



Transportation Project Sponsors

1. Project Sponsor (must be a public agency)–REQUIRED

Organization Name: <input style="width: 90%;" type="text" value="City of Hillsboro"/>	
Contact Person Name: <input style="width: 70%;" type="text" value="Don Odermott"/>	Title: <input style="width: 70%;" type="text" value="Transp Planning Engineer"/>
Street Address: <input style="width: 70%;" type="text" value="150 E Main Street, Fourth Floor"/>	Phone: <input style="width: 70%;" type="text" value="(503) 681-6451"/>
City, State Zip: <input style="width: 70%;" type="text" value="Hillsboro, OR 97123"/>	
E-mail: <input style="width: 90%;" type="text" value="don.odermott@hillsboro-oregon.gov"/>	

2. Co-Sponsor(s)

List the organization names for any Co-Sponsors of this project:

Transportation Project Information

3. Project Name–REQUIRED

Project Name:

4. Project Budget Summary - This table will automatically fill in.

	Project Funds	% of Project Costs
Total Costs	30000000	
Non-Eligible Costs		
Total Transportation Project Cost	30,000,000	100%
Matching Funds	\$3,081,000	10.27%
Requested Funds	26,919,000	89.73%

5. Provide a brief summary of the project (max 800 characters)–REQUIRED:

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.



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

6. Is this project a continuation of a previous Statewide Transportation Improvement Program (STIP) Project?

- Yes No

If yes, describe the status of the previous STIP project.

7. Does this project complement or enhance an existing or planned STIP project? For example, does it provide a more complete solution for an existing project or is it intended to work with another planned project, including a "Fix-It" STIP project?

- Yes No

If yes, describe the relationship of this proposed project to the other, including planned timing of both projects.

This project complements the US 26 Modernization project from NW 185th Avenue to Cornell Road. Once completed, this project will extend the six-lane section of US 26 from downtown Portland all the way to Cornelius Pass Road.

8. Project Problem Statement–REQUIRED

Provide a paragraph explaining the problem or transportation need the project will address:

The existing portion of US 26 between 185th Avenue and Cornelius Pass Road is inadequate to meet the future capacity needs of the corridor. In 2011, this section of US 26 carried 73,100 average daily vehicles, which is close to the carrying capacity in the current configuration. With the continuous growth of the surrounding residential and employment areas, this portion of US 26 is expected to carry close to 120,000 vehicles per day at buildout of the surrounding residential and employment areas (within the current Urban Growth Boundary). This project will address the capacity needs by providing the needed third travel lane in each direction.

9. Transportation Project Location–REQUIRED

City: Hillsboro	County: Washington
MPO: Metro	Special District: N/A

Project Location Detail: (include as appropriate: road and milepost range, rail line and milepost range, GPS coordinates, bus route and stops, bike path or multipurpose trail locations, sidewalk locations, or other location detail)

From Cornelius Pass Road (~MP 62.45) to NW 185th Ave (~MP 64.25)

10. Maps and Plans (Project Site and Vicinity Maps are required for all construction projects. Include other applicable maps or drawings, if available.)



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Vicinity Map (8.5x11) (may be inset on site map page)
<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Site map/air photo (showing existing site) (8.5x11)
<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Site map (showing proposed construction area clearly marked) (8.5x11)
<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Typical Cross Section Drawings (showing proposed construction funded by the requested funds clearly marked) (8.5x11)

11. Project Description–REQUIRED

Clearly describe the work to be funded and describe what will be built, any services that will be provided, what equipment will be purchased, or project planning or environmental document efforts that will be paid for with Requested Funds. Include whether [Practical Design](#) considerations have been applied to the proposed project. Identify if the project can be completed in phases, and whether the project or phase will provide a complete, useful product or service. (Maximum 4000 characters)

The proposed project is the widening of US 26 from NW 185th Avenue to Cornelius Pass Road. This approximately 1.8-mile segment of US 26 is currently a four-lane freeway with two travel lanes in each direction. The proposed improvement is to widen this segment 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. The requested funds will accommodate design, permitting, and related project delivery costs associated with the following:

- construction of the third lane in each direction;
- widening of shoulders on both sides;
- widening of bridge structure at Rock Creek;
- upgrading of signage;
- improvement of storm water management system; and
- paving, striping, and landscaping.

This widening project could be completed in two separate phases – one for each travel direction.

12. Primary Project Mode(s)

<input type="checkbox"/> Passenger Rail	<input type="checkbox"/> Light Rail	<input type="checkbox"/> Bus/Transit
<input type="checkbox"/> Pedestrian	<input type="checkbox"/> Bike	<input checked="" type="checkbox"/> Highway/Road
<input type="checkbox"/> Other:		



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

13. Project Activities

<input checked="" type="checkbox"/> Infrastructure Engineering, Design, or Construction	<input checked="" type="checkbox"/> Project Planning and Development	<input type="checkbox"/> Operations/Service Delivery
<input type="checkbox"/> Capital Equipment Purchases	<input type="checkbox"/> Transportation Demand Management	<input type="checkbox"/> Other

Timetable and Readiness Information

14. Indicate anticipated timing for the following activities, as applicable. Provide a date, if known, or year–REQUIRED.

Anticipated Dates	Activity
2016	Requested STIP Funding Year (e.g. 2016, 2017, 2018) - REQUIRED
Q2 2018	Bid Let Date
Q3 2018	Construction Contract Award
Q4 2020	Construction Complete
N/A	Capital Equipment Purchase
Q2 2020	Operations/Service Begin
2020	Other Major Milestone: Projected full occupancy of Intel expansions
Q4 2020	Project Completion/End of Activities funded through this request - REQUIRED

15. Is the proposed project consistent with adopted plans? (Plans may include, for example, transportation plans, mode plans such as bike/ped or transit plans, economic development plans, comprehensive plans, corridor plans or facility plans.)–REQUIRED

- Yes No

Describe how the proposed project is consistent with adopted plans. List plans that include the project (with page numbers if possible) or describe how the project meets plan intent. If the project is not consistent, explain how and when plans will be amended to include the project.

15. Yes. This project is consistent with Metro’s 2035 Regional Transportation Plan (RTP) (Project # 10873) and the City of Hillsboro’s Transportation System Plan (TSP) (page 1-20, Hillsboro TSP Update).

16. Is the proposed Transportation Project consistent with Major Improvement Policies including [OTP Strategy 1.1.4](#) and [OHP Action 1G.1](#)?–REQUIRED

- Yes No



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Describe how the proposed investment is consistent with OTP Strategy 1.1 and for highway projects, OHP Action 1G.1. If the project corresponds to a later priority in these strategies, describe how higher priority solutions have already been tried or why they are not applicable or not appropriate to the location.

This project is consistent with OTP Strategy 1.1.4 in that it 1) manages the existing transportation system effectively by allowing US 26 to continue to operate as a main mobility corridor; and 2) adds capacity to the existing transportation system with the widening. It is also consistent with OHP Major Improvements Policy Action 1.G.1 in that it adds capacity to the existing system (priority 3) to allow for the continual efficient operation of US 26.

Project Benefit Information

Questions 17 through 26: Describe how the proposed solution will help achieve the outcomes listed below. Describe the benefits that the proposed solution is expected to achieve and provide documentation of those benefits where available, such as summaries of data analysis or modeling results, or letters of commitment from participants or employers. Where appropriate, also include in the description whether the proposal will mitigate or prevent a negative impact to the desired outcome.

This information and information throughout the application will be used as input to the STIP decision process. It is not expected that every solution will help achieve every benefit. Different types of solutions are likely to have different kinds of benefits and no type of solution or benefit is assumed to be more important than others. Please provide a realistic description of expected benefits of the proposed solution and feel free to use N/A where the benefit or outcome listed does not apply to the proposal.

17. Benefits to State-Owned Facilities

Outcome sought: preserve public investment by maintaining efficient operation of state-owned highways and other facilities through operational improvements, local connectivity, congestion-reducing projects and activities, etc.

For example, will the solution:

- Provide an alternative to travel on state owned facilities?
- Cost less than a state facility improvement with equal benefits?
- Include local efforts to protect the investment such as an Interchange Area Management Plan?
- Plan for or contribute to development of a seamless multimodal transportation system?
- Complete or extend a critical system or modal link?

The proposed widening will maintain the efficient operation of US 26 and allow its continued operation as the main mobility corridor linking Washington County to Portland. ODOT recently completed the widening of US 26 from Cornell Road to 185th Ave, which provides three travel lanes in each direction from downtown Portland to 185th Ave. This project would extend the six-lane cross section to Cornelius Pass Road. Westbound widening, in conjunction with arterial widening improvements, will facilitate safe and efficient flow of morning commute traffic off of the freeway to employment in North Hillsboro. Eastbound widening will improve freight mobility for Silicon Forest industries and agricultural, timber, and tourism industries of northwest Oregon. (See attached partnership email from ODOT.)

18. Mobility

Outcome sought: provide mobility for all transportation system users and a balanced, efficient, cost-effective and integrated multimodal transportation system.

For example, will the solution:

- Improve or better integrate passenger or freight facilities and connections, including multimodal connections, to expedite travel and provide travel options?
- Improve or provide a critical link in the transportation system or connection between modes for travelers or goods?

The additional lanes will provide improved mobility to users of US 26 by reducing congestion and travel time. This portion of US 26 carried 73,100 average daily vehicles in 2011. With the continued growth of the surrounding residential and employment areas, this portion of US 26 is expected to carry close to 120,000 vehicles per day at buildout of the surrounding residential and employment areas (within the current Urban Growth Boundary). This project will help provide the needed capacity to ensure continued mobility to and from the surrounding area, as well as serving the needs of western Washington County.

19. Accessibility

Outcome sought: ensure appropriate access to all areas with connectivity among modes and places and enable travelers and shippers to reach and use various modes with ease.

For example, will the solution:

- Improve connections within residential areas and/or to schools, services, transit stops, activity centers and open spaces, such as by filling a gap in bicycle, pedestrian, or transit facilities?
- Improve or expand access to employers, businesses, labor sources, goods or services?
- Plan for or contribute to expanding transportation choices for all Oregonians?

This project will improve accessibility to accommodate the significant growth of employment in north Hillsboro, which imports far more work force commute traffic on a daily basis than it exports to other jobs in the region. The complimentary arterial system in the US26 mobility corridor is nearing completion, and handles approximately 75% of the commute demand related to north Hillsboro employment. The remaining 20-25% of employment demand which travels to homes located in the eastern portion of the Tualatin Valley, plus a small share which lives east of the US26 tunnel, rely upon US26 mobility to access growing employment opportunities in the Silicon Forest.

20. Economic Vitality

Outcome sought: expand and diversify Oregon's economy by efficiently transporting people, goods, services and information.

For example, will the solution:

- Support, preserve, or create long-term jobs and capital investment? Will it do so in an economically distressed area?
- Enhance opportunities for tourism and recreation?
- Plan for or contribute to linking workers to jobs?

It has been estimated that the high-tech cluster, anchored in the Silicon Forest by Intel, accounts for approximately 65% of Oregon's traded sector revenue. Numerous high tech campuses and employers are located in the immediate vicinity of the project location. The Ronler Acres campus alone currently employs approximately 7,000 workers, with the recent expansions anticipated to support an additional 5,000 - 6,000 new workers by around 2020. Additionally, the campus supports an on-going craft labor force of approximately 1,200 workers who maintain and upgrade the fab plants. With the expansions, Intel projects the sustained craft work force to grow to above 3,000 workers. All told, the Ronler Acres campus alone will support approximately 15,000 to 16,000 jobs when the new buildings are fully occupied. EcoNorthwest has estimated that every Intel job in Oregon creates approximately 3 additional jobs elsewhere in the state.

The surrounding employment area contained within the current Urban Growth Boundary is projected to support nearly 65,000 jobs which is roughly 75% of the employment total supported by the downtown Portland Central Business District bounded by I-5 and I-405 in 2005. The continued growth of this "economic engine" of Oregon relies significantly on its accessibility to world markets for freight, and for access by its growing workforce, both of which are critically reliant on the proposed US26 capacity improvements.

21. Environmental Stewardship

Outcome sought: provide an environmentally responsible transportation system that does not compromise the ability of future generations to meet their needs and encourage conservation of natural resources.

For example, will the solution:

- Use design, materials or techniques that will more than meet minimum environmental requirements or mitigate an existing environmental problem in the area?
- Help meet air or water quality, energy or natural resource conservation, greenhouse gas reduction or similar goals?
- Plan for or contribute to the use of sustainable energy sources for transportation?

The proposed project will have limited impact to the environment. This project will help improve air quality by reducing congestion and travel time and ensuring the efficient operation of the corridor. The addition of roadway capacity in this 1.8-mile segment will not have a measurable impact on vehicle miles traveled for the transportation system, as the commute-shed for north Hillsboro employment is well established as contained primarily within the Tualatin Valley. For instance, based upon Intel employee data, less than 10% of their employees commute from east of the US-26 tunnels. The constraint on mobility created by the US26 tunnels and their adjacent downtown Portland interchanges ensures that future employment for a growing north Hillsboro will reside primarily within the Tualatin Valley, both in recently added Urban Growth Boundary areas as well as in new urban communities such as Orenco Station and AmberGlen, both of which are an easy walk or bike ride from high-tech employment.

As part of the project, improvements will also be made to the storm water management system for this section of US26, which will bring it up to current environmental standards.

22. Land Use and Growth Management

Outcome sought: support existing land use plans and encourage development of compact communities and neighborhoods that integrate land uses to help make short trips, transit, walking and biking feasible.

For example, will the solution plan for or contribute to:

- Efficient development and use of land as designated by comprehensive or other land use plans?
- Community revitalization including downtowns, economic centers and main streets?
- Compact urban development and mixed land uses?

This improvement is consistent with the Portland region's growth management plans, particularly as it relates to the region's goal of establish a ready-land supply for traded sector employment in north Hillsboro along the US26 corridor. As such, this proposed widening of US26 is consistent with the Metro Regional Transportation Plan's financially constrained priorities and is critical to supporting the Employment Center designation in north Hillsboro which is part of the Region's 2040 Growth Concept Plan.

23. Livability

Outcome sought: promote solutions that fit the community and physical setting, enable healthy communities and serve and respond to the scenic, aesthetic, historic, cultural and environmental resources.

For example, will the solution:

- Enhance or serve unique characteristics of the community?
- Use context sensitive principles in design and minimize impacts on the built and natural environment?
- Encourage a healthy lifestyle and enable active transportation by enhancing biking and walking networks and connections to community destinations or public transit stops or stations?
- Include elements that will make the facility or service more attractive, enjoyable, comfortable or convenient for potential users?

This improvement will facilitate keeping long distance commuter and freight trips on the freeway system, as opposed to adding congestion to the surface arterial and collector system in the heart of the AmberGlen/Tanasbourne district. AmberGlen has been recently added as the first new Regional Center to the Metro Region 2040 Concept Plan. It is envisioned as a highly walkable, bikeable new urban area, which will embrace transit including a planned extension of either Light Rail or possibly a new Streetcar system.

24. Safety and Security

Outcome sought: Investment improves the safety and security of the transportation system and takes into account the needs of potential users.

For example, will the solution:

- Improve safety by using designs or techniques that exceed minimum requirements for safety and are likely to reduce the frequency or severity of crashes?
- Help reduce crashes involving vulnerable road users such as bicyclists and pedestrians?
- Improve the ability to respond to an emergency and quickly recover use of the facility or service?

This project improves the safety on US 26 by providing the needed capacity and mobility to meet growing demand on the facility. Coupled with arterial improvements under assessment by the City and County in coordination with private development, the third westbound lane is a critical element of providing safe freeway flow to facilitate morning commuters exiting from the freeway both at Cornelius Pass Roads' two exits, as well as at the downstream interchange with Brookwood/Helvetia. The addition of the third eastbound lane will improve safety at the acceleration merges associated with the two Cornelius Pass Road onramps to US26 eastbound. In addition, this project will improve the ability for emergency responders to access incidents in the corridor.

25. Equity

Outcome sought: promote a transportation system with multiple travel choices for potential users and fairly share benefits and burdens among Oregonians.

For example, will the solution:

- Benefit a large segment of the community?
- Benefit one or more transportation disadvantaged populations?
- Improve environmental justice or economic equity of the community or region?

This project will benefit a large segment of the population as it serves both a localized geography of employment and residential users, as well as a broader economic "footprint" effect when considering the impacts of traded sector revenue brought into the State by the Silicon Forest and Washington County agricultural industries. Considering only the high-tech employment in north Hillsboro, local economists report that seven counties surrounding Hillsboro qualify as federally Economically Distressed Areas. Together, residents of Columbia, Marion, Yamhill, Lane, Polk, and Deschutes counties have 6,894 jobs in Hillsboro according to the most recent economic data (Johnson-Reid). Maintaining a growing manufacturing cluster also provides a jobs multiplier throughout the supply and distribution chain, estimated at 3.5 jobs statewide for every high-tech job. Additionally, the amount of payroll transit tax contributed by Hillsboro dramatically outstrips the amount of transit service currently being provided to support north Hillsboro employment. Working with TriMet, we anticipate this will improve in coming years but in the interim north Hillsboro employment, supported by this project application, will continue to fund a significant portion of the TriMet transit system for the entire Portland region.

26. Funding and Finance

Outcome sought: investment uses funding structures that will support a viable transportation system and are fair and fiscally responsible.

For example, will the solution:

- Have ongoing funding available for operations and maintenance?
- Support the continued use of prior investments or reduce the need for future investments?

This project would add two lanes of capacity to a 1.8-mile stretch of US 26, and be constructed in compliance with current ODOT pavement design standards. ODOT staff have not expressed any concerns about the ability to accommodate the increase in maintenance funding necessary for this targeted capacity investment.

Budget Information

27. Estimated Project Costs–REQUIRED

List estimated costs for the various activities listed below, as applicable to proposed project. Shaded fields are automatically calculated.

	Enter Values in this Column	Total Column
Project Administration		
Staff Costs (for Service/Educational Projects)		
Project development and PE	\$6,000,000	
Environmental Work		
Coordination and Outreach		
Leased Space		
Building purchase and/or Right of Way		
Capital Equipment		
Non-Construction Project Costs Total		\$6,000,000
Utility Relocation		
Construction	24,000,000	
Construction Project Costs Total		24,000,000
Total Eligible Project Cost		30,000,000
Non-Eligible Costs (other project non-transportation expenditures, e.g. un-reimbursable utilities)		

28. Project Participants and Contributions–REQUIRED

List expected project participants and their contributions in the table below. Begin with the amount contributed by the Sponsor and include contributions from Project Co-Sponsor and other participants, if applicable. Sponsor and participant contributions must add to at least 10.27% of Total Transportation Project Costs. This is the amount of matching funds typically required for most federal funding programs. The specific amount of matching funds required for the proposed project may be more or less than 10.27%, depending on its funding eligibility. Specific match requirements will be determined during application review.



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Participant Role	Participant Name	Project Funds Contribution	Percent of Transportation Project Total Cost
Sponsor	Hillsboro	\$3,081,000	10%
Co-Sponsor			0%
Participant	ODOT		0%
Participant			0%
Total		\$3,081,000	10%

If you have more co-sponsors and participants than lines in the table above, list their names and contribution amounts in the box below and enter the totals of Co-Sponsor and Participant contributions in the appropriate spaces in the table above.



Submittal Approval

29. Project Sponsor Signature Authority Information–REQUIRED

The Authorizing Authority identified below approved the submittal of this application on behalf of the Project Sponsor. Project sponsors other than the Oregon Department of Transportation will be required to sign an Intergovernmental Agreement (IGA) with ODOT prior to receiving any project funds. The IGA with the state will detail the requirements for the use and management of requested funds.

Authorizing Authority Name:

Authorizing Authority Title:

Electronic submittal was approved by the identified authorizing individual. No signature needed if checked.

Signature: Date:

30. Co-Sponsor Signature Authority Information

The signature below demonstrates support of this application on behalf of the Co-Sponsor:

Authorizing Authority Name:

Authorizing Authority Title:

Signature: Date:

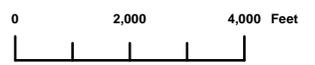
If you have more than one Co-Sponsor, list further Co-Sponsors' submittal authority names and titles in the box below and ask those named to provide their signatures and the date signed by their names.

Electronic submittal was approved by the identified authorizing individuals. No signatures needed if checked.

US 26 Widening - 185th Ave to Cornelius Pass Road

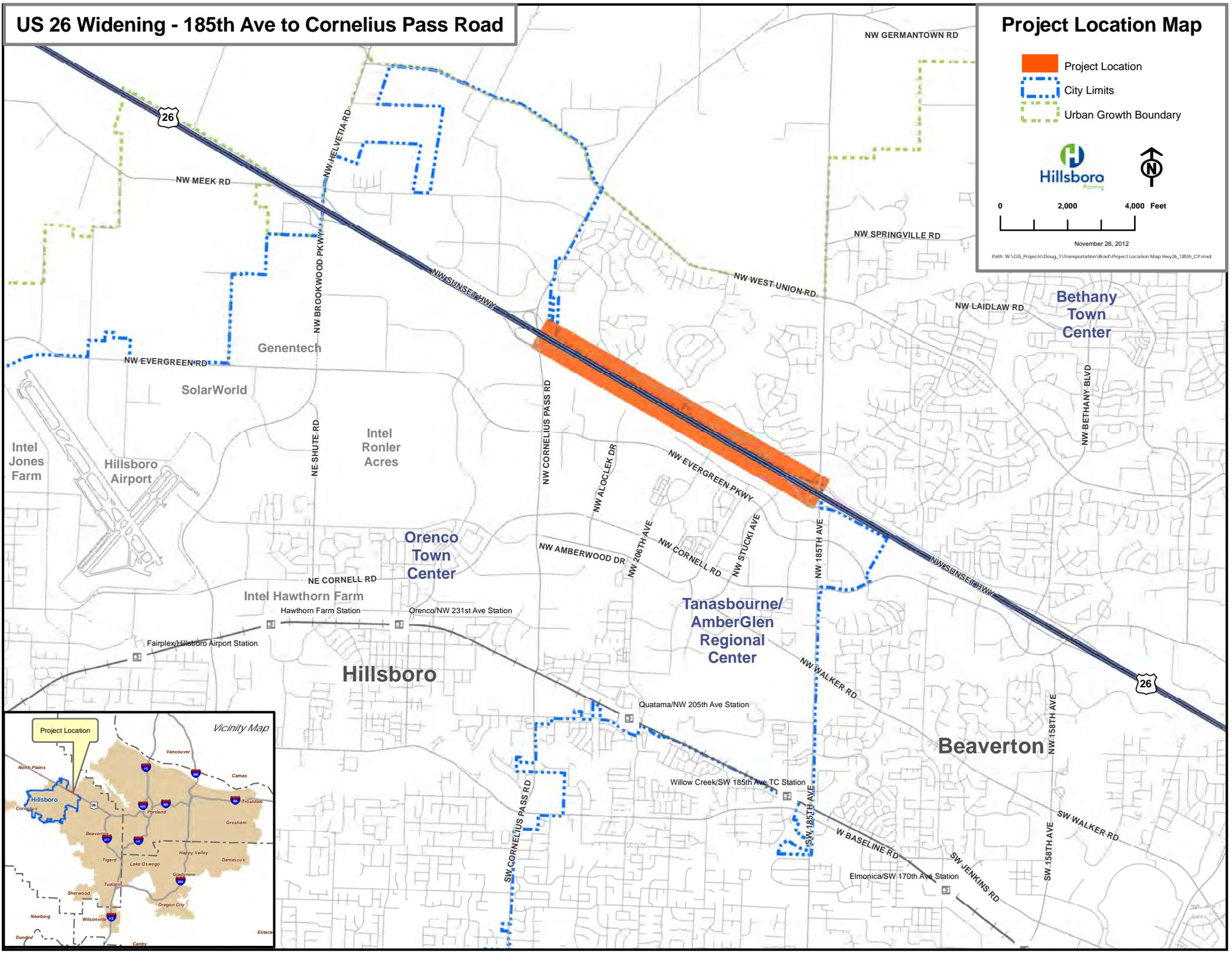
Project Location Map

-  Project Location
-  City Limits
-  Urban Growth Boundary



November 26, 2012

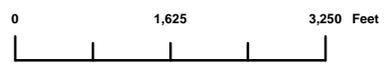
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US 26 Widening - 185th Ave to Cornelius Pass Road

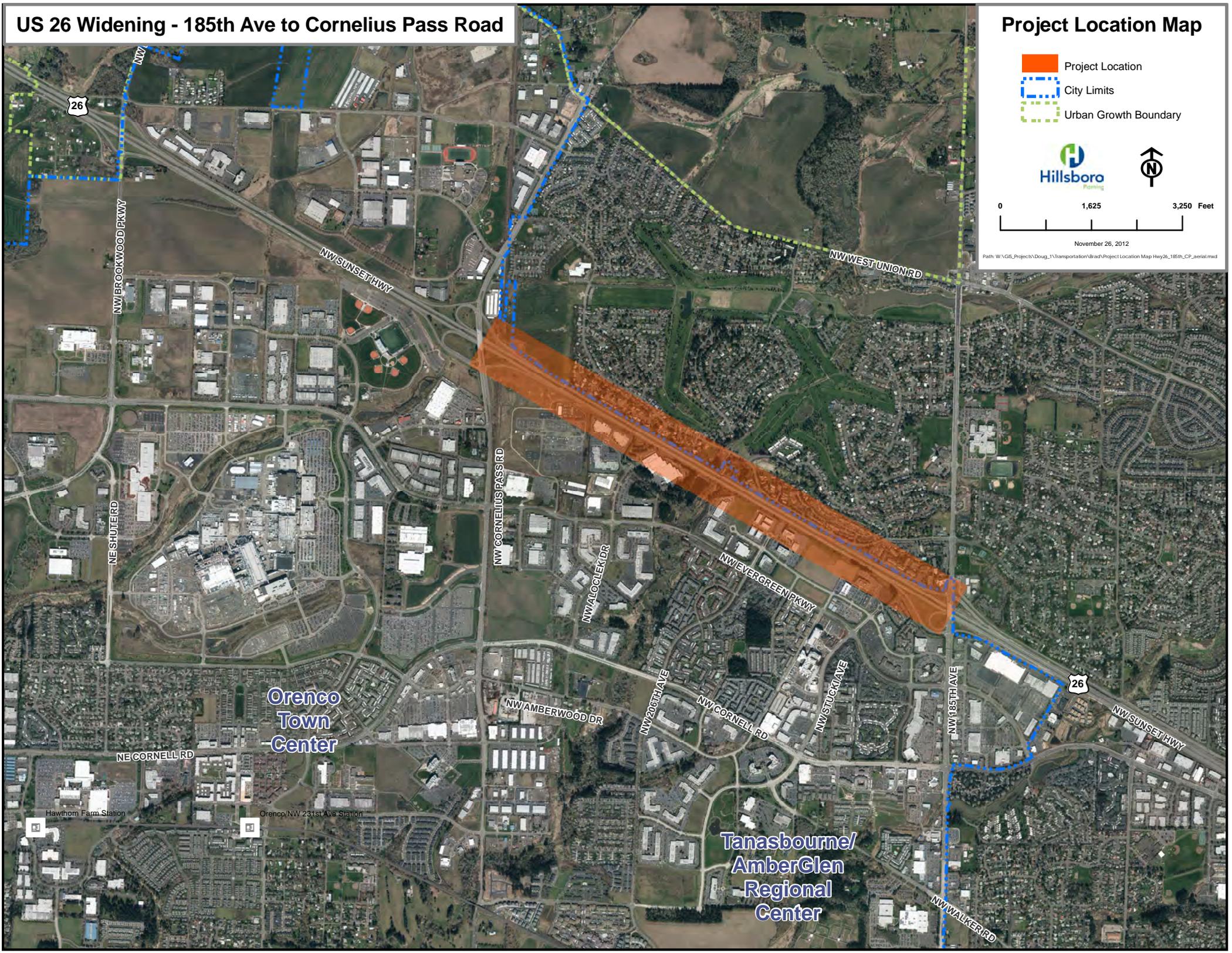
Project Location Map

-  Project Location
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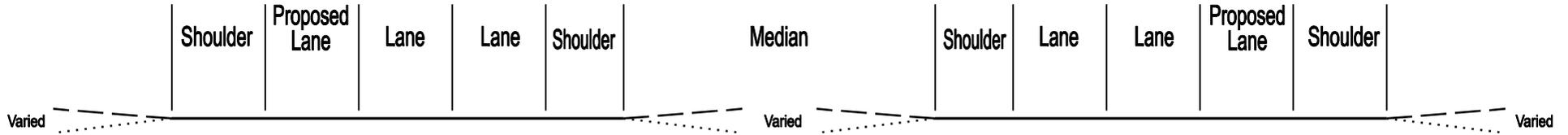
November 26, 2012

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Orenco
Town
Center

Tanasbourne/
AmberGlen
Regional
Center



Proposed Typical Section

US26: NW 185th Blvd. to NW Cornelius Pass Rd.

Brad Choi

From: FLOWERS Jeffrey A [Jeffrey.A.FLOWERS@odot.state.or.us]
Sent: Wednesday, November 21, 2012 1:47 PM
To: Brad Choi
Cc: JOHNSON Andrew * Andy; WINDSHEIMER Rian M; Don Odermott
Subject: RE: US 26 "Enhance It" ODOT Partnership

Good afternoon Brad,

ODOT Region 1 approves your request submit this application on a state facility. Should your project be selected for the 150% list, ODOT will work with you to refine individual project elements and cost estimates.

Thank you

From: Brad Choi [<mailto:Brad.Choi@hillsboro-oregon.gov>]
Sent: Tuesday, November 20, 2012 2:53 PM
To: JOHNSON Andrew * Andy
Cc: Don Odermott
Subject: US 26 "Enhance It" ODOT Partnership

Andy,

As a follow up to our conversation earlier, this email is to confirm ODOT's partnership with the City of Hillsboro in the submittal of the US 26 widening project (from 185th Ave to Cornelius Pass Road) for the STIP "Enhance It" application. Please reply back with your confirmation of this understanding.

Thanks,

Brad

Brad Choi, PE | *Transportation Planner*
City of Hillsboro, Oregon | Planning Department
desk 503-681-5203 | fax 503-681-6245
email brad.choi@hillsboro-oregon.gov