ENHANCE APPLICATION SUBMISSIONS FOR 2016-2018

	150% List
Available Enhance Funds	$ 99,600,000
Funding Allocated	$ 100,041,474
Remaining Funds to be Allocated	$ (441,474)

ODOT PRELIMINARY DRAFT 150% LIST

ID #	SPONSOR	PROJECT NAME	TOTAL COST	REQUESTED FUNDS	LOCAL MATCH	MATCH %	PROJECT SUMMARY	FULLY FUND ON 150% LIST	PHASED AMOUNT	TOTAL FUNDING ALLOCATION	% OF 150% FUNDING	PROJECT BENEFITS/ COMMENTS	RELATED FIX-IT PROJECT #
E1	City of Beaverton	Crescent Connection: Cedar Hills Blvd - Denney Road	$ 1,323,000	$ 904,000	$ 419,000	31.67%	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.	Yes	$ -	$ 904,000	0.91%	This project will fill two key gaps in the Beaverton pedestrian and bicycle network in order to improve access to the Fanno Creak Trail system and TriMet transit stations. A 620' shared use path on the north side of Denney Rd will improve access to the Fanno Creek Trailhead. A 2,690' path along Beaverton Creek will connect the Beaverton Transit Center and Beaverton Central Station. This project complements previous STIP investments and is supported by TriMet and BTA.	
E4	City of Canby	Logging Rd Bridge path connections to OR 99E	$ 460,000	$ 322,000	$ 138,000	30.00%	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.	Yes	$ -	$ 322,000	0.32%	Provides a new (and safer) connection from the Logging Road Trail MUP to destinations both North and South along Highway 99E eliminating the need for bicycles and pedestrians to cross the highway and parallel rail line at-grade. Improves utility of the existing grade-separated MUP to provide access to area businesses, the fair grounds and medical facilities. The improvement is consistent with the updated Canby TSP. Higher than minimum match.	
E13	City of King City	King City Sidewalk Infill	$ 465,000	$ 410,000	$ 55,000	11.83%	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.	Yes	$ -	$ 410,000	0.41%	Improves access to transit on a state owned facility and provides safe infrastructure for residents and business patrons in the corridor. This project leverages????	
E15	City of Lake Oswego	Boones Ferry Rd: Oakridge Rd/Reese Rd - Madrona St (Lake Oswego)	$ 13,433,361	$ 4,000,000	$ 9,433,361	70.22%	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.	Yes	$ -	$ 4,000,000	4.02%	This project implements multimodal improvements that are identified as a priority within Lake Oswego's TSP, CIP, and other local and regional plans. STIP funds will be used to leverage significant local investment in the project, including a voter approved $5 million bond and funding provided by an Urban Renewal District adopted in July 2012. The project will add and/or improve seven pedestrian crossings, extend existing sidewalks, add new bicycle facilities, and enhance landscaping, lighting, and transit amenities within one of the City's most significant mixed use economic centers. STIP funding request is to be leveraged with substantial over match.	
E16	City of Milwaukie	Kellogg Creek Pedestrian/Bicycle Underpass and Multi-use Trail	$ 965,000	$ 865,850	$ 99,150	10.27%	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.	Yes	$ -	$ 865,850	0.87%	This project will leverage the City of Milwaukie's plans to remove the Kellogg Dam under OR 99E. STIP funds will be used to create a multiuse trail that provides a grade separated crossing for pedestrians and bicyclists under OR 99E. This connection will improve access to the Trolley Trail (which was recently improved using ODOT funds), the new Main St Portland Milwaukie Light Rail station, and local parks.	
E18	City of Molalla	OR Highway 211 Bicycle and Pedestrian Safety Enhancements	$ 370,000	$ 320,000	$ 50,000	13.51%	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.	Yes	$ -	$ 320,000	0.32%	This project leverages a pavement preservation project currently being scoped along OR 211 (scheduled to begin in 2016), by adding pedestrian and bicycle safety enhancements. This project will add paved shoulders and multi-use paths or sidewalks and bike lanes along the north side of OR 211 in Molalla, Oregon. These multimodal improvements will improve the comfort and safety of walking and biking along the highway, which also serves as Molalla's main street and connects residents to Molalla Middle School and Safeway grocery store. Landscaping improvements will also improve aesthetics along the corridor.	F-PR1, F-PR2

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E21	City of Portland	Connected Cully	$ 3,207,000	$ 2,877,641	$ 329,359	10.27%	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.	Yes	$ -	$ 2,877,641	2.89%	Supported by the Cully Commercial Corridor Plan, the Local Street Plan, the City of Portland's TSP and provides critical linkages to schools, parks, places of warship and local businesses. The improvements provide an alternate to walking and biking on Highway 30 and improve safe access to transit. Improves conditions in an underserved community. No right-of-way required.	
E22	City of Portland	Downtown I-405 Pedestrian Safety and Operational Improvements	$ 2,240,000	$ 2,009,952	$ 230,048	10.27%	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.	Yes	$ -	$ 2,009,952	2.02%	NW Portland has one of the highest walk mode shares in the Portland Metro Region. I-405 serves a large amount of regional travel, which causes conflicts between pedestrians and local travel and traffic leaving or entering I-405. This project will improve efficiency of the existing system for cars and provide a pedestrian crossing at Couch that will improve the ability for pedestrians to cross I-405. This project has significant community support.	
E23	City of Portland	N Broadway Safety Crossing Enhancement Project	$ 1,548,488	$ 1,389,458	$ 159,030	10.27%	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.	Yes	$ -	$ 1,389,458	1.40%	Implements an element of the recently adopted N/NE quadrant plan, improves the safety and operation of multiple modes including vehicular movements in the vicinity of an interstate interchange, bike and pedestrian crossings as well as improving access to streetcar. Opportunity may exist to leverage the project with a currently programmed ODOT project in the area.	
E32	City of Portland	St. Johns Truck Strategy Phase II (Portland)	$ 3,263,000	$ 2,927,890	$ 335,110	10.27%	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.	Yes	$ -	$ 2,927,890	2.94%	This project is consistent with the City of Portland TSP, St. Johns Truck Strategy, St. Johns Lombard Plan and the Portland Freight Master Plan. The project is intended to improve freight mobility between the State system and the Rivergate Industrial District on the National Highway System and improve active transportation safety. Traffic calming and pedestrian improvements on the local system will improve access to schools parks and other neighborhood facilities. The project leverages a number of local, regional and state investments as outlined in the application including OTIA and MTIP funds.	
E34	City of Portland	Washington Park Shuttle Enhancement Program	$ 3,118,237	$ 2,797,994	$ 320,243	10.27%	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.	Yes	$ -	$ 2,797,994	2.81%	Transportation Demand Management and transit shuttle investments are proposed to improve the utilization of existing parking and provide alternative travel options to these regional tourist destinations. On-going operation and maintenance of the equipment will be provided by the applicants. This approach is consistent with the Portland Comprehensive Plan and the Washington Park Transportation and Parking Management Agreement. This project may also improve the safety of the US 26 off-ramp in the vicinity of the Washington Park and the Zoo by more efficiently moving vehicles away from the interchange.	
E37	City of Sandy	Sandy Transit Operations Center Phase II Bus Barns (City of Sandy)	$ 570,000	$ 510,000	$ 60,000	10.53%	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.	Yes	$ -	$ 510,000	0.51%	City of Sandy was required to phase their facility due to funding constraints, this funding will allow it to be completed. The City, County, ODOT, Forest Service and Ski Hill operators are engaged in a Mount Hood Multi-Modal Plan that looks to expand alternative mode share on US 26 as opposed to adding additional lanes through the National Forest. Expanding the Sandy Transit Facility will allow them the extra room necessary to provide room for the expanded service. The Forest Service has a pending grant for transit operations with the Forest Highways grant process currently underway. No ROW required according to the application.	

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E40	City of Sandy	US 26: Ten Eyck Rd/Wolf Dr - Vista Loop Sidewalks (Sandy)	$ 1,335,000	$ 1,140,000	$ 195,000	14.61%	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.	Yes	$ -	$ 1,140,000	1.14%	Project identified as a priority in the recently updated TSP. Adds sidewalks and improves the roadside amenities on a state facility. The new sidewalk will connect lower income housing units with Downtown Sandy and access to transit. Higher than minimum match.	F-SP16
E42	City of Tigard	Fanno Crk Trail: Woodard Park - Grant Ave (Tigard)	$ 1,050,000	$ 900,000	$ 150,000	14.29%	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.	Yes	$ -	$ 900,000	0.90%	The trail is the number 1 priority in the Tigard Greenways and Trails Plan, is included in the Tigard TSP and in the Metro Regional Trails Plan and RTP. Metro recently used green spaces funding to acquire properties necessary for building this segment of trail, which allows a smaller amount of STIP fund to be used for the actual construction of this key segment of connecting trail serving the Region's SW Corridor. Provides a grade-separated crossing of state facilities and connects the WES station with parks, open space, schools and downtown Tigard.	
E48	City of Wilsonville	Kinsman Road: Boeckman Rd - Barber Street (Wilsonville)	$ 4,730,000	$ 2,230,000	$ 2,500,000	52.85%	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.	Yes	$ -	$ 2,230,000	2.24%	Leverages MTIP design funding, City funds and STIP funds to provide access to industrial lands and a parallel north/south route to I-5. Provides a more direct multi-use path connection from the regional trail system South to WES. Consistent with the City's TSP and supportive of the recently compleated IAMP.	F-IM2
E53	Clackamas County	Otty St- 82nd Ave Realignment	$ 1,897,191	$ 1,422,894	$ 474,297	25.00%	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.	Yes	$ -	$ 1,422,894	1.43%	This project improves vehicular operations and bike/ped safety on both state and local facilities at a relitively low cost. Reduces out of direction travel and allows improved access to and from the local street. The project is consistent with a number of local and regional plans as outlined in the application.	
E55	Hood River County Public Works	AGA Rd: MP 0.0 - 0.3 Bike/Ped Improvements	$ 572,500	$ 512,500	$ 60,000	10.48%	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.	Yes	$ -	$ 512,500	0.51%	This project will add sidewalks and widen a shared travel lane along AGA Rd in Odell. These improvements will enhance pedestrian connectivity and provide a safe route for students walking to Mid Valley Elementary School and the nearby fairgrounds, residential areas, and middle school. This project leverages state Ped/Bike Program funding that the City used to construct pedestrian and bicycle improvements along OR 282 in 2011.	
E57	Hood River County Public Works	OR281: MP 2.13-2.40 & Country Club Rd: MP 3.0 Truck Widening	$ 3,550,000	$ 3,185,000	$ 365,000	10.28%	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.	Yes	$ -	$ 3,185,000	3.20%	The project is consistent with the Hood River County TSP adopted in 2003 and amended in 2009. The project would improve truck access to industrial sites, including widened turn lanes where appropriate, and provide a more efficient connection between rural producers, processors and the markets they serve.	
E58	Hood River County Transportation District	Hood River City Park and Ride	$ 245,890	$ 219,890	$ 26,000	10.57%	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.	Yes	$ -	$ 219,890	0.22%	This project will fund expansion of Hood River County's only park and ride facility, increasing the number of parking spaces available to transit riders from 16 to more than 30. This project will improve transit access, raise awareness of transit services in the County, and encourage transit use.	

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E61	Multnomah County	NE 238th Dr: Halsey St to Glisan St Freight and Multimodal Improvements	$ 8,769,340	$ 7,859,340	$ 910,000	10.38%	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.	Yes	$ -	$ 7,859,340	7.89%	This project improves safety and mobility for all modes. Specifically it improves freight mobility between I-84 & US 26 by improving the roadway to accommodate truck movements and improves safety and mobility for bikes and peds by providing bike lanes and sidewalks. In additon, it improves access to prime industrial sites. This project is the top priority out of the recently adopted East Metro Connections Study and is supported by Gresham, Multnomah County, Wood Village, Troutdale, Metro and ODOT. In addition to Multnomah County's $900k match, $1m for project design and development has been prioritized for for advancement by the JPACT through the REOF process which may reduce the requested amount by $1m. Construction of this project may allow vacation of alternative ROW for economic development purposes.	
E62	Multnomah County	Sandy Blvd (Fairview City Limits - 210th Ave): Freight & Multi-modal Improve	$ 1,526,873	$ 1,307,284	$ 219,590	14.38%	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	Yes	$ -	$ 1,307,284	1.31%	Improves parallel route to I-84, serves multiple modes, enhances industrial access consistent with local and regional plans. Provides more than the minimum match required and improves safety.	
E64	ODOT Region 1	Historic Columbia River Highway State Trail: Shellrock Mountain Crossing	$ 6,100,000	$ 5,157,530	$ 942,470	15.45%	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 o 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.	Yes	$ -	$ 5,157,530	5.18%	This project continues the HCRH state trail to Lindsey Creek, one step closer to reconnecting the Old Historic Columbia River Highway alignment in time for the 2016 goal set forth by the HCRH Advisory Committee. These improvements have enjoyed substantial public support and have a big impact on the Oregon Economy by increasing recreational tourism in the corridor. This project leverages federal Public Lands Highway funding on the project.	
E67	ODOT Region 1	I-205 SB: I-84 EB Entrance-ramp to Stark/Washington Auxiliary Lane	$ 8,500,000	$ 7,627,050	$ 872,950	10.27%	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.	Yes	$ -	$ 7,627,050	7.66%	I-205 provides a critical north-south freight route to the Portland Metro Region, and connects the Airport. Columbia Corridor, Clackamas Industrial Area to other regional destinations. The I-205/I-84 interchange has long been at the top of Regional Freight priorities, and this segment is regularly congested due to the large merging volume. This project will reduce the number of accidents by 30% or more, and will allow the large volume of people entering I-205 and exiting at Powell to avoid dangerous lane changes. This project leverages funds from the Interstate Maintenance funds.	F-IM1
E69	ODOT Region 1	I-205 Shared Use Path: Pedestrian Bridge at Johnson Creek	$ 1,250,000	$ 1,121,625	$ 128,375	10.27%	Project would design and construct a pedestrian bridge and related improvements on the I-205 shared use path.	Yes	$ -	$ 1,121,625	1.13%	This project would design and construct a pedestrian bridge over Johnson Creek near SE Flavel and 92nd Ave in the Lents neighborhood. This bridge will improve access to the I-205 shared use path and surrounding transit stations.	
E70	ODOT Region 1	I-5 NB: Lower Boones Ferry Exit-ramp	$ 2,000,000	$ 1,794,600	$ 205,400	10.27%	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.	Yes	$ -	$ 1,794,600	1.80%	I-5 provides the main north-south through-route serving the west coast of the United States from Mexico to Canada, was recently federally designated as a "Corridor of the Future," and links population centers along its route. This project improves the effeciency of the existing Interstate freeway system by alleviating queuing on I-5 northbound at the exit-ramp and improve performance without adding corridor capacity. This existing weaving and congestion at the exit ramp slows all lanes of NB traffic. This project could b delivered with a fix-it Interstate Maintenance project, thus lowering the overall cost of the project.	F-IM3
E71	ODOT Region 1	I-5 SB: Lower Boones Ferry Exit to Lower Boones Ferry Entrance Auxiliary Lane	$ 8,500,000	$ 7,627,050	$ 872,950	10.27%	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.	Yes	$ -	$ 7,627,050	7.66%	I-5 provides the main north-south through-route serving the west coast of the United States from Mexico to Canada, was recently federally designated as a "Corridor of the Future," and links population centers along its route. This segment of I-5 has heavy congestion and a collision rate much higher than average. This project will connect the existing auxiliary lane that starts at Hwy 217 to the Lower Boones Ferry entrance. The project will extend the life o I-5 at a very low cost by allowing more space for weaving and is anticipated to reduce the collision rate by 30-50%.. This project will leverage other Interstate Maintenance and Seismic Retrofit funds, thus lowering the overall cost of the project. The project implements a phase of the plan to carry the auxillary lane from Highway 217 to I-205 along I-5 southbound.	F-IM3

ENHANCE APPLICATION SUBMISSIONS FOR 2016-2018

	150% List
Available Enhance Funds	$ 99,600,000
Funding Allocated	$ 100,041,474
Remaining Funds to be Allocated	$ (441,474)

ODOT PRELIMINARY DRAFT 150% LIST

ID #	SPONSOR	PROJECT NAME	TOTAL COST	REQUESTED FUNDS	LOCAL MATCH	MATCH %	PROJECT SUMMARY	FULLY FUND ON 150% LIST	PHASED AMOUNT	TOTAL FUNDING ALLOCATION	% OF 150% FUNDING	PROJECT BENEFITS/ COMMENTS	RELATED FIX-IT PROJECT #
E72	ODOT Region 1	OR 224-212 Corridor ITS	$ 750,000	$ 672,975	$ 77,025	10.27%	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.	Yes	$ -	$ 672,975	0.68%	We are unlikely to widen in this constrained OR 212/224 corridor. The ATM system will maximize the roadway efficiency and improve safety (thereby reducing crash related delay) and provide real time traffic information to drivers so they can make informed transportation choices such as delaying a planned trip, choosing an alternate route or choosing an alternate mode of travel. This systematic corridor approach will help ODOT better manage the facility and provide information to allow the travelling public to make more infomed transportation choices.	F-PR3
E73	ODOT Region 1	OR 99 E Corridor ITS	$ 3,500,000	$ 3,140,550	$ 359,450	10.27%	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.	Yes	$ -	$ 3,140,550	3.15%	We are unlikely to widen in this constrained OR 99Ecorridor. The ATM system will maximize the roadway efficiency and improve safety (thereby reducing crash related delay) and provide real time traffic information to drivers so they can make informed transportation choices such as delaying a planned trip, choosing an alternate route or choosing an alternate mode of travel. This systematic corridor approach will help ODOT better manage the facility and provide information to allow the travelling public to make more infomed transportation choices.	
E76	ODOT Region 1	US 26 ATMS/ITS	$ 3,600,000	$ 3,215,550	$ 384,450	10.68%	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.	Yes	$ -	$ 3,215,550	3.23%	The ATM system will maximize the roadway efficiency and improve safety (thereby reducing crash related delay) and provide real time traffic information to drivers so they can make informed transportation choices such as delaying a planned trip, choosing an alternate route or choosing an alternate mode of travel. This system will connect and leverage the already planned and funded ATM projects on Highway 217 (going to construction summer 2013) and the I-405 SB to I-5SB project set to be activated in 2013.	
E79	Port of Cascade Locks	Cascade Locks Industrial Lands Access Improvements	$ 4,300,000	$ 3,858,390	$ 441,610	10.27%	This project will provide required transportation infrastructure improvements to provide large trucks access to the Cascade Locks Industrial Area.	Yes	$ -	$ 3,858,390	3.87%	The National Scenic Area Act is prescriptive as to where industrial development can occur within the Gorge Communities. This project could facilitate improved access to existing industrial land. A consultant report suggests a number of minor improvements that need additional scoping validation. If built, industrial traffic could be routed away from residential areas and onto the improved frontage road facility	
E81	Port of Portland	Columbia_Alderwood_Cully	$ 12,091,083	$ 10,849,329	$ 1,241,754	10.27%	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.	Yes	$ -	$ 10,849,329	10.89%	Consistent with a number of freight network plans including airport futures. Leverages and builds on a number of previous STIP projects as outlined in the application. The proposed National Highway System Intermodal connector impovements will facilitate both passengers access to and from Portland International Airport as well as improved access for vehicles carrying high value, time sensitive cargo to and from the air freight hub at Portland International Airport. MUP and sidewalk improvements will increase multi-modal safety by separating modes.	
E84	TriMet	Barbur-99W Corridor Safety & Access to Transit	$ 3,504,000	$ 3,144,140	$ 359,860	10.27%	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.	Yes	$ -	$ 3,144,140	3.16%	This project will improve pedestrian safety along the OR99W/Barbur Ave corridor by implementing low cost improvements to improve pedestrian access to transit as described in the Trimet Pedestrian Network Analysis and recent Metro Safey Action Plan work. These improvements may include rapid flash beacons, striping, signing or illumination, and facilitate long term plans to increase transit ridership in the corridor. These improvements will leverage other transit investments in the corridor to be determined in the on-going SW Corridor Plan and ODOT Safety program.	F-BR1
E85	TriMet	Cornell-Evergreen-229th Corridor Safety & Access to Transit	$ 650,000	$ 583,244	$ 66,756	10.27%	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.	Yes	$ -	$ 583,244	0.59%	This project will improve pedestrian and transit access along the corridors served by TriMet's 47 and 48 bus lines, which serve more than 2,500 weekly passengers. STIP funds will be used to address needs identified by TriMet's Pedestrian Network Analysis to improve access to stops for customers with mobility devices.	

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ODOT PRELIMINARY DRAFT 150% LIST

ID #	SPONSOR	PROJECT NAME	TOTAL COST	REQUESTED FUNDS	LOCAL MATCH	MATCH %	PROJECT SUMMARY	FULLY FUND ON 150% LIST	PHASED AMOUNT	TOTAL FUNDING ALLOCATION	% OF 150% FUNDING	PROJECT BENEFITS/ COMMENTS	RELATED FIX-IT PROJECT #
E86	TriMet	Highway 8 Corridor Safety & Access to Transit	$ 1,746,000	$ 1,566,686	$ 179,314	10.27%	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.	Yes	$ -	$ 1,566,686	1.57%	These project components were identified trough the recent TV Highway Corridor Plan. Project development and delivery could be combined with a number of ODOT safety projects in the cooridor. The recently completed Metro Safety Action Plan and Trimet Pedestrian Network Analysis identified called out the need for improved pedestrian access to transit in these types of corridors. Improved crossings and transit station amenities will increase transit mode share. Consolidation of stops and transit signal priority will improve transit travel times.	F-OP29, F-OP30, F-OP31
E87	TriMet	Powell-Division Corridor Safety & Access to Transit	$ 3,360,000	$ 3,014,928	$ 345,072	10.27%	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.	Yes	$ -	$ 3,014,928	3.03%	This project will improve access to transit in the Powell-Division corridor. These improvements have been identified in the Tri-Met Pedestrian Network Analysis, and will leverage other transit investments in the corridor to be determined in an upcoming Powell-Division On-Street Bus Rapid Transit study.	F-SP14, F-SP15, F-SP16, F-SP17, F-SP18
E94	Washington County	OR217: Allen-Denney Southbound Split Diamond	$ 5,000,000	$ 4,486,500	$ 513,500	10.27%	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.	Yes	$ -	$ 4,486,500	4.50%	This low-cost improvement will eliminate the weave that occurs between Allen Blvd and Denny Road while maintaining accessibility to these interchanges. This improvement will improve safety and speeds in this segment of OR 217, and was identified in the OR 217 Interchange Management Study completed in 2010. This will leverage other funds being applied in the corridor, including the Variable Message Signs (VMS) being installed over the next few years.	F-OP37
E11	City of Hillsboro	US 26: Cornelius Pass Road to NW 185th Avenue	$ 30,000,000	$ 26,919,000	$ 3,081,000	10.27%	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.	Phased	$ 2,569,635	$ 2,569,635	2.58%	Selected for PE/Project Development - This project is in the Regional Transportation Plan and ODOT's long range facility plan. Developing this project in the short-term will provide a more informed cost estimate, better define phasing opportunities and make it "shelf-ready" for future funding opportunities.	
E60	Metro	Willamette Grnwy Trail: Chimney Park/Kelley Pt Park	$ 8,100,000	$ 7,268,130	$ 831,870	10.27%	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.	Phased	$ 1,500,000	$ 1,500,000	1.51%	Phase 1 Only, extends a previously funded ODOT TE project, improves safety for all modes by improving crossings an at-grade rail crossing and at Columbia Blvd. Implements a phase that may allow use of the trail as alternative modal access to jobs in addition to recreational use.	