

2018-21 ENHANCE PROPOSALS - REGION 4 Staff DRAFT STRAW PROPOSAL

DRAFT March 7, 2016

Sponsor	Project Name	Description	Total Project Cost	ENHANCE Request	Running Total Request	Score	ACT Rank	R4 Rank	Comments
COIC	Cascades East Transit Regional Shuttle Stops	Expansion of inter-community service on Community Connector Shuttle system	\$265,300	\$238,053	\$238,053	H	CO1	1	Benefits most communities in CO (Regional), Shuttles State Hwy System, Leverages CORST and Connecticut funding.
City of Condon	Condon Pedestrian Access Improvement Project (City Streets/OR 19)	Replace and construct new sidewalks, ADA ramps Improved school crossing	\$545,000	\$445,000	\$683,053	H	LJD1	2	Direct Benefit to State System. For leverage, adds to previous Sidewalk Investments.
City of Prineville	Prineville Rails to Trails Mosier Bike/Ped Streetscape Improvement: Project (S & N sides of US 30 from I-84 Exit 69 offramp to HCRH Mosier Crk Br.)	Trail that provides access to over 1500 homes to the city's trail system	\$390,000	\$349,000	\$1,032,053	H	CO2	3	Indirect though good benefit to State System. For leverage, part of multi-million \$ trail system investments.
City of Mosier		Sidewalks, bike lanes, bulb-outs, trees, and street parking	\$555,500	\$495,500	\$1,527,553	H	LJD2	4	Direct benefit to State System. For leverage, tie to planned park-and-ride/amenities, ties into Gorge Tourism investments.
City of Sisters	US 20/Cascade Ave Non-Modorized Diverse Use Trail	Multi modal trail	\$134,500	\$134,500	\$1,662,053	H	CO3	5	Direct Benefit to State System. Can be added directly to Barclay Project as efficiency leverage.
Conf Tribes of Warm Springs	Pedestrian/Bike Path: Campus area to Museum	Pedestrian/bike path parallel to hwy s. side connecting Hollywood Blvd/US 26 Intersection with the Museum/US 26 Intersection	\$388,000	\$388,000	\$2,050,053	H	CO4	6	Direct Benefit to State System. Expected to be highly prioritized in the Transportation Safety Plan TBD, leverages \$1.5M Safety project.
City of Madras	H Street Sidewalk: 2nd St to Bike and Skate Park	Pedestrian connection from 2nd St to the Madras Bike & Skate Park including curb/gutter, ADA crosswalks	\$541,900	\$388,900	\$2,438,953	M	CO5	7	Some indirect benefit to State System. For leverage, part of multi-million \$ trail system investments, Plus Over-Match.
City of La Pine	La Pine US 97 East Side Ped Safety & Streetscape	Sidewalk & streetscape on E. side of US 97	\$1,750,000	\$1,500,000	\$3,938,953	M	CO6	8	Direct Benefit to State System. For leverage, next Phase of Enhance.
Oregon Parks & Rec	OC&E Woods Line St Trails: Phase 2 Safety Crossing	Construct shared use path bridge & at grade crossings	\$1,052,343	\$877,343	\$4,816,296	M	SCO1	9	Development project in the 12-15 STIP. This project is phase 2 to construct.
Crook County	Stillman/Riggs Road Bike Lane	Widen road to allow for shoulder for bikes	\$1,559,958	\$500,000	\$5,316,296	M	CO7	10	Indirect though good benefit to State System. For Leverage, very high overmatch with-in and within larger project for efficiency.
City of Bend	3rd Street: Greenwood to Wilson (Bend) Multimodal	Sidewalks, bike lanes, safe crossing and intersection improvements	\$1,771,664	\$1,589,714	\$6,906,010	M	CO8	11	Some Indirect benefit to State System. For leverage, next Phase of Enhance.
City of Redmond	Dry Canyon, Maple Bridge Access	Staircase at the Maple Bridge in the Dry Canyon Trail	\$298,404	\$267,757	\$7,173,767	M	CO9	12	Minimal benefit to State System. For leverage, part of multi-million \$ trail system investments.
MCCOG	Bus Covered Parking Shelters	Bus shelters at transit center	\$467,000	\$419,039	\$7,592,806	M	LJD3	13	Minimal benefit to State System. For leverage, is final Phase of Enhance and ConnecticutOregon Investments
Bend Parks & Rec	Deschutes River Trail - Galveston to Miller's	Widen existing sidewalk, shared-use trail	\$1,317,599	\$1,054,079	\$8,646,885	L	CO10	14	Minimal/no clear benefit to State System. For leverage, part of multi-million \$ trail system investments.

TOTALS \$11,037,168 \$8,646,885

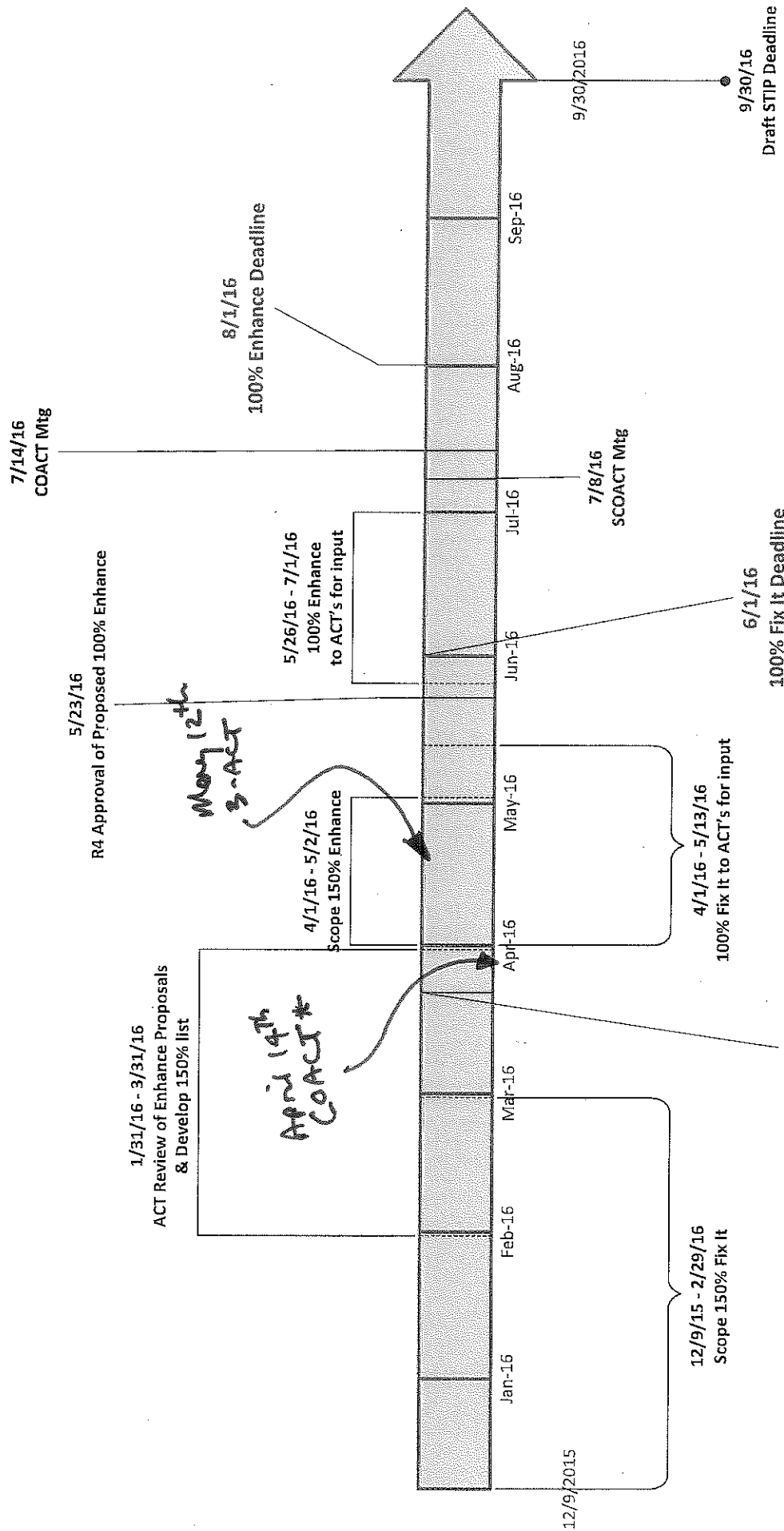
ANTICIPATED AVAILABLE FUNDING \$3,600,000

ANTICIPATED 150% \$5,400,000

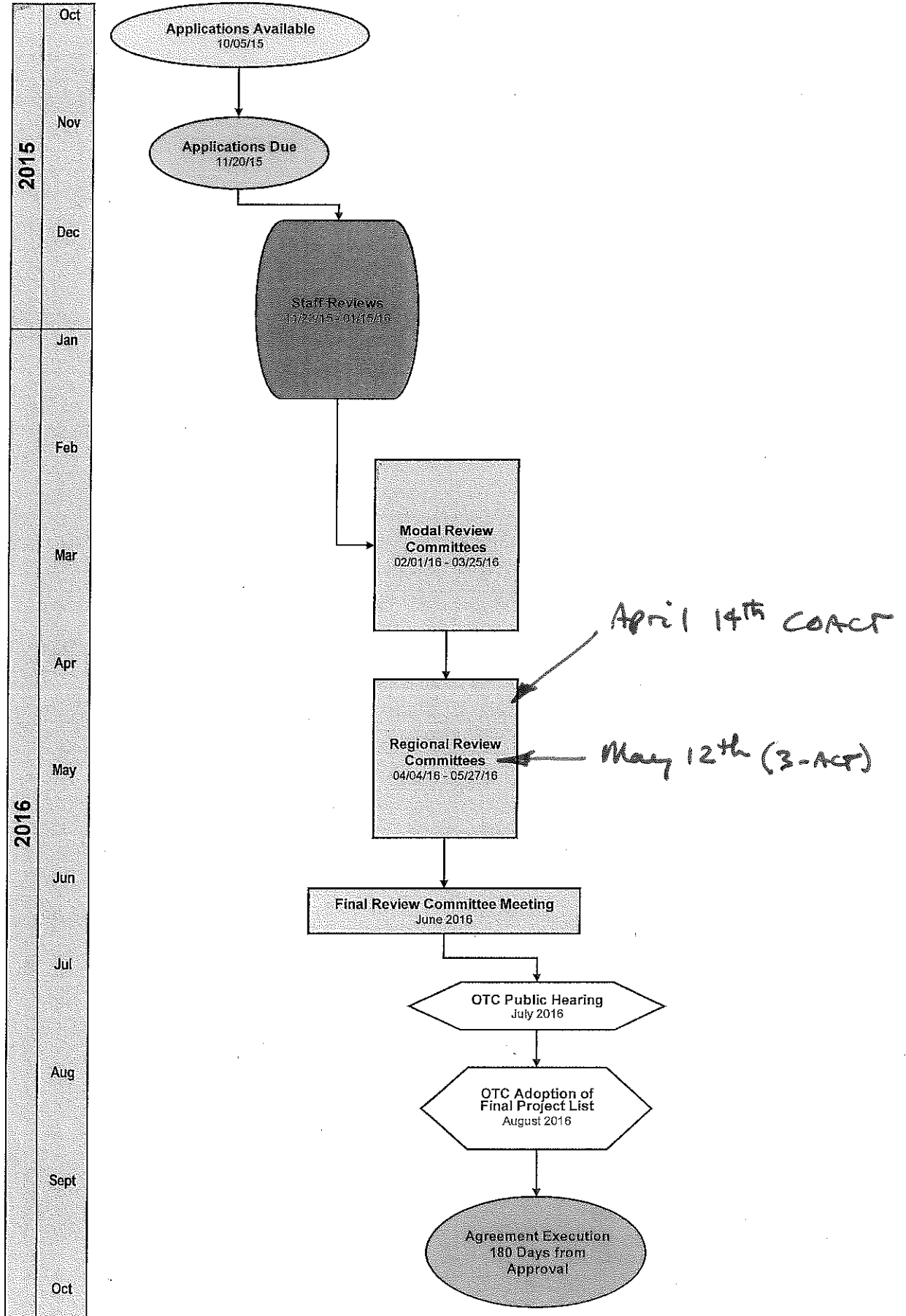
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# 2018-2021 STIP TIMELINE



Connect Oregon VI  
Application Review Process



## FARNSWORTH Gary C

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**From:** Oregon Department of Transportation <odot@service.govdelivery.com>  
**Sent:** Wednesday, March 02, 2016 4:04 PM  
**To:** FARNSWORTH Gary C  
**Subject:** New ConnectOregon program coordinator and a brief update

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**Oregon Department of Transportation**



2016

ConnectOregon friends,

Writing today to introduce you to the new *ConnectOregon* coordinator at ODOT and to share an update with you on the region VI progress.

Welcome Scott Turnoy to the *ConnectOregon* program. Scott will replace Chris Cummings, who has received a well-deserved promotion to Business Oregon. We will miss Chris, we thank him for his outstanding work on *ConnectOregon* and other projects at ODOT, and, of course, we wish him all the best!

Scott is a transportation planner by trade and has worked the last 16 months in the Transportation Planning Unit at ODOT. In this role, Scott helped build a policy database for all of Oregon's statewide transportation policy plans so that kind of vital information could be easily accessed for decision-makers at all levels of government. Scott also co-managed the Oregon Public Transportation Plan, conducted an assessment for the Rogue Valley Metropolitan Planning Organization under the Oregon Sustainable Transportation Initiative, and worked with our Rail & Public Transit Division on Transportation Options Plan implementation efforts. Prior to joining ODOT, Scott was the project and mobility manager with the Mid-Columbia Economic Development District. In this position, Scott worked to develop plans, promote transportation options, coordinate economic development initiatives and public involvement processes, and improve strong freight mobility and infrastructure in the Columbia Gorge region. We're thrilled to have Scott at ODOT and now leading the *ConnectOregon* program.

Contact any questions, comments or concerns about *ConnectOregon* to Scott: [scott.turnoy@odot.state.or.us](mailto:scott.turnoy@odot.state.or.us), (503) 986-3703.

### 1 *ConnectOregon* VI

Through to the evaluation process are 76 applications requesting \$89.8 million in grants; the program has \$45 million to be allocated. Broken down by mode, there are 25 aviation projects; nine marine/port projects; 14 rail projects; six transit projects; and 22 pedestrian projects. Projects are first analyzed and ranked by modal committees (made up of stakeholders with areas of expertise) and then by regional committees, based on the geographical area the request covers. Those results will be passed along to a review committee in June and that group's recommendations will be provided to the ODOT director and then to the Oregon Transportation Commission, which will hold a public hearing in July. Final project selection by the OTC is scheduled for August 2016.

Keep up-to-date on the latest at the [ConnectOregon website](#).

Thank you for your interest in Oregon's transportation system!

# Enhance Proposal Review Process: An Overview

2018-2021 Statewide Transportation Improvement Program

Enhance funds are targeted to improvements that can demonstrate a benefit (directly or indirectly) to the state's multimodal transportation system, ensuring limited funds are allocated to high priority and strategic transportation investments which:

- Improve the state transportation system.
- Are consistent with statewide plans and local plans if on the local system.
- Make key connections between modes or facilities.
- Improve access to economic opportunities.
- Can include eligible activities within the Transportation Alternatives Programs.
- Improve the state's transportation system for, transit, and/or bicycle and pedestrian modes
- Impact multiple users and improve "through" movement
- Work toward system completeness; fills in gaps
- Improve efficiency
- Help to reach economic and social goals
- Establish or improve a long distance, continuous corridor
- Serve a destination of significance like a downtown or a significant industrial area, or a major transit facility
- Provide pedestrian access to a major transit facility
- Project-level planning efforts such as conducting an environmental document or a narrow facility plan
- Provide a needed connection along a statewide or regional multipurpose trail

MODAL ATTRIBUTES		
	TRANSIT	BICYCLE / PEDESTRIAN
	<i>Attributes and Project Examples</i>	<i>Attributes and Project Examples</i>

**Connectivity & System Benefits**

Links public transportation from one part of the state to another, completes or extends a bicycle or pedestrian path. Supports intermodal connections (e.g. provides connection to key land uses, such as adding bicycle or pedestrian access to transit). For, transit and any travel options program, the project should serve inter- state or interregional trips. For bicycle/pedestrian, consideration is given to connecting or providing a nexus for projects of regional interest.

<b>How does the project address a system deficiency?</b>	Projects that link public transportation from one part of the state to another; projects that make it convenient for people to use those connections (e.g. similar fares or ticketing systems). Transp. Options that support an ODOT statewide program.	Projects that infill a missing link in system, complete or extend a walking or biking network, widen a too narrow sidewalk or bikeway, infill bikeways or walkways on busy streets.
<b>How does the project support intermodal connect-ions?</b>	Projects that connect two or more modes; Projects that provide access for all those that could and want to use public transportation, such as older individuals, people with disabilities, commuters, school kids, etc.	Projects that improve access to public transportation stops and transit centers for people traveling on foot or by bike. Projects that improve bicycle or pedestrian connections to train stations and airports.

**Safety & Public Health**

Addresses a safety issue (e.g. improves lighting or signage at a transit center, separated bicycle path) or improves physical activity options or reduces environmental factors that harm health (e.g. provides new, improves or completes transit, bicycle, or pedestrian facilities in a community or area currently without). Should contribute to Safety Action Plan goals, and assist with greenhouse gas emissions reduction goals.

<b>How does the project address a safety issue?</b>	Projects that improve a transit center or pull outs, lighting, signage, technology and/or route design. Serves interstate or inter-regional trips.	Projects that help people cross the street, slow traffic to the posted speed, provide separation from motor vehicle traffic, improve visibility of bicyclists and pedestrians. Programs that provide education and encouragement, such as safe routes to schools.
<b>How does the project improve public health?</b>	Projects that add transit service or expansions in order to provide additional health through exercise. Projects that make improvements to fleets that use reduced or no emission vehicles.	Provide a bikeway or walkway connection between destinations (residential to retail, medical, employment, etc.). Reduce conflicts with other modes, provide appropriate separation of bikeway and walkway from motor vehicle traffic based on speed and volumes of traffic.

MODAL ATTRIBUTES		
	TRANSIT	BICYCLE / PEDESTRIAN
	<i>Attributes Project Examples</i>	<i>Attributes Project Examples</i>

**Accessibility & Mobility**

Improve access (e.g. for a specific population, such as older adults or persons with disabilities, to primary health care or emergency care for specific populations) or removes a barrier (e.g. creates a last mile connection to transit). May also provide access to a tourist facility of national or state significance.

<b>How does the project improve access?</b>	Projects that provide access to jobs, tourism travel, and retail services. Projects that enhance services based on where people live and want to go, primarily serving interstate or inter-regional trips.	Projects that improve pedestrian access between key destinations (transit stops, senior centers, residential, shopping, medical, etc.) by building or improving sidewalks and crossings.
<b>How does the project remove a barrier?</b>	Projects that improve last mile connections. Projects that serve underserved or unserved target populations.	Projects that resolve an issue that prevents use of the bikeway or walkway network (i.e. bridges w/o sidewalks/bike facilities, high speed roadways without pedestrian crossings).

## CROSS MODAL CRITERIA

### 1. **Economic Development:**

- Improves transportation access and mobility for workers
- Reduces costs of travel for workers
- Improves the operation, safety, or efficiency of the corridor or system
- Improves travel times or reliability
- Helps to sustain or generate long-term and/or living wage jobs
- Serves an economically distressed community
- Improves access to jobs
- Supports development, redevelopment

### 2. **Social Benefits:**

- Increases access to goods and services and promote health by encouraging development of compact communities and neighborhoods that integrate residential, commercial and employment land uses to help make shorter trips, transit, walking, and bicycling feasible. Integrate features that support choices.
- Increases physical activity
- Project increases transportation choices
- Assists disadvantaged communities in meeting their transportation needs
- Increases awareness of a cultural/natural/historic/scenic feature along a route.

### 3. **Environmental Stewardship:**

- Provide system that is environmentally responsible and encourages conservation and protection of natural resources.
- Project aligns with the strategies and/or elements outlined in the Oregon Statewide Transportation Strategy (emission reduction)
- Project reduces vehicle miles traveled

### 4. **Safety:**

- Reduces conflict between modes that use the facility
- Reduces frequency & severity of fatal & serious injury crashes across modes

### 5. **Project Readiness:**

- Completes a public approval process
- Complete some technical approval process (e.g. RW complete, survey complete, environmental review/EIS complete)

### 6. **Leverage:**

- Projects with a revenue/ timing that allows mutual benefit
- Additional project funding from public or private sources
- In-kind or other contributions (such as providing labor, equipment, materials, right-of-way, etc.)
- Additional public or private investment in the affected area or community that would occur as a result of the transportation investment