functional, creating dark conditions in the tunnel. This is creating poor visibility into the tunnel from the outside.	Install 88 luminaries to bring tunnel lighting closer to current standards similar to the tunnels that have been re-done at the I-205/I-84 interchange. Improve visibility and safety.	\$ 117,000		
F-OP34	Illumination	I-84: 122nd Underpass	Existing lighting poles are old and showing signs of corrosion.	Service and replace 12 fixtures to bring underpass lighting system up to current standard.	\$ 200,000		
F-OP35	Illumination	I-84: Cascade Locks	Existing lighting poles are old and showing signs of corrosion.	Service and replace 35 fixtures to bring underpass lighting system up to current standard.	\$ 650,000		
F-OP36	Illumination	OR 217: Beaverton Hillsdale Interchange	Poor electrical system conditions are a danger to maintenance personnel and the general public due to electrical faults and shorts. Poles are at end of life cycle, increases failure potential.	Install 20 poles and fixtures to reduce maintenance costs and bring illumination at the interchange up to current standards, improve electrical safety for maintenance personnel and the public.	\$ 420,000		
F-OP37	Illumination	OR217: Allen and Denny Interchanges	The electrical system is old and showing signs of corrosion, creating potential unsafe conditions for maintenance personnel. Corrosion on poles could hasten pole failure, a danger to the public.	Install 44 poles and fixtures to bring existing lighting system up to current standards, improving visibility and safety to the public. Improve safety to maintenance personnel working on electrical system.	\$ 910,000		E94
Illumination Subtotal					\$ 2,372,600		
F-OP38	Other Operations	Culvert Replacement Bucket	Region wide, culverts are damaged, corroded, or failing and are costly to maintain.	Funding will be provided to various projects throughout the Region to address damaged and/or failing culverts within their project limits	\$ 2,000,000	All Pres	
F-OP39	Other Operations	I-84: Farley Slide	Columbia River is eroding a long standing slide on I-84	Stabilize slide to reduce damage to I-84	\$ 4,000,000		
F-OP40	Other Operations	LED Replacement Bucket	Existing LED are at the end of their useful life	Funding will be used to purchase LED's	\$ 200,000		
F-OP41	Other Operations	OR212 @ N. Fork Deep Creek Culvert	Existing culverts are in poor shape and there have been several occasions when the water has flooded the highway causing it to close. This is a major oversized route for Motor Carrier too.	Replace existing culvert	\$ 1,000,000	F-PR2	
F-OP42	Other Operations	Loop Replacement Bucket	Existing loops are old and not functioning correctly	Funding will be used to update loops	\$ 500,000		
F-OP43	Other Operations	Misc. Hardware/Software Bucket	Software and Hardware needed for operating the various electronic devices and improving system management effectiveness	Funding will be provided to update hardware and software used by the region for TMOC operations and other systematic needs	\$ 750,000		

ODOT REGION 1: Fix-It Project Listing (2016-2018)

2016-2018 STIP Operations Allocation \$ 15,759,000
 Proposed Operations Project Amount \$ 23,320,100
 % List 148.0%

Project ID	Project Type	Project	Problem Description	Goals & Objectives	Pre-Scoping Estimate (Includes PE, CE)	Matched w/ Other Fix-it Projects	Matched w/ Enhance Projects
OPERATIONS							
F-OP44	Other Operations	Operations Quick Hit Reserve	Frequently, unanticipated needs are identified between STIP cycle updates	Funding will be used to fund unanticipated operational needs for the region during the 2016-2018 timeframe	\$ 2,000,000		
F-OP45	Other Operations	Region 1 Striping Bucket	Highway striping replacement and upgrades	Funding will be provided to various projects though out the region to update or address striping needs	\$ 750,000	All Pres	
F-OP46	Other Operations	Rockfall Scaling Project	Various locations region wide continue to have rockfalls onto the highway system, which disrupt or close highway traffic.	Project will provide scaling and rockfall mitigation at various sites region wide.	\$ 2,000,000		
Operation Buckets Subtotal					\$ 13,200,000		
OPERATIONS SUBTOTAL					\$23,320,100		

ODOT REGION 1: Fix-It Project Listing (2016)

2016 STIP Safety Allocation \$ 7,146,000
 Proposed Safety Project Amount \$ 15,450,000
 % List 216.2%

Project ID	Project Type	Project	Problem Description	Goals & Objectives	Pre-Scoping Estimate (Includes PE, CE)	Matched w/ Other Fix-It Projects	Matched w/ Enhance Projects
SAFETY							
F-SP1	Safety	OR10: Beaverton-Hillsdale: B-H Highway at Scholls Ferry & Oleson (signals)	5-way intersection with another 4-way (Oleson Rd) 0.3 mile west. Substandard geometry causes conflicts. Several accesses are just feet from the intersection.	Safety Improvements at SW Dogwood Lane	\$ 200,000		E93
F-SP2	Safety	OR212, at location exit and entrance ramp with WB Mt Hood Highway (US26).	Stop control. The access across exit on south side creates conflicts.	Improve intersection signing for OR212 and US26, Striping changes, close westerly access to business on south side,	\$ 200,000	F-PR2	
F-SP3	Safety	OR213: 82nd Avenue	Includes SE Francis St, SE Center St, SE Gladstone St, SE Boise St (signalized), SE Cora St, SE Holgate Blvd (signalized). / High percentage turning and rear end crashes along this segment. High number of access related turning crashes.	Intersection improvements, install median traffic separator to improve access related crashes, improve signing on mainline, improve crosswalk delineation at SE Holgate St.	\$ 200,000		
F-SP4	Safety	OR213: 82nd Avenue Includes NE Couch St, E. Burnside St (signalized), SE Ash St, SE Pine St.	High percentage turning, rear end and ped crashes within this segment. Ped crashes concentrated @ E Burnside. Obsolete and/or lack of signing. Turning crashes may be contributed to high number of accesses.	Signal upgrade @ E. Burnside to current standards, install median traffic separator to improve access related crashes, improve signing on mainline.	\$ 900,000		
F-SP5	Safety	OR213: 82nd Avenue includes SE Clay St, SE Market St, SE Mill St (signalized).	High percentage turning and rear end crashes concentrated at SE Mill St. Traffic signal at SE Mill St in very poor condition, missing backboards, misc. sized lenses, etc. Some turning crashes may be attributed to accesses.	Signal upgrade @ Mill, improve signing on mainline. Possible median traffic separator to improve access related crashes,	\$ 900,000		
F-SP6	Safety	OR213: Includes leg from S. Union Mills Rd, S. Union Mills Rd, leg to S. Union Mills Rd.	High percentage turning crashes at all legs of intersection.	Install advance warning beacons, intersection geometric improvements.	\$ 400,000		E54
F-SP7	Safety	OR8: TV Highway and Hall and Watson (signal)	Congested urban 5 lane signalized intersection with heavy bus traffic, business access problems.	Upgrade signal, sign improvements, other intersection improvements	\$ 300,000	F-OP29: F-OP31	E87
F-SP8	Safety	OR8: TV Highway and SE 44th, SE 45th Ave (both unlit)	5 lane unsignalized ped crossing between 44th & 45th, business access issues.	Upgrade ped crossing to modern RRFB; improve visibility and delineation of crossing.	\$ 150,000		E87
F-SP9	Safety	OR8: TV Highway and SW 170th (signal)	This site is at a skewed, signalized intersection in an urban high speed area, 5-6 lanes. Railroad nearby and bad roadside accesses	Upgrade signal, improve access management and alignments	\$ 1,000,000	F-SP12	E87
F-SP10	Safety	OR8: TV Highway and SW 209th Ave (signal)	5-6 lane urban signalized intersection with a high volume of traffic, and business access problems.	Upgrade signal and intersection improvements	\$ 1,000,000	F-SP12	E87
F-SP11	Safety	OR8: TV Highway and SW Hocken Ave (signal)	Urban highway, congested signalized intersection with a turn onto Farmington.	Full signal rebuild or upgrade heads (dependent on field review)	\$ 500,000	F-OP30	E87
F-SP12	Safety	OR8: Tualatin Valley Highway (MP1.5-16.67)	Deficient signing, signals and striping at the following 40 potential locations: *Canyon Drive; SW 110th; OR217 Interchange; 115th *117th; Tri-Met Park & Ride/Lombard; Hall Blvd; Watson Ave *Cedar Hills Blvd; Hocken; Murray Blvd; 153rd *160th/Milikan; 170th; 178th; 185th; 198th *209th; Cornelius Pass Rd; 229th Ave/SE 67th Ave *234th/Century Blvd; Brookwood/Witch Hazel *Shopping Ctr Entr/24th; SE21st/Minter Br; SE13th/River Rd *Shopping Ctr Entr./SE11th; Maple; Walnut; 10th/Oak *10th/Baseline; SE5th @ Baseline; SE3rd @ Oak *SE3rd @ Baseline; SE2nd @ Oak; S1st/OR219 @Baseline *S1st/OR219 @Oak; SW Main @ Baseline; N14th Ave @ Baseline *N 10th @ Adair; N 10th @ Baseline	Systematic intersection improvements which could include signing, signals, and striping improvements	\$ 2,000,000	F-OP29; F-OP30; F-OP31	
F-SP13	Safety	OR99E: SE McLoughlin Blvd includes Maple St, SE McLoughlin Way, Oak Grove Blvd (signalized).	High percentage turning and rear end crashes concentrated near Maple St and Oak Grove Blvd. Possible issue with SB far side bus pull out. Issue with NB far side bus pull out creating sight distance issues for vehicles.	Enforcement assisted lights, red extension, Ped/Bike/Transit improvements (2 bus pull outs)	\$ 200,000		E75

ODOT REGION 1: Fix-It Project Listing (2016)

2016 STIP Safety Allocation \$ 7,146,000
 Proposed Safety Project Amount \$ 15,450,000
 % List 216.2%

Project ID	Project Type	Project	Problem Description	Goals & Objectives	Pre-Scoping Estimate (Includes PE, CE)	Matched w/ Other Fix-it Projects	Matched w/ Enhance Projects
SAFETY							
F-SP14	Safety	US26: Powell Boulevard includes SE 20th Ave, SE 21st Ave (signalized), SE 23rd Ave	High percentage turning and rear end crashes. 4 ped crashes at SE 21st Ave. Very poor visibility of pedestrians, intersection sight distance restricted, permissive left turns on mainline and side street @ SE 21st Ave, no delineation on side street	Signal upgrade w/left turn phasing @ SE 21st Ave, improve intersection sight distance and pedestrian visibility (tree removal), improve signing on mainline, improved illumination.	\$ 1,000,000	F-SP16	E87
F-SP15	Safety	US26: Powell Boulevard includes SE 38th Ave, SE Cesar Chavez (signalized), SE 40th Ave and SE 42nd Ave/SE 43rd Ave (off set signalized).	High percentage turning, rear end and ped crashes within this segment. Ped crashes concentrated @ SE Cesar Chavez to SE 40th Ave. High ped exposure - busy retail area, several bus stops, etc.	Signal upgrade @ SE Cesar Chavez, improve intersection sight distance and pedestrian visibility (tree removal). Safeway building restricting intersection sight distance on SE corner. Improve signing on mainline, Evaluate safety impacts of drop lane. Improve access related crashes	\$ 1,000,000	F-SP16	E87
F-SP16	Safety	US26: Mt Hood Highway (MP1.81-24.61)	Deficient signing, signals and striping at the following 19 potential locations: *21st; 26th; 33rd; 39th/Cesar Chavez *42nd; Foster; 52nd; 71st/72nd; 82nd *86th; 92nd; I-205 SB offramp; 98th/Tri-Met *Palmquist; Orient/Jarl; 362nd; Ruben *Meinig/OR211/Pioneer; Wolf Creek/Ten Eyck	Systematic intersection improvements which could include signing, signals, and striping improvements	\$ 1,000,000	F-SP14; F-SP15; F-SP17, F-SP18	E36; E40; E87
F-SP17	Safety	US26: Powell Boulevard includes SE 24th Ave, SE 25th Ave, SE 26th Ave (signalized), SE 28th Ave, SE 28th Pl, SE 29th Ave, SE 31st Ave, SE 32nd Ave, SE 33rd Ave	High percentage rear end and ped crashes. High ped exposure, high school, park, Catholic charities, several bus stops, etc. Very poor visibility of pedestrians, intersection sight distance restricted, permissive left turns on side streets.	Signal upgrade w/left turn phasing @ SE 26th and 33rd Ave's, improve intersection sight distance and pedestrian visibility (tree removal), improve signing on mainline, improved illumination, RRFB installation.	\$ 2,000,000	F-SP16	E87
F-SP18	Safety	US26: Powell Boulevard includes SE 35th Pl, SE 36th Ave, SE 36th Pl, SE 37th Ave	High percentage rear end and ped crashes at SE 36th Ave. Very poor visibility of pedestrians and signing on the northside of roadway, sight distance restricted at SE 31st Ave and SE 36th Ave, lack of proper signing.	Improve pedestrian facilities: improve intersection sight distance and ped visibility (tree removal), improve signing on mainline, improved illumination, RRFB installation.	\$ 2,000,000	F-SP16	E87
F-SP19	Safety	US30B: Sandy Blvd includes NE 103rd Ave, NE 104th Ave, NE 105th Ave(signalized), NE 106th Ave, NE 107th Ave.	High percentage turning and rear end crashes concentrated at NE 105 St. EB permissive left turning, WB left turns prohibited, median island with trees obstructs sight distance.	Provide protected lefts and remove median island trees. Evaluate left turn prohibition.	\$ 500,000		
SAFETY SPOT SUBTOTAL					\$15,450,000		

ODOT REGION 1: Fix-it Project Listing (2016-2018)

2016-2018 STIP Preservation Allocation \$ 21,100,000
 Proposed Preservation Project Amount \$ 34,520,000
 % List 163.6%

Project ID	Project Type	Project	Problem Description	Goals & Objectives	Pre-Scoping Estimate (Includes PE, CE)	Matched w/ Other Fix-it Projects	Matched w/ Enhance Projects
PRESERVATION							
F-PR1	Pavement Preservation	OR-211: HWY 213 to Meadowbrook	Road condition is fair to poor. This section of hwy is a very good candidate for 1R treatment to keep it from falling into the 3R category and increasing costs.	Add useful life to the pavement and prevent significant pavement degradation.	\$ 4,200,000		E18
F-PR2	Pavement Preservation	OR-212: Richey Rd to OR-26	Pavement condition is poor and starting to rapidly deteriorate. This section has cracking, delaminating and pot holes. Maintenance patch has held this section together but will need a 3R treatment. This is a main connector to hwy 26 from I205.	Repair pavement to fair or better condition and improve ADA access, if necessary	\$ 2,250,000	F-SP2	E72
F-PR3	Pavement Preservation	OR-213: Mulino to Blackman's Corner	Pavement condition has started to erode. Showing cracking and pot holes. This pavement is in fair to poor condition. Maintenance patching is needed to keep in the 1R category. This is a good project to assure cost do not significantly increase due to pavement failure.	Bring pavement to fair or better condition,	\$ 3,750,000	F-OP23	E54
F-PR4	Pavement Preservation	OR-43: Sellwood Bridge Approach	Road condition shows evidence of rutting. Pavement in this section is in fair to poor condition but is expected to hold with maintenance patching. This section of Hwy should stay in the 1R category if paved out to 2018.	Add useful life to the pavement and prevent significant pavement degradation.	\$ 790,000		
F-PR5	Pavement Preservation	OR-99E: SW Berg Parkway to Pudding River	Pavement condition is fair to poor. Bringing this section of roadway to fair or better would ensure that the section does not rapidly deteriorate increasing repair costs. It currently needs maintenance patching as F mix had deteriorated. This is crucial to keep it in the 1R category out to 2018.	Bring pavement to fair or better condition,	\$ 2,960,000		
F-PR6	Pavement Preservation	OR99E: Pine St - SW Berg Pkwy (Canby) Sec.	Road condition is poor. This section is 3R or 4R. Potholes and rough sections. Cracking of pavement sections delaminating.	Bring pavement to fair or better condition.	\$ 5,020,000		E75
F-PR7	Pavement Preservation	OR-99E: SE Harold St to SE Harrison St	Road condition is fair to poor. Pavement shows cracking and delaminating. This is a 3R section with high traffic. Maintenance paving is currently holding section together and will continue to need further attention.	Bring pavement to fair or better condition.	\$ 6,525,000	F-OP11	E75
F-PR8	Pavement Preservation	US-26: NW Mountindale Rd to NW Glencoe Rd	Road condition shows evidence of rutting. This section of Hwy is in fair condition as of 2010 and is expected to fall to poor out to 2018. It will be very important to pave this section before it drops further down in the ratings. Cost to repair will be significantly higher and fall out of the 1R category to 3R.	Add useful life to the pavement and prevent significant pavement degradation.	\$ 1,970,000		
F-PR9	Pavement Preservation	US-30: NW Bridge Ave to McNamee Rd	Pavement condition is poor and starting to rapidly deteriorate. This section of hwy has pot hole, cracking and delaminating. Maintenance patching will be needed to hold its current condition. This section will drop rapidly in condition if not paved out to 2018.	Bring pavement condition to fair or better and prevent significant pavement degradation.	\$ 7,055,000		
PRESERVATION SUBTOTAL					\$34,520,000		

ODOT REGION 1: Fix-it Project Listing (2016-2018)

Project ID	Project Type	Project	Problem Description	Goals & Objectives	Pre-Scoping Estimate (Includes PE, CE)	Matched w/ Other Fix-It Projects	Matched w/ Enhance Projects
INTERSTATE MAINTENANCE							
F-IM1	Interstate Maintenance	I-205: Johnson Creek - Glenn Jackson Bridge	Roadway is raveling and cracking due to wear from studded tires. Patching at bridge transitions	Repave lane to bring pavement to fair or better condition.	\$ 12,000,000	F-BR20-21	E50; E66; E67
F-IM2	Interstate Maintenance	I-205: Pacific Hwy - SE 82nd Drive	Roadway is raveling and rutting due to wear from studded tires.	Repave lane to bring pavement to fair or better condition.	\$ 13,100,000	F-BR16-19; F-OP26	E-48
F-IM3	Interstate Maintenance	I-5: Capital - Tualatin River	Roadway is raveling and rutting due to wear from studded tires.	Repave lane to bring pavement to fair or better condition.	\$ 6,300,000		E70-71
F-IM4	Interstate Maintenance	I-5: Marquam - Capital	Roadway is raveling and cracking due to wear from studded tires. The wear rate is higher than normal.	Repave lane to bring pavement to fair or better condition.	\$ 9,100,000	F-BR4; F-BR11; F-SP2	
F-IM5	Interstate Maintenance	I-84: Corbett - Multnomah Falls	The roadway is rutted and raveling.	Repave lane to bring pavement to fair or better condition.	\$ 6,800,000		
F-IM6	Interstate Maintenance	I-84: Marine Dr. - Corbett	There is flushing and rutting on the roadway.	Repave lane to bring pavement to fair or better condition.	\$ 4,100,000		
INTERSTATE MAINTENANCE SUBTOTAL					\$51,400,000		

ODOT REGION 1: Fix-it Project Listing (2016-2018)

Project ID	Project Type	Project	Problem Description	Goals & Objectives	Pre-Scoping Estimate (Includes PE, CE)	Matched w/ Other Fix-it Projects	Matched w/ Enhance Projects
BRIDGE							
F-BR1	Bridge	02010: OR99W over SW Multnomah Blvd	Deficient deck surface, rails and structures	Deck replair and overlays; Rail repair/replacement; Structure Repairs to concrete	\$ 406,700		E84
F-BR2	Bridge	06683B: OR99W NB Conn #1 (Steel Br E Approach)	Deficient bearings, deck surface and structures	Bearing repair/replacement; Deck repair/replacement; Structural repairs to steel	\$ 1,660,100		
F-BR3	Bridge	08194: OR43 NB over I-5 & Conns (Ross Island Intchg)	Deficient bearings, deck surface and joints	Bearing repair/replacement; Deck overlay and joint replacement	\$ 1,207,600		
F-BR4	Bridge	08203B: I-5 over SW 26th Ave	Deficient deck surface and joints	Deck joints replacement and deck overlay	\$ 1,231,800	F-IM4	E25
F-BR5	Bridge	08583: I-5 over NE Hassalo St & NE Holladay St	Deficient deck surface and joints	Deck joints replacement and deck overlay	\$ 1,200,800		
F-BR6	Bridge	08588A: I-84 WB to I-5 NB over UPRR (Banfield Intchg)	Deficient bearings, deck surface and joints	Bearing repair/replacement; Deck overlay and joint replacement	\$ 2,401,300		
F-BR7	Bridge	08588B: I-84 WB to I-5 SB over I-5 (Banfield Intchg)	Deficient bearings, deck surface and joints	Bearing repair/replacement; Deck overlay and joint replacement	\$ 3,598,600		
F-BR8	Bridge	08589A: I-5 SB to Belmont St over I-5 (Morrison Int)	Deficient bearings, deck surface and structures, and paint	Bearing repair/replacement; Deck repair/replacement; Structural repairs to steel/concrete; painting	\$ 764,200		
F-BR9	Bridge	08589B: SE Belmont St to I-5 NB over I-5 (Morrison Int)	Deficient bearings, deck surface and structures, and paint	Bearing repair/replacement; Deck repair/replacement; Structural repairs to steel/concrete; painting	\$ 177,800		
F-BR10	Bridge	08590C: I-5 SB over Marquam Bridge Ramp	Deficient bearings, deck surface and structures	Bearing repair/replacement; Deck repair/replacement; Structural repairs to steel	\$ 1,535,500		
F-BR11	Bridge	08591C: I-5 SB over I-5 NB to I-405 (W Marquam Intchg)	Deficient bearings, deck surface and structures	Bearing repair/replacement; Deck repair/replacement; Structural repairs to steel	\$ 591,800	F-IM4	
F-BR12	Bridge	09268A: NB I-405 Conn to US30 WB	Deficient deck surface and joints	Deck joints replacement; Deck Repair/Replacement	\$ 697,200		
F-BR13	Bridge	09268B: US30 EB Conn to I-405 SB	Deficient deck surface and joints	Deck joints replacement; Deck Repair/Replacement	\$ 689,100		
F-BR14	Bridge	09381: Boring Rd over Hwy 26	Low vertical clearance, deficient bearings, joing and structure damage to concrete	Raise bridge; Bearing repair/replacement; Joint replacement; Structural repairs to concrete	\$ 1,008,800		
F-BR15	Bridge	09727: OR 213 over UPRR, MP - 0.05	Deficient deck surface, rails and structures	Deck overlay; Rail repair/replacement; Structural repairs to concrete	\$ 1,068,600		
F-BR16	Bridge	09735: I-205 NB over Woodbine Road	Deficient deck surface, rails and structures	Deck overlay; Rail repair/replacement; Structural repairs to concrete	\$ 883,300	F-IM2	
F-BR17	Bridge	09735A: I-205 SB over Woodbine Road	Deficient deck surface and joints and structure damage to concrete	Deck overlay; Joint repair/replacement; Structural repairs to concrete	\$ 883,300	F-IM2	
F-BR18	Bridge	09738: I-205 NB over Borland Road	Deficient deck surface and joints	Deck joints replacement and deck overlay	\$ 837,000	F-IM2	
F-BR19	Bridge	09738A: I-205 SB over Borland Road	Deficient deck surface and joints	Deck joints replacement and deck overlay	\$ 937,300	F-IM2	
F-BR20	Bridge	13514C: I-205 over I-205 SB Conn to I-84 EB	Drainage issues and structural damage to concrete	Address drainage issues; Structural Repairs to concrete	\$ 762,000	F-IM1	
F-BR21	Bridge	13514D: I-205 over I-84 WB Conn to I-205 SB	Drainage issues and structural damage to concrete	Address drainage issues; Structural Repairs to concrete	\$ 917,800	F-IM1	
F-BR22	Bridge	N8958A: Fremont Viaduct, I-5 NB	Deficient deck and joints. Structural damage to steel and concrete. Needs painting	Deck repair/replacement; Deck joint replacement; Structural repairs to steel/concrete; painting	\$ 466,300		
F-BR23	Bridge	S8958A: Fremont Viaduct, I-5 SB	Deficient deck, bearings and joints. Structural damage to steel and concrete. Needs painting	Bearing repair/replacement; Deck repair/replacement; Structural repairs to steel/concrete; painting	\$ 455,700		
BRIDGE SUBTOTAL					\$24,382,600		

ODOT REGION 1: Enhance Project Submissions (2016-2018)

2016-2018 STIP Enhance Allocation \$ 66,400,000
 Proposed Enhance Project Amount \$ 301,327,767
 % List 453.8%

Project ID	Project	Project Summary	Pre-Scoping Estimated Total Cost	Requested Funds	Match %	Matched w/Fix-it Projects
E1	Crescent Connection: Cedar Hills Blvd - Denney Road	Crescent Connection: Cedar Hills Blvd – Denney Rd construction phase. Project fills two bicycle, pedestrian, and pedestrian-to-transit gaps between the Fanno Creek Trailhead at Denney Road and Cedar Hills Boulevard at Beaverton Creek with on-street and shared-use path segments, pedestrian crossings, and access to the Beaverton Transit Center and the Beaverton Central Station. Gap 1: From the south at the Fanno Creek Trailhead near Denney Road, construct a 620-foot shared-use path on the north side of Denney Road to King Boulevard. Gap 2: Construct an approximate 2,690-foot on-street or shared-use path along Beaverton Creek from Beaverton Transit Center to Cedar Hills Boulevard that connects the Beaverton Central Station to area employers and services.	\$ 1,323,000	\$ 904,000	\$ 419,000	
E2	Crescent Street Extension: Westgate Dr - Rose Biggi Ave	Crescent Street: Westgate Drive - Rose Biggi Ave. multimodal street improvement builds approximately 700 feet of new two-lane collector street, including sidewalks, planter strip, lighting, parking, and bikeway to provide access to transit and a redevelopment site in Beaverton's downtown core.	\$ 3,215,000	\$ 2,085,000	\$ 1,130,000	
E3	Dawson Way/Cedar Hills Blvd/Westgate Drive Intersection	Dawson Way/Cedar Hills Blvd/Westgate Drive Intersection realignment - Beaverton Capital Improvements Plan's Project #3321 corrects a multimodal gap and safety concern at an offset intersection of an arterial and two collectors by realigning and signalizing the intersection providing direct multimodal routes and safe crossings/travelways for all modes and enhancing safety and access for all users--pedestrians, cyclists, mobility device users, and motorists. The two collectors intersect with Cedar Hills Blvd, the adjacent arterial. The connections are offset by 125 feet. Preliminary design work to determine the alignment options and refine right of way and construction costs is underway by City staff and is partially funded by a HUD grant.	\$ 3,882,000	\$ 2,582,000	\$ 1,300,000	
E4	Logging Rd Bridge path connections to OR 99E	The existing multi use Logging Rd Trail currently crosses OR99E via a grade separated bridge, but has no connection to existing sidewalks on the south side of OR99E and no connection nor sidewalks on the north side of OR 99E. The project would construct an ADA multi use path connection to the existing sidewalks on the south side (eliminating a non sanctioned pedestrian rail crossing) and construct a new ADA multi use path connection on the north side which would extent to connect to existing sidewalks and bike lanes on N Redwood Street to the east and N Pine Street to the west.	\$ 460,000	\$ 322,000	\$ 138,000	
E5	NE 10th Avenue Improvements	The proposed project includes roadway and pedestrian improvements to provide an accessible route on NE 10th Avenue from N Pine Street to N Ivy Street. NE 10th Avenue is designated a neighborhood route in Canby's Transportation System Plan, and a safe route to school for students attending Knight Elementary. NE 10th also provides access to the back entrance of the Clackamas County Fair and Events Center. Currently there are no sidewalks, ADA ramps or storm water facility on this section of NE 10th Avenue.	\$ 890,000	\$ 712,000	\$ 178,000	
E6	S. Ivy Pedestrian & Intersection Improvements	The proposed project includes construction of pedestrian improvements on a major arterial in Canby situated between OR 99E and Lee Elementary School. More specifically, we will complete 3,750 lineal feet of new infill curb and 4,325 lineal feet of new infill sidewalk and accompanying ADA improvements. A traffic signal is proposed for the intersection of S Township and S Ivy as recommended in our recently updated Transportation System Plan.	\$ 960,000	\$ 768,000	\$ 192,000	
E7	Wa Na Pa Streetscape Redevelopment	Cascade Locks' main street, Wa Na Pa, needs to be improved to spur economic and tourism industry development.	\$ 950,000	\$ 852,435	\$ 97,565	
E8	Cazadero State Trail - Estacada to Eagle Creek Section	Develop 3.5 miles of the Cazadero State Trail from Timber Park in Estacada to Eagle Creek.	\$ 1,527,380	\$ 1,370,380	\$ 157,000	

ODOT REGION 1: Enhance Project Submissions (2016-2018)

2016-2018 STIP Enhance Allocation \$ 66,400,000
 Proposed Enhance Project Amount \$ 301,327,767
 % List 453.8%

Project ID	Project	Project Summary	Pre-Scoping Estimated Total Cost	Requested Funds	Match %	Matched w/Fix-it Projects
E9	OR47:OR8 Intersection Improvements (Forest Grove)	This is a two-phase project to improve the OR 8 / OR 47 intersection. Phase 1 is underway; it includes project design and right-of-way acquisition. Phase 2 (this phase) would construct the project. Project elements include construction of a right-turn lane from westbound OR 8 (Pacific Avenue) to northbound OR 47 (Quince Street), including the closure of several existing driveways; a right-turn lane from southbound OR 47 (Quince Street) to westbound Pacific Avenue; and a relocated crosswalk across OR 8 (Pacific Avenue) on the east side of the intersection.	\$ 3,100,000	\$ 1,282,000	\$ 1,818,000	
E10	SE 129th Avenue - Bike Lane and Sidewalk Improvements	The section of SE 129th Avenue between SE Mountain Gate Road & SE Scott Creek Lane is narrow and curvy. It effectively cuts off bicycle and pedestrian travel between the residential area to the north and the commercial area on SE Sunnyside Road. We propose to widen the east side of SE 129th Avenue and construct a sidewalk on the east side. The project will re-stripe the road for bike lanes in both directions.	\$ 2,517,941	\$ 2,217,941	\$ 300,000	
E11	US 26: Cornelius Pass Road to NW 185th Avenue	US 26 is the main "spine" connecting the Oregon coast range to the Portland region. The portion of US 26 in Washington County, known as Sunset highway, is an important route that serves residents, commuters, businesses, tourists, and freight linking the "economic engine" of Washington County to the world marketplace. The proposed project would widen the 1.8-mile segment of US 26 from NW 185th Avenue to Cornelius Pass Road by adding a third travel lane in each direction. Once completed, there will be three lanes in each direction of US 26 from Cornelius Pass Road to downtown Portland.	\$ 30,000,000	\$ 26,919,000	\$ 3,081,000	
E12	Oak Street Traffic Signal	Construct traffic signal at the intersection of 2nd Street and Oak Street (Historic Highway 30) in Hood River.	\$ 450,000	\$ 375,000	\$ 75,000	
E13	King City Sidewalk Infill	The King City sidewalk system has significant gaps along HWY 99W. This project will infill sidewalk gaps to connect the City to the HWY 99W corridor, which will improve pedestrian facilities within the Town Center, increase access for transportation disadvantaged populations, promote economic vitality within the Town Center and enhance overall livability. The project will update pedestrian crossings and improve access to transit to encourage multi-modal transportation in and around King City.	\$ 465,000	\$ 410,000	\$ 55,000	
E14	Laurel St: Cornell St - Hallinan St (Lake Oswego)	Laurel Street is a Neighborhood Collector with very limited pedestrian facilities. This project builds new sidewalks and ADA curb ramps to fill in existing gaps on the south side of Laurel from Cornell to Hallinan. In addition, the project widens the cross-section area between Dyer and Hallinan by nearly 15-ft to provide for a uniform 21-ft of pavement, 6-ft of sidewalk, and approximately 8-ft of shoulder area. In order to accommodate this widening, a 30-ft mechanically stabilized earth (MSE) retaining wall system is necessary to build any width through the "narrows" area which is an extremely steep area between two neighborhoods. Most important, the project will provide a safe route to school for the children walking from adjacent neighborhoods to Hallinan Elementary School.	\$ 1,692,475	\$ 1,518,658	\$ 173,817	
E15	Boones Ferry Rd: Oakridge Rd/Reese Rd - Madrona St (Lake Oswego)	This project provides for phase one of pedestrian and bicycle improvements to Boones Ferry Road, which is a major arterial serving the Lake Grove Village Center. The Village Center is designated as a Town Center on the Metro 2040 Concept Plan Map. The proposed improvements to Boones Ferry span from Madrona to Oakridge/Reese and include a pedestrian crossing at Lanewood. The project builds two bicycle lanes and extends the existing sidewalk areas. The sidewalks will include street trees, lighting, street furniture, bus shelters, and landscaping. There will also be seven new or improved pedestrian crossings. A \$5 million bond was recently approved by voters for this project. In addition, partial funding will be provided by an Urban Renewal District that was adopted in July 2012.	\$ 13,433,361	\$ 4,000,000	\$ 9,433,361	

2016-2018 STIP Enhance Allocation \$ 66,400,000
 Proposed Enhance Project Amount \$ 301,327,767
 % List 453.8%

Project ID	Project	Project Summary	Pre-Scoping Estimated Total Cost	Requested Funds	Match %	Matched w/Fix-it Projects
E16	Kellogg Creek Pedestrian/Bicycle Underpass and Multi-use Trail	The City of Milwaukie is proceeding with removal of the Kellogg Dam (box culvert and fish ladder) under the OR-99E bridge over Kellogg Creek. The removal of this dam will allow for the restoration of 14 acres of the lakebed to a natural, aesthetic, and recreational amenity in downtown Milwaukie. The Kellogg Creek pedestrian/bicycle underpass and multi-use trail project would improve bike and pedestrian mobility east-west across OR-99E/McLoughlin via a grade-separated crossing. It will also provide access to the newly restored natural area from the Trolley Trail and the future 17th Ave Connector (multi-use trail). The underpass and trail will provide a safe, attractive connection between downtown Milwaukie, the Main St Light Rail station and Riverfront Park and the Willamette River.	\$ 965,000	\$ 865,850	\$ 99,150	
E17	Transit Corridor Pedestrian Improvements (Harrison St. and King Rd.)	This Project will make ADA upgrades to sidewalks, ramps and crosswalks along the Harrison-King corridor to create a safe and continuous network from McLoughlin Blvd and downtown Milwaukie to the east edge of the city. Current sidewalks and bus stops do not meet ADA standards and there is a need for additional safe crossings. ADA upgrades in the pedestrian network, and bus stop improvements will complement increased bus service levels and connections to the new light rail service in downtown Milwaukie. Bus service improvements envisioned with addition of Light Rail service in 2015 include frequent service (operating every 15 minutes or more seven days a week) on the McLoughlin/King Rd corridor between Clackamas Community College, downtown Milwaukie, and Clackamas Town Center.	\$ 5,565,000	\$ 4,978,028	\$ 586,972	
E18	OR Highway 211 Bicycle and Pedestrian Safety Enhancements	Culvert installation and rock backfill to eliminate steep-sided ditches, adding a paved road shoulder and construction multi-use paths and/or sidewalks and bike lanes with landscaping will improve safety and enhance aesthetics along the north side of OR Hwy 211 between OR Hwy 213 and Hart Avenue in Molalla, Oregon.	\$ 370,000	\$ 320,000	\$ 50,000	F-PR1
E19	Main Street: 10th Street - 15th Street (Oregon City)	Leveraged STIP funding supports infrastructure improvements that encourage mixed-use development and improved regional transportation by connecting existing transit modes and nodes. The final phase of a Connective Corridor in downtown Oregon City builds connections to a TriMet Transit Center and City park and ride integrating them as a nexus for transit. Improvements include: ADA accessibility, bicycle parking, illumination and safety - open sight lines for vehicles and pedestrians. A connective corridor aligns transit infrastructure into an integrated multi-modal system. Connecting transit (TriMet Transit Center), waterfront trails (Interweave) and the walkability of our downtown places a higher priority on transit solutions and leads to decreased single occupancy vehicle use.	\$ 3,159,000	\$ 2,802,568	\$ 356,432	
E20	Molalla Avenue - Beaver Creek Rd to Hwy 213 (Oregon City)	Molalla Avenue is a key route for all travel modes connecting the Oregon City Regional Center with Clackamas Community College. However, the segment from Beaver Creek Road to OR 213 is uncomfortable, unwelcoming and at times unaccommodating for those walking, biking or accessing transit. With some of the highest population and employment densities in Oregon City adjacent to the corridor, the City, in partnership with TriMet, would like to encourage non-motorized travel by reconfiguring the existing right-of-way to better accommodate all street users. The project would reduce the underutilized curb-to-curb pavement width to include continuous bike lanes, wider and continuous sidewalks, street furnishings, improved access management and more convenient and comfortable street crossings.	\$ 6,638,730	\$ 4,823,730	\$ 1,815,000	
E21	Connected Cully	The Connected Cully project seeks to create safe and seamless pedestrian and bicycle transportation connections in a neighborhood severely lacking them. This project will serve 13,000 residents in Cully, the state's most diverse neighborhood, transforming it into a more connected community. The project will calm traffic, fill in the missing sidewalks along transit routes, and increase walking and bicycling by creating new north/south connections to Cully's crowded public schools. This project will leverage regional public investments by providing connections to the recently completed Cully Boulevard, to transit, and to the future site of Thomas Cully Park. It will also provide critical connections for the 2,000 residents of the Hacienda Community Development Corporation housing complexes.	\$ 3,207,000	\$ 2,877,641	\$ 329,359	

ODOT REGION 1: Enhance Project Submissions (2016-2018)

2016-2018 STIP Enhance Allocation \$ 66,400,000
 Proposed Enhance Project Amount \$ 301,327,767
 % List 453.8%

Project ID	Project	Project Summary	Pre-Scoping Estimated Total Cost	Requested Funds	Match %	Matched w/Fix-it Projects
E22	Downtown I-405 Pedestrian Safety and Operational Improvements	The primary goal of this project is to enhance pedestrian/bicyclist safety and traffic operations at two intersections where Interstate 405 (I-405) on- and off-ramps cross an important city street with high levels of pedestrian use. The project will facilitate safer and more frequent pedestrian and bicycle crossings on NW Couch St., while creating more efficient I-405 access ramps. The funds will improve pedestrian safety and connectivity by constructing new curb ramps and corners, marked crosswalks, and upgraded traffic signals. In addition, the project will improve freeway ramp efficiency by separating freeway and local traffic, and improve connectivity between adjacent neighborhoods across the freeway.	\$ 2,240,000	\$ 2,009,952	\$ 230,048	
E23	N Broadway Safety Crossing Enhancement Project	The primary goal of this project is to enhance traffic safety and operations along N Broadway St between N Ross Ave and N Wheeler Ave. The project eliminates several complicated weaving maneuvers while facilitating safer and more frequent pedestrian and bicycle crossings of Broadway. This change will reduce crash activity and enhance access to local businesses, a new streetcar stop, redeveloped buildings, and Rose Quarter events. The funds will close a slip lane, reconstruct and extend sidewalks and provide a signalized pedestrian crossing. In addition, the project will complement ODOT's plans to consolidate the I-5 freeway Broadway off-ramp. These improvements are consistent with the recently adopted City of Portland's N/NE Quadrant Plan and ODOT's I-5 Broadway/Weidler Facility Plan.	\$ 1,548,488	\$ 1,389,458	\$ 159,030	
E24	N Williams Traffic Safety Project (Portland)	The project will design and construct traffic calming, pedestrian crossing safety, traffic and bicycle safety improvements along a 2 mile multi-modal neighborhood collector. The major design component of the project is a 'road diet' re-striping of the roadway to create the space for an enhanced bicycle facility. Curb extensions are proposed at 8 locations to improve pedestrian safety and access to transit. A new traffic signal at N Cook will improve traffic safety. A parallel low traffic volume greenway is planned for N Rodney Ave.	\$ 1,500,000	\$ 1,300,000	\$ 200,000	
E25	OR99W:SW 19th Ave - SW 26th Way (Portland) Barbur Blvd Demonstration Prj.	This project will implement strategically selected improvements recommended in the Barbur Boulevard Streetscape Plan (1999). The focus is on improving safety for both pedestrians and cyclists, providing good access to transit, reducing the double barrier effect of crossing SW Barbur Blvd and the I-5 Freeway, improving pedestrian and bicycling connectivity and access for users of all ages and abilities and enhancing the walking environment. This project will build critical missing gaps in the sidewalks and bike lanes along SW Barbur Blvd, rationalize driveways, make minor improvements to existing signalized intersections and provide two new enhanced crossings for pedestrians and cyclists to access transit and destinations along or across SW Barbur Blvd.	\$ 2,000,000	\$ 1,794,600	\$ 205,400	F-BR4
E26	Portland Citywide Bicycle System Improvements (Portland)	Portland's pre-2010 bikeway network was built under guidance that pre-dated the NACTO Urban Bikeway Design Guide and other modern guidance. Projects implemented since 2010 adhere to higher design guidelines. This city-wide project will update to current guidelines key elements of the pre-2010 network on both neighborhood greenway/bicycle boulevards and bicycle lane streets. These improvements will include speed and volume control where lacking on neighborhood greenways/bicycle boulevards as well as crossing treatments to allow safe crossings of collector streets. The project will also provide more separation between bicycle lanes and general purpose lanes by creating buffered or physically-protected bicycle lanes and will also fill in missing gaps in the bicycle lane network.	\$ 7,500,000	\$ 6,729,750	\$ 770,250	
E27	Red Electric Trail (Portland)	This project will complete a segment of the regionally significant Red Electric Trail. Portions to be constructed include a segment of walkable/bikeable shoulder on SW Shattuck from Illinois to Fairvale, an off-street path from Shattuck to Fairvale Ct, a path connection on the north side of Cameron, and a Neighborhood Greenway segment on SW Cullen.	\$ 1,628,000	\$ 1,460,805	\$ 167,195	

2016-2018 STIP Enhance Allocation \$ 66,400,000
 Proposed Enhance Project Amount \$ 301,327,767
 % List 453.8%

Project ID	Project	Project Summary	Pre-Scoping Estimated Total Cost	Requested Funds	Match %	Matched w/Fix-it Projects
E29	SE Foster Road Safety and Sidewalk Enhancement Project (Portland)	The SE Foster Road Safety and Sidewalk Enhancement Project will design and construct elements of the Foster Road Transportation and Streetscape Plan (adopted in 2003 and updated in 2013) along SE Foster Road between SE 50th Ave and SE 90th Ave. It will primarily focus on pedestrian and bicycle crossing safety and access to transit, followed by streetscape improvements in the priority Districts identified in the Plan. Improvements will include:• Pedestrian safety crossing improvements along the corridor• Bus Stop Improvements. (e.g. seating, shelters, ADA landing pads) at multiple locations along the corridor, to be determined in coordination with TriMet• Signal synchronization equipment upgrades• Bike parking, facilities and crossing improvements along SE Foster.	\$ 2,500,832	\$ 2,243,997	\$ 256,835	
E30	SmartTrips Portland-Milwaukie Light Rail (Portland)	SmartTrips Portland-Milwaukie Light Rail is a transportation demand management project to provide customized information and assistance about transportation choices to all residents and employees within two miles of the newly opened light rail line. By incorporating this effective individualized marketing methodology, the project will increase transit ridership, reduce congestion on state and local roads, and increase awareness of all transportation options. In the past, SmartTrips program helped the Yellow and Green MAX lines achieve increased ridership and reduced single-occupancy vehicle trips in the project areas. SmartTrips Portland-Milwaukie Light Rail will ensure a greater return on the region's significant investment in light rail and transportation choices.	\$ 445,782	\$ 400,000	\$ 45,782	
E31	Southwest Safe Network Access (Portland)	This project will construct critical safety improvements on SW Portland's bicycle and pedestrian networks. Specific improvements include shoulder widening, bike lanes, short segments of sidewalk, crossing improvements, lane re-striping, guide signs, and signal modification.	\$ 2,000,000	\$ 1,794,600	\$ 205,400	
E32	St. Johns Truck Strategy Phase II (Portland)	The purpose of this project is threefold: 1) redesign the North Portland Road/Columbia Blvd intersection and connecting ramps to channel non local southbound trucks traveling on North Portland Road onto Columbia Blvd as the preferred route to the Rivergate Industrial District and the St. Johns Bridge; 2) install traffic calming and safety improvements (i.e., median islands, curb extensions, Rapid Flashing Beacons, speed reader boards) along the N. Fessenden-St. Louis corridor to enhance neighborhood safety and livability; and 3) improve overall traffic flow and freight mobility along the N. Lombard Street corridor while also enhancing pedestrian and bicycle safety and mitigating impacts of increased truck traffic along a designated NHS freight route.	\$ 3,263,000	\$ 2,927,890	\$ 335,110	
E33	Sullivan's Gulch Trail Undercrossing of I-205	Construct a segment of the Sullivan's Gulch Trail under an existing I-205 structure just north of the Gateway Transit Center. The shared use path for bicycles and pedestrians would be located on ODOT property on a slope supported by a retaining wall. At the eastern end, the trail would connect to the I-205 Path, East Portland and Gateway Green (a natural area/park). At the western end, the trail would turn north and follow ODOT's property about four blocks, where it would connect to Hancock Street and the Tillamook-Hancock Greenway, which extends to the Central City and downtown. This project includes part of the larger Sullivan's Gulch Trail and a connector to a city greenway. The trail concept plan was approved by City Council on July 25, 2012.	\$ 1,734,003	\$ 1,555,921	\$ 178,082	
E34	Washington Park Shuttle Enhancement Program	This project enhances multimodal strategies and related efficiencies in parking utilization for visitors to Washington Park, which contains the region's leading visitor attractions. The funding request includes purchase of an alternative-fuel shuttle fleet that will circulate on an enhanced route between Goose Hollow MAX stops, the Zoo MAX station, remote parking lots and key park locations. The visibility and appeal of this system will be enhanced by the provision of passenger shelters, while sidewalk improvements will increase pedestrian connectivity. Parking revenues from pay stations will provide operating dollars and fund further improvements centered at the South Entry to Washington Park, primarily accessed from Highway 26.	\$ 3,118,237	\$ 2,797,994	\$ 320,243	

ODOT REGION 1: Enhance Project Submissions (2016-2018)

2016-2018 STIP Enhance Allocation \$ 66,400,000
 Proposed Enhance Project Amount \$ 301,327,767
 % List 453.8%

Project ID	Project	Project Summary	Pre-Scoping Estimated Total Cost	Requested Funds	Match %	Matched w/Fix-it Projects
E35	362nd Ave. / Bell St. Extension	The proposed project would extend Bell St. approximately 3,000 feet west of its current terminus and extend 362nd Dr. approximately 1,700 feet north of US 26. Both Bell St. and 362nd are classified as minor arterials. These street extensions will significantly reduce local origin-destination trips on US 26 between Bluff Rd. and 362nd Ave. including trips originating west of Sandy destined for an existing 1400-student high school located on Bell St.	\$ 6,953,267	\$ 6,239,167	\$ 714,100	
E36	OR 211: Bornstedt Rd - US 26 Sidewalk & Bike Lanes (Sandy)	This proposed project will construct a 6 foot wide sidewalk on the east side of OR 211 from Bornstedt Rd north to US 26 and bike lanes on both sides of the road. The total length of the project will be approximately 4,000 feet. The project includes pavement widening as necessary, a planter strip/swale for stormwater quality treatment, street lighting, 6 foot wide bike lanes on both sides of the road, and a 6 foot wide sidewalk on the east side of OR 211, with street trees behind the sidewalk. Retaining walls for both cut and fill slopes will be necessary. The OR 211 sidewalk project will tie in with the improvements proposed in the OR 211: Eagle Creek-Sandy Hwy @Dubarko Road safety project, enhancing and expanding upon this safety project.	\$ 14,250,000	\$ 12,724,905	\$ 1,525,095	F-SP16
E37	Sandy Transit Operations Center Phase II Bus Barns (City of Sandy)	The Sandy Transit system, operated by the City of Sandy since 2000, is the critical eastern component of the regional transit system, connecting the rural communities of Sandy to Eagle Creek, Estacada and Oregon City to the south; Gresham and Portland to the west. Clackamas County operates the Mountain Express route to the Villages of Mt. Hood to the east from this facility in coordination with Sandy Transit routes. In 2007, the City of Sandy began construction of a Transit Operation Center facility. Because available funding for the construction was limited, the project was phased. The first phase (the administrative facility and the largest of three bus barns) was completed in 2008. This application requests funding to complete the construction of the two final bus barns.	\$ 570,000	\$ 510,000	\$ 60,000	
E38	Transit Vehicle Replacement (City of Sandy)	The Sandy Transit system, operated by the City of Sandy since 2000, is the critical eastern component of the regional transit system, connecting the rural communities of Sandy to Eagle Creek, Estacada and Oregon City to the south; the Mt. Hood Villages to the east; Gresham and Portland to the west. The primary route between Sandy and Gresham is the workhorse and critical link for the system which provides safe, efficient and effective low-cost travel options improving mobility between rural communities and connecting them to the greater Portland metropolitan region. The system is served by a fleet of eleven vehicles. This project proposes to replace two large transit vehicles on the most heavily traveled route with larger vehicles when the current vehicles have exceeded their useful life.	\$ 757,500	\$ 657,500	\$ 100,000	
E39	US 26 at 362nd Intersection Improvements	The proposed project would add a westbound left turn lane on US 26 and add a southbound receiving lane on 362nd Ave. in order to improve operation at an intersection that exceeds ODOT's mobility standard during the weekday PM peak hour. This is a three-way intersection that serves as the sole westbound access from US 26 to a large retail site (Fred Meyer) and various commercial sites and employment centers south of US 26.	\$ 2,234,737	\$ 2,005,230	\$ 229,507	
E40	US 26: Ten Eyck Rd/Wolf Dr - Vista Loop Sidewalks (Sandy)	The project proposes to construct approximately 2,600 linear feet of a 6 foot wide continuous sidewalk on the north side of US 26 and 2,460 linear feet the sidewalk on the south side of US 26 between Ten Eyck/Wolf Drive and West Vista Loop as shown in the Sandy Transportation System Plan. The project includes pavement widening as necessary for bike lanes, street lighting, and landscaping. Retaining walls for both cut and fill slopes will be necessary.	\$ 1,335,000	\$ 1,140,000	\$ 195,000	F-SP16
E41	Cedar Creek Trail and Wildlife Undercrossing at Highway 99W in Sherwood	Design and construct an undercrossing consisting of a conspan structure for multimodal trail, Cedar Creek and wildlife passage at the Cedar Creek and Highway 99W intersection to facilitate a seamless connection between two sections of Sherwood bisected by Highway 99W.	\$ 8,158,574	\$ 7,320,688	\$ 837,886	

ODOT REGION 1: Enhance Project Submissions (2016-2018)

2016-2018 STIP Enhance Allocation \$ 66,400,000
 Proposed Enhance Project Amount \$ 301,327,767
 % List 453.8%

Project ID	Project	Project Summary	Pre-Scoping Estimated Total Cost	Requested Funds	Match %	Matched w/Fix-it Projects
E42	Fanno Crk Trail: Woodard Park - Grant Ave (Tigard)	The Fanno Creek Trail from Woodard Park to Grant Ave will fill a 1/4-mile gap to provide a continuous 8-mile regional trail from Downtown Tigard, through Beaverton, and to Garden Home in Portland. The trail will provide:- safe and direct access to Downtown Tigard (2040 Town Center and Urban Renewal Area)- an active transportation route connecting residential neighborhoods to Downtown Tigard- an important bike and pedestrian crossing of OR:99W under the Tigard viaduct.- access to Tigard Transit Center and indirect access via local street connections to the Beaverton Transit Center. - access to essential City functions/facilities: City Hall, Tigard Library, police department- connectivity of the Fanno Creek enhanced watershed, approximately 140 acres of restored creek corridor.	\$ 1,050,000	\$ 900,000	\$ 150,000	
E43	Hall Blvd: Burnham St to Durham Rd (Tigard)	This project will repave, add turn lanes at a key intersection, illuminate, add transit stop amenities and fill in the sidewalk gaps along Hall Boulevard (Beaverton-Tualatin Highway #141) from Downtown Tigard (Burnham Street) to Durham Road.	\$ 6,500,000	\$ 5,768,750	\$ 731,250	
E44	Hwy 217: 72nd Ave Interchange	Evaluate and develop a conceptual design to address the transportation issues in the area of the interchange of Highway 217 with 72nd Avenue. This project will focus on the ramp terminals, cross street (72nd Ave) and streets intersecting 72nd Ave - not on the mainline of Hwy 217.	\$ 900,000	\$ 800,000	\$ 100,000	
E45	Tualatin River Bike/Ped Bridge - King City to Tualatin	Design and build a 1.5 mile shared use path from King City to Tualatin, including a bike/ped bridge over the Tualatin River. The project is part of a 50-mile active transportation route from Wilsonville to North Portland. The project will: • Build a new bike/ped Tualatin River bridge (330 feet long, 18 foot wide deck, 200 foot long ramp on the north side). • Build the Ice Age Tonquin Trail from Pacific Dr. near Hwy 99W to the Tualatin River, the Westside Trail from the Tualatin River to Beef Bend Rd, and a connection to the Tualatin River Greenway Trail. The trail will be 12 feet wide with 2 ft. gravel shoulders. • Take bike/ped traffic off Highway 99W, Beef Bend Rd, Roy Rogers Rd, and other vehicular streets. • Improve safety, directness of travel, and user experience for bikes and peds.	\$ 8,551,749	\$ 6,601,749	\$ 1,950,000	
E46	Highway 43 Corridor Enhancements	A large scale improvement of the Highway 43 Corridor to enhance bike, pedestrian, transit, and vehicular mobility. Project will infill key missing sidewalk sections throughout Highway 43 within City limits, add safe pedestrian highway crossings where appropriate, widen narrow roadway sections from two to three vehicle lanes, improve existing bicycle lanes and eliminate bike lane gaps, add new and improve existing traffic signals, and provide access restrictions and new turn lanes to optimize flow on the Highway.	\$ 6,005,000	\$ 5,104,250	\$ 900,750	F-OP26; F-OP27
E47	I-205: 10th St. Interchange Area Enhancement (West Linn)	Provide an interchange corridor construction project at the I-205/10th St. area to provide capacity, efficiency, circulation, safety, and connectivity improvements by means of lane additions, new street connections, new traffic signals, pedestrian sidewalks, bike lanes, and access management strategies such as raised medians for restricted turn movements. Major portions of the project include widening the I-205 underpass from three to five lanes, connection of 8th Ct. to Willamette Falls Dr. (WFD), addition of turn lanes at 10th/Salamo Rd. and 10th St./WFD, installation of five new signals (including two at locations that are currently unsignalized: 10th St./WFD and 12th St./WFD), installation of bike lanes (none exist in the corridor currently) and pedestrian walkways.	\$ 5,230,000	\$ 4,445,500	\$ 784,500	F-IM2
E48	Kinsman Road: Boeckman Rd - Barber Street (Wilsonville)	The project will construct the next segment of Kinsman Road between Barber Street and Boeckman Road in Wilsonville, OR. The segment completes a critical arterial link in this growing community's developing west side multi-modal grid. Parallel to I-5, it provides an alternative route to I-5 and two interchanges for local trips. Kinsman Road connects residential, industrial, and commercial land uses and accesses the WES commuter rail and SMART Central (bus) stations. It is the next link on a designated freight route (Metro RTP) and is needed to serve existing haulers and over 260 acres of vacant industrial lands west of I-5. Design and right-of-way acquisition are underway, and the project will be ready for construction in 2016.	\$ 4,730,000	\$ 2,230,000	\$ 2,500,000	

ODOT REGION 1: Enhance Project Submissions (2016-2018)

2016-2018 STIP Enhance Allocation \$ 66,400,000
 Proposed Enhance Project Amount \$ 301,327,767
 % List 453.8%

Project ID	Project	Project Summary	Pre-Scoping Estimated Total Cost	Requested Funds	Match %	Matched w/Fix-it Projects
E49	Beavercreek Rd: Henrici Rd to Leland Rd	This project will widen the shoulders and add paved bike lanes on Beavercreek Rd between Henrici Rd and Leland Rd, along approximately 1.6 miles (8,580 lineal feet). Beavercreek Rd is identified as a proposed bikeway on the County's Planned Bikeway Network and the project is a high priority rural bikeway project in the County's Bicycle Master Plan. A recent Road Safety Audit was conducted on Beavercreek Rd and the audit recommends wider shoulders for improved safety of all users of the road. The project will improve the road to meet current County standards, and provide trimming and removal of vegetation for the improved visibility of signage and sight distance at intersections and driveways.	\$ 3,881,934	\$ 3,483,265	\$ 398,669	
E50	I-205 (Sunnyside) Pedestrian and Bicycle Bridge	Clackamas County proposes to construct a pedestrian and bicycle bridge over Interstate 205 adjacent to the SE Sunnyside Rd overpass bridge. The bridge will connect pedestrian and bicyclists between the Clackamas Regional Center, the Max Green Line platform station, the Kaiser Permanente Sunnyside Hospital and many commercial and retail businesses and employers. The proposed bridge will be four spans with a total length of approximately 550 feet. The proposed bridge type will be a signature type bridge such as cable-stay or include aesthetic treatments in order to be context sensitive for those traveling on I-205. The project is located in an urban renewal district and is a high priority project for the County.	\$ 3,003,573	\$ 2,252,680	\$ 750,893	F-IM1
E51	Jennings Ave: OR99E to Oatfield Rd Widening	The County proposes to make improvements along Jennings Ave from OR99E (McLoughlin Blvd) to Oatfield Rd. The improvements include constructing a curb tight sidewalk on the north side of the road and constructing bike lanes on both sides of the road for enhanced bicycle and pedestrian connectivity. The total length of improvements is approximately ¾ of a mile (approximately 3860 feet). The project is located in a low to moderate income area and the project is critical to enhancing the livability and vitality of the neighborhood. Jennings Ave is included in the County's Pedestrian and Bicycle Master plans and is noted as high priority project in both plans. The project is also included in the County's Transportation System Plan and is a critical infrastructure project.	\$ 3,595,324	\$ 3,226,084	\$ 369,240	
E52	Linwood Ave: Monroe St to Johnson Creek Blvd	Clackamas County proposes to make improvements along Linwood Ave from Monroe St to Johnson Creek Blvd as well as replacing the existing bridge over Johnson Creek. The improvements on Linwood include filling in sidewalk gaps and constructing bike lanes on both sides of the road for enhanced pedestrian and bicycle connectivity. The total length of improvements is approximately ¾ of a mile (4050 feet). The proposed bridge replacement will also include full pedestrian facilities and bicycle lanes. Linwood Ave is included in the County's Pedestrian and Bicycle Master plans and is noted as a high priority project in both plans. Linwood Ave is also a Primary Bus Transit Route and the project will provide a critical north-south link for all modes of travel in the North Clackamas area.	\$ 3,958,489	\$ 2,968,867	\$ 989,622	
E53	Otty St- 82nd Ave Realignment	The County proposes to realign Otty St to the west of 82nd Ave (OR213) near the 82nd Ave intersection to improve traffic flow in the area. The project also constructs sidewalks and bicycle lanes for improved pedestrian and bicyclist safety. The intersections at 82nd Ave between Otty St and Otty Rd are not currently aligned, forcing traffic moving east to west from Otty Rd to travel onto SE 82nd and make a left to continue along Otty St. The street alignment at this intersection limits connectivity at a crucial link in residential neighborhoods on either side of 82nd Ave.	\$ 1,897,191	\$ 1,422,894	\$ 474,297	
E54	Union Mills Rd at OR213 Intersection Improvements	This project proposes constructing a widened right turn lane at the intersection of Union Mills and OR213. The turn lane is located on the west bound leg on Union Mills and will improve the safety and function of the intersection. Union Mills is currently classified as a minor arterial with significant traffic and average daily trips.	\$ 999,838	\$ 897,143	\$ 102,695	F-PR3, F-SP6

ODOT REGION 1: Enhance Project Submissions (2016-2018)

2016-2018 STIP Enhance Allocation \$ 66,400,000
 Proposed Enhance Project Amount \$ 301,327,767
 % List 453.8%

Project ID	Project	Project Summary	Pre-Scoping Estimated Total Cost	Requested Funds	Match %	Matched w/Fix-it Projects
E55	AGA Rd: MP 0.0 - 0.3 Bike/Ped Improvements	Much of the land along Odell's (County) AGA Road and OR282 to the north is zoned R-1 (7500 Square Foot Residential) which has resulted in urban densities of residential development along the roads. Due to the absence of improved sidewalks or shoulders, students are frequently observed walking to and from school in the travel lane. This project proposes new AGA Road sidewalks and widened shared roadway substantially improving the safety of students who walk or bike this corridor to get to school. The project will improve bike/ped connectivity between local subdivisions and community focal points including Mid Valley Elementary School, downtown Odell, county fairgrounds, and WyEast Middle School. The Odell community will experience the benefits of reduced traffic and fuel consumption.	\$ 572,500	\$ 512,500	\$ 60,000	
E56	Country Club Rd: MP 1.21 – 3.0 Shoulder Bikeway	Country Club Road is a rural major collector that is also a popular route for recreational and commuting bicyclist traveling between the City of Hood River and the west side of the Hood River Valley. The proposed project would add four foot to six foot wide paved shoulders along 1.8 miles of Country Club Road between Wooded Acres Drive (MP 1.21) and Barrett Dr (MP 3.0).	\$ 1,712,000	\$ 1,536,177	\$ 175,823	
E57	OR281: MP 2.13-2.40 & Country Club Rd: MP 3.0 Truck Widening	Truck access to commercial, industrial, and agricultural lands south of Hood River is limited by the highway geometry at three intersections. Truck length restrictions at the intersections of Country Club Rd/Barrett Dr, OR281/Orchard Rd, and OR281/Guignard Dr have inhibited freight movement and limited the use and development of these lands. The proposed project includes the design and construction of road improvements at each intersection. The improvements are anticipated to include road widening at all three intersections and road grade changes at the OR281/Orchard Rd intersection. Drainage improvements and incidental work such as signing and striping will be included as identified in the design. Right-of-way acquisition will also be required at all three intersections.	\$ 3,550,000	\$ 3,185,000	\$ 365,000	
E58	Hood River City Park and Ride	The requested funds would fund phase two of a Park and Ride project in the City of Hood River. The District is in the process of building a Park and Ride lot next to our Transit Facility. The District had an opportunity to purchase additional land next to the current project, so the District is now able to expand the size of the Park and Ride facility.	\$ 245,890	\$ 219,890	\$ 26,000	
E59	Hood River County Transportation District Vehicle Replacements	The District would replace 5 Cutaway style buses and 1 minivan during the 2016-2018 period. These vehicles would replace vehicles that will have exceeded their useful life.	\$ 390,000	\$ 349,947	\$ 40,053	
E60	Willamette Grnwy Trail: Chimney Park/Kelley Pt Park	Close a 4-mile gap in the Willamette Greenway Trail to connect North Portland to the Rivergate Industrial area. Segment 1 runs north from an ODOT/TE funded bike/pedestrian bridge about 2 miles to a viewpoint on a restored landfill. The work includes a study to determine the type of crossing needed at Columbia Blvd. (a freight corridor) and construction of that crossing; upgrading an existing at-grade railroad crossing; improving an existing bridge; a new trail segment; and a spur trail to the viewpoint. Segment 2 starts at the viewpoint, extending for 2 more miles to connect to an employment area and hundreds of miles of regional trails surrounding Portland. Improvements include a 90' long x 14' wide bike/pedestrian bridge over the N. Columbia Slough and repair of 1 mile of damaged trail.	\$ 8,100,000	\$ 7,268,130	\$ 831,870	
E61	NE 238th Dr: Halsey St to Glisan St Freight and Multimodal Improvements	This project is a top priority project identified by a consensus process with East County cities and Multnomah County as part of the East Metro Connections Plan (EMCP) corridor study completed in the summer of 2012. This project includes improvements for freight trucks and new and improved multimodal components. Freight improvements will accommodate trucks that are currently unable to use this road due to the curvature of the roadway. Improvements for bicyclists and pedestrians will provide a safe facility to access essential services adjacent to and near this key East Multnomah County corridor.	\$ 8,769,340	\$ 7,859,340	\$ 910,000	

ODOT REGION 1: Enhance Project Submissions (2016-2018)

2016-2018 STIP Enhance Allocation \$ 66,400,000
 Proposed Enhance Project Amount \$ 301,327,767
 % List 453.8%

Project ID	Project	Project Summary	Pre-Scoping Estimated Total Cost	Requested Funds	Match %	Matched w/Fix-it Projects
E62	Sandy Blvd (Fairview City Limits - 210th Ave): Freight & Multi-modal Improve	This project will improve a substandard minor arterial in two segments. First, from Gresham/Fairview city limits to 210th Ave, the project will fill gaps in the bicycle and pedestrian network including constructing curbs, sidewalks, lighting, bus stop enhancements, and bicycle lanes to better connect residents living in dense residential communities to regional and town centers, as well as to reduce multi-modal conflicts by providing bicyclists and pedestrians with separated, full-standard facilities. Second, this project will install a signal at the intersection of Sandy Blvd and 230th Ave to improve the freight turning conflicts from prime industrial sites in the Townsend Business Park and to increase multi-modal safety given the high amount of observed freight traffic along the corridor	\$ 1,526,873	\$ 1,307,284	\$ 219,590	
E63	Portland-Eugene Cascades POINT Thruway Bus service Bus #2	ODOT has entered into a contract with MTR Western to provide bus service between Eugene and Astoria via Portland. The contract includes the provision of two grants for buses. Funding for the first vehicle was obtained via the Flex Fund process. The first grant is in place for the first vehicle. This project funds the second bus. The current contract structure and service revenue are expected to allow phased increases in service in the corridor. Failure to secure funding for the second vehicle grant will result in less service in the corridor.	\$ 654,336	\$ 587,136	\$ 67,200	
E64	Historic Columbia River Highway State Trail: Shellrock Mountain Crossing	This project will fund the construction of the Historic Columbia River Highway State Trail between Wyeth (Interstate 84, Exit 51) and the Lindsey Creek State Scenic Corridor. This 2.1 mile trail segment is particularly important because the State Trail will provide safe access for cyclists and pedestrians around Shellrock Mountain to access a stunning section of abandoned highway. The shoulders on I-84 around Shellrock are only 4' wide and make Shellrock a particularly "scary" section to ride as a cyclist. Once past Shellrock the new trail will merge with an extremely scenic section of the old road. In the Lindsey Creek State Scenic Corridor the old road diverges from the busy, noisy I-84 travel corridor and meanders through the forest where one feels transported back in time.	\$ 6,100,000	\$ 5,157,530	\$ 942,470	
E66	I-205 NB: US 26/Powell to Stark/Washington Auxiliary Lane and Stark/Washington Exit-ramp	In a period of constrained revenue forecasts ODOT R-1 has developed Corridors Bottleneck Operations Study (CBOS) to identify major congestion bottlenecks on freeways and develop cost effective, small-scale operational improvements. CBOS will implement the OHP Major Projects Policy and address FHWA Localized Bottleneck Reduction Program objectives. The project is to extend the existing acceleration lane from Powell Blvd. entrance-ramp to match with the existing auxiliary lane from Division St. entrance-ramp to Stark/Washington St. exit-ramp, and provide a two-lane exit at Stark/Washington. This project will reduce congestion, improve lane balance and travel time reliability, and sustain stable traffic flow in this section of I-205.	\$ 7,500,000	\$ 6,729,750	\$ 770,250	F-IM1
E67	I-205 SB: I-84 EB Entrance-ramp to Stark/Washington Auxiliary Lane	In a period of constrained revenue forecasts ODOT R-1 has developed Corridors Bottleneck Operations Study (CBOS) to identify major congestion bottlenecks on freeways and develop cost effective, small-scale operational improvements. CBOS will implement the OHP Major Projects Policy and address FHWA Localized Bottleneck Reduction Program objectives. The project is located on the critical I-205 commuter and freight through-route within the Portland Metro area. This project will reduce congestion, improve lane balance and travel time reliability, and sustain stable traffic flow on I-205. This project is to extend the existing acceleration lane from the I-84 EB to I-205 SB entrance-ramp to tie into the existing auxiliary lane from Stark/Washington St. to Division St./Powell Blvd.	\$ 8,500,000	\$ 7,627,050	\$ 872,950	F-IM1
E68	I-205 Shared Use Path: Maywood Park	The proposed project would modernize the existing I-205 shared use path that's within the city of Maywood Park. The project is needed to replace the share path surfacing that's in poor condition and to make safety and ADA improvements.	\$ 450,000	\$ 403,785	\$ 46,215	
E69	I-205 Shared Use Path: Pedestrian Bridge at Johnson Creek	Project would design and construct a pedestrian bridge and related improvements on the I-205 shared use path.	\$ 1,250,000	\$ 1,121,625	\$ 128,375	

2016-2018 STIP Enhance Allocation \$ 66,400,000
 Proposed Enhance Project Amount \$ 301,327,767
 % List 453.8%

Project ID	Project	Project Summary	Pre-Scoping Estimated Total Cost	Requested Funds	Match %	Matched w/Fix-it Projects
E70	I-5 NB: Lower Boones Ferry Exit-ramp	In a period of constrained revenue forecasts ODOT R-1 has conducted the Corridors Bottleneck Operations Study (CBOS) to identify major congestion bottlenecks on freeways and develop cost effective, small-scale operational improvements. CBOS will implement the OHP Major Projects Policy and address FHWA Localized Bottleneck Reduction Program objectives. This project was one of the high priority projects derived from CBOS. The project is located on the critical north-south I-5 commuter and freight through-route within the Portland Metro area. It will convert the existing I-5 NB exit-ramp to Lower Boones Ferry Road from a one-lane/exit only to a two-lane exit-ramp. It will enhance the safety and operations of the freeway and exit-ramp by alleviating the difficult weaving movements.	\$ 2,000,000	\$ 1,794,600	\$ 205,400	F-IM3
E71	I-5 SB: Lower Boones Ferry Exit to Lower Boones Ferry Entrance Auxiliary Lane	In a period of constrained revenue forecasts ODOT R-1 has conducted Corridors Bottleneck Operations Study (CBOS) to identify major congestion bottlenecks on freeways and develop cost effective, small-scale operational improvements. This project was one of the high priority projects derived from CBOS and addresses a section of I-5 with a high accident frequency and many operational problems. The project would extend I-5 SB auxiliary lane from Lower Boones Ferry SB exit-ramp to Lower Boones Ferry SB entrance-ramp and tie into existing auxiliary lane between Lower Boones Ferry and Nyberg. This project will reduce congestion, improve lane balance and travel time reliability, reduce weaving related collisions and sustain stable traffic flow in this section of I-5.	\$ 8,500,000	\$ 7,627,050	\$ 872,950	F-IM3
E65	I-84: NW Forest Lane (Vertical Clearance)	Raise the NW Forest Lane Bridge over I-84. Currently, it is one of three eastbound and westbound vertical controlling structures along the I-84 corridor between the OR/WA border at I-205 to OR/ID border.	\$ 2,100,000	\$ 1,884,330	\$ 215,670	
E72	OR 224-212 Corridor ITS	This project is located on OR 224 and OR 212 from OR 99E to the Rock Creek Junction. There are serious transportation safety issues with numerous SPIS sites in both the top 5% and 10% categories. The project purpose is to improve transportation safety and mobility for the many system users driving through the corridor, particularly during peak traffic periods. The primary goal is to reduce crash rate and improve mobility for all users without adding more costly additional travel lanes. No negative impacts are anticipated to nearby communities and the environment. The project will add Bluetooth readers along the corridor and add CCTVs to allow ODOT to better manage the traffic along the corridor. These investments will leverage other ODOT investments to ITS in the corridor.	\$ 750,000	\$ 672,975	\$ 77,025	F-PR7
E73	OR 99 E Corridor ITS	This project is located on OR 99 E from the Ross Island Bridge to Canby, approximately 20 miles. There are serious transportation safety issues; numerous SPIS sites in the top 5% and 10% categories along the corridor. Traffic incidents have negative impacts on both safety and mobility, in the form of secondary collisions and unreliable traffic mobility. Improvements include variable message signs, a new RWIS (Regional Weather Information System), upgraded signal controllers to current technology, collecting and displaying travel time information along the corridor and cameras that allow for corridor traffic management. The project purpose and need is to improve transportation safety and mobility for the many system users driving through the corridor, during congested periods.	\$ 3,500,000	\$ 3,140,550	\$ 359,450	
E74	OR212 at Richey Road: Pedestrian / Bicycle / Trail Improvements	Project will add pedestrian, bicycle, ADA, equestrian, and trail or path improvements at the intersection of OR212 (or state highway 174) and along Richey Road in the city of Boring, Oregon. Improvements include 8' wide curb tight sidewalk, curb ramps, driveway reconstruction, trail connect, b/p way finding signs, countdown pedestrian signals, minor paving, and striping.	\$ 305,000	\$ 273,677	\$ 31,324	F-PR2; F-OP41
E75	OR213 SE Lindy to SE King Rd Pedestrian / Bicycle Improvements	Design and construct approximately 1,000 linear feet of 10' curb tight sidewalk, bike lanes, add pedestrian lighting, ADA improvements, improve access management (where applicable), provide roadway drainage improvements as needed, and street trees (pending ODOT approval).	\$ 950,000	\$ 852,435	\$ 97,565	

ODOT REGION 1: Enhance Project Submissions (2016-2018)

2016-2018 STIP Enhance Allocation \$ 66,400,000
 Proposed Enhance Project Amount \$ 301,327,767
 % List 453.8%

Project ID	Project	Project Summary	Pre-Scoping Estimated Total Cost	Requested Funds	Match %	Matched w/Fix-it Projects
E76	US 26 ATMS/ITS	There are several SPIS sites in the top 5 percent category and congestion in the stretch of US 26 from OR 217 to the Vista Ridge tunnel. This project will also add a Variable Message Sign (VMS) in the Westbound direction to better manage Zoo related traffic. This project will install Variable Message Signs (VMS), Variable Advisory Speeds and other ITS infrastructure to better manage traffic on US 26, including a VMS in the Westbound direction to better manage Zoo related traffic. The primary goals are to reduce crash rates and improve mobility for all users without adding additional travel lanes. The ATM/ITS system will provide for smoother and safer traffic flows through the use of real time traffic information and active transportation management.	\$ 3,600,000	\$ 3,215,550	\$ 384,450	
E77	Estacada to Boring Deep Creek Crossing - Cazadero Trail	Construct a connection between one four mile and one three mile section of the Estacada to Boring segment of the Cazadero State Trail by constructing two Bicycle/Pedestrian Bridges across Deep Creek, and by constructing a bicycle/pedestrian crossing facility at Oregon 224. This connection will help link up this trail with the 23-mile Springwater Corridor, significantly expanding the area in Clackamas County served by this alternative transportation route.	\$ 6,776,750	\$ 6,076,750	\$ 700,000	
E78	New Marine Park Entrance	Constructing a new entrance to the marine park to address ADA compliance for pedestrian and bicycle visitors.	\$ 3,050,000	\$ 2,736,765	\$ 313,235	
E79	Cascade Locks Industrial Lands Access Improvements	This project will provide required transportation infrastructure improvements to provide large trucks access to the Cascade Locks Industrial Area.	\$ 4,300,000	\$ 3,858,390	\$ 441,610	
E80	Anchor Way/Lot #1 Intersection Upgrade	Upgrade a key intersection that provides primary access to the largest industrial property in Hood River to accelerate development and job creation. Project is identified in the 2010 Exit #63/#64 Interchange Access Management Plan and will help solve serious long-term access challenges at the Exit #62 interchange.	\$ 750,000	\$ 550,000	\$ 200,000	
E81	Columbia_Alderwood_Cully	The Airport Futures Transportation Impact Study prepared for Airport Futures (2010 Portland International Airport Master Plan) identified improvements that are needed for NE Columbia Boulevard at NE Alderwood Road and NE Cully Boulevard. The improvements needed at both intersections include implementation of signals and turn lanes. An appropriate design solution is needed to address the proximity of the two intersections and the storage problem for back-to-back left turns.	\$ 12,091,083	\$ 10,849,329	\$ 1,241,754	
E82	South Waterfront Greenway Refinement Plan (Portland)	This project will refine the 2004 Greenway Development Plan and create a new design development plan for construction of the Greenway between Marquam Bridge and SW Gibbs Street, along the Willamette in Portland.	\$ 325,000	\$ 285,000	\$ 40,000	
E83	PSU RFID System & Bike Commuter Incentives Program	Our application seeks funding for a pilot project to install an RFID system in Portland's University District that would accurately track employees who sign up for a bike commute incentives program. This verifiable system would make it possible for the University to provide its employees, and eventually students, with economic incentives for bike commuting. The RFID system would also fill a gap in PSU's transportation demand management strategies of coupling cost-based disincentives for driving alone with financial incentives for using alternative forms of transportation. Although PSU offers a significant economic incentive for employees to use transit, the University offers no similar economic incentive for biking. Furthermore, PSU's RFID system would serve as a model for large campuses.	\$ 125,240	\$ 106,454	\$ 18,786	
E84	Barbur-99W Corridor Safety & Access to Transit	The project would improve safety, access to transit, active transportation and transit operations by improving bus stops, constructing sidewalks, enhancing crossings, installing signal priority and transit operations improvements on and connecting to Barbur-99W between Portland and Sherwood. Specifically, the project would build bus stop landing pads and shelters and connect bus stops to sidewalks. Rapid flash beacons would be installed to improve safety at non-signalized crossings near bus stops and signal and striping improvements would be made to help protect transit customers at signalized crossings. Signal priority and operational treatments would decrease travel times. Pedestrian network and connections to transit and regional trails would be improved in Tigard and Tualatin.	\$ 3,504,000	\$ 3,144,140	\$ 359,860	F-BR1

ODOT REGION 1: Enhance Project Submissions (2016-2018)

2016-2018 STIP Enhance Allocation \$ 66,400,000
 Proposed Enhance Project Amount \$ 301,327,767
 % List 453.8%

Project ID	Project	Project Summary	Pre-Scoping Estimated Total Cost	Requested Funds	Match %	Matched w/Fix-it Projects
E85	Cornell-Evergreen-229th Corridor Safety & Access to Transit	The project would improve safety, active transportation, access to transit and transit operations by improving bus stops, constructing landing pads, enhancing crossings, and installing signal priority on Cornell Rd., Evergreen Pkwy., and 229th Ave. in Beaverton, Hillsboro, and Washington County. Specifically, TriMet intends to install concrete landing pads between the sidewalks and curbs at 50 bus stops, rapid flash beacons (RFB) with striping at 3 non-signalized crossing locations, and transit signal priority at 3 intersections.	\$ 650,000	\$ 583,244	\$ 66,756	
E86	Highway 8 Corridor Safety & Access to Transit	The project would improve safety, active transportation, access to transit and transit operations by improving bus stops, constructing sidewalks, enhancing crossings, and installing signal priority on and connecting to Highway 8 between 110th Ave. in Beaverton and SW 209th Ave. in Hillsboro. Specifically, the project would build bus stop landing pads and shelters and connect bus stops to sidewalks. Rapid flash beacons would be installed to improve safety at non-signalized crossings near bus stops and signal and striping improvements would be made to help protect transit customers at signalized crossings. Signal priority and operational treatments at key intersections would decrease travel times.	\$ 1,746,000	\$ 1,566,686	\$ 179,314	F-OP29, F-OP30, F-OP31
E87	Powell-Division Corridor Safety & Access to Transit	This project makes priority improvements for safety, access to transit and transit operations in the Powell and Division corridors, with current TriMet Frequent Service lines and a designated regional High Capacity Transit development corridor. It will focus on priority safety and access improvements identified by the project partners, adopted plans, and highlighted in TriMet's Pedestrian Network Analysis. Improved safety, access, operations reliability and travel time provide immediate benefits and set the stage for future anticipated service increases in the corridor. Identified improvements could also be included in scope of potential Powell-Division On-Street Bus Rapid Transit project, which would present additional chance for using these STIP funds to leverage future improvements.	\$ 3,360,000	\$ 3,014,928	\$ 345,072	F-SP14, F-SP15, F-SP16, F-SP17, F-SP18
E88	State-Wide Paratransit Mobility Exchange	Ride Connection will develop a system to facilitate the sharing of trip-requests and vehicle capacity across jurisdictional boundaries for demand-response transit service. The heart of the system expands their scheduling Clearinghouse web application to serve as a state-wide exchange. This facilitates the sharing of trip-requests and open vehicle capacity across jurisdictional boundaries. Small transit agencies and community transportation providers across the state will be engaged to participate in developing technical, operational and policy-level guidelines and a software platform that links demand-response scheduling and dispatch centers. State-wide implementation provides coordination opportunities to small agencies essential to increasing the mobility of their riders.	\$ 399,600	\$ 358,562	\$ 41,038	
E89	Beaverton Creek Trail: Westside Trail - SW Hocken Avenue	The proposed project is to complete preliminary engineering, final engineering, permitting, bidding, & construction of a section of the Beaverton Creek Regional Trail between SW Hocken Avenue & the Westside Regional. This section of trail is part of the Crescent Connection that links the cities of Beaverton & Tigard. The proposed asphalt multi-use trail will be off-street, approximately 1.3-miles long, 10-feet wide with 2-foot gravel shoulders, & will generally parallel the TriMet light rail line. The project is also likely to include environmental work, right-of-way/land acquisition, & utility relocation in order to construct the trail.	\$ 3,487,921	\$ 2,790,336	\$ 697,585	
E90	Fanno Creek Trail/Hall Boulevard Crossing	The proposed project is to complete final engineering & construction of a bridge over Hall Boulevard, a 5-lane arterial street with a posted speed of 40 mph, for the Fanno Creek Regional Trail, one of THPRD's heaviest used trails for commuting & recreation. The bridge will be 12-feet wide & have a minimum 16-foot street clearance. The bridge will have spiral approaches at a maximum grade of 6.5% & will include landings to meet ADA standards. Realignment of the trail leading to the approaches will require boardwalks where it crosses the floodplain & associated wetlands. Relocation of existing utilities along Hall are anticipated, but additional right-of-way/land acquisition is not expected as all significant work related to the bridge structure will take place on THPRD property.	\$ 3,362,963	\$ 3,017,586	\$ 345,377	

ODOT REGION 1: Enhance Project Submissions (2016-2018)

2016-2018 STIP Enhance Allocation \$ 66,400,000
 Proposed Enhance Project Amount \$ 301,327,767
 % List 453.8%

Project ID	Project	Project Summary	Pre-Scoping Estimated Total Cost	Requested Funds	Match %	Matched w/Fix-it Projects
E91	Westside Trail #12- # 14: Merlo Light Rail Station - NW Greenbrier Parkway	The proposed project is to complete preliminary engineering, final engineering, permitting, bidding, & construction of a section of the Westside Regional Trail between the TriMet Merlo Transit Center (TC) & NW Greenbrier Parkway (just south of US-26/Sunset Highway) in the City of Beaverton. The proposed asphalt multi-use trail will be off-street, approximately 1.6-miles long, 10-feet wide with 2-foot gravel shoulders, & will be located within a Bonneville Power Administration (BPA) powerline corridor. The project will also likely include environmental work, right-of-way/land acquisition, & utility relocations in order to construct the trail.	\$ 4,069,139	\$ 3,651,238	\$ 417,901	
E92	Neighborhood Bikeway Demonstration Projects	Significant gaps exist in the urban arterial/collector roadway bicycle network in Washington County. The County acknowledges the need to increase bicycle safety, connectivity, and accommodate a wider range of ages and abilities. Existing local and neighborhood streets present an opportunity to meet these needs quickly and at a relative low cost. Enhancements to a network of low speed, low-traffic streets will offer alternatives to incomplete bike lanes on major streets and a more visible, safe, efficient, and comfortable experience for people who live, walk, and bike on them. The County is seeking funding to design and construct improvements of up to 10 miles of neighborhood streets, implementing current TGM-funded planning work to develop a Neighborhood Bikeway Plan.	\$ 2,000,000	\$ 1,600,000	\$ 400,000	
E93	OR 10: Oleson Road Realignment Project	This project aims to improve an intersection with one of the worst safety records in the Portland metropolitan area. It includes the realignment of Oleson Road from its existing location to approximately 400 feet to the east. The realignment moves an 800-foot segment of roadway to separate existing intersections in order to enhance roadway operations and safety. The resulting project includes improvements of adjacent roadways, with the addition of pedestrian, bike, and bus stop facilities to create connections to surrounding roadways while enhancing the adjacent creek corridor. This improvement is the first of three; this first improvement is expected to achieve significant and immediate benefits by greatly improving conditions at one of the worst intersections in the Portland area.	\$ 31,000,000	\$ 27,800,000	\$ 3,200,000	F-SP1
E94	OR217: Allen-Denney Southbound Split Diamond	The proposed project will remove the dangerous weaving section on southbound OR 217 between the Allen Boulevard and Denney Road interchanges by replacing the southbound on-ramp from Allen Boulevard and the southbound off-ramp to Denney Road with a single-lane collector-distributor road connecting the Allen Boulevard and Denney Road southbound ramp terminals. Consolidation of these interchanges into a single split diamond interchange configuration is consistent with previous corridor plan recommendations. No changes would be made in the northbound direction. Additional improvements will be needed at the Allen Boulevard and Denney Road ramp terminals, including signal timing/phasing changes.	\$ 5,000,000	\$ 4,486,500	\$ 513,500	F-OP37
E95	U.S. 26: Cedar Hills Boulevard Interchange Area Improvements	The U.S. 26: Cedar Hills Boulevard Interchange Area Improvements project is a multi-modal safety and congestion relief project. Major elements of the project include installing a new traffic signal at the U.S. 26 eastbound ramp terminal, extending the northbound Cedar Hills right turn lane at Butner Rd. through to the eastbound U.S. 26 on-ramp, constructing a sidewalk along the east side of Cedar Hills Blvd. from Butner Rd. to the westbound off-ramp and constructing a pedestrian island at the eastbound on-ramp. The project also includes lighting, signage, restriping and storm water drainage. All analysis and cost estimates are based upon the document "Alternative Analysis: NW Cedar Hills Blvd. and the U.S. 26 Eastbound Ramp Terminal" (Portland State University, June 7, 2012).	\$ 1,600,000	\$ 1,435,680	\$ 164,320	
ENHANCE SUBTOTALS			\$ 357,435,040	\$ 301,327,767	\$ 56,107,273	

Materials following this page were distributed at the meeting.

Air Quality Conformity

and Transportation Control Measures (TCMs)



Tom Kloster, AICP
Transportation Planning Manager, Metro
tom.kloster@oregonmetro.gov

Air Quality Conformity & TCMs



- ❖ In the 1990s and in 2006 the Metro region agreed to a series of “transportation control measures” (TCMs)



- ❖ TCMs are the basis of continued conformity with the Clean Air Act



- ❖ The TCMs are part of DEQ’s state implementation plan for air quality

Transportation Control Measures



- ❖ The TCMs represent an ongoing regional commitment to invest in three areas of clean transportation:

- ✓ *increased transit service*
- ✓ *more bicycle facilities*
- ✓ *more pedestrian facilities*



- ❖ The region is responsible for tracking our progress in meeting these measures, and we have consistently met or exceeded them in the past

Transit TCM Challenge in 2013



❖ The cumulative effect of reduced transit service during the recent recession is likely to put the region at risk of not meeting our transit TCM



❖ While TriMet expects to add service this year, the TCM is calculated as a rolling 5-year average, which still represents net decrease over five years



Why this matters...



- ❖ **Conforming the RTP and MTIP to federal standards is required for continued flow of federal transportation funds**
- ❖ **Failing to conform could therefore affect all projects and programs in the region that rely on federal transportation funds**
- ❖ **We are alerting JPACT to this issue because of the broad impacts that failure to conform could have**

Considering our options



We have some options:

Option 1 - Defer Action: wait until fall to determine for certain if we have missed the transit service threshold

Option 2 - Reprogram funds: shift funds in MTIP toward transit as needed to make up for lost transit service

Option 3 - Amend the TCMs: the recommended option that Metro and DEQ are exploring in consultation with TPAC

Next Steps...



- ❖ TPAC received a briefing on the issue at their January 4 meeting, and will have a more in-depth discussion at their January 25 meeting
- ❖ Under federal planning rules, TPAC is the committee tasked with reviewing the options for amendment the TCMs
- ❖ Staff will continue to bring updates to JPACT, since the issue is of concern to all jurisdictions



Tom Kloster, AICP

Transportation Planning Manager, Metro

tom.kloster@oregonmetro.gov