ENHANCE APPLICATION SUBMISSIONS FOR 2016-2018

	150% List
Available Enhance Funds	$ 99,600,000
Funding Allocated	$ 96,651,807
Remaining Funds to be Allocated	$ 2,948,194

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%		
E2	City of Beaverton	Crescent Street Extension: Westgate Dr - Rose Biggi Ave	$ 3,215,000	$ 2,085,000	$ 1,130,000	35.15%	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.	No	$ -	$ -	0.00%		
E3	City of Beaverton	Dawson Way/Cedar Hills Blvd/Westgate Drive Intersection	$ 3,882,000	$ 2,582,000	$ 1,300,000	33.49%	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.	No	$ -	$ -	0.00%		
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%		
E5	City of Canby	NE 10th Avenue Improvements	$ 890,000	$ 712,000	$ 178,000	20.00%	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.	No	$ -	$ -	0.00%		
E6	City of Canby	S. Ivy Pedestrian & Intersection Improvements	$ 960,000	$ 768,000	$ 192,000	20.00%	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 fee 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.	No	$ -	$ -	0.00%		
E7	City of Cascade Locks	Wa Na Pa Streetscape Redevelopment	$ 950,000	$ 852,435	$ 97,565	10.27%	Cascade Locks' main street, Wa Na Pa, needs to be improved to spur economic and tourism industry development.	Yes	$ -	$ 852,435	0.86%		
E8	City of Estacada	Cazadero State Trail - Estacada to Eagle Creek Section	$ 1,527,380	$ 1,370,380	$ 157,000	10.28%	Develop 3.5 miles of the Cazadero State Trail from Timber Park in Estacada to Eagle Creek.	No	$ -	$ -	0.00%		
E9	City of Forest Grove	OR47:OR8 Intersection Improvements (Forest Grove)	$ 3,100,000	$ 1,282,000	$ 1,818,000	58.65%	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.	No	$ -	$ -	0.00%		
E10	City of Happy Valley	SE 129th Avenue - Bike Lane and Sidewalk Improvements	$ 2,517,941	$ 2,217,941	$ 300,000	11.91%	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.	No	$ -	$ -	0.00%		

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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.	No	$ -	$ -	0.00%		
E12	City of Hood River	Oak Street Traffic Signal	$ 450,000	$ 375,000	$ 75,000	16.67%	Construct traffic signal at the intersection of 2nd Street and Oak Street (Historic Highway 30) in Hood River.	Yes	$ -	$ 375,000	0.38%		
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.	No	$ -	$ -	0.00%		
E14	City of Lake Oswego	Laurel St: Cornell St - Hallinan St (Lake Oswego)	$ 1,692,475	$ 1,518,658	$ 173,817	10.27%	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.	Yes	$ -	$ 1,518,658	1.52%		
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%		
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%		
E17	City of Milwaukie	Transit Corridor Pedestrian Improvements (Harrison St. and King Rd.)	$ 5,565,000	$ 4,978,028	$ 586,972	10.55%	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.	No	$ -	$ -	0.00%		
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.	No	$ -	$ -	0.00%		F-PR1

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E19	City of Oregon City	Main Street: 10th Street - 15th Street (Oregon City)	$ 3,159,000	$ 2,802,568	$ 356,432	11.28%	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.	No	$ -	$ -	0.00%		
E20	City of Oregon City	Molalla Avenue - Beavercreek Rd to Hwy 213 (Oregon City)	$ 6,638,730	$ 4,823,730	$ 1,815,000	27.34%	Molalla Avenue is a key route for all travel modes connecting the Oregon City Regional Center with Clackamas Community College. However, the segment from Beavercreek 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.	No	$ -	$ -	0.00%		
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%		
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%		
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%		
E24	City of Portland	N Williams Traffic Safety Project (Portland)	$ 1,500,000	$ 1,300,000	$ 200,000	13.33%	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.	No	$ -	$ -	0.00%		

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E25	City of Portland	OR99W:SW 19th Ave - SW 26th Way (Portland) Barbur Blvd Demonstration Prj.	$ 2,000,000	$ 1,794,600	$ 205,400	10.27%	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.	No	$ -	$ -	0.00%		F-BR4
E26	City of Portland	Portland Citywide Bicycle System Improvements (Portland)	$ 7,500,000	$ 6,729,750	$ 770,250	10.27%	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.	No	$ -	$ -	0.00%		
E27	City of Portland	Red Electric Trail (Portland)	$ 1,628,000	$ 1,460,805	$ 167,195	10.27%	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.	No	$ -	$ -	0.00%		
E29	City of Portland	SE Foster Road Safety and Sidewalk Enhancement Project (Portland)	$ 2,500,832	$ 2,243,997	$ 256,835	10.27%	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.	No	$ -	$ -	0.00%		
E30	City of Portland	SmartTrips Portland-Milwaukie Light Rail (Portland)	$ 445,782	$ 400,000	$ 45,782	10.27%	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.	No	$ -	$ -	0.00%		
E31	City of Portland	Southwest Safe Network Access (Portland)	$ 2,000,000	$ 1,794,600	$ 205,400	10.27%	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.	No	$ -	$ -	0.00%		
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%		
E33	City of Portland	Sullivan's Gulch Trail Undercrossing of I-205	$ 1,734,003	$ 1,555,921	$ 178,082	10.27%	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.	No	$ -	$ -	0.00%		

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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%		
E35	City of Sandy	362nd Ave. / Bell St. Extension	$ 6,953,267	$ 6,239,167	$ 714,100	10.27%	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.	No	$ -	$ -	0.00%		
E36	City of Sandy	OR 211: Bornstedt Rd - US 26 Sidewalk & Bike Lanes (Sandy)	$ 14,250,000	$ 12,724,905	$ 1,525,095	10.70%	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.	No	$ -	$ -	0.00%		F-SP16
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%		
E38	City of Sandy	Transit Vehicle Replacement (City of Sandy)	$ 757,500	$ 657,500	$ 100,000	13.20%	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.	No	$ -	$ -	0.00%		
E39	City of Sandy	US 26 at 362nd Intersection Improvements	$ 2,234,737	$ 2,005,230	$ 229,507	10.27%	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.	No	$ -	$ -	0.00%		
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%		F-SP16
E41	City of Sherwood	Cedar Creek Trail and Wildlife Undercrossing at Highway 99W in Sherwood	$ 8,158,574	$ 7,320,688	$ 837,886	10.27%	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.	No	$ -	$ -	0.00%		

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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%		
E43	City of Tigard	Hall Blvd: Burnham St to Durham Rd (Tigard)	$ 6,500,000	$ 5,768,750	$ 731,250	11.25%	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.	No	$ -	$ -	0.00%		
E44	City of Tigard	Hwy 217: 72nd Ave Interchange	$ 900,000	$ 800,000	$ 100,000	11.11%	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.	No	$ -	$ -	0.00%		
E45	City of Tualatin	Tualatin River Bike/Ped Bridge - King City to Tualatin	$ 8,551,749	$ 6,601,749	$ 1,950,000	22.80%	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.	No	$ -	$ -	0.00%		
E46	City of West Linn	Highway 43 Corridor Enhancements	$ 6,005,000	$ 5,104,250	$ 900,750	15.00%	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.	No	$ -	$ -	0.00%		F-OP26; F-OP27
E47	City of West Linn	I-205: 10th St. Interchange Area Enhancement (West Linn)	$ 5,230,000	$ 4,445,500	$ 784,500	15.00%	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.	No	$ -	$ -	0.00%		F-IM2
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%		
E49	Clackamas County	Beavercreek Rd: Henrici Rd to Leland Rd	$ 3,881,934	$ 3,483,265	$ 398,669	10.27%	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.	No	$ -	$ -	0.00%		

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E50	Clackamas County	I-205 (Sunnyside) Pedestrian and Bicycle Bridge	$ 3,003,573	$ 2,252,680	$ 750,893	25.00%	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.	No	$ -	$ -	0.00%		F-IM1
E51	Clackamas County	Jennings Ave: OR99E to Oatfield Rd Widening	$ 3,595,324	$ 3,226,084	$ 369,240	10.27%	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.	No	$ -	$ -	0.00%		
E52	Clackamas County	Linwood Ave: Monroe St to Johnson Creek Blvd	$ 3,958,489	$ 2,968,867	$ 989,622	25.00%	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.	No	$ -	$ -	0.00%		
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%		
E54	Clackamas County	Union Mills Rd at OR213 Intersection Improvements	$ 999,838	$ 897,143	$ 102,695	10.27%	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.	No	$ -	$ -	0.00%		F-PR3, F-SP6
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%		
E56	Hood River County Public Works	Country Club Rd: MP 1.21 – 3.0 Shoulder Bikeway	$ 1,712,000	$ 1,536,177	$ 175,823	10.27%	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).	Yes	$ -	$ 1,536,177	1.54%		
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%		

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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%		
E59	Hood River County Transportation District	Hood River County Transportation District Vehicle Replacements	$ 390,000	$ 349,947	$ 40,053	10.27%	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.	No	$ -	$ -	0.00%		
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.	No	$ -	$ -	0.00%		
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%		
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%		
E63	ODOT Public Transit Division	Portland-Eugene Cascades POINT Thruway Bus service Bus #2	$ 654,336	$ 587,136	$ 67,200	10.27%	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.	No	$ -	$ -	0.00%		
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 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.	Yes	$ -	$ 5,157,530	5.18%		
E66	ODOT Region 1	I-205 NB: US 26/Powell to Stark/Washington Auxiliary Lane and Stark/Washington Exit-ramp	$ 7,500,000	$ 6,729,750	$ 770,250	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 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.	No	$ -	$ -	0.00%		F-IM1

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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%		F-IM1
E68	ODOT Region 1	I-205 Shared Use Path: Maywood Park	$ 450,000	$ 403,785	$ 46,215	10.27%	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.	No	$ -	$ -	0.00%		
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%		
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%		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%		F-IM3
E65	ODOT Region 1	I-84: NW Forest Lane (Vertical Clearance)	$ 2,100,000	$ 1,884,330	$ 215,670	10.27%	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.	No	$ -	$ -	0.00%		
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%		F-PR7
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%		
E74	ODOT Region 1	OR212 at Richey Road: Pedestrian / Bicycle / Trail Improvements	$ 305,000	$ 273,677	$ 31,324	10.27%	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.	No	$ -	$ -	0.00%		F-PR2; F-OP41

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E75	ODOT Region 1	OR213 SE Lindy to SE King Rd Pedestrian / Bicycle Improvements	$ 950,000	$ 852,435	$ 97,565	10.27%	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).	No	$ -	$ -	0.00%		
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%		
E77	Oregon Parks and Recreation Department	Estacada to Boring Deep Creek Crossing - Cazadero Trail	$ 6,776,750	$ 6,076,750	$ 700,000	10.33%	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.	No	$ -	$ -	0.00%		
E78	Port of Cascade Locks	New Marine Park Entrance	$ 3,050,000	$ 2,736,765	$ 313,235	10.27%	Constructing a new entrance to the marine park to address ADA compliance for pedestrian and bicycle visitors.	Yes	$ -	$ 2,736,765	2.75%		
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%		
E80	Port of Hood River	Anchor Way/Lot #1 Intersection Upgrade	$ 750,000	$ 550,000	$ 200,000	26.67%	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.	Yes	$ -	$ 550,000	0.55%		
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%		
E82	Portland Parks & Recreation	South Waterfront Greenway Refinement Plan (Portland)	$ 325,000	$ 285,000	$ 40,000	12.31%	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.	No	$ -	$ -	0.00%		
E83	Portland State University	PSU RFID System & Bike Commuter Incentives Program	$ 125,240	$ 106,454	$ 18,786	15.00%	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.	No	$ -	$ -	0.00%		
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.	No	$ -	$ -	0.00%		F-BR1

ENHANCE APPLICATION SUBMISSIONS FOR 2016-2018

	150% List
Available Enhance Funds	$ 99,600,000
Funding Allocated	$ 96,651,807
Remaining Funds to be Allocated	$ 2,948,194

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 #
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%		
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%		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.	No	$ -	$ -	0.00%		F-SP14, F-SP15, F-SP16, F-SP17, F-SP18
E88	TriMet	State-Wide Paratransit Mobility Exchange	$ 399,600	$ 358,562	$ 41,038	10.27%	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.	No	$ -	$ -	0.00%		
E89	Tualatin Hills Park & Recreation District (THPRD)	Beaverton Creek Trail: Westside Trail - SW Hocken Avenue	$ 3,487,921	$ 2,790,336	$ 697,585	20.00%	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-foor 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.	No	$ -	$ -	0.00%		
E90	Tualatin Hills Park & Recreation District (THPRD)	Fanno Creek Trail/Hall Boulevard Crossing	$ 3,362,963	$ 3,017,586	$ 345,377	10.27%	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.	No	$ -	$ -	0.00%		
E91	Tualatin Hills Park & Recreation District (THPRD)	Westside Trail #12-# 14: Merlo Light Rail Station - NW Greenbrier Parkway	$ 4,069,139	$ 3,651,238	$ 417,901	10.27%	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-foor 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.	No	$ -	$ -	0.00%		

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E92	Washington County	Neighborhood Bikeway Demonstration Projects	$ 2,000,000	$ 1,600,000	$ 400,000	20.00%	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.	No	$ -	$ -	0.00%		
E93	Washington County	OR 10: Oleson Road Realignment Project	$ 31,000,000	$ 27,800,000	$ 3,200,000	10.32%	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.	No	$ -	$ -	0.00%		F-SP1
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%		F-OP37
E95	Washington County	U.S. 26: Cedar Hills Boulevard Interchange Area Improvements	$ 1,600,000	$ 1,435,680	$ 164,320	10.27%	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).	No	$ -	$ -	0.00%		