A G E N D A

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METRO

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MEETING: **TRANSPORTATION POLICY ALTERNATIVES COMMITTEE**

DATE: **August 31, 2007**

TIME: **9:30 A.M.**

PLACE: **Metro Regional Center, 370 A/B**

9:30 AM	**1.**		Call to Order and Declaration of a Quorum	Richard Brandman
9:30 AM	**2.**	*	Citizen Communications to TPAC on Non-Agenda Items • Wheels to Wealth: A Pilot Project to explore the transportation needs of the low-income population in the Portland Tri-county area	Richard Brandman Sreya Sarkar, Citizen Member
9:50 AM	**3.**	*	Approval of TPAC Minutes for July 27, 2007	Richard Brandman
9:55 AM	**4.**		Future Agenda Items • Willamette River Bridges (anytime) • Regional Rail System	Richard Brandman
	5.		**INFORMATION/ DISCUSSION ITEMS**	
10:00 AM	**5.1**	*	RTP Update • Public comment period-INFORMATION • RTP Round 1 System Analysis-Preliminary results-DISCUSSION	Kim Ellis
11:00 AM	**5.2**	#	Sellwood Bridge Project Update	Michael Eaton
11:20 AM	**6.0**		ADJOURN	Richard Brandman

* Material available electronically. Please call 503-797-1916 for a paper copy
** Material to be emailed at a later date.
# Material provided at meeting.
All materials will be available at the meeting.

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METRO

TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
Minutes - July 27, 2007
Metro Regional Center – 370 A/B

MEMBERS PRESENT	AFFLIATION
Karen Schilling	Multnomah County
Ron Papsdorf	City of Gresham, representing the Cities of Multnomah County
Frank Angelo	Citizen
John Reinhold	Citizen
Satvinder Sandu	FHWA
Jack Burkman	Washington DOT
Greg DiLoreto	Citizen
Sorin Garber	Citizen
Sreya Sarkar	Citizen
Dave Nordberg	DEQ

ALTERNATES PRESENT	AFFLIATION
Ron Weinman	Clackamas County
Clark Berry	Washington County
Margaret Middleton	City of Beaverton, representing the Cities of Washington County
Lainie Smith	ODOT
Robin McCaffrey	Port of Portland
Danielle Cowan	City of Wilsonville, representing Cities of Clackamas County
John Gillam	City of Portland
Lynda David	SW Washington RTC
Alan Lehto	TriMet

GUESTS PRESENT	AFFILIATION
Jennifer Dill	PSU
Mike Lynch	Multnomah County LUT
Terry Whisler	Cornelius
Aruna Reddi	Multnomah County
Massard Saberian	City of Lake Oswego
Vicki Deide	City of Portland

STAFF
Andy Cotugno, Robin McArthur, Tom Kloster, Kim Ellis, Ted Leybold, Mark Turpel, Josh Naramore, John Mermin, Pam Peck, Caleb Winter

CALL TO ORDER, DECLARATION OF A QUORUM

Chair Andy Cotugno declared a quorum and called the meeting to order at 9:31a.m.

1. CITIZEN AND MEMBER COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

Chair Cotugno noted that copies of the report, *Promoting Vibrant Communities with System Development Charges*, are available for those who want them. Copies of *The Financial Incentives Toolkit* will be available soon. Once these items are on the website, the link will be forwarded to members.

2. APPROVAL OF TPAC MINUTES FOR JUNE 29, 2007

MOTION:
Ron Weinman moved, seconded by Karen Schilling, to approve the June 29 minutes.

VOTE:
The motion passed.

3. FUTURE AGENDA ITEMS

- Willamette River Bridges
- Regional Rail System
- RTP Systems Analysis & Policy Framework Refinements

5. ACTION ITEMS

5.1 Resolution No. 07-3826, For The Purpose Of Amending The 2006-09 Metropolitan Transportation Improvement Program (MTIP) To Reallocate $1 Million Of Regional Flexible Funds From The Construction Phase To The Preliminary Engineering Phase Of The Eastside Streetcar Loop Project

Ted Leybold introduced the proposed amendment, requested by the City of Portland. The City was awarded $1 million in MTIP funds towards construction of the Eastside Streetcar Project. Initially, project development funds were to come from other sources.

Vicki Deide of the City of Portland explained that there is need for initial funds for the preliminary engineering phase due to some unanticipated issues. This project was submitted before the reauthorization of the transportation bill that began the Small Starts Program. Despite congressional intent that this would be a more streamlined and simple process, that has not been the case. The funds for construction will be covered from the local improvement district, tax increment financing, transportation system development charges and the Federal Transit Administration. She explained that these funds will not be released until a later date and thus cannot be used for the development phase. The City is asking Metro's to reallocate funds to the preliminary engineering phase. The total cost of this project is $152 million.

Two members expressed concern that additional funds for this project would be requested in the future. Chair Cotugno explained that any future requests for MTIP funds would have to stand on their own merits. Vicki Deide indicated that the City of Portland did not anticipate returning for more MTIP funds at this time.

MOTION:
John Gillam moved, seconded by Dave Nordberg, to approve Resolution No. 07-3826, For The Purpose Of Amending The 2006-09 Metropolitan Transportation Improvement Program (MTIP) To Reallocate $1 Million Of Regional Flexible Funds From The Construction Phase To The Preliminary Engineering Phase Of The Eastside Streetcar Loop Project.

VOTE:
The motion passed.

5.2 Resolution No. 07-3824, For The Purpose Of Approving An Air Quality Conformity Determination For The 2008-2011 Metropolitan Transportation Improvement Program.

Ted Leybold introduced the resolution, explaining that Metro is in the process of updating the MTIP. The first step is to show that the MTIP will meet federal and state air quality standards and to document anticipated air quality impacts. Regional flexible funds that were allocated to projects were approved in February 2007. The state, transit, cities and counties were surveyed on their selected projects. These were put into a travel demand model and then an air quality model. The impacts were documented at specific time points and compared to budgets. A comparison was done to check that emissions are not being exceeded. There was a 30-day public comment process and comments from DEQ. Transportation projects must be proactive and aimed at improving air quality. He said that Mark Turpel submitted a memo dated July 18, 2007 (part of the meeting packet).

Discussion included:
- Dave Nordberg of DEQ noted that if the VMT per capita increased more than 5% two years in a row, which it has, this group has to take action. He said as the trigger has been reached, he would feel more comfortable endorsing this resolution if the committee decided whether there is a problem that needs to be addressed or if the increase is due to the different data associated with expansion of the area.
- Chair Cotugno explained that added territory would have boosted the VMT in 2004 and that data and preliminary 2006 data (not yet published) indicate the VMT is dropping. Chair Cotugno indicated that considering how much air quality has improved, it is not worth the effort.
- Mark Turpel and others questioned the comparability of the data because of changes in census and geography.
- Ron Papsdorf asked if it is possible to go back to 2000 to recalibrate the geography so that an honest comparison can be made.
- At a past meeting, TPAC made the decision to state what the 5% would be so that there would be no question; the trigger is 19.5%.

Chair Cotugno asked that a motion be brought to the floor recommending approval of the resolution acknowledging that the exceeding of the threshold does not require further investigation.

MOTION:
Greg DiLoreto moved, seconded by Ron Weinman, to approve Resolution No. 07-3824, For The Purpose Of Approving An Air Quality Conformity Determination For The 2008-2011 Metropolitan Transportation Improvement Program, Acknowledging That The Exceeding Of The Threshold Does Not Require Further Investigation.

VOTE:
The motion passed.

5.3 Resolution No. 07-3825, For The Purpose Of Approving The 2008-2011 Metropolitan Transportation Improvement Program For The Portland Metropolitan Area

Ted Leybold presented a brief review of the document, *Adoption Draft, Metropolitan Transportation Improvement Program, Portland Metro Area, Federal Fiscal Years, 2008-2011*. This document is part of the meeting record. He highlighted changes to the document: first, the assignment of specific funds in specific years and second, a change to administrative procedures.

Ted Leybold is setting up discussions with agencies to discuss how to start the process with ODOT, options for hiring consultants, and reviewing project development and design issues. These meetings will continue into the fall. If projects are not starting until 2010, he will schedule meetings next year.

He said that he has requests for projects requesting advanced funds on file. However, over-programming this year will limit the number of projects that can be granted advanced funds. The projects that will receive advanced funds are: diesel emissions projects (advanced to 2008), the PE phases of projects that have 3 phases over 3 years (advanced to 2009) and some TOD projects.

MOTION:
Dave Nordberg moved, seconded by Karen Schilling, to approve Resolution No. 07-3825 For The Purpose Of Approving The 2008-2011 Metropolitan Transportation Improvement Program For The Portland Metropolitan Area.

VOTE:
The motion passed.

6. INFORMATION ITEMS

6.1 RTO Evaluation Framework and July '05 – December '06 Report

Pam Peck reviewed the goals of the Regional Travel Options program. She then presented highlights of the last few months, including reaching over 98% of public, completing a public awareness survey, and starting to develop a 10-year strategy with ODOT and other partners. The Drive Less/Save More Challenge was a success and received coverage on KGW News (total earned media value $160,000), blogs, in community papers and in *The Portland Tribune*. KGW wants to participate as a sponsor next year. In the VanPool

Program, five vanpools have been added, making a total of 20 vanpools. The *Bike There Map* is for sale in stores. Carefree Commuters Challenge has been going well.

Dr. Jennifer Dill from PSU Urban Studies presented a report, *Regional Travel Options 2005-06 Program Evaluation, July 19, 2007.* Her presentation is included in the meeting record; the final report is part of the meeting packet. In summary, the RTO programs have increased transit use significantly, in particular for commuting in the downtown and Lloyd district areas. Improvements for carpooling, vanpooling, cycling and walking are not nearly as great. Most of the success was seen in core areas; suburban areas are more of a challenge. For future evaluations, she recommended developing a new strategic plan with specific output and outcome objectives. In addition, she recommended that a comprehensive evaluation be done every two years, with a comparison to other programs in other regions, and a minor update every year.

Discussion included:
- Did the survey capture a true picture? One week is very limited and perhaps it should be done over a one-month period.
- Responses to the survey would also change drastically depending on the time of year, the weather and the availability of bus shelters.
- Regarding re-routing bus routes with low rider ship, Pam Peck responded that the issue is TriMet's responsibility. The RTO program is doing an analysis of worksites around the region seeking the 50 top worksites with large numbers of employees with poor access to alternative transport.

Caleb Winter talked about the RTO Evaluation Framework, included as part of the meeting record. He highlighted the need to evaluate awareness and satisfaction and to complete a region-wide phone survey.

6.2 RTP Report

Kim Ellis passed out three memos; all are part of the meeting record.

Trail Project Submittals

Kim Ellis presented the memo on regional trail project submissions, asking that committee members take the information to their trails groups. She asked that additional projects, including all paperwork, be submitted by August 13.

Final Draft of Performance Measures

Kim Ellis reviewed the memo regarding the final draft of the performance measures.

Discussion included:
- There is concern with the reliability issue and the ability to measure it on arterial roads. If we can't come up with a good measure, should we change the goal, reword it or take reliability out? If all others are volume, capacity or delay we are not measuring the goal of reliability.
- Kim Ellis responded that it is a good goal; it has come up in all discussions and workshops. We should keep it and continue to work on it. Chair Cotugno added it is matter of distinguishing between historical measurements vs. forecasting conditions for a 20-year plan. Monitoring over time for reliability is useful even though it is not possible to forecast it.
- There should be something on improved safety and security.
- Appreciation was given that the obligation of local jurisdictions to participate in monitoring was recognized. Jurisdictions have their own performance measures. It would be helpful to combine performance measures rather than add more performance measures.

Financially Constraint – Revenue Assumptions

Kim Ellis summarized the memo regarding financial constraints and revenue assumptions. Each of the project coordinators will present a list at the August TPAC meeting. Final recommendations will go to TPAC in September. The comment period will take place October 15 to November 15.

Discussion included:
- Robin McCaffrey expressed concern that putting projects on paper will indicate a commitment. Is this much detail necessary, or could we look at a family of projects?
- Chair Cotugno responded that the purpose of finance constraint estimates is for sizing and does not indicate a financial commitment. Project plans will not be published.

- John Gillam reiterated that if local projects must be broken down into categories, it will be difficult. Presenting local projects as an aggregate would help. It would be difficult to forecast tax increment financed projects, for example.
- Tom Kloster added that jurisdictions will have access to a database that will house information on MTIP and RTP projects. It will be accessible over the web to those with administrative access. We want to maintain it as an ongoing tool.
- Ron Papsdorf noted that jurisdictions were asked to submit projects to the 200% list lacking any technical evaluation on faith that there would be a technical evaluation. Now they are being asked to go to the 100% list without the technical evaluation of need. How do we come up with other projects to throw in the mix without having that evaluation?
- Clark Berry shares Ron's concern. He said that jurisdictions have been asked to self-rate the process; how will Metro Council and JPACT sift through this?
- Kim Ellis responded that she will take the self-scores to JPACT and show them how the investments match up to the program areas.
- Clark Berry said he thought that jurisdictions had different interpretations of what the scoring meant. The scoring may not be consistent.
- Robin McArthur asked, in response to Ron Papsdorf's question, what the need is for this work to be done now rather than after we have the public comment and evaluation process?
- Kim Ellis responded that it is because there would then be a draft of the federal piece before the current plan expires in March.
Tom Kloster added that there will be two times to revisit it: after the comment period and with the state component. He asked jurisdictions to make their best case now.
- Karen Schilling asked if there was flexibility to submit the 100% list at the end of August as it does not go to JPACT for approval until October.
- Kim Ellis said they would consider it and let everyone know about the specific schedule.

Chair Cotugno brought the committee's attention to the chart titled *RTP Financial Constrained Revenue Assumptions* (part of the meeting record). The categories on the chart are for State, County, and TriMet needs. All dollars are in 2007 dollars.

Steven Siegel clarified that in 2004, ODOT put together a common set of assumptions for regional money. The numbers produced last December are included but do not affect the modernization numbers. There is a statutory minimum amount for modernization that ODOT is required to use of its combined state and federal funds. There is an assumed vehicle registration fee increase for modernization purposes.

Discussion included:
- Greg DiLoreto pointed out that Connect Oregon is not on the chart. It should be on for multi-modal projects.
- John Reinhold asked if anything was built in to accommodate the assumption of additional demands for additional modernization?
- Chair Cotugno said that ODOT has done its revenue forecast and concluded that they need a one-cent per year gas tax increase in order to keep up with maintenance needs.

Chair Cotugno referred to City and County road and street needs, saying that most funds are earmarked for maintenance and preservation of streets, roads and bridges. Four jurisdictions have adopted street utility fees to cover maintenance.

Discussion included:
- Suggestions were made that the local gas tax should be added, that the term "local option revenues" be used instead of "street utility fees," and that private development be included in addition to systems development charges.
- Chair Cotugno emphasized that we focusing on project analysis, not maintenance analysis. One percent per year represents the rate to cover status quo spending. The first choice to be made is for maintenance and preservation.
- Steve Siegel explained that he divided the $10 million based on the percent of growth. In response to his first memo, he got responses from Gresham and others, for example, that in their 20-year plan they assumed a certain amount of development money. Steven then adjusted his numbers. Almost all the numbers he used are from jurisdictions' twenty-year plans. He had taken the annual number and extrapolates from it.
- Frank Angelo encouraged Steve to talk to jurisdictions, especially Washington County.
- Chair Cotugno said that federal funds constitute 20-25% of the monies in the Federal RTP. However, all revenue sources are accounted for. The whole system has to demonstrate the air quality conformity. He

asked what the SDC assumption should be, and gave the examples of Bethany and Damascus. He continued, saying that Washington County has a substantial fund, the MSTIP. Do you assume that another round of MSTIP will happen and include it? He said he would like to hear from Washington County by the August 9 JPACT meeting. Lastly, state lottery funds can be used for light rail construction. With light rail bonds being paid off, we could assume there could be another $250 million increment.
- Robin McCaffrey noted that Connect Oregon is tied to projects so would not be distributed equally in the region. She questioned how rail freight projects will be put in the RTP. Do we create a placeholder? It is unclear.
- Chair Cotugno said that he would include an assumption of a share of Connect Oregon funding for transit and a share for freight rail based upon round one.
- Robin McCaffrey said that if some of the assumed funding were to go to freight rail, there is no corresponding project in the list. This needs to be addressed.
- Chair Cotugno asked for a straw poll: To the question of whether to assume a penny a year gas tax, half agreed. To the question of more movement to straight utility fees, most were not in agreement. To the question of SDC charges in development areas, most agreed.

John Rienhold reiterated that it is important not to double up on SDC credits.
Ron Papsdorf brought up the question: can we continue to afford to amass money in regional rail projects without addressing transit operating issues?

4. ADJOURN

Chair Cotugno adjourned the meeting at 12:00 p.m.

Respectfully submitted by
Laura Dawson Bodner
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR JULY 27, 2007
The following have been included as part of the official public record:

ITEM	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENTNO.
2. *	Brochure	July 2007	Promoting Vibrant Communities with System Development Charges	072707t01
2.	Publication	July 2007	Promoting Vibrant Communities with System Development Charges	072707t02
6.1 *	Presentation	07/27/07	Regional Travel Options RTO Update, PSU CUS Evaluation, Evaluation Framework	072707t03
6.1 *	Brochure	N/A	VanPool: Save Time, Money and Your Sanity	072707t04
6.2 *	Memo	07/27/07	2035 RTP Update: Financially Constrained Worksheet Instructions	072707t05
6.2 *	Memo	07/27/07	2035 RTP Performance Measures Work Group – Next Steps	072707t06
6.2 *	Memo	07/27/07	2035 RTP Update: Regional Transportation Trail Project Submittals	072707t07
6.2 *	Memo	07/24/07	From Steven M. Siegel: Revised Financially Constrained Revenue Estimates	072707t08
6.2 *	Chart	N/A	RTP Financial Constrained Revenue Assumptions	072707t09
	Letter	07/27/07	From Brent Curtis, Washington County, to Chair Cotugno re: Clark Berry, WA County rep to 07/27/07 meeting.	072707t10

* Material Available Electronically.

Wheels to Wealth:
A Pilot Project to Examine the Feasibility of Promoting Low-Income Auto Ownership as a Transit Strategy

Sreya Sarkar
Cascade Policy Institute
31 August 2007

Synopsis

Wheels to Wealth is a proposal with a dual purpose. First, to form a committee to discuss the transportation needs of the "working poor" population in the Portland Tri-county area. Second, to explore the feasibility of canceling TriMet's lowest performing bus routes, and using a part of the financial savings to create a revolving loan fund to help finance car ownership among low-income workers in the Tri-county area. If implemented (through a 3rd-party social service agency), this proposal would improve the mobility options for low-income households and workers who are not served totally with fixed bus routes. The auto loan program also would increase employment opportunities for its participants, thereby helping to raise their incomes. It is likely to increase TriMet's total ridership, improve the fuel economy of the bus fleet, and raise TriMet's fare box recovery ratio.

Background

The growing "working poor" population in Portland has complex transportation needs that are not addressed sufficiently by the fixed route model.

TriMet recovers approximately 21% of its operating costs from passenger fares. This low fare box recovery ratio places constant pressure on the agency to cancel the lowest-performing routes where the subsidies can be $12 or more per trip (such as the Cedar Mill Shuttle, 84-Kelso-Boring, 39-Lewis & Clark and 27-Market routes), compared with the fleet average subsidy of $2.58 per trip.

Adopting a subsidized car ownership strategy could be a cost-effective and efficient way of replacing these underperforming routes while mobilizing low-income workers in Portland. If implemented properly, such a program could have many benefits for the general public, TriMet and its customers.

Benefits for customers

- Studies show that auto ownership is positively correlated with improved access to jobs, higher household incomes, and more weeks worked per year for low-income and minority households. Thus, improving the car ownership rates among these populations is likely to make them more financially secure.

- Auto ownership helps welfare recipients move permanently into the workforce.

- Auto ownership dramatically improves mobility options for the 'working poor' and increases their access to the regional public transportation.

Benefits for TriMet

- Subsidized car ownership can help improve TriMet's bottom line by allowing the agency to eliminate its lowest-performing (highest-subsidized) bus routes, thereby freeing up capital to be redeployed in areas where consumer demand is greater.

- TriMet is dependent on private car ownership for the so-called "last mile" of service from the transit stop to the customer's front door. If TriMet helps some of its lowest-income bus riders become car owners, many of them may continue to be transit riders by driving to TriMet parking lots and using the train to commute to jobs that were previously unavailable to them.

Benefits for the General Public

- Most of the money saved by TriMet from canceling low-performing routes can be reinvested in parts of the district where customer demand is greater. This will provide better service for more people.

- Energy consumption for the average automobile trip in America is now less than for the average transit bus trip (3,549 BTU per-passenger miles by car versus 4,160 for a bus transit trip). Canceling low-performing routes that consume a lot of energy will improve the overall transportation fuel economy for the region, lowering emissions and saving money.

Concerns about Traffic Congestion

- Many low-income transit passengers work at jobs that either have odd shifts (e.g., starting at midnight) or involve "reverse commutes" where road capacity is not a problem. Converting a few hundred of these weekly trips from bus to auto will have no effect on congestion in the region.

Conclusion

While it is counterintuitive to think of subsidized car ownership as a "transit strategy" it is clear that there may be benefits to TriMet, its transit-dependent riders, and the general public from testing such a concept. Cascade urges TriMet to partner with Metro, the DEQ, and other stakeholders to explore the feasibility of testing the idea on several of its lowest-performing bus routes over a three-year period.

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Wheels to Wealth

Pilot study initiative to explore the transportation needs of the low-income population in the Portland tri-county area

By Sreya Sarkar
June 2007

Initiative Proposal

To initiate a pilot study for three years, to explore the possibility of including car-ownership as part of the transportation choices offered to the low-income and minority population in the tri-county area.

Main Objective of This Initiative

The population composition of the Portland area has changed in the last 5 years. According to the U.S. Census Bureau in 2000, 8.5% of families and 13.1% of individuals in Portland were below the federal poverty level. In 2005, 11.8% of families and 17.8% of individuals in Portland were below the poverty level. The minority population also has increased,[1] both in Portland and statewide.

The demographic group known as the **working poor** is also growing.[2] Following the welfare reforms of 1996, though Temporary Assistance for Needy Families (TANF) cases have gone down comparably, a significant pool of working poor are still struggling to reach family-wage jobs.

The proposed ***Wheels to Wealth*** initiative is an attempt to incorporate the working poor, and the minority population, in the regional transportation plan by giving them better access to job markets and consumer services. An additional aim is to maximize the use of the existing public transit system in Portland. While counter-intuitive, the ***Wheels to Wealth*** initiative likely would increase public transit ridership by providing a means for individuals to gain access to the bus and rail network.

The Potential of Addressing the Transportation Needs of the Working Poor

Many poor households in the tri-county area are trying to make the transition from public assistance to work. Government assists the poor with subsidies for housing and food stamps, but transportation needs go unaddressed because of the complicated nature of these needs.

First, the poor have little control over the location of their jobs, subsidized housing and childcare. Second, the combination of different modes of public transportation used to cater to their needs, such as bus, door-to-door shuttles and trains are very expensive to the public and not financially sustainable in the long run. The search for the right mix of transportation options for them has become a difficult issue and calls for innovative solutions.[3]

Following federal welfare reforms, access to work has become very important for the poor, and reliable transportation is critical for this group. The ***Wheels to Wealth*** initiative is a constructive response to the transportation requirements of the working poor.

"[Sullivan] found that '[c]ar ownership improved the likelihood of being employed by 80 percent. The effect on average weekly wages was approximately $275, and the effect on weeks worked was approximately 8.5 weeks.'"

Background Data

Research has shown that automobile ownership is an empowering tool that can have a significantly positive effect on employment, especially for the low-skilled and low-income populations.[4] Numerous policy studies have concluded that owning a vehicle is a viable solution to transportation barriers to employment for low-income people. For example, Kerri Sullivan in her Masters dissertation[5] at Portland State University examined the effects of car ownership on employment and wages for adults without a high school diploma in Portland. She found that "[c]ar ownership improved the likelihood of being employed by 80 percent. The effect on average weekly wages was approximately $275, and the effect on weeks worked was approximately 8.5 weeks."

Automobile ownership also has the potential to reduce the employment gap between whites and minorities.

According to Steve Raphael and Michael Stoll[6] of UC-Berkeley and UCLA respectively, ". . . empirical estimates indicate that raising minority car-ownership rates would eliminate 45% of the black-white employment rate differential and 17% of the comparable Latino-white differential."

Metropolitan Family Service (MFS) runs the Oregon chapter of *Ways to Work*, a car loan program for low-income families with children. It caters to low-income working parents in Multnomah, Washington and Clackamas counties.

Shana Sturtz, the loan coordinator of the *Ways to Work* program, reported that out of 52 applications for car loans, 30 cases have been accepted since the inception of the program in 2005. The loan rates have been 2 per month from July to December 2006, which is an increase from previous months. Most *Ways to Work* clients think that owning a car has increased their efficiency and income. Their experiences in Portland follow the national-level performance[7] trend of the *Ways to Work* program.

The main observations from the national-level analysis are:

- Nationally, participants average a 40% increase in household income.
- More than 80% of *Ways to Work* customers reported that owning a car helped them hold onto a job and reduce tardiness.
- About half of all borrowers attribute their ability to obtain or complete education or training programs to their ownership of a car via a *Ways to Work* loan.
- 87% of borrowers who received public cash assistance before entering the program sustain themselves without cash assistance after receiving their *Ways to Work* loan.
- About 80% of parents of young children were able to put them into more satisfactory daycare situations as a result of their car ownership.

The program has been successful in increasing household incomes and helping poor families climb out of public assistance. This program also has an additional feature that helps in the overall asset-building[8] effort on the part of low-income families. The loan offices provide clients with basic financial education, including budgeting and planning.[9]

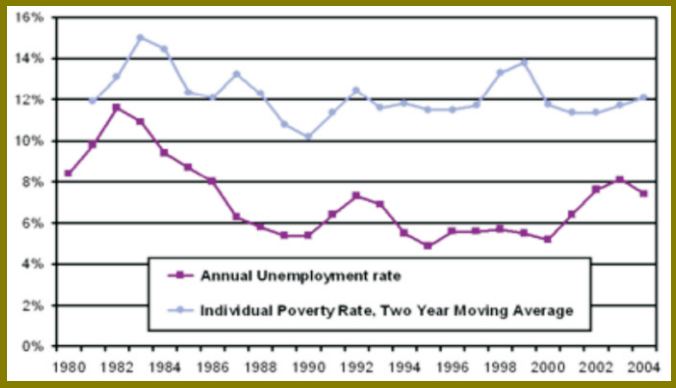
"'...[E]mpirical estimates indicate that raising minority car-ownership rates would eliminate 45% of the black-white employment rate differential and 17% of the comparable Latino-white differential.'"

Need for a Car-Ownership Initiative in Portland and in Oregon

1. JARC Advisory Committee (JAC) of urban Portland has stated in their plan,[10] which became part of the Coordinated Human Services Transportation Plan in December 2006,[11] that Oregon state and regional indicators reveal mixed success in transitioning public financial assistance recipients to gainful employment. While TANF caseloads in Oregon did drop after 1994, since 2000 the number of statewide cases has increased, due to population increases coupled with slower economic growth. Oregon unemployment rates have been among the highest in the nation. Nearly 236,000 people in the Portland tri-county area earn below 150% of the federal poverty level.

FIGURE 1

Oregon Individual Poverty Rates and Unemployment Rate, 1980-2004

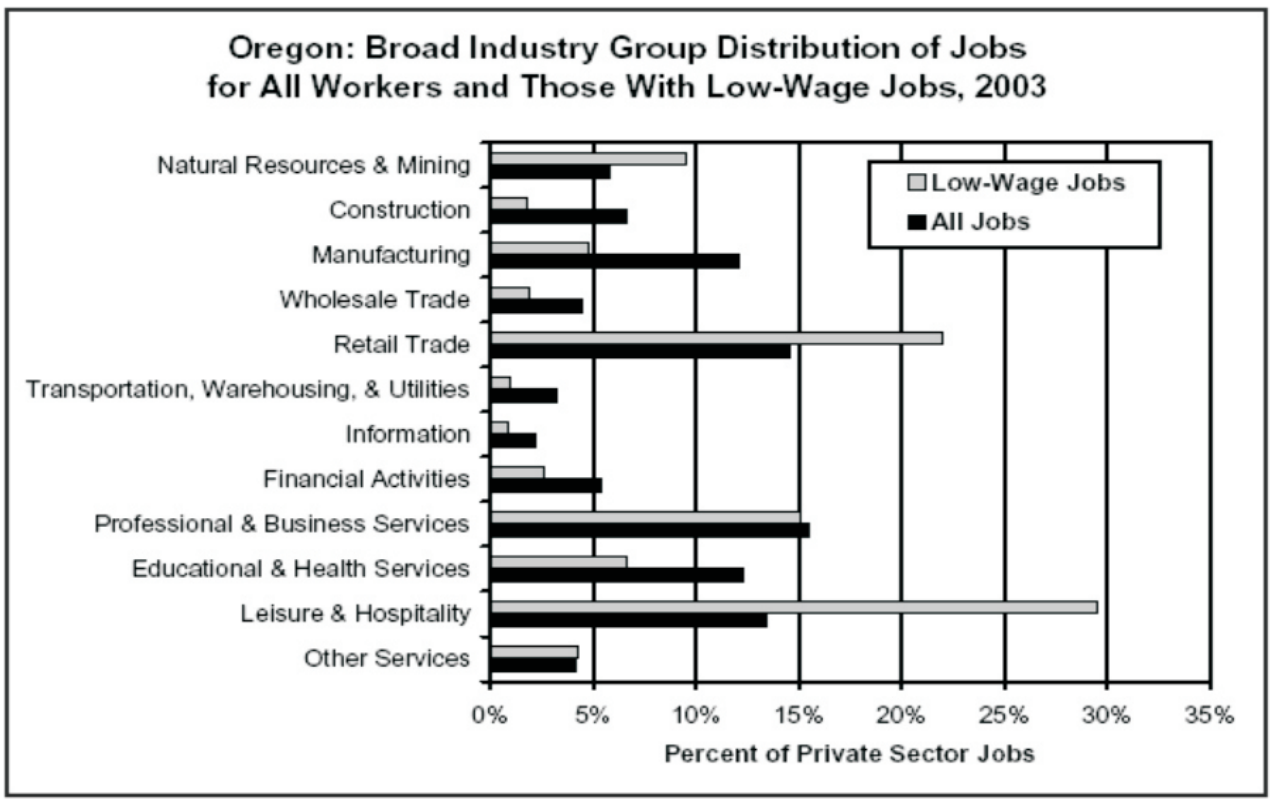


Source: Poverty Rates - Current Population Survey, Bureau of Labor Statistics

2. In the last ten years Oregon has added nearly 360,000 jobs. State economists project that approximately 240,000 new jobs will be created between 2004 and 2014, with 126,680 of these jobs projected to be in the Portland tri-county region. The particular industries offering the most entry-level positions for people in the age group 19-24 years are: administrative support, waste and remediation (34.4%), health care and social service (25.3%), metal industry.

In the last five years there has been an increase in jobs in industries that offer primarily low-wage jobs. The service sector industries such as leisure and recreation, healthcare and retail trade are offering the largest share of low-skill jobs. The national trend is also such that there is a shift from higher-paying manufacturing jobs to low-wage service employment.[12] A broad industry group distribution published by OLMIS presents the information below.

FIGURE 2



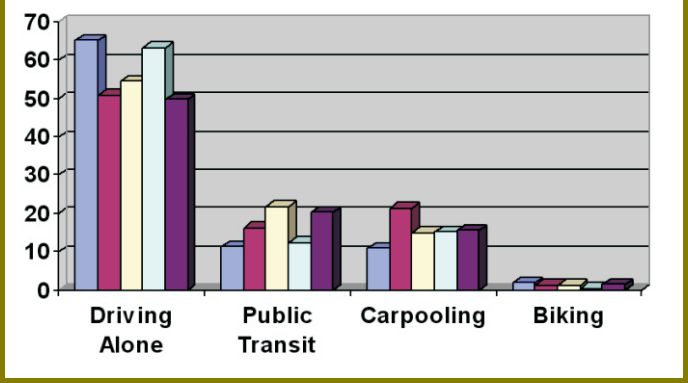
Service-providing industries grow in newly developing areas and are not generally concentrated in downtown neighborhoods.

3. A study of the prevalent mode of transportation for workers in Portland and Oregon show that workers coming from most ethnic backgrounds generally drive to their work places.

According to the 2004 American Community Survey, 13.3% of workers in Portland use public transit to reach work.

FIGURE 3

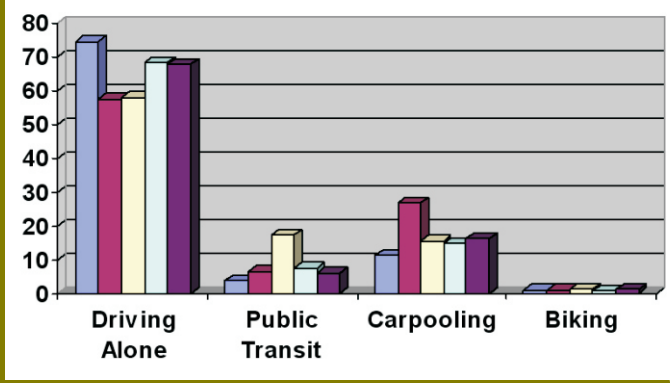
Total working population (16yrs & older) in Portland



Source: Census 2000 Summary File 4 (SF 4)-Sample Data

FIGURE 4

Total working population (16yrs & older) in Oregon

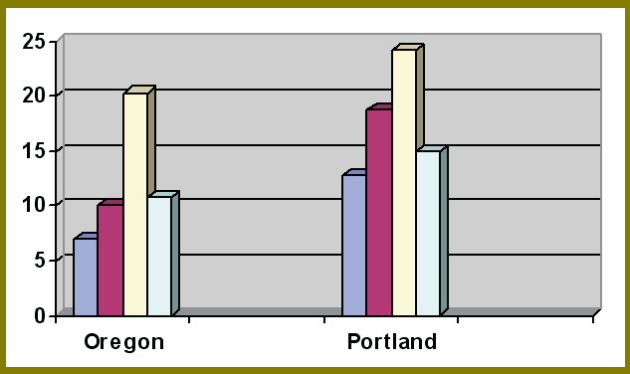


Source: Census 2000 Summary File 4 (SF 4)-Sample Data

Another interesting finding is that although 18.7% of Hispanic families in Portland do not own cars, only 6.1% of the Hispanic population in Portland uses public transit to go to work. 24.4% of African American households do not own cars, yet only 8.2% of the African American population uses transit. 14.9% of Asian households do not own cars, but only 5.8% of its population in Portland uses public transit.

FIGURE 5

Households without vehicles



Source: Data Set: Census 2000 Summary

4. Summary of Web and Comment Card Responses: To supplement the public involvement efforts, Metro solicited open-ended responses to some general questions by posting them on the Metro website and distributing self-addressed postcards at various meetings and outreach opportunities. The responses came from 55 people representing 33 different ZIP codes. In response to the question, "What do we need most in our transportation system?," most people wanted a balanced, multi-modal system.

FIGURE 6

What do we need most in our transportation system?

Balanced, multi-modal system (autos, transit, bike and pedestrian)	15
Improve freeway and regional road system	11
Safe/separate/dedicated bike routes	6
Bus rapid transit/faster transit between major centers	5
Reduce congestion/eliminate bottlenecks/improve traffic flow	5
Better freightways/more freight on rails	4
Reduce number of cars on the roads/more alternatives	4
Improve maintenance of existing system/fix bridges	4
More/expanded/more frequent/later bus service	3
More sidewalks	3
Land use that reduces the need to drive	2
More light rail lines within the region	2
Making environmental impact a priority in any decision	2
New bridges (replace Sellwood; across the Columbia)	2
Safety designed into pedestrian crossings	1
More road connections between Portland and "satellite" cities	1
Transit routes connecting suburbs	1
More attention to aesthetics	1
High-speed mass transit along the entire I-5 corridor	1
More door-to-door public transportation	1
Better law enforcement/ticket inspectors	1

This outreach effort was not a survey and its results should not be treated as such. Therefore, there is a need for detailed surveys to investigate what kinds of transportation arrangements really work for the low-income population in Portland.

5. The asset-building movement for the poor in Oregon has advocated for bills in favor of creating Individual Development Accounts (IDAs). This year House Bill 2094, an update of the OR-IDA statute, has decided that cars will be allowed within the category of "equipment, technology, and specialized training" that is being added. If a clear nexus between the a program participant's work-readiness or small business needs and a vehicle can be made, by next year, an IDA account and match will be allowed for a car purchase.

6. Underutilization of public transit by the low-income in Portland: Transit in the Portland metro area operates efficiently because Portland is a densely populated urban area. Here transit definitely provides a solution for a portion of low-income workers, but there are also repeated requests from immediate suburbs like Hillsboro and Beaverton to increase transit service to dispersed employment in the suburbs. But increasing service to dispersed populations is costly.

Certain low-performing routes, like 84-Kelso-Boring,[13] 187-Alderwood, 60-Leahy Road and 154-Willamette, are very expensive to maintain.

"87% of borrowers who received public cash assistance before entering the program sustain themselves without cash assistance after receiving their *Ways to Work* loan."

The Wheels to Wealth Proposal

Since the transportation needs of the low-income population are much more complicated than widely assumed, a pilot study should be conducted to investigate if car ownership will help low-income families simultaneously reach their places of work and balance other family responsibilities. Since the FTA (Human Services Transportation Coordination[14]) emphasizes "coordination," [15] it is important to involve the service providers in this initiative. If service provider agencies view the car-ownership program as a feasible tool to increase the mobility of the low-income population, they should be assisted in establishing a car-ownership program.

If the low-income population responds positively to car ownership, revenue from some of the low-performing routes should be diverted towards car-ownership programs in regions where the low-income population in the tri-county area is concentrated. Below is the list of low-performing and marginally performing routes.

TABLE 1

FY2006 Low and Marginally Performing Lines

	Line	Weekly Boardings	Weekly Vehicle Hours	Weekly Boarding Rides/ Vehicle Hour	Cost/ Ride	PM Peak Buses
Low performing <10 BR/VH	Cedar Mill Shuttle	460	83	5.5	$14.59	2
	84-Kelso-Boring	158	22	7.2	$11.16	0
	39-Lewis & Clark[1]	696	81	8.6	$9.37	1
	86-Alderwood	170	18	9.2	$8.76	1
	27-Market-Main	612	66	9.3	$8.72	1
Marginally performing 10-15 BR/VH	37-Lake Grove	653	65	10.0	$8.06	1
	60-Leahy Road	268	26	10.2	$7.96	1
	59-Walker/Park Way	1,352	129	10.5	$7.70	2
	36-South Shore	1,335	126	10.6	$7.62	3
	154-Willamette	423	39	10.8	$7.50	0
	18-Hillside	378	33	10.6	$6.95	1
	63-Washington Park	992	81	12.3	$6.58	1
	28-Linwood	1,198	93	12.9	$6.26	1
	23-San Rafael	695	53	13.1	$6.18	1
	41-Tacoma	1,162	88	13.2	$6.14	2
	34-River Road	1,603	119	13.5	$6.01	2
	25-Glisan-Rockwood	730	54	13.5	$5.98	1
	157-Happy Valley	718	52	13.9	$5.81	1
	38-Boones Ferry Rd	1,787	128	14.0	$5.77	3
	82-Eastman-182nd	1,015	72	14.0	$5.76	1
	16-Front Ave.-St. Johns	2,675	180	14.9	$5.44	5
	FY2006 Bus System Average[2] (Frequent & Standard Service)			32.8	$2.47	

Notes:
(1) Effective on June 4, 2006 Line 39 – Lewis & Clark was extended to Hillside with buses running every 45 minutes. These changes, on a trial basis are aimed at increasing ridership and productivity. Performance will be evaluated following a 6-month trial period, in Dec. 2006.

(2) Bus system average weekly boarding rides per hour for FY2006 fall, winter and spring periods. Bus system 12-month average cost per vehicle hour as of May 2006 was $80.86.

Source: FY2007 TIP (TriMet)

The low- and marginally performing routes are heavily subsidized. Running buses in some areas and suburbs is therefore very expensive.

TriMet Fiscal Savings from Canceling Low Performing and Marginally Performing Routes

TABLE 2

FY 2006 Low Performing Routes

Line	Weekly Boarding	Weekly Vehicle Hours	Weekly Boarding Rides / Vehicle Hour	Weekday Cost / Boarding
84 - Kelso-Boring	150	22	6.9	$12.07
187 - Alderwood	150	19	8.1	$10.12
60 - Leahy Road	250	26	9.5	$8.77
154 - Willamette	400	39	10.2	$8.17
27 - Market-Main	600	66	9.1	$9.15
37 - Lake Grove	650	65	10.0	$8.33
39 - Lewis & Clark	710	81	8.8	$9.46

Source: 2006 Route Level Ridership Report

Operating Cost/Vehicle Hour FY06: $83.29
Includes transportation costs and maintenance costs (all related staff and materials). No general administrative, SNT and Streetcar costs included.

Passenger Revenue/Boarding Ride FY06: $0.66
Includes cash, ticket and pass fare. Does not include fare from SNT.

Line subsidy = (Operating Cost/Vehicle Hour * Weekly Vehicle Hours) - (Passenger Revenue/Boarding Ride * Weekly Boarding)

TABLE 3

Calculated Weekly and Yearly Subsidies for 2006 Low Performing Routes

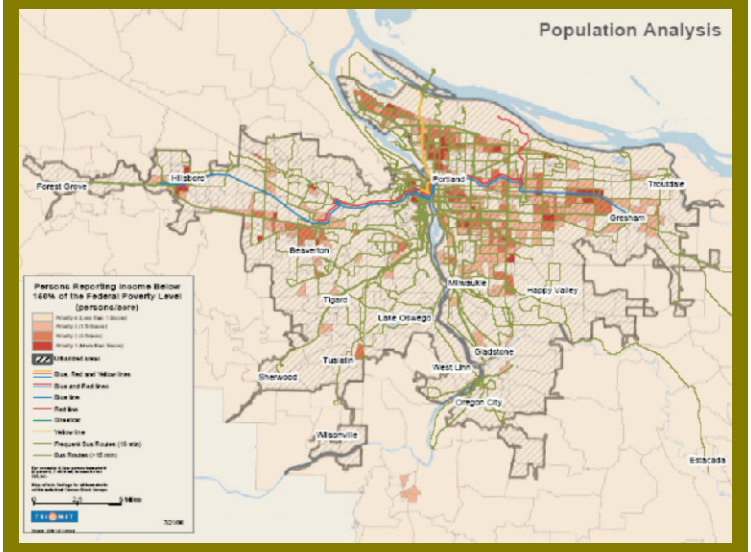
Line	Operating Cost / Vehicle Hour	Weekly Vehicle Hours	Passenger Revenue / Boarding Ride	Weekly Boarding	Weekly Line Subsidy	Yearly Line Subsidy
84	$83.29	22	$0.66	150	$1,711.65	$89,006
187	$83.29	19	$0.66	150	$1,443.41	$75,057
60	$83.29	26	$0.66	250	$2,026.84	$105,396
154	$83.29	39	$0.66	400	$3,002.27	$156,118
27	$83.29	66	$0.66	600	$5,095.65	$264,974
37	$83.29	65	$0.66	650	$4,984.85	$259,212
39	$83.29	81	$0.66	710	$6,251.39	$325,072
Total					$24,516.06	$1,274,835

Source: June 2006 Monthly Performance Report (TriMet)

Certain areas have been identified by the Job Access and Reverse Commute Draft Plan to have a concentration of the low-income population in Portland. If there is overlap between low-performing routes and low-income concentration pockets, those particular routes should be scrutinized carefully. The reason why these buses are not used widely may be that the population on those routes needs alternative transportation arrangements for their jobs and other family activities.

Instead of providing large subsidies that create fiscal pressure on the public transit system because of low ridership, mechanisms should be devised to use this money differently and to experiment with new ideas. There are more than 160 car-ownership programs for the low-income population in the whole country, and more are being created every year. This is an indication that car ownership works for these individuals and families.

FIGURE 7



Source: Job Access and Reverse Commute Draft Plan, July 2006

States and counties have assisted low-income families with costs associated with car ownership, including repairs, gas, auto insurance, licensing, registration and other car-related fees.[16] States and localities are turning to cars as a means of helping low-income working families get to their jobs. Michigan provides up to $1,200 for a down payment on a car and Pennsylvania up to $750. Nearly all states have adopted policies that recognize that many low-income families cannot get by without a reliable car, at least when they are starting out with a job and are trying to balance job training and family needs.

The car-ownership initiative in the tri-county area can prove to be a big money-saver and a way to increase public transit ridership by connecting more people to transit routes. The key to utilization of the full potential of the transit system investment is encouraging multimodality and coordination. Investments in public transit service are only useful to riders if they can get to it. According to TriMet's 2002 Origin-Destination Survey, included in TriMet Transit Investment Plan FY2007, the majority of riders access transit by walking. The survey showed that people are willing to walk up to one-quarter mile to a bus and streetcar and one-half mile to MAX.[17] Walking might not be a viable option for some who need to drop off children at daycare centers and complete other errands before reaching the bus or train. It is also not a viable option for people living beyond the one-quarter-mile range.

As a result, accessing public transit for the low- and moderate-income families becomes a real challenge. This problem is further augmented for that section of population which is trying to make a shift from welfare to work. Following the spate of welfare reforms in 1996, federal and state governments are trying to move as many people as possible off public assistance and into the workforce. But the kind of jobs available to them cannot support families. Therefore, they have to take more than one job. They do not have much control over the location of their jobs, housing or childcare. These are cases for which public transit only simply does not work.

It is important to realize at this point that it is not increasing the routes or the frequency of services that help these cases, but a difference in approach altogether will truly help them through this transitional phase. The kind of incentive that is needed to get affluent families to use transit is very different from the ones that are effective for low-income families.

It is ironic that while for affluent households the challenge is to "get people out of their cars" to increase transit ridership, at the other end of the income spectrum people need to acquire cars so that they can gain access to public transit. The regional rail system, in particular, is designed to serve auto owners through the use of large park-and-ride lots. Many prominent rail stations, such as Sunset Transit Center on the Westside MAX line, serve motorists almost exclusively.

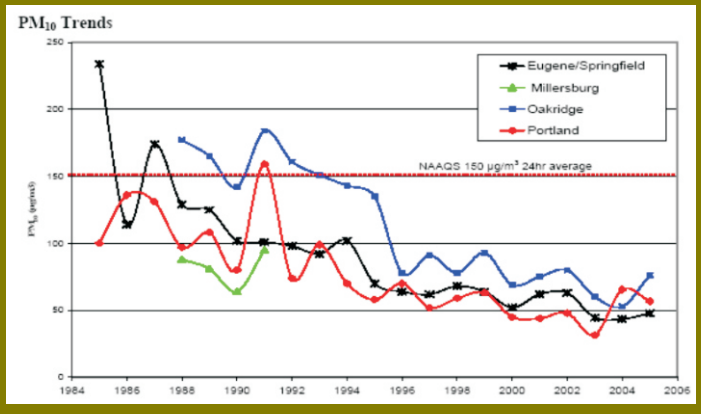
Therefore, in order to include welfare recipients and low-income populations in our transportation system, transportation planning must move beyond simple, dichotomous debates over the merits of public transit versus automobiles.

Environment and Energy Considerations

The dramatic decline in air pollution during the past 30 years is one of the great success stories of the contemporary environmental movement. Oregon Air Quality Data from 2005 shows that all areas in the state now meet the National Ambient Air Quality Standards (NAAQS),[18] and it is unlikely that will change because technological innovation in pollution reduction is continually outpacing the growth in overall economic activity.

FIGURE 8

PM10 trend for NW Oregon cities using the second highest 24hr average



According to the EPA, emissions of the six criteria air pollutants dropped 53% between 1970 and 2005, while gross domestic product increased 165%, VMT increased 178%, energy consumption increased 48%, and the U.S. population grew by 42%.

Even in the category of diesel emissions, where the phrase "clean diesel" was long an oxymoron, dramatic improvements have been made in just the past decade. The federal government has been aggressive in adopting national regulations for heavy trucks, buses, passenger vehicles and off-road vehicles. As those requirements are implemented over the coming decades, diesel pollution will likely drop by 95% or more.

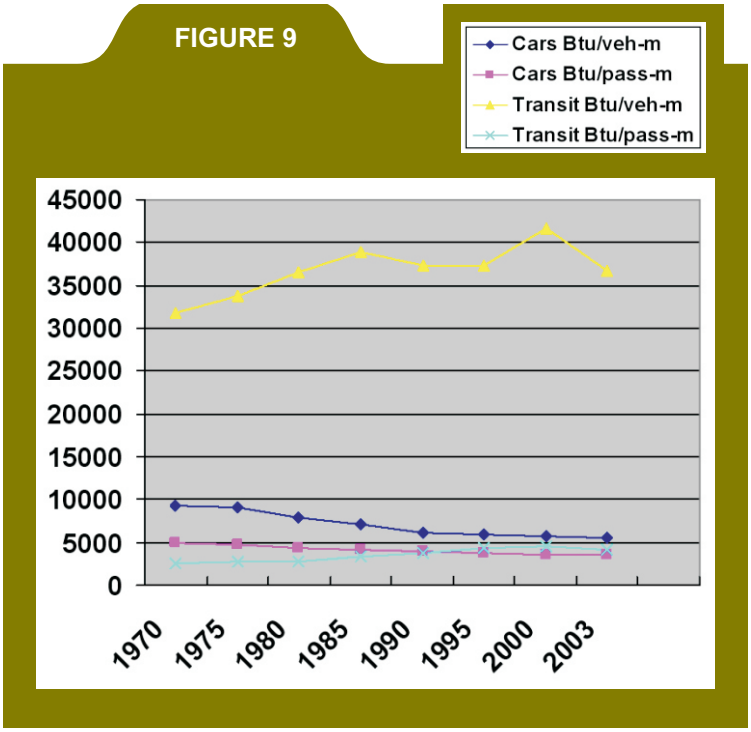
"The kind of incentive that is needed to get affluent families to use transit is very different from the ones that are effective for low-income families."

EPA Tier II regulations require an 80-90% reduction in auto emissions when compared with 1990s requirements, as well as greater long-term durability. Twenty years from now, the automobile fleet in the U.S. (and Canada) will be made up almost entirely of those Tier II vehicles, and the entire fleet will be about 90% cleaner than the average vehicle currently on the road.

Even the increase in per capita driving will not be able to reverse the steady improvement in air quality. Driving is increasing by about two percent per year in the U.S., but the vehicle fleet is getting about 10 percent cleaner every year, for a net reduction of eight percent per year in total emissions.

The current concern among many citizens is "climate change" and greenhouse gas emissions, and transportation is the largest emitter of greenhouse gasses. However, CO2 emissions are a function of energy efficiency, and nationally the energy intensity of auto travel has been dropping for over three decades, while the intensity has gone up for most segments of the transit industry. BTUs/passenger mile for the average automobile trip is now less than for the average transit bus trip, as shown in Table 4 (2.11).

FIGURE 9



As transit providers attempt to chase after the next increment of potential ridership in low-density suburbs, this problem becomes worse. They have to put more and more buses on the road in order to attract riders, but since most of those buses have few passengers, the BTU/passenger-mile gets continually higher relative to the constantly-increasing performance of private automobiles. Since this is precisely the market segment that the proposed ***Wheels to Wealth*** project is aimed at, the pilot is likely to decrease overall fossil fuel use in the region and therefore help the region meet greenhouse gas reduction goals.

Congestion Issues

Financing low-income auto-loan programs will have no measurable effect on regional congestion levels. There are thousands of lane-miles of roads in the region, and this pilot project is likely to add only a few hundred cars to the system, at least during the next 10 years or so. Congestion is specific to time-of-day, location and direction of travel. Many low-income workers are reverse commuters or off-peak commuters. Increasing their level of auto ownership will not affect the worst regional bottlenecks because those added cars will be scattered over a very large geographic area.

"[T]ransit-dependent families can become empowered through auto ownership, while regional transit services can be improved where ridership demand clearly warrants new investments."

Ultimately, large-scale traffic congestion problems can only be solved through the application of rational road pricing, specifically the use of peak-hour pricing with the revenues used to add road capacity where there is demonstrated consumer willingness to pay for it. If direct road pricing is eventually applied to the regional highway network, any new cars on the road as a result of the ***Wheels to Wealth*** pilot project would pay their fair share of road user fees and also benefit from the resulting improvement in traffic speeds. That is a much more equitable approach to the regional congestion problem than denying auto ownership to the neediest households.

One might analogize that indoor plumbing is now considered a basic amenity of modern life, even though the proper disposal of sewage is both an environmental and an economic concern. However, our societal choice has been to encourage ubiquitous use of flush toilets while applying technological solutions to the disposal problem. We do not seek to exclude the poor from this network in order to selectively reduce the challenge of sewage disposal.

Similarly, we should embrace the private automobile as one of the most empowering technological innovations in the history of humanity and foster its widespread application, subject to necessary regulation such as licensing, insurance requirements, air pollution controls and congestion relief strategies.

Conclusion

While there is a moral obligation to provide door-to-door services for the elderly, the handicapped and the infirm, that is a relatively small group. Those who are able-bodied but simply transit dependent represent a group that we should seek to mainstream into the auto-ownership category, which would save TriMet millions of dollars annually in operating costs. If those savings are split between subsidies for low-income auto loan programs and TriMet's general fund, transit-dependent families can become empowered through auto ownership, while regional transit services can be improved where ridership demand clearly warrants new investments.

The car-ownership initiative is fiscally affordable and sustainable in the long term. It does not require a fresh source of revenue. Yet, it has the ability to increase public transit ridership by helping the low-income population to reach bus and train stations. Academic and policy research have found evidence of its success in improving the income and lifestyle of the working poor. Owning a car is proved to have a positive psychological impact on them. It increases their housing choices and the flexibility to balance family and work. These ultimately allow individuals to participate fully in social and community services, incorporating the low-income population into the mainstream and freeing them from economic and social isolation.

TABLE 4

Table 2.11
Energy Intensities of Highway Passenger Modes, 1970–2003

	Cars			Buses		
				Transit[b]		
Year	(Btu per vehicle-mile)	(Btu per passenger-mile)	Light truck[a] (Btu per vehicle-mile)	(Btu per vehicle-mile)	(Btu per passenger-mile)	Intercity (Btu per passenger-mile)
1970	9,250	4,868	12,479	31,796	2,472	1,674
1975	8,993	4,733	11,879	33,748	2,814	988
1976	9,113	4,796	11,523	34,598	2,896	1,007
1977	8,950	4,710	11,160	35,120	2,889	970
1978	8,839	4,693	10,807	36,603	2,883	976
1979	8,647	4,632	10,467	36,597	2,795	1,028
1980	7,916	4,279	10,224	36,553	2,813	1,082
1981	7,670	4,184	9,997	37,745	3,027	1,051
1982	7,465	4,109	9,268	38,766	3,237	1,172
1983	7,365	4,092	9,124	37,962	3,177	1,286
1984	7,202	4,066	8,931	38,705	3,307	954
1985	7,164	4,110	8,730	38,876	3,423	964
1986	7,194	4,197	8,560	37,889	3,545	870
1987	6,959	4,128	8,359	36,247	3,594	940
1988	6,683	4,033	8,119	36,673	3,706	963
1989	6,589	4,046	7,746	36,754	3,732	964
1990	6,169	3,856	7,746	37,374	3,794	962
1991	5,912	3,695	7,351	37,732	3,877	963
1992	5,956	3,723	7,239	40,243	4,310	964
1993	6,087	3,804	7,182	39,043	4,262	962
1994	6,024	3,765	7,212	37,313	4,268	964
1995	5,902	3,689	7,208	37,277	4,310	964
1996	5,874	3,683	7,247	37,450	4,340	963
1997	5,797	3,646	7,251	38,832	4,431	963
1998	5,767	3,638	7,258	41,182	4,387	963
1999	5,821	3,684	7,324	40,460	4,332	964
2000	5,687	3,611	7,154	41,548	4,515	932
2001	5,626	3,583	7,074	38,341	4,125	[c]
2002	5,662	3,607	7,117	37,492	4,127	[c]
2003	5,572	3,549	7,004	36,628	4,160	[c]
			Average annual percentage change			
1970–2003	-1.5%	-1.0%	-1.7%	0.4%	1.6%	[c]
1993–2003	-0.9%	-0.7%	-0.3%	-0.6%	-0.2%	[c]

Source:
See Appendix A for Highway Passenger Mode Energy Intensities.

[a] All two-axle, four-tire trucks.
[b] Series not continuous between 1983 and 1984 because of a change in data source by the American Public Transit Association (APTA).
[c] 2001 data are not yet available.

Endnotes

1. In 2000, Hispanics were 6.8% and Asians 6.3% of the total population in Portland. In 2005, the Hispanic population increased to 8.4% and the Asian population increased to 7.1% of the total population in Portland.

2. The "working poor" are defined as individuals who spend at least 27 weeks in the labor force (working or looking for work), but whose family or personal incomes fall below the poverty line.

3. http://www.cascadepolicy.org/pdf/pub/newsletter4_06.pdf

4. http://americandreamcoalition.org/automobility/JConautoownership.pdf

5. http://www.ncsall.net/fileadmin/resources/research/op_sullivan.pdf

6. http://www.russellsage.org/publications/workingpapers/Can%20Boosting%20Minority%20Car-Ownership%20Rates%20Narrow%20Inter-Racial%20Employment%20Gaps/document

7. http://www.fswp.org/WtW2006%20evaluation.pdf

8. In the last 15 years, a new approach to poverty alleviation has developed around the concept of asset-building. The idea was first communicated in the U.S. in 1991 by sociologist Michael Sherraden in his book, *Assets and the Poor*. He illuminated the broader effect of assets on people's lives and behavior. Assets not only provide financial security, but they change people's behavior by making their lives and futures more stable.

9. 67% of all borrowers in the Ways to Work program initiated a new account or obtained a new loan since receiving their Ways to Work car purchase loan.

10. http://www.trimet.org/pdfs/publications/JARC_Plan_July_26_2006.pdf

11. http://www.trimet.org/pdfs/publications/Coordinated_Human_Services_Transportation_Plan.pdf

12. According to the Bureau of Labor Statistics, service-providing industries are expected to account for approximately 20.8 million of the 21.6 million new wage and salary jobs generated from 2002 to 2012.

13. 84-Kelso/Boring has been a low performing route for two consecutive years.

14. The human services transportation coordination provisions aim to improve transportation services for persons with disabilities, older adults and individuals with lower incomes by ensuring that communities coordinate transportation resources provided through multiple federal programs. Coordination will enhance transportation access, minimize duplication of services, and facilitate the most appropriate cost effective transportation possible with available resources. Statutory References: 49 U.S.C. Sections 5302, 5303, 5310, 5311, 5314, 5316, and 5317; SAFETEA-LU Section 3046.

15. The human services transportation coordination provisions aim to improve transportation services for persons with disabilities, older adults, and individuals with lower incomes by ensuring that communities coordinate transportation resources provided through multiple federal programs. Coordination will enhance transportation access, minimize duplication of services, and facilitate the most appropriate cost effective transportation possible with available resources. Statutory References: 49 U.S.C. Sections 5302, 5303, 5310, 5311, 5314, 5316, and 5317; SAFETEA-LU Section 3046.

16. For example, in both Los Angeles County and San Francisco County in California, low-income drivers can access a low-cost basic insurance plan. The Lifeline Auto Insurance Plan gives drivers below 150% of the federal poverty level an insurance plan with a premium of $450 per year in Los Angeles and $410 per year in San Francisco. Some states provide a set amount to families to pay for car repairs. Tennessee provides $500 per year for minor car repairs. In Michigan, TANF recipients can receive $900 per 12-month period to pay for the repair of a car.

17. TriMet Transit Investment Plan FY2007, 10.

18. http://www.deq.state.or.us/aq/forms/2005ar/2005ar.pdf

About the Author: *Sreya Sarkar is Director of the Wheels to Wealth Project at Cascade Policy Institute, Oregon's free-market think tank. Ms. Sarkar received a Masters in Political Science from the University of Pennsylvania, with specialization in Comparative Politics and Non-Profit Management. Prior to joining Cascade, she was a Lecturer in Political Science in Milli Al-Ameen College in India. She also has worked as a Development Associate for Hitoisha, a Kolkata (India) based non-profit, and as a freelance journalist. Ms. Sarkar received her first Masters in Political Science with specialization in Public Administration from the Jawaharlal Nehru University, New Delhi. She received her Bachelor in Arts with honors in Political Science from Presidency College, University of Calcutta.*

About Cascade Policy Institute: *Founded in 1991, Cascade Policy Institute is Oregon's premier policy research center. Cascade's mission is to explore and promote public policy alternatives that foster individual liberty, personal responsibility and economic opportunity. To that end, the Institute publishes policy studies, provides public speakers, organizes community forums and sponsors educational programs.*

M E M O R A N D U M

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METRO

DATE: August 24, 2007

TO: RTP Interested Parties

FROM: Kim Ellis, Principal Transportation Planner

SUBJECT: 2035 Regional Transportation Plan Update – Public Comment Period for Federal Component

****

Background
This memorandum describes the 30-day public comment period that will be held for the federal component of the 2035 Regional Transportation Plan (RTP). Metro is required to complete an update to the federal component of the RTP by December 2007 in order to maintain continued compliance with the federal Clean Air Act. The current plan expires on March 5, 2008, under federal planning regulations.

After the federal component of the 2035 RTP is submitted to federal agencies for review, the focus will shift to the state component of the RTP update. Additional opportunities for public comment on the state component will be provided in 2008.

2035 RTP Update - Federal Component
The federal component of the update is focused on updating the policy framework that guides investments in the regional transportation system to respond to key trends and issues facing the region. The federal component will also incorporate projects and programs that have been adopted in local and regional plans and corridor studies through a public process since the last Regional Transportation Plan update in 2004, consistent with the updated policy framework.

Public Comment Period – Federal Component
The 2035 RTP public comment period is scheduled to begin on October 15 at 2 p.m. and end on November 15, 2007 at 5 p.m. The public comment period will focus on a discussion draft "2035 RTP Federal Decision Packet" that will serve as the public review document. The decision packet will be organized into five discussion elements, as follows:

Element 1	State of the Region and Effects on Transportation
Element 2	The Region's Blueprint for Transportation
Element 3	Proposed 25-year Regional Transportation Investment Strategy
Element 4	State of Transportation Funding in the Region
Element 5	Implementing the Region's Investment Strategy

The decision packet will be available for review on Metro's website at www.metro-region.org/rtp (Click on 2035 RTP Update), and as printed documents. The decision packet will also include

instructions for submitting comments through Metro's website, e-mail, fax and testimony presented at scheduled public hearings.

A series of four open houses and public hearings will be held around the region in conjunction with Metro Council meetings, as follows:

Open house and public hearing	Date/Time	Location
#1	**Thursday, October 25** • Open house begins at 4 p.m. • Public hearing begins at 5 p.m.	Clackamas County Public Services Building 2051 Kaen Road Oregon City, OR 97045
#2	**Thursday, November 1** • Open house begins at 1 p.m. • Public hearing begins at 2 p.m.	Metro Regional Center Council Chambers 600 NE Grand Avenue Portland, OR 97232
#3	**Thursday, November 8** • Open house begins at 4 p.m. • Public hearing begins at 5 p.m.	Hillsboro Civic Center Auditorium 150 E. Main Street Hillsboro, OR 97123
#4	**Thursday, November 15** • Open house begins at 1 p.m. • Public hearing begins at 2 p.m.	Metro Regional Center Council Chambers 600 NE Grand Avenue Portland, OR 97232

Comments will be accepted through 5:00 PM on November 15, 2007, which also coincides with a Metro Council hearing on the 2035 RTP update. Comments will be entered into the public record and will be provided to staff and elected officials prior to final consideration and action on the federal component of the 2035 RTP. Final consideration by JPACT and the Metro Council is scheduled for December 13, 2007. This action is pending completion of the federally-required air quality conformity analysis.

2035 RTP Air Quality Conformity Analysis
The conformity analysis will occur from December 2007 to January 2008. The results of the analysis will be subject to a second 30-day public comment period from January 21-February 20, 2008. JPACT and the Metro Council are scheduled to consider final action on the federal component of the 2035 RTP on February 28, 2008.

With approval by JPACT and the Metro Council, the federal component of the 2035 RTP will be submitted to the U.S. Department of Transportation and U.S. Environmental Protection Agency to certify that the process used to develop the federal component meets federal planning requirements. The Federal Highway Administration and Federal Transit Administration share responsibility for coordinating this federal review.

Materials following this page were distributed at the meeting.

Wheels to Wealth

A journey toward self-reliance

Cascade Policy Institute

TPAC presentation

August 31, 2007

Car-ownership: an overlooked empowering 'tool'

- There are 160+ car-ownership programs in US catering specifically to low-income population- MFS' *Ways to Work* in Portland.

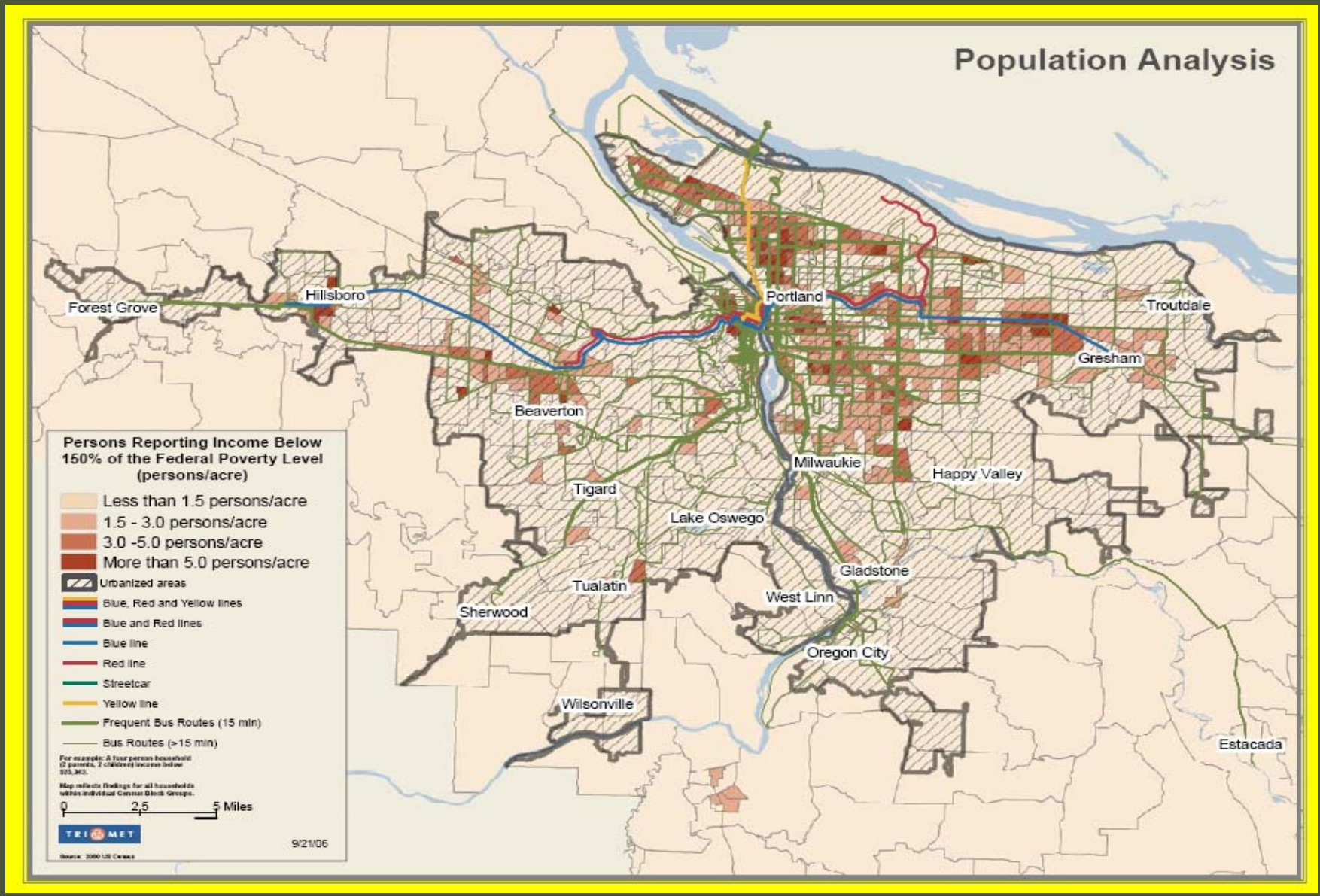
- Numerous policy study have concluded that owning a car by low-income households:

1. Increases hours worked
2. Increases earnings
3. Reduces dependence on public assistance

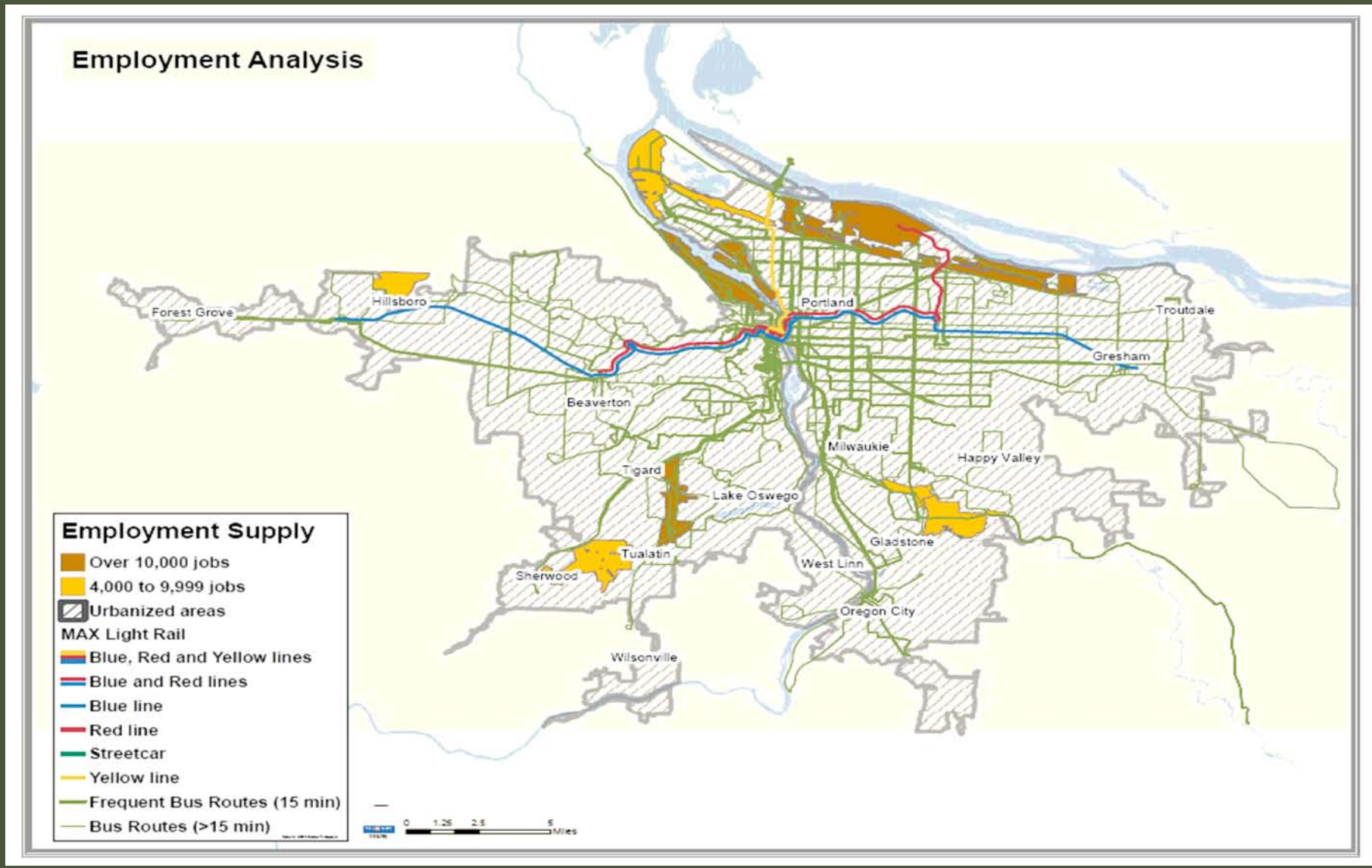
Car-ownership: a 'transformative' asset

The asset-building movement for the poor in Oregon has advocated for bills in favor of creating Individual Development Account (IDA). This year HB 2094 (an update of the OR-IDA statute) has included 'cars' within the category of "equipment, technology, and specialized training".

Where are the Low-Income workers in Portland?



Where are the low-skilled jobs in Portland?



Wheels to Wealth proposal

- Overcoming the mental block that transit and car-ownership cannot work together.
- Creating a forum of agencies representing low-income population (state agencies, nonprofits, policy analysts, policy makers) to investigate the transportation needs of this group.
- Scrutinize low-performing bus routes: reason for low-ridership, who are the riders?, what are their needs?

The main idea

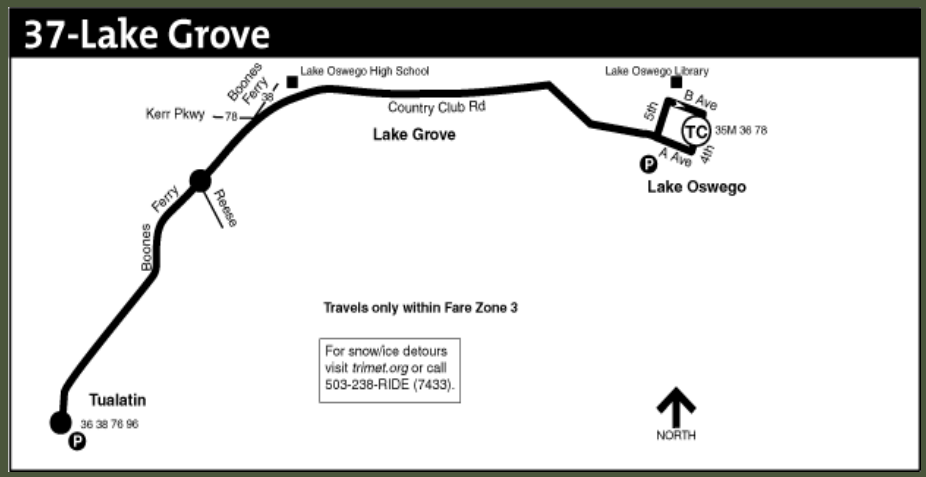
Using a part of the saving that come from cancellation of lowest-performing bus routes to create a revolving loan fund to help finance car-ownership among low-income workers in the Tri-county area.

Host organizations running car-ownership programs

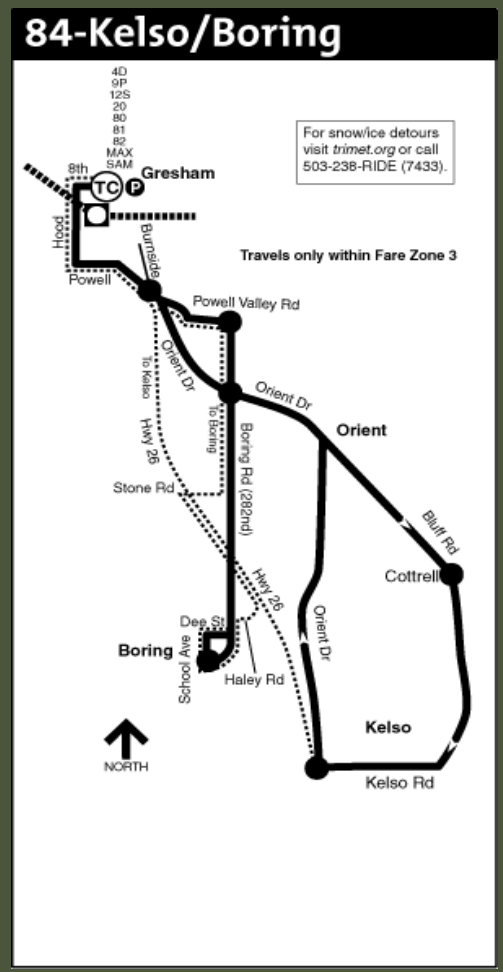
- Host organizations

1. Service provider orgs.
2. Faith-based orgs.
3. Employment agencies
4. Universities/Training agencies
5. Auto-repair garages/ car dealers
6. Government agencies

Taking a look at the routes



37 covers an area that has low-skilled jobs



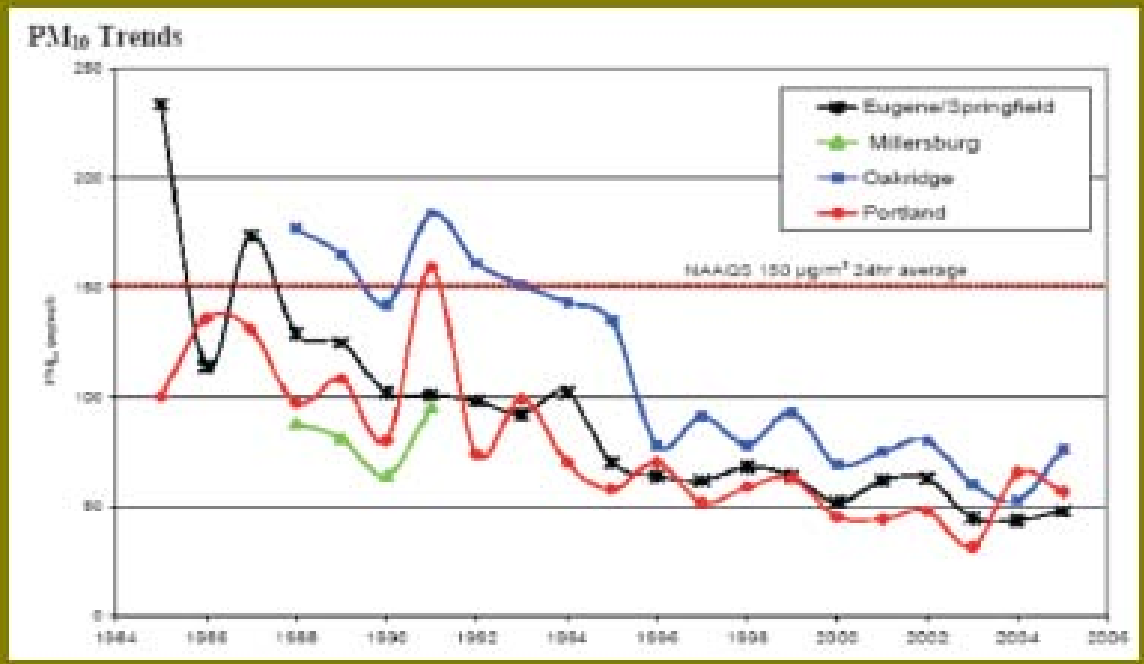
84 covers a rural stretch between Kelso & Boring near Mt. Hood

Benefits for all

- The growing no. of “working poor” in Portland are well-integrated in the Tri-county transit system.
- Increase in TriMet ridership: maximum utilization of existing services
- More saving for TriMet: cancellation of expensive routes.
- Reinvestment in parts of the district where customer demand is greater.

Pollution concerns

PM10 trend for NW Oregon cities using the second highest 24hr average



The used cars in low-income car ownership programs are not older than 5 years. They are also well checked and insured.

Energy Concerns

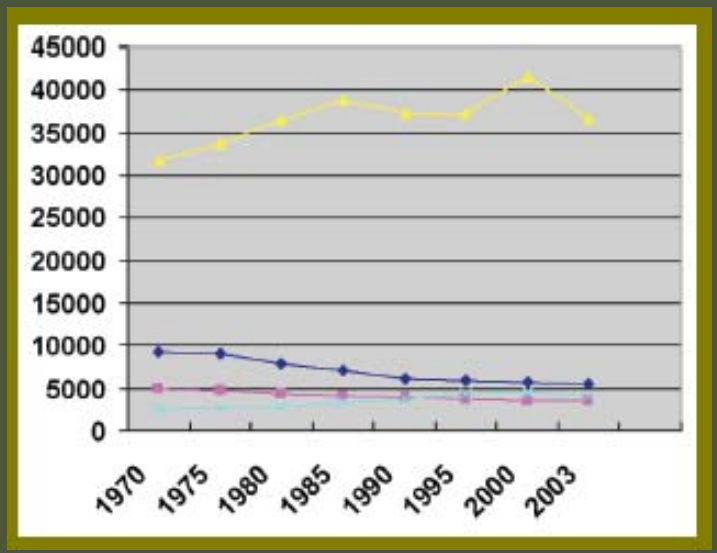


Table 2.11
Energy Intensities of Highway Passenger Modes, 1970–2003

	Cars			Buses		
				Transit[b]		
Year	(Btu per vehicle-mile)	(Btu per passenger-mile)	Light truck[a] (Btu per vehicle-mile)	(Btu per vehicle-mile)	(Btu per passenger-mile)	Intercity (Btu per passenger-mile)
1970	9,250	4,868	12,479	31,796	2,472	1,674
1975	8,993	4,733	11,879	33,748	2,814	988
1976	9,113	4,796	11,523	34,598	2,896	1,007
1977	8,950	4,710	11,160	35,120	2,889	970
1978	8,839	4,693	10,807	36,603	2,883	976
1979	8,647	4,632	10,467	36,597	2,795	1,028
1980	7,916	4,279	10,224	36,553	2,813	1,082
1981	7,670	4,184	9,997	37,745	3,027	1,051
1982	7,465	4,109	9,268	38,766	3,237	1,172
1983	7,365	4,092	9,124	37,962	3,177	1,286
1984	7,202	4,066	8,931	38,705	3,307	954
1985	7,164	4,110	8,730	38,876	3,423	964
1986	7,194	4,197	8,560	37,889	3,545	870
1987	6,959	4,128	8,359	36,247	3,594	940
1988	6,683	4,033	8,119	36,673	3,706	963
1989	6,589	4,046	7,746	36,754	3,732	964
1990	6,169	3,856	7,746	37,374	3,794	962
1991	5,912	3,695	7,351	37,732	3,877	963
1992	5,956	3,723	7,239	40,243	4,310	964
1993	6,087	3,804	7,182	39,043	4,262	962
1994	6,024	3,765	7,212	37,313	4,268	964
1995	5,902	3,689	7,208	37,277	4,310	964
1996	5,874	3,683	7,247	37,450	4,340	963
1997	5,797	3,646	7,251	38,832	4,431	963
1998	5,767	3,638	7,258	41,182	4,387	963
1999	5,821	3,684	7,324	40,460	4,332	964
2000	5,687	3,611	7,154	41,548	4,515	932
2001	5,626	3,583	7,074	38,341	4,125	[c]
2002	5,662	3,607	7,117	37,492	4,127	[c]
2003	5,572	3,549	7,004	36,628	4,160	[c]
			Average annual percentage change			
1970–2003	-1.5%	-1.0%	-1.7%	0.4%	1.6%	[c]
1993–2003	-0.9%	-0.7%	-0.3%	-0.6%	-0.2%	[c]

Source:
See Appendix A for Highway Passenger Mode Energy Intensities.

[a] All two-axle, four-tire trucks.
[b] Series not continuous between 1983 and 1984 because of a change in data source by the American Public Transit Association (APTA).
[c] 2001 data are not yet available.

Pioneering a brand new idea

- Oregon would be the first state to implement this public-private initiative.
- Oregon is the only state with a policy research institute working in the field of low-income car-ownership (LICO).
- The ‘much needed’ incentive to low-income population in Portland to use public transit.
- A flexible and sustainable revolving car loan fund.

For more information contact:

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August 31, 2007

TRIMET

Memo

Date: August 31, 2007

To: Transportation Policy Alternatives Committee (TPAC)

From: Phil Selinger, Project Planning Director

Subject: TriMet Comments on "Wheels to Wealth"

The Cascade Policy Institute and the author of "Wheels to Wealth: A Pilot Project to Examine the Feasibility of Promoting Low-Income Auto Ownership as a Transit Strategy", are to be commended for exploring ways to expand job access for low-income members of our society. This is a long-standing priority for the development of our regional public transportation system.

Aspects of this proposal are already being done and others would actually inhibit the intended outcomes. There would be constraints on the use of funds for the proposed program.

- There are multiple roles of public transit. One of those as stated in the "Wheels to Wealth" paper is "to get people out of their cars", but the fundamental role is to provide basic transportation services for the transit-dependent members of our community who may be elderly, disabled or of limited income. TriMet's Title VI reporting and the attached map show that TriMet does a good job of fulfilling that role. Taking resources from public transit to provide cars for low-income populations would be counterproductive. The proposal would cut options available for many (including dependent riders) to provide cars for a few.

- It is expensive to own and operate an automobile – certainly more than an $836 all-zone annual transit pass. AAA[1] calculates an annual automobile operating cost of $9,498 annually - $5,373 if the cost of the automobile is taken out of the equation. Eventually that automobile will have to be replaced by either the proposed program or the low-income household. Many low-income households would have difficulty sustaining this auto ownership expense.

- The cost of car ownership can be mitigated if carpooling or car sharing is a part of the mix. The program would then line up with employer vanpool programs that have been a long-standing regional travel options strategy.

[1] "Your Driving Costs: How much are you really paying to drive", AAA Association Communication, Heathrow, FL, 2007

- There is a great need to increase housing opportunities (affordable housing) in places where transit access is available without the expense of car ownership - for all trip purposes. These would include regional and town centers, station areas and main streets. The Portland region is in a much better position in this respect than many other national and rural examples noted in the Cascade proposal.

- The proposal targets existing low-income transit riders on low-performing bus routes. Existing transit riders do not need a car for basic transportation needs. Attention should be directed at populations who cannot use transit at all because of work or residence in rural areas where there are no transit options. Populations within the service area could be served by shuttles or route extensions. Many of these areas, however, are outside of the TriMet service area.

- The region's Jobs Access Reverse Commute (JARC) program administered by TriMet is a mix of strategies to improve job access for disadvantaged communities. The program provides partial funding for the "Ways to Work" program (referenced in the Cascade Policy Institute paper) that is administered by Metropolitan Family Services (MFS). This car loan program issues low-interest car loans for repairs, refinances, and purchases. The Wheels to Wealth proposal would give qualified applicants cars, not loans.

- While providing cars so people can park & ride to transit increases transit access options, park & ride is a major public subsidy. Encouraging non-auto access to transit is a better use of public resources. (e.g. The park & ride spaces would be better used to provide affordable housing options.)

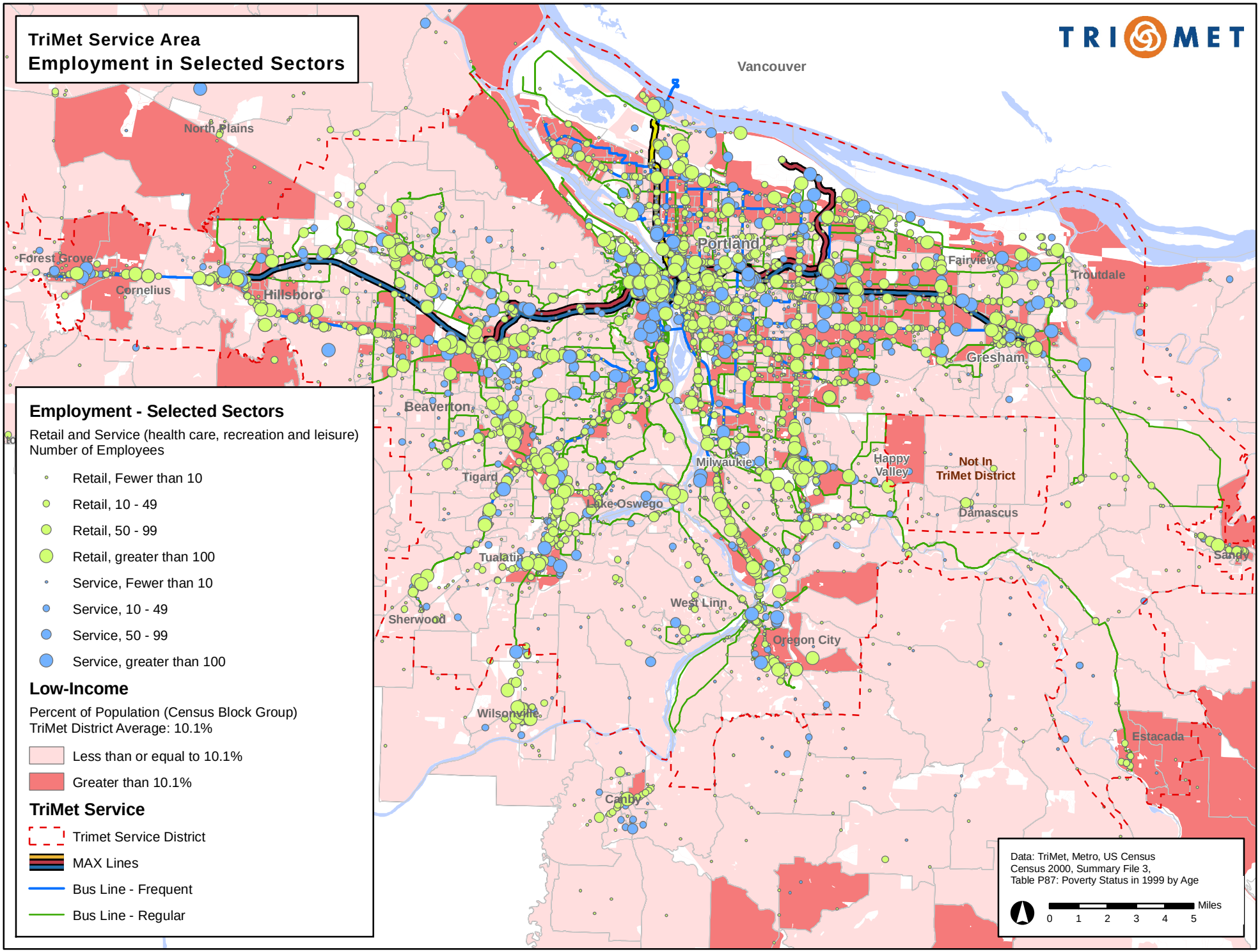
- Large un-funded demands for new bus services have been addressed in part by reallocating resources form the lowest performing routes, however, some low-performing service is based in emerging areas (both residential and employment) and low-income areas. There are often strategic reasons for sustaining that service – and providing access to high-growth employment sites.

- Federal funding programs may not permit expenditure of public transportation resources for the purchase of private-use automobiles. (Other than as noted under the JARC program, above).

There are many valid arguments in the Cascade Policy Institute proposal that need to be addressed, but these needs should not be addressed at the expense of much needed community transit services.

TriMet's analysis of service to both the minority and low-income community that is documented in Title VI reporting to the Federal Transit Administration indicates that it serves those communities well. TriMet would be happy to present these findings to TPAC or other groups.

attachment



Analysis by: N. Banks; Date: 27 August 2007; File: housing_costs.mxd

M E M O R A N D U M
600 NORTHEAST GRAND AVENUE PORTLAND, OREGON 97232 2736
TEL 503 797 1700 FAX 503 797 1794

METRO

DATE: August 31, 2007

TO: TPAC and interested parties

FROM: Anthony Butzek, PE, Transportation Engineer

SUBJECT: Cost Estimate Submittal Status

****

PURPOSE

This memo summarizes status of cost estimate submittals and issues pertaining to the accuracy and differences in methodology used for estimates.

ACTION REQUESTED

Jurisdictions that have not yet submitted estimates, or are in the process of updating or clarifying estimates should complete this task as soon as possible.

BACKGROUND AND CONTEXT

The RTP is the long-range blueprint for the transportation system serving the Portland metropolitan region. The plan deals with how best to move people and goods in and through the region and establishes the policy framework to guide the design, management and governance of investments in the region's transportation system for all forms of travel—motor vehicle, transit, bike, and pedestrian—and the movement of goods and freight.

In past RTP editions, the quality of project cost estimates has been poor: project costs often exceed estimates by multiples, sometimes orders-of-magnitude. There are many reasons for this, but the most frequent are changes in project scope, failure to adequately consider impacts of utilities and right-of-way, inflation, and construction cost increases. Little documentation of the cost estimates has previously been required, so it is often unclear what each cost estimate was intended to include.

In refining the implementation plan for the RTP, it is important to more accurately assess expected costs, and to clearly document the scope of the estimates. The additional requirement of providing standardized cost estimates was intended to address this.

STATUS

I have made a general review of all cost estimates submitted, and discussed questions and concerns with each submitter. Several jurisdictions have yet to submit, or to complete their submittal. Table 1 summarizes the status.

Table 1. Cost estimate submittal status as of August 30, 2007

Jurisdiction	Status	Confidence of Estimates
Clackamas County	Complete	Ok
Damascus	Mostly complete, minor revisions underway	Ok
Happy Valley	Complete	Ok
Lake Oswego	Complete	Ok
Milwaukie	Complete	Ok
Oregon City	Complete	Ok
West Linn	Mostly complete, minor revisions underway	Ok
Wilsonville	Complete	Ok
N. Clackamas PRD	Complete	Ok
Multnomah County	Not submitted	Missing[1]
Gresham	Complete	Ok
Portland	Not submitted	Missing[2]
Port of Portland	Complete	Ok
Washington County	Complete	Ok
Beaverton	Alternate methodology used, mostly complete	Low[3]
Cornelius	Not submitted	Missing[4]
Forest Grove	Alternate methodology proposed, not submitted	Missing[5]
Hillsboro	Submitted, some projects missing	Low[6]
Sherwood	Complete	Ok
Tigard	Complete	Ok
Tualatin	Complete	Ok
Tualatin Hills PRD	Not submitted	Missing[7]
ODOT	Complete	Ok
TriMet	Complete	Ok

Notes:
1 – Multnomah County has submitted a proposed alternate methodology but has not yet submitted estimates.
2 – Portland has not yet submitted estimates.
3 – Beaverton confidence of estimates is considered low because methodology does not follow prescribed format.
4 – Cornelius has not yet submitted estimates.
5 – Forest Grove has submitted a proposed alternate methodology but has not yet submitted estimates.
6 – Hillsboro confidence of estimates is considered low because they have not yet submitted estimates for all projects.
7 – THPRD has not yet submitted estimates and has not responded to inquiries.

ACCURACY OF ESTIMATES

The most frequent complaint regarding the methodology was that the estimates are too high. In the Metro spreadsheet, this stems primarily from the addition of markups (design, admin, engineering, construction contingency, environmental contingency, right-of-way contingency, and admin contingency). In the Washington County spreadsheet, the construction estimate is multiplied by 250% to account for these markups. Many jurisdictions manually reduced the markups to offset what they felt was excessive. This may be reasonable for individual projects but it hinders consistency between jurisdictions.

This raises the question of the primary purpose of the estimates. In budgeting for individual projects, it is probably appropriate to use the large markups, as some projects are likely to need them due to complexity or use of federal funding. However, given that many projects are to be funded locally and that some projects will be less complex, use of these markups for all projects probably overestimates systemwide costs. Table 2 lists some possible reductions in markup to address this:

Table 2. Possible revisions to cost markups

Item	Existing	Change to
Metro spreadsheet		
Surveying/design	30%	20%
Admin	35%	10%
Construction eng.	20%	20%
Contingency – construction	20%	20%
Contingency – environ.	20%	20%
Contingency – ROW	40-50%	25-35%
Contingency – admin/design	20%	0
Washington County spreadsheet		
Overall markup	150% (total)	115% (total)
Preliminary engineering	25%	25%
Construction eng. & survey	35%	20%
Project complexities	35%	20%
Contingency	65%	50%

These changes would reduce estimates using the Metro spreadsheet by 15-25% in most cases, and those using the Washington County spreadsheet by 23.3%. Jurisdictions that have reduced the markups would also be adjusted for consistency.

Any changes in markups would affect the number of projects in each jurisdiction's financially-constrained list.

Option A:
Create consistency across jurisdictions by revising markups as listed above, or to other preferable values. This would require revisions to the financially-constrained list during a subsequent phase.

Option B:
Leave the estimates as-is, recognizing that variation of markups exists between different jurisdictions and that some jurisdictions provided more conservative estimates than others.

It is proposed to have a preliminary discussion today, and discuss this further at the October or November TPAC meeting.

M E M O R A N D U M
600 NORTHEAST GRAND AVENUE PORTLAND, OREGON 97232 2736
TEL 503 797 1700 FAX 503 797 1794

METRO

DATE: August 29, 2007

TO: TPAC and Interested Parties

FROM: Kim Ellis, Principal Transportation Planner

SUBJECT: 2035 RTP Investment Pool – Version 3.0

****

PURPOSE
Metro staff reviewed the investment solicitation information provided by local jurisdictions, ODOT and TriMet for the 2035 Regional Transportation Plan (RTP). This memo summarizes an updated draft project list (Version 3.0) by 2040 program areas and assignment project mode category.

ACTION REQUESTED
This is an informational item. No action is requested.

2035 RTP PROJECT LIST – VERSION 3.0
All of the projects submitted as part of the RTP investment solicitation process have been compiled into a comprehensive master list (see Attachment 1). Each project or program has been randomly assigned a RTP Metro Project ID number for tracking purposes. The revised list (Version 3.0) reflects updated project descriptions and cost estimates. Additional cost estimate revisions and any other refinements identified by local agencies will be incorporated by Metro staff prior to the public comment period that begins on October 15.

At total number of 1,061 projects and programs were submitted through the solicitation process, with an estimated cost of $ 21.4 billion (in 2007 dollars). The transit capital projects submitted by TriMet exceed the 200 percent cost target. The transit capital projects reflect ideas and needs communicated by local agencies, TriMet, ODOT and other stakeholders through the County Coordinating Committees and regional mobility workshops held in Spring 2007.

Table 1 shows a preliminary assessment of the project list by 2040 Program Areas and project mode. The draft federal investment priorities list will be compared to this preliminary assessment in September.

Table 1. Preliminary Assessment of 2035 RTP Project List (Version 2.1)

2040 Program Areas	# of Projects	Total # of Projects	% of Total Projects	Cost of Projects	% of Total Cost
State and Regional Mobility Corridors*	117	1061	11.03%	$14,510,434,671	67.72%
Centers and Main Streets	339	1061	31.95%	$2,316,188,251	10.81%
Industrial and Employment Areas	211	1061	19.89%	$1,962,390,907	9.16%
2040 Corridors	188	1061	17.72%	$1,206,696,484	5.63%
Regional Bridges	7	1061	0.66%	$402,000,000	1.88%
Other Areas	199	1061	18.76%	$1,030,145,884	4.81%
	1061		**100.00%**	**$21,427,856,196**	**100.00%**
Project Mode Category					
Highway/Throughways	97	1061	9.14%	$4,465,050,180	20.84%
Bridges	9	1061	0.85%	$409,511,000	1.91%
Transit Capital**	168	1061	15.83%	$10,587,362,729	49.41%
Regional Programs	8	1061	0.75%	$211,470,000	0.99%
Bike & Pedestrian	192	1061	18.10%	$523,635,110	2.44%
Regional Trails	57	1061	5.37%	$282,422,712	1.32%
Freight	56	1061	5.28%	$733,829,431	3.42%
Roads	474	1061	44.67%	$4,214,575,034	19.67%
	1061		**100.00%**	**$21,427,856,196**	**100.00%**

Table Notes:

*State and Regional Mobility Corridors include High Capacity Transit and Regional Trails.
**Transit capital projects submitted by TriMet well exceed the 200% cost target. The transit capital projects reflect ideas and needs communicated from local agencies, TriMet, ODOT and other stakeholders through the County Coordinating Committees and regional mobility workshops held in spring 2007. Refinements to this comprehensive list of projects will be identified in 2008 as part of the state component of the RTP update. Additional refinements may also come from recommendations from the Regional High Capacity Transit study, Columbia River Crossing Study and other transit studies currently underway in the region.

Refinements to Attachment 1 may be identified by agency project coordinators in Fall 2007 during development of the federal investment priorities. Additional refinements to Attachment 1 may also be identified during the state component of the RTP update or come from recommendations from the Regional High Capacity Transit study, Columbia River Crossing Study and other studies currently underway in the region in 2008.

For more information about the 2035 RTP project list or to provide updated project information, please contact Josh Naramore at naramorej@metro.dst.or.us or by phone at (503) 797-1825.

DRAFT
2035 Regional Transportation Plan Project List Version 3.0

Metro RTP Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Purpose	Description	Estimated Cost ($2007)	Time Period
10000	Clackamas Co.	Clackamas Co.	Linwood/Harmony/ Lake Rd. overcrossing/ Intersection	Address safety, provide congestion relief and improve access to the Clackamas Region Center.	Add NB right turn lane, add EB right turn lane, add WB left turn lane and grade separate UPRR.	$20,000,000	2008-2017
10001	Clackamas Co.	ODOT	Johnson Creek Blvd. Interchange Improvements	Address safety, provide congestion relief and remove freight bottleneck.	Add loop ramp and NB on-ramp; realign SB off-ramp.	$8,000,000	2008-2017
10002	Clackamas Co.	Clackamas Co.	Johnson Creek Blvd. Improvements	Address safety, provide congestion relief and improve freight access to I-205.	Widen to three to five lanes and widen bridge over Johnson Creek .	$40,782,543	2018-2025
10003	Clackamas Co.	Clackamas Co.	Harmony Rd. Improvements	Address safety, provide congestion relief and improves access to the Clackamas Region center.	Widen to five lanes, add bike lanes and sidewalks.	$23,400,000	2008-2017
10004	Clackamas Co.	Clackamas Co.	Otty Rd. Improvements	Improve east-west connectivity within the Clackamas Regional Center and provide access Fuller Road park and ride station.	Widen, add turn lanes, sidewalks, on-street parking, central median and landscaping.	$7,330,701	2008-2017
10005	Clackamas Co.	Clackamas Co.	West Monterey Extension	Improve east-west connectivity within the Clackamas Regional Center.	New two-lane extension.	$6,199,329	2018-2025
10006	Clackamas Co.	Clackamas Co.	Monterey Improvements	Construct a main street adjacent to the Clackamas Town Center.	Widen to three lanes from 82nd to I-205; add main street amenities.	$8,000,000	2008-2017
10007	Clackamas Co.	Clackamas Co.	Causey Ave. overcrossing	Improve east-west connectivity within the Clackamas Regional Center.	Extend new three-lane crossing over I-205.	$14,800,000	2018-2025
10008	Clackamas Co.	Clackamas Co.	79th Ave. Extension	Improve north/south connectivity near the Fuller Road station.	Build N-S collector west of 82nd Ave..	$12,774,253	2008-2017
10009	Clackamas Co.	Clackamas Co.	Fuller Rd. Improvements	Provide access to Fuller Road park and ride station.	Widen street and add turn lanes, sidewalks, on-street parking, central median and landscaping.	$4,000,000	2008-2017
10010	Clackamas Co.	Clackamas Co.	Mather Rd. Improvements	Congestion relief and complete a gap in the bicycle and pedestrian system.	Connect to Summers Lane extension and widen.	$9,643,926	2026-2035
10011	Clackamas Co.	Clackamas Co.	122nd/Hubbard/135th Improvement	Congestion relief and complete a gap in the pedestrian system.	Add bike lanes and sidewalk - complete gap.	$1,100,000	2018-2025
10012	Clackamas Co.	Clackamas Co.	Fuller Rd. Improvements	Improve north/south connectivity within the Clackamas Regional Center.	Widen to three lanes to include disconnecting auto access to King Road.	$5,300,000	2026-2035
10013	Clackamas Co.	Clackamas Co.	Boyer Dr. Extension	Improve east-west connectivity within the Clackamas Regional Center.	New two-lane extension.	$2,518,922	2008-2017
10014	Clackamas Co.	Clackamas Co.	82nd Ave. Multi-Modal Improvements	Complete gaps in the bike/ped network.	Widen to add sidewalks, lighting, central median, planting strips and landscaping.	$11,500,000	2026-2035
10015	Clackamas Co.	Clackamas Co.	Causey Ave. Extension	Improve east-west connectivity within the Clackamas Regional Center.	Construct new two lane extension.	$13,629,000	2008-2017
10016	Clackamas Co.	Clackamas Co.	Fuller Rd. Extension	Improve north/south connectivity near the Fuller Road station.	Construct new two lane extension.	$15,688,097	2026-2035
10017	Clackamas Co.	Clackamas Co.	Clackamas RC Bike/Pedestrian Corridors	Complete a gap in the bike/ped network.	Provide bike and pedestrian connections in the RC.	$5,775,000	2018-2025
10018	Clackamas Co.	Clackamas Co.	82nd Ave. Blvd. Design Improvements	Improve multi-modal access within the Clackamas Regional Center.	Complete boulevard design improvements.	$4,620,000	2008-2017
10019	Clackamas Co.	Clackamas Co.	West Sunnybrook Rd. Extension	Provide alternative east/west route to Sunnyside Road within the Clackamas Region Center.	Construct three-lane extension.	$6,970,000	2008-2017
10020	Clackamas Co.	Clackamas Co.	Clackamas County ITS Plan	Improve flow and reduces delay on existing route throughout the urban area.	Deploy traffic responsive signal timing, ramp metering, traffic management equipment for better routing of traffic during incidents along the three key ODOT corridors - I-205, I-5, 99E. Install signal controller upgrades and update county ITS plan.	$6,500,000	2008-2017
10021	Clackamas Co.	Clackamas Co.	102nd Ave./Industrial Way Improvements	Provide better access to the Clackamas Industrial Area.	Extend Industrial Way from Mather Road to Lawnfield Road.	$8,562,451	2008-2017
10022	Clackamas Co.	Clackamas Co.	SE 82nd Dr. Improvements	Relieve congestion and provide better access to the Clackamas Industrial Area.	Widen to five lanes to accommodate truck movement.	$12,342,665	2026-2035
10023	Clackamas Co.	Clackamas Co.	SE 82nd Dr. Improvements	Relieve congestion and provide better access to the Clackamas Industrial Area.	Widen to five lanes.	$17,627,801	2026-2035
10024	Clackamas Co.	ODOT	McLoughlin Blvd. Improvement	Improve pedestrian and bicycle access to transit along McLoughlin Blvd.	Complete multi-modal improvements, such as boulevard treatment at intersections, and appropriate TSM strategies such as signal intertie.	$5,000,000	2008-2017
10025	Clackamas Co.	Clackamas Co.	Beavercreek Rd. Improvements Phase 2	Address safety, relieve congestion and improve multi modal access to the Beavercreek Industrial Area.	Widen to 5 lanes with sidewalks and bike lanes.	$5,799,905	2008-2017

DRAFT
2035 Regional Transportation Plan Project List Version 3.0

Metro RTP Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Purpose	Description	Estimated Cost ($2007)	Time Period
10026	Clackamas Co.	Clackamas Co.	Beavercreek Rd. Improvements Phase 3	Address gap and need for UGB expansion area.	Widen to 4 lanes with sidewalks and bike lanes.	$12,918,499	2008-2017
10027	Clackamas Co.	Clackamas Co.	Rosemont Rd. Improvements	Provide access to Lake Oswego and add bike lanes and ped paths.	Reconstruct and widen to three lanes; add turn lanes.	$17,095,309	2026-2035
10028	Clackamas Co.	Clackamas Co.	Childs Rd Improvements	Address safety, provide access to West Linn, and add bike lanes and ped paths.	Widen to three lanes including bike lanes and sidewalks.	$20,281,717	2026-2035
10029	Clackamas Co.	Clackamas Co.	Stafford Rd Improvements	Relieve congestion, address safety and improve access to Lake Oswego and West Linn.	Widen to three lanes including bike lanes and sidewalks.	$46,293,843	2018-2025
10030	Clackamas Co.	Clackamas Co.	Stafford Rd. Improvements	Address safety, provide congestion relief and improve access to Wilsonville.	Reconstruct, widen and add turn lanes.	$28,759,562	2018-2025
10031	Clackamas Co.	Clackamas Co.	Carmen Dr. Improvements	Relieve congestion and provide better access to the Kruse Way employment area and Lake Oswego.	Reconstruct and widen to three lanes to include bike lanes.	$8,979,923	2026-2035
10032	Clackamas Co.	Clackamas Co.	Bonita Rd. Improvements		Reconstruct and widen to three lanes.	$2,774,008	2026-2035
10033	Clackamas Co.	Clackamas Co.	172nd Ave. Improvements	Provide for a new regional north/south route within the Happy Valley/Damascus area to Gresham and beyond.	Widen to five lanes including new bridge, construct connection to 190th.	$38,480,000	2008-2017
10034	Happy Valley	Clackamas Co.	SE Sunnyside Rd. Widening	Provide additional capacity for the east-west arterial connection.	Widen to five lanes in preferred/3 lanes in strategic. Sunnyside is identified as a potential high capacity transit route in the Damascus/Boring Concept Plan.	$11,709,084	2008-2017
10035	Clackamas Co.	Clackamas Co.	Foster Rd. Improvements	Improve access to and within Damascus, and add bike lanes and sidewalks	Widen to five lanes in preferred/3 lanes in strategic.	$38,715,854	2026-2035
10036	Happy Valley	Clackamas Co.	145th Ave.	Address safety, provide congestion relief, and improve north-south connectivity	Widen to 3 lanes with sidewalks and bike lanes, add traffic signals.	$7,700,000	2018-2025
10037	Clackamas Co.	Clackamas Co.	162nd Ave.	Improve north-south connectivity and provide congestion relief to 172nd Ave.	Widen to 3 lanes with sidewalks and bike lanes, add traffic signals.	$2,600,000	2018-2025
10038	Clackamas Co.	Clackamas Co.	242nd	Modify an existing roadway to meet future traffic needs and create a well-connected street network of arterials and transit routes.	Reconstruct 242nd and widen to three/five lanes. The Damascus/Boring Concept Plan identifies 242nd as a community bus transit classification.	$53,339,526	2018-2025
10039	Clackamas Co.	Clackamas Co.	132nd Ave.	Address safety and provide congestion relief.	Add traffic signal	$1,265,819	2018-2025
10040	Happy Valley	Clackamas Co.	162nd Ave. Extension North	Improve north-south connectivity and provide congestion relief to 172nd Ave.	Construct a new 3 lane roadway with traffic signals.	$14,600,000	2018-2025
10041	Happy Valley	Clackamas Co.	162nd Ave. Extension South	Improve north-south connectivity and provide congestion relief to 172nd Ave.	Construct a new 3 lane roadway with traffic signals, bridge over Rock Creek.	$8,800,000	2018-2025
10042	Clackamas Co.	Clackamas Co.	97th realignment	Relieve congestion and provide better access to the Clackamas Industrial Area.	Realign the existing Lawnfield Road from 98th to 97th, reduce the grade from 18% to 8%.	$20,645,913	2008-2017
10043	Clackamas Co.	Clackamas Co.	Borland Rd.	Address safety, provide congestion relief and improve access to Tualatin.	Widen to 4 lanes with left-turn lanes.	$25,141,861	2018-2025
10044	Clackamas Co.	Clackamas Co.	Central Point Rd.	Address safety and improve access to Oregon City.	Widen 2/3 lanes smooth curves.	$36,334,635	2026-2035
10045	Clackamas Co.	Clackamas Co.	Clatsop St.	Improve east-west connectivity and provide congestion relief.	Widen to 3 lanes with sidewalks and bike lanes, add traffic signals.	$7,800,000	2018-2025
10046	Clackamas Co.	Clackamas Co.	Clatsop St. Extension East	Improve east-west connectivity and provide congestion relief.	Construct a new 3 lane roadway with traffic signals.	$2,050,000	2018-2025
10047	Clackamas Co.	Clackamas Co.	Holcomb Blvd.	Address safety and improve multimodal connections.	Reconstruct & widen (urban).	$22,781,760	2008-2017
10048	Clackamas Co.	Clackamas Co.	Holly Lane	Address safety and address gap in UGB expansion area.	Turn lanes, bike lanes, sidewalks, intersection improvements, bridge replacement.	$20,734,721	2018-2025
10049	Clackamas Co.	Clackamas Co.	Idleman/Johnson Creek Ext.	Improve access to Happy Valley Town Center.	New 2 lane extension.	$6,452,421	2026-2035
10050	Clackamas Co.	Clackamas Co.	Johnson Rd., Clackamas Rd., McKinley Rd.	Improve access to I-205 and add mulit-modal connections.	Reconstruct & widen (urban).	$15,239,735	2026-2035
10051	Clackamas Co.	Clackamas Co.	Luther Rd. - Clatsop St.	Improve east/west connectivity.	Upgrade to collector standard and signalize 82nd Ave intersection.	$1,930,129	2026-2035
10052	Clackamas Co.	Clackamas Co.	Mather Rd.	Improve access to the Clackmas Industrial Area - Lawnfield road area.	Extend Mather Rd. across railroad to SE 82nd Dr.	$17,250,000	2008-2017
10053	Clackamas Co.	Clackamas Co.	Monroe St.	Improve east/west connections between 82nd Ave. area and Milwaukie.	Improve to collector standard.	$5,900,402	2026-2035
10054	Clackamas Co.	Clackamas Co.	Oatfield Rd.	Address safety and provide congestion relief.	Signal, left turn lanes.	$1,358,150	2008-2017

DRAFT
2035 Regional Transportation Plan Project List Version 3.0

Metro RTP Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Purpose	Description	Estimated Cost ($2007)	Time Period
10055	Clackamas Co.	Clackamas Co.	Oatfield Rd.	Address safety and provide congestion relief.	Left turn lanes, signal if warranted.	$1,653,700	2008-2017
10056	Clackamas Co.	Clackamas Co.	Oatfield Rd.	Address safety and provide congestion relief.	Add turn lanes.	$1,043,510	2008-2017
10057	Clackamas Co.	Clackamas Co.	Redland Rd.	Address safety and address gap in UGB expansion area	Turn lanes, bike lanes, sidewalks, intersection improvements, bridge replacements (2)	$17,059,483	2008-2017
10058	Clackamas Co.	Clackamas Co.	River Rd.	Address safety and provide congestion relief.	Add turn lanes to four legs of the intersection.	$1,560,550	2008-2017
10059	Clackamas Co.	Clackamas Co.	Roots Rd./McKinley Rd.	Address safety and provide congestion relief.	Bring to urban standards.	$10,426,862	2026-2035
10060	Happy Valley	Clackamas Co.	SE 132nd Ave.	Improve access to Happy Valley Town Center.	Widen to 3 lanes.	$3,047,500	2026-2035
10061	Clackamas Co.	Clackamas Co.	SE 142nd Ave.	Address safety and improve connectivity to Sunnyside and Happy Valley.	Widen to 3 lanes.	$10,374,007	2026-2035
10062	Clackamas Co.	Clackamas Co.	SE 152nd Ave., Phase 2	Address safety and improve connectivity to Sunnyside and Happy Valley.	Reconstruct & widen (urban).	$10,051,070	2026-2035
10063	Clackamas Co.	Clackamas Co.	Thiessen Rd.	Address safety and provide congestion relief.	Widen, add left turn lane on Thiessen Rd.	$1,248,210	2018-2025
10064	Clackamas Co.	Clackamas Co.	Webster Rd.	Address safety and provide congestion relief.	Construct traffic signals, turn lanes.	$3,722,090	2008-2017
10065	Clackamas Co.	Clackamas Co.	Webster Rd.	Address safety and provide congestion relief.	Traffic signal.	$1,102,850	2018-2025
10066	Clackamas Co.	Clackamas Co.	92nd/Johnson Creek Blvd. intersection	Address safety, provide congestion relief, improve freight access to I-205 and access to the Fuller Park and ride station	Add turn lanes on 92nd (northbound left at JCB, and northbound right at Idleman).	$1,000,000	2008-2017
10067	North Clackamas PRD	Clackamas Co.	Phillips Creek Trail	Address transportation needs and access to transit through the expanded Clackamas Town Center and the future light rail development.	Build trail through Clackamas Town Center for access to light rail.	$2,266,667	2008-2017
10068	North Clackamas PRD	Clackamas Co.	Clackamas Bluffs Trail	Provide east/west connection in urban Clackamas County	Build east/west trail in urban Clackamas County.	$3,400,000	2008-2017
10069	North Clackamas PRD		East Buttes Powerline Trail	Address transportation needs due to growth in Happy Valley, Pleasant Valley and Damascus; link Gresham to the Clackamas River.	Build trail linking Gresham and the Clackamas River.	$6,800,000	2008-2017
10070	North Clackamas PRD		Mt. Scott Creek Trail	Connect to Mt. Talbert regional park, opening fall 2007; address transportation needs due to growth of East Happy Valley; provide north/south connectivity through Happy Valley and East Clackamas County	Build trail to Mt. Talbert regional park.	$5,100,000	2008-2017
10071	North Clackamas PRD		Scouter's Mt. Trail	Address transportation needs due to growth in Happy Valley and Damascus; provide a north/south connection	Build trail to/on Scouter's Mt.	$9,066,667	2008-2017
10072	Damascus		Sunnyside Rd. Frequent Bus	Construct improvements that enhance Frequent bus service.	Construct improvements that enhance Frequent bus service.	$1,000,000	2008-2017
10073	Damascus	ODOT	Hwy.-212 intersections	Modify an existing roadway to meet future traffic needs and create a well-connected street network of arterials. Design elements include bicycle and pedestrian facilities.	Existing Highway 212 remains two lanes with turn pockets from 162nd Ave. to Anderson Road south of limited access parkway. Design elements to be included are sidewalks, bike lanes, and a landscaped buffer.	$5,963,000	2008-2017
10074	Damascus		New Connection	Facilitate implementation of the limited-access parkway (Sunrise Project), which would serve as the primary through traffic and freight connection from I-205 and U.S. 26. Interchange is to support access and operational needs for improved transit.	Rock Creek junction interchange to 172nd Ave through Rock Creek industrial area.	$19,800,000	2018-2025
10075	Damascus	Damascus	Royer Rd. Connection	Provide continuous connection for Royer Road.	Construct a roadway connection between the northern and southern sections of Royer Road.	$5,980,000	2026-2035
10076	Damascus	Damascus	SE Sunnyside Rd East Extension	Provide an east-west arterial connection to create a well-connected street network that provides multiple routes to local and regional destinations.	Extend Sunnyside Road east from 172nd Ave to 242nd Ave. Evaluate alignment options between Bohna Park Road and Tillstrom Road for the connection from Foster Road to 242nd Ave.	$101,500,000	2018-2025
10077	Damascus	Damascus	222nd Ave.	Modify an existing roadway to meet future traffic needs and create a well-connected street network of arterials.	Widen 222nd Ave. from Highway 212 to Tillstrom Road to four lanes with turn pockets at intersections. All major arterials are to be designed with sidewalks, bike lanes, and a landscaped buffer between sidewalk and curb or on-street parking in town center.	$30,363,000	2026-2035

DRAFT
2035 Regional Transportation Plan Project List Version 3.0

Metro RTP Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Purpose	Description	Estimated Cost ($2007)	Time Period
10078	Damascus	ODOT	Hwy. 224	Modify an existing roadway to meet future traffic needs and provide a transit route.	Widen Highway 224 to four lanes with turn pockets at intersections to Carver bridge. The Damascus/Boring Concept Plan identifies Highway 224 as a community bus transit classification.	$12,142,000	2018-2025
10079	Damascus	Damascus	Widen Tillstrom Rd.	Modify an existing roadway to meet future traffic needs and create a well-connected street network of arterials.	Widen Tillstrom Rd to 4 lanes with turn pockets at intersections. Damascus/Boring Concept Plan identifies Tillstrom Rd as a transit street.	$62,400,000	2026-2035
10080	Happy Valley		Idleman Rd. Improvements	Improve access to Happy Valley Town Center.	Reconstruct and widen to three lanes.	$9,250,000	2026-2035
10081	Happy Valley		122nd/129th Improvements	Improve access to Happy Valley Town Center.	Widen to three lanes, smooth curves.	$4,800,000	2008-2017
10082	Happy Valley		Mt. Scott Blvd./King Rd. Improvements	Improve access to Happy Valley Town Center.	Widen to three lanes.	$4,620,000	2026-2035
10083	Happy Valley		Clatsop St. Extension West	Improve east-west connectivity and provide congestion relief.	Construct a new 3 lane roadway with traffic signals.	$7,745,000	2018-2025
10084	Happy Valley		King Rd.	Address safety and provide congestion relief.	Traffic signal, realign, turn lanes.	$1,150,000	2026-2035
10085	Lake Oswego		Lake Oswego to Milwaukie Trail	Provide east/west connection and overcome river barrier.	Build trail linking Lake Oswego to Milwaukie.	$1,700,000	2008-2017
10086	Lake Oswego		Turf to Surf Rail with Trail	Provide pedestrian/bike access between Tualatin and Lake Oswego.	Build trail linking Tualatin and Lake Oswego.	$6,800,000	2008-2017
10087	Lake Oswego		Willamette Shoreline Trail	Provide north/south connection between Lake Oswego and Portland and improve safety as an alternative to the current dangerous on-street corridor.	Build trail connecting Lake Oswego and Portland.	$4,533,333	2008-2017
10088	Lake Oswego		Lower Boones Ferry Rd.	Bike/ped connectivity.	Improves bike/ped connections within this corridor.	$1,000,000	2018-2025
10089	Lake Oswego		Lake Oswego Transit center	Improve access to transit.	Move existing transit center closer to the street car for better connectivity.	$1,000,000	2018-2026
10090	Metro	ODOT	Powell Blvd./Foster Rd. Corridor Study - Phase 2	Create a multi-modal arterial to connect to Pleasant Valley, Damascus, and urban growth boundary expansion areas.	Conduct the next phase of a corridor study that develops multi-modal transportation strategies and specific roadway, bicycle, and pedestrian projects that provide access to Pleasant Valley, Damascus, and the urban growth boundary expansion areas.	$1,200,000	2008-2017
10091	Metro		Hogan/242nd Corridor Plan	Develop a traffic management plan that is compatible with the Damascus/Boring Concept Plan.	Develop traffic management plan in urban growth boundary. Damascus/Boring Concept plan identifies 242nd as a community bus route.	$1,000,000	2008-2017
10092	Wilsonville		Tonquin Trail	Regional trail would connect Tualitin/Sherwood with west Wilsonville, Coffee Lake Natural Area, Villebois, and the Grahams Oak Natural Area. Connections to the trail will be provided at Wilsonville road, through Villebois, Boeckman Road, Cahalin Road.	Shared use path with some on-street portions.	$2,000,000	2008-2017
10093	Milwaukie		82nd Ave. Bridge Reconstruction	Complete gap in pedestrian/bike trail.	Reconstruct bridge that was previously burned out.	$700,000	2008-2017
10094	Milwaukie	Milwaukie	Lake Rd. Improvements (Phase 2)	Address gaps in regional bike and pedestrian system.	Construct sidewalks, planter strips, medians, and bus stops. Add signal at Oatfield Road.	$8,000,000	2018-2025
10095	Milwaukie	Milwaukie	Railroad Ave. Bike/Ped Improvement	Address gap in bike and pedestrian system.	Construct sidewalks and bike lanes. Key E-W connection parrallel route for Highway 224 mobility corridor.	$12,000,000	2008-2017
10096	Milwaukie	Milwaukie	37th Ave. Bike/Ped Improvement	Address gap in bike and pedestrian system.	Construct sidewalks and bike lanes. Key connection between Highway 224 and Harrison Street (Arterial).	$2,900,000	2018-2025
10097	Milwaukie	Milwaukie	Stanley N/S bike/ped route	Address gap in bike and pedestrian system.	Construct sidewalks and bike lanes. Key connection between Johnson Creek Boulevard, Harrison Street, and Harmony Road (Arterials).	$3,249,585	2026-2035
10098	Milwaukie		OR 99-E Blvd.	Address gaps in regional bike and pedestrian system.	Construct sidewalks and bike lanes, median strips, planter strips, and pedestrian scale lighting. Reconfigure or construct new signal for entrance to Riverfront Park.	$3,900,000	2008-2017
10099	Milwaukie	Milwaukie	Monroe Bike Boulevard	Address gaps in bike and pedestrian system.	Minor widening to allow shared lanes, improve signage, striping. Bicycle Boulevard treatment.	2,400,000	2008-2017
10100	Milwaukie	Milwaukie	Downtown Station Area Streetscaping (21st & Main)	Improve Town Center pedestrian environment in support of downtown LRT Station and planned redevelopment.	Reconstruct streetscape, including street trees, rain gardens, ADA ramps, street furniture, parking meters, and pedestrian-scale lighting.	$5,000,000	2008-2017
10101	Milwaukie	Milwaukie	Kellogg Creek Dam Removal/Bridge Replacment/Milwaukie TC River Access Improvements	Remove fish passage barrier; provide E-W and N-S multi-modal connections; support downtown revitalization.	Remove dam and bridge; replace bridge with full bike and pedestrain facilities and a multi-use path undercrossing.	$9,000,000	2008-2017

DRAFT
2035 Regional Transportation Plan Project List Version 3.0

Metro RTP Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Purpose	Description	Estimated Cost ($2007)	Time Period
10102	Milwaukie	Milwaukie	Linwood Ave. Pedestrian Improvements	Address gaps in bike and pedestrian system.	Construct sidewalks and bike lanes. Key connection between Johnson Creek Boulevard, Harrison Street, and Harmony Road (Arterials)	$2,853,659	2026-2035
10103	Milwaukie	Milwaukie	King Rd. Blvd. Project	Address deficiencies and small gaps in bike and pedestrian system.	Construct boulevard, including new sidewalks, bus stop shelters, planter strips, medians, pedestrian scale lighting.	$9,900,000	2018-2025
10104	Milwaukie	Milwaukie	17th Ave. Trolley Trail Connector	Address gaps in regional bike and pedestrian system.	Construct sidewalks, improve bus stops, and correct gaps in bikelanes on 17th Ave. to provide connection between Trolley Trail and Springwater Corridor. Alternative alignment: multi-use path along Johnson Creek from Lava Drive to Ochoco	$3,200,000	2008-2017
10105	Milwaukie	ODOT	224 Grade Separation	Grade separate 224 from local circulation.	Preferred approach would be burial of 224, with at least one overcrossing (Harrison)	$100,000,000	2026-2035
10106	Milwaukie		224 Thruway/Local Access Preservation	Reconfigure connections to allow increased throughput on Hwy. 224 while preserving local connections	Convert some intersections to R in/R out; add turn pockets.	$15,000,000	2026-2035
10107	Milwaukie	Milwaukie	Harrison/UPRR grade separation	Address conflict between rail and auto traffic.	Grade separate UP mainline from principal E-W arterial.	$25,000,000	2026-2035
10108	Milwaukie	Milwaukie	Johnson Creek Blvd. Capacity & Signalization	Remove an automobile bottleneck.	Replace 3-way stops with signals, add turn pockets.	$1,500,000	2026-2035
10109	Milwaukie	Milwaukie	Kellogg Creek Trail	Connect area east of 99-E to downtown Milwaukie	Construct low-impact trail-type sidewalk.	$3,300,000	2008-2017
10110	Milwaukie	Milwaukie	Milwaukie TC reconstruction (including layover improvements)	Minimize negative impacts of Transit Center location in downtown.	Construct new bus shelters/stops at Transit Center, consolidating multiple bus stops. Build bus layover facility at Milwaukie Park and Ride	$4,000,000	2008-2017
10111	Milwaukie		North Industrial Access Improvements (OR 99-E)	Remove a freight bottleneck.	Add turn pockets and/or turn lanes. Reconfigure access points. Improve internal circulation to optimize access points.	$10,000,000	2018-2025
10112	Milwaukie		Ochoco Sidewalks	Address gap in sidewalks between bus stops on 17th Ave. and 99-E and industrial area.	Construct sidewalks, reconstruct bridge over Johnson Creek.	$4,700,000	2026-2035
10113	Milwaukie		River Rd. Sidewalks	Address pedestrian safety issue.	Construct sidewalks.	$4,500,000	2026-2035
10114	Clackamas Co.	ODOT	Sunrise Parkway	Would study the Sunrise Parkway, as a new route through Damascus that would provide a direct connection between I-205 and U.S. 26, the Mount Hood Highway	Preliminary engineering and EIS.	$6,000,000	2008-2017
10115	Clackamas Co.	ODOT	Sunrise project ROW Preservation	Remove a freight bottleneck and provide a new through route between I-204 and US-26	Acquire right-of-way.	$100,000,000	2008-2017
10116	ODOT		Hwy. 43 Bridge	Historic preservation.	Historic preservation and restoration.	?	2008-2017
10117	Clackamas Co.	ODOT	Sunrise Project	Remove a freight bottleneck.	Conduct preliminary engineering and final design to construct a new limited access facility	$25,000,000	2008-2017
10118	Oregon City	ODOT	McLoughlin Blvd. Improvements - Phase 3	Multimodal gap in Regional Center.	Complete boulevard design improvements and viaduct improvements.	$20,000,000	2018-2025
10119	Oregon City	ODOT	Hwy. 213 - Phase 2	Address safety and provide congestion relief.	Add through lane in both directions.	$25,000,000	2018-2025
10120	Oregon City	Oregon City	Washington St. Improvements	Address gap in roadway, bicycle, and pedestrian system	Complete boulevard design improvements.	$5,000,000	2008-2017
10121	Oregon City	Oregon City	Molalla Ave. Frequent Bus	Relieve congestion.	Improve sidewalks, lighting, crossings, bus shelters and benches.	$1,000,000	2026-2035
10122	Oregon City	Oregon City	Oregon City TMA Startup Program	Relieve congestion.	Implements a transportation management association program with employers	n/a	2018-2025
10123	Oregon City	Oregon City	Willamette River Shared-Use Path	Address gap.	Construct shared use path.	$2,000,000	2008-2017
10124	Oregon City	Oregon City	Molalla Ave. Streetscape Improvements Phase 3	Address gap.	Streetscape improvements including widening sidewalks, sidewalk infill, ADA accessibility, bike lanes, reconfigure travel lanes, add bus stop amenities	$6,000,000	2018-2025
10125	Oregon City	Oregon City	Molalla Ave. Streetscape Improvements Phase 4	Address gap.	Streetscape improvements including widening sidewalks, sidewalk infill, ADA accessibility, bike lanes, reconfigure travel lanes, add bus stop amenities	$6,000,000	2008-2017
10126	Oregon City	Oregon City	Swan Extension	Address need in UGB expansion area.	Through lanes, sidewalks, bike lanes, turn lanes to serve UGB expansion area	$18,600,000	2018-2025
10127	West Linn	ODOT	Hwy. 43 Improvements	Enhance the functionality, safety, beauty, and efficiency of this important major roadway.	Although the project is now in the conceptual design stage (to be completed by June 30, 2007), the project should consist of roadway improvements such as widening, installation of medians, turn lanes, street trees, signal interconnections, bike lanes	$20,000,000	2008-2017
10128	West Linn	West Linn	Willamette Falls Dr./bicycle lanes and streetlights	Improve bicycle and pedestrian safety.	Widen street to provide bike lanes and sidewalks on a narrow roadway. This will provide a direct connection between two town center areas. Bicycle lanes will be 6' wide adjacent to 12' wide travel lanes. The addition of streetlights to this roadway will	$2,500,000	2008-2017

DRAFT
2035 Regional Transportation Plan Project List Version 3.0

Metro RTP Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Purpose	Description	Estimated Cost ($2007)	Time Period
10129	West Linn		Willamette River Greenway Trail	Improve bicycle and pedestrian safety.	Paved trail running parallel to the Willamette River from Willamette Park at the mount of the Tualatin River eventually to the Lake Oswego City Limits facilitating connection to the Willamette River Trail with neighboring cities as part of the Metro Region	$2,000,000	2018-2025
10130	Wilsonville	Wilsonville	Kinsman Rd. Extension from Barber St. to Boeckman Rd.	Provide freight access and capacity from Barber Street to Boeckman Road. A vital alternative to 110th which is being vacated.	Extend 3 lanes with sidewalks and bike lanes.	$5,750,000	2008-2017
10131	Wilsonville	Wilsonville	Tooze Rd. Improvements	Continuation of the Boeckman Road Extension Project along the Tooze Road right-of-way to Grahams Ferry Road which provides a major east-west suburban to suburban connector.	WidenTooze Rd to 3 lanes, add bike/pedestrian connections to regional trail system.	$3,800,000	2008-2017
10132	Wilsonville	Wilsonville	Boeckman Rd./I-5 Overcrossing Improvements	Boeckman Road is designated as an arterial street in the City's TSP. It provides an east-west connection in Wilsonville between Tooze Road/Graham's Ferry Road on the west and Stafford Road on the east, serving as an	Widen Boeckman Road bridge over I-5 to 3 lanes. Add bike/pedestrian connections to regional trail system.	$13,600,000	2008-2017
10133	Wilsonville	Wilsonville	French Prairie Bicycle/Pedestrian Bridge	A new bicycle and pedestrian bridge crossing the Willamette River would connect the regional Tonquin Trail to the North Willamette Valley parks and recreation areas. A new bridge would provide safe and convenient passage across the Willamette River where	New bicycle/pedestrian/emergency vehicle only bridge crossing the Willamette River.	$15,000,000	2008-2017
10134	Wilsonville	Wilsonville	SW 65th, Elligsen Rd. and Stafford road Intersection Improvemnts	The intersection currently serves freight traffic into and out of Wilsonville. Trucks cannot make the turn without using the oncoming lane and sometimes bottoming out due to a grade difference. Sight distance is also a grave issue	Currently there are two intersections with a dangerous grade difference and within 100 ft of one another. Combining them into one or the construction of a round-about will help with safety and navigabiliity concerns.	$1,000,000	2008-2017
10135	West Linn	West Linn	19th St. Improvements	Provide an alternate route around I-205 to relieve traffic in 10th St. corridor.	Improvements to include curb, gutter, pavement widening and sidewalks.	$1,200,000	2008-2017
10136	Clackamas Co.	Clackamas Co.	Kellogg Creek (Oatfield Rd.) Bridge Replacement	Replace a deficient bridge.	Construct two lane bridge with sidewalks and bike lanes.	$4,702,881	2018-2025
10137	Damascus	Damascus	Multi-Use Local/Regional Trail and PRT Study	Study for a multi-use path that provides local access and connects with Happy Valley and Gresham. Study will also evaluate potential for personal rapid transit.	Study for a multi-use path for bikes, pedestrians, horses that provides local access and connects with Happy Valley and Gresham. Study will also evaluate potential for personal rapid transit.	$2,000,000	2008-2017
10138	Damascus	Damascus	Hwy 212 widening to 5 lane boulevard	Modify an existing roadway to meet future traffic needs and create a well-connected street network of arterials.	Widen Highway 212 to a 5 lane boulevard section through Damascus.	$58,500,000	2018-2025
10139	Oregon City	ODOT	I-205 Climbing Lanes	Address safety and provide congestion relief.	I-205 Abernethy Bridge Widening.	$20,000,000	2008-2017
10140	Oregon City	ODOT	Hwy. 213 - Phase 1	Complete gap.	Add one SB and NB through lane, bike lanes, and sidewalks.	$5,000,000	2018-2025
10141	Oregon City	ODOT	I-205/Hwy. 213 Interchange Phase 1	Address safety and provide congestion relief.	Grade separate SB Hwy. 213 at Washington Street and add a northbound lane to Hwy. 213 from just south of Washington Street to the I-205 on-ramp. Reconstruct I-205 SB off-ramp to Hwy. 213 to provide more storage and enhance freeway operations and	$10,000,000	2008-2017
10142	Oregon City	ODOT	I-205/Hwy. 213 Interchange Phase 2	Address safety and provide congestion relief.	Complete interchange improvements.	$50,000,000	2008-2017
10143	Oregon City	ODOT	Hwy. 213 Intersection Improvements	Address safety and provide congestion relief.	Intersection improvements.	$10,000,000	2008-2017
10144	Oregon City	ODOT	SB 99E/I-205 Interchange Access	Address safety and provide congestion relief.	Dual left turn lanes on 99E approach to SB I-205 ramp, ramp widening to accommodate approach.	$3,000,000	2008-2017
10145	Oregon City	ODOT	McLoughlin Blvd. Improvements - Phase 1	Upgrade to boulevared within Regional Center.	Complete boulevard design improvements.	$6,000,000	2008-2017
10146	Oregon City	ODOT	McLoughlin Blvd. Improvements - Phase 2	Boulevard multimodal gap in Regional Center.	Complete boulevard and gateway improvements.	$5,000,000	2008-2017
10147	Oregon City	Oregon City	Newell Creek Canyon Trail (East)	Regional connections; improve bicycle and pedestrian safety and access.	Regional trail would follow the Oregon City-Molalla interurban railroad bench on the east side of Newell Creek Canyon.	$3,000,000	2018-2025

DRAFT
2035 Regional Transportation Plan Project List Version 3.0

Metro RTP Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Purpose	Description	Estimated Cost ($2007)	Time Period
10148	Oregon City	Oregon City	Oregon City Loop Trail	Regional connections; improve bicycle and pedestrian safety and access.	Regional trail would generally follow the Oregon City UGB on a collection of local roads, through new development, along powerline right-of-way, and down the bluff to link up with the Promenade in downtown Oregon City.	$3,000,000	2008-2017
10149	Oregon City	Oregon City	Beaver Lake Trail	Regional connections; improve bicycle and pedestrian safety and access.	Regional trail would travel from Clackamas Community College through the Oregon City High School campus to the airstrip area. The trail would skirt the golf course area and continue to Beaver Lake.	$500,000	2008-2017
10150	Oregon City	Oregon City	Barlow Rd. Trail	Regional connections; improve bicycle and pedestrian safety and access.	Regional trail would follow the perceptive alignment of the historic Barlow Road from Abernethy Green to the Oregon City UGB. The trail would primarily utilize existing and proposed roadways.	$1,000,000	2008-2017
10151	Oregon City	Oregon City	Trolley Trail Bridge	Regional connections; improve bicycle and pedestrian safety and access.	Regional trail would connect the proposed regional Trolley Trail to the Clackamas River Trail via an old railroad bridge spanning the Clackamas River.	$5,000,000	2018-2025
10152	Wilsonville	ODOT	Wilsonville Rd./I-5 Interchange Improvements - Auxillary Lanes	Add capacity to the interchange, thus providing congestion relief and remove a freight bottleneck. Improve safety by reducing congestion on I-5 and ramps.	Provide auxillary lanes for enhnaced safety and capacity.	$12,500,000	2008-2017
10153	Wilsonville	Wilsonville	Barber St. Extension from Kinsman Rd. to Villebois Village	The project will reduce the need to use I-5 or OR 217 by providing needed connections to the Villebois Village housing development and employment areas in Wilsonville and with the new Commuter Rail site.	Extend 3 lanes with sidewalks and bike lanes.	$8,900,000	2008-2017
10154	Wilsonville	ODOT	Wilsonville Rd./I-5 Interchange Improvements - Setback Abutments & Widen Wilsonville Rd.	Add capacity to the interchange, thus providing congestion relief and remove a freight bottleneck. Improve safety by reducing congestion on I-5 and ramps.	Provide additional left-turn lanes, setback abutments, improves signal synchonization, fixes sight distance problems, and provides for enhnaced bike/ped safety.	$11,000,000	2008-2017
10155	Wilsonville	ODOT	Wilsonville Rd./I-5 Interchange Improvements - On/Off Ramps	Add capacity to the interchange, thus providing congestion relief and remove a freight bottleneck. Improve safety by reducing congestion on I-5 and ramps.	Widen and lengthen on/off ramps.	$12,000,000	2008-2017
10156	Wilsonville	Wilsonville	Boeckman Rd. at Boeckman Creek	Boeckman Road is designated as an arterial street in the City's TSP. It provides an east-west connection in Wilsonville between Tooze Road/Graham's Ferry Road on the west and Stafford Road on the east, serving as an	Widen Boeckman Road to 3 lanes with bike lanes,sidewalks and connections to regional trail system, remove culvert and install bridge.	$5,800,000	2008-2017
10157	Clackamas Co.	Clackamas Co.	Carver (Springwater Rd.) Bridge	Provide congestion relief and remove existing bottleneck.	widen Carver bridge to 5 lanes, realign to Hattan Road.	$23,600,000	2008-2017
10158	ODOT		I-5 (Macadam): SW (South of I-405): Access and Safety Improvements		Construct new off-ramp at NB I-5 to NB Macadam Ave and provide safety and modernization improvements to I-5 S.	$57,750,000	2008-2017
10159	Portland		Springwater [Trail Connection] - Sellwood Gap	Complete gap within the otherwise continuous 19.5 miles long Springwater Corridor trail.	Construct trail-with-rail shared use path between Springwater on the Willamette and Springwater Three Bridges.	$7,010,000	2008-2017
10160	ODOT/ Portland	ODOT	Lloyd District Access Improvements		Add traffic signals and improve intersections at NE 2nd and Broadway and NE 2nd and Weidler Streets.	$358,050	2008-2017
10161	Portland		5th/6th, NW/SW (Irving - Jefferson): Portland Transit Mall Restoration and reconstruction for Light Rail		Extend mall and reconfigure to accommodate light rail tracks and stations. Repairs to Transit Mall including sidewalk brick work, reconstruction, curbs, gutters, and other pedestrian improvements.	$160,000,000	2018-2025
10162	Portland		Willamette Greenway Trail - South Waterfront	Provide dual bicycle and pedestrian trails as alternative to on-street facilities.	Provide two paths in order to separate bicyclists from pedestrians in remaining gaps (Marquam Bridge to SW Gibbs, SW Lowell to SW Lane, Benz Springs) of South Waterfront's Willamette Greenway trail.	$2,650,000	2008-2017
10163	ODOT/ Portland	ODOT	I-5 at Gibbs, SW: Pedestrian/Bike Overcrossing		Construct a bike and pedestrian bridge of I-5 at SW Gibbs to connect the Corbett-Terwilliger-Lair Hill neighborhood to North Macadam.	$1,597,312	2008-2017
10164	Portland		South Portal, Phase I & II		Improve SW Bancroft, SW Moody and SW Bond Streets.	$400,000	2008-2017
10165	Portland		SW Moody/Bond Ave., Street Improvements		Five lane street improvement from SW River Parkway to SW Gibbs Street.	$5,000,000	2008-2017

DRAFT
2035 Regional Transportation Plan Project List Version 3.0

Metro RTP Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Purpose	Description	Estimated Cost ($2007)	Time Period
10166	Portland		NW Burnside at Skyline Rd.		Intersection improvements.	$1,100,000	2026-2035
10167	Portland		Central Eastside Bridgehead		Improve pedestrian and bicycle access to bridge approaches.	$4,100,000	2008-2017
10168	**DELETED**		Central City Streetcar Phase 3c SW (Gibbs to Bancroft)		**DELETED BY REQUEST FROM CITY OF PORTLAND**		
10169	Portland		Burnside/Couch, East - Phases I		Implements a one-way couplet design including new traffic signals, widened sidewalks, curb extensions, bike lanes on-street parking and street trees.	$7,500,000	2008-2017
10170	Portland		Burnside/Couch, East - Phases II		Implements a one-way couplet design including new traffic signals, widened sidewalks, curb extensions, bike lanes on-street parking and street trees.	$7,500,000	2018-2025
10171	Portland		Burnside/Couch, West - Phases I		Implements a one-way couplet design including new traffic signals, widened sidewalks, curb extensions, bike lanes on-street parking and street trees.	$7,500,000	2008-2017
10172	Portland		Burnside/Couch, West - Phases II		Implements a one-way couplet design including new traffic signals, widened sidewalks, curb extensions, bike lanes on-street parking and street trees.	$7,500,000	2018-2025
10173	Portland		Macadam, SW (Bancroft - Sellwood Br): ITS		Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system.	$294,525	2018-2025
10174	Portland		Going, N (Interstate - Greeley): ITS		Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system.	$373,500	2008-2017
10175	Portland/ ODOT		Yeon/St. Helens, NW: ITS		Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system.	$455,000	2008-2017
10176	Portland		Eastside Streetcar Phase 1, NE		Construct streetcar from NW Lovejoy/10th to NE 7th / Oregon.	$36,900,000	2018-2025
10177	Portland		Eastside Streetcar Phase 2, NE/SE		Contstruct streetcar from NE Oregon to SE Water.	$44,000,000	2018-2025
10178	**DELETED**		Going St Bridge, N: Overcrossing Improvements		**DELETED BY REQUEST FROM CITY OF PORTLAND**	**Project is fully funded**	
10179	Portland		Burnside/Sandy/12th, E: Intersection Improvements		Redesign intersection to improve safety for all modes of travel. Relocate north-south crosswalk on east side of NE/SE 12th to eliminate safety hazards.	$4,620,000	2018-2025
10180	Portland/ ODOT		Sandy Bl, NE (47th - 101st): Multi-modal Improvements, Phase II		Retrofit existing street with multi-modal street improvements including bike lanes, redesign of selected intersections to improve pedestrian crossings, streetscape, and safety improvements.	$4,620,000	2018-2025
10181	Portland		Fifties Bikeway, NE/SE (Tillamook to Woodstock)		Curb extensions, median refuges, signal modifications, and striping changes to create a north-south bicycle boulevard, along various interconnected portions of 52nd-57th streets between NE Thompson and SE Woodstock Blvd.	$1,518,473	2026-2035
10182	Portland/ODOT		St. Johns Pedestrian District, N		Enhance pedestrian access to transit, improve safety, and enhance the streetscape such as better lighting and crossings. Improvements including realigning the "ivy" island, curb extensions, a new traffic signal at Richmond/Lombard, and pedestrian connections between St. Johns and the riverfront based on the St.	$1,000,000	2008-2017
10183	Portland		Lents Pedestrian District, SE		Pedestrian facility improvements to key links accessing the Foster-Woodstock couplet.	$1,000,000	2018-2025
10184	Portland		Foster Rd., SE (Powell - 90th): Pedestrian/Bicycle/Safety Improvements		Improve sidewalks, lighting, crossings, bus shelters & benches on Foster and improve pedestrian crossing at Foster/82nd intersection to benefit pedestrian access to transit.	$3,850,000	2026-2035

DRAFT
2035 Regional Transportation Plan Project List Version 3.0

Metro RTP Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Purpose	Description	Estimated Cost ($2007)	Time Period
10185	Portland		Foster & Woodstock, SE (87th - 94th): Street Improvements, Phase I		Implement Lents Town Center Business District Plan with new traffic signals, pedestrian amenities, wider sidewalks, pedestrian crossings, street lighting, increased on-street parking.	$6,930,000	2008-2017
10186	Portland		Foster & Woodstock, SE (94th - 101th): Street Improvements, Phase II		Implement Lents Town Center Business District Plan with new traffic signals, pedestrian amenities, wider sidewalks, pedestrian crossings, and street lighting.	$5,775,000	2008-2017
10187	Portland		Foster Rd., SE (82nd - 87th): Lents Town Center Street Improvements		Implement Lents Town Center Business District Plan with new traffic signals, pedestrian amenities, wider sidewalks, pedestrian crossings, street lighting, and on-street parking as appropriate.	$2,320,000	2008-2017
10188	Mult Co/ Portland		Scholls Ferry, SW (Humphrey - County line): Multimodal Improvements		Add bicycle and pedestrian facilities; intersection improvements at Patton.	$2,300,000	2026-2035
10189	Portland		Capitol Hwy, SW		Improve SW Capitol Highway from SW Multnomah Boulevard to SW Taylors Ferry Road per the 1996 Capitol Highway Plan.	$1,386,000	2008-2017
10190	Portland		23rd Ave., NW (Lovejoy - Burnside): Rd. Reconstruction		Rebuild street.	$1,870,000	2008-2017
10191	Portland		Garden Home Rd., SW (Capitol Hwy - Multnomah): Multi-modal Improvements		Reconstruct road to three lanes with signal improvements at Multnomah intersection, drainage, bike lanes, sidewalks and curbs.	$6,475,000	2008-2017
10192	Portland		Division Streetscape and Reconstruction		The project will design and build streetscape and transportation improvements between SE 12th Ave and SE 39th Ave, complete base repair and pavement reconstruction between SE 6th Ave and SE 10th Ave, and grind and overlay asphalt in the area between SE 10th Ave and SE 39th Ave.	$5,848,135	2008-2017
10193	Portland		Division St., SE (Grand - 60th): Multi-modal Improvements, Phase I		Construct improvements that enhance access to transit, improve safety and enhance streetscape such as traffic signals, alt lane and on-street parking config, stormwater mgmt, lighting, bus shelters, benches, and crossings. Add bike lanes (52nd - 60th).	$2,786,000	2008-2017
10194	Portland		Killingsworth, N (Interstate - MLK Jr Blvd): Street Improvements		Construct street improvements to improve pedestrian connections to Interstate MAX LRT and to establish a main street character promoting pedestrian-oriented activities. Commentary: Update project to reflect recommendations in the Killingsworth Street Improvements Planning Project.	$4,900,000	2008-2017
10195	**DELETED**		NE Cully Blvd		**DELETED BY REQUEST FROM THE CITY OF PORTLAND**		
10196	Portland		Cully Blvd. Green St.		The project will plan, design and rebuild NE Cully Boulevard between NE Prescott Street and NE Killingsworth Street. Project planning and preliminary engineering will analyze alternatives for the roadway with public input and involvement.	$5,429,000	2018-2025
10197	Portland		Russell St. Improvements, N		Construct improvements to Russell (Williams - Interstate), Albina & Mississippi (Russell - Interstate) to enhance ped connections from Eliot neighborhood and Lower Albina dist to the LRT station. Improve the N williams at N Stanton intersection.	$3,300,000	2018-2025
10198	Portland		122nd, NE/SE (NE Airport Way to SE Powell Blvd): ITS		Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system.	$340,000	2018-2025
10199	Portland		SE 136th Ave. (Division to Powell) Bikeway		From SE Division Street to SE Powell Boulevard. Improve to 36 curb-to-curb with 2-13' traffic lanes and 2-5' bike lanes; 6" curbs, 9' swales and 6' sidewalks on both sides.	$1,500,000	2026-2035
10200	Portland		Killingsworth Pedestrian District, NE		Plan and develop improvements to the pedestrian environment including sidewalks, lighting, crossings, bus shelters and benches.	$1,000,000	2018-2025
10201	Portland		102nd Ave., NE (Weidler - Glisan): Gateway Plan District Multi-modal Improvements, Phase I		Implement Gateway Regional Center plan with boulevard design retrofit, new traffic signals, improved pedestrian facilities and crossings, street lighting, bicycle lanes, and multi-modal safety improvements.	$3,234,000	2008-2017

DRAFT
2035 Regional Transportation Plan Project List Version 3.0

Metro RTP Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Purpose	Description	Estimated Cost ($2007)	Time Period
10202	Portland		102nd Blvd & Cherry Blossom, NE/SE (Glisan - Market): Gateway Plan District Multi-modal Improvements, Phase II		Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, improved pedestrian facilities and crossings, street lighting and new bicycle facilities on NE 102nd/Cherry Blossom between Glisan & Market.	$7,091,700	2008-2017
10203	Portland		Glisan St, NE (122nd - City Limits): Multi-modal Improvements		Infill missing sidewalk, add curb ramps at corner, add 3 median island crossings, and add a signal.	$2,140,000	2018-2025
10204	Portland		Gateway Regional Center, Local and Collector Streets		High priority local and collector street and pedestrian improvements in the Gateway Regional Center.	$4,042,500	2008-2017
10205	Portland		Gateway Regional Center, Local and Collector Streets		High priority local and collector street and pedestrian improvements in the Gateway Regional Center.	$3,000,000	2018-2025
10206	Portland		Marine Dr, NE (6th - 33rd & Gantenbein -Vancouver Way): Bikeway (Marine Dr., 6th to 185th)	Complete three gaps in total 17 miles of off-street trail and bike lane.		$1,000,000	2008-2017
10207	**DELETED**		East End Connector, NE		**DELETED BY REQUEST FROM CITY OF PORTLAND**	**Project is under construction**	
10208	Portland		Columbia Blvd/MLK Jr, NE: Intersection Improvements	Improve connectivity and distribute traffic between Columbia Blvd and NE Portland Hwy.	Intersection and signalization improvements with right turn lane.	$16,835,000	2008-2017
10209	Portland		92nd Dr. (Columbia to Alderwood)		Improve NE 92nd between Columbia and Alderwood to facilitate PIC Connection	$1,500,000	2008-2017
10210	Portland		47th, NE (Columbia - Cornfoot):Roadway & Intersection Improvements	Provide improved traffic flow to air cargo facilities located within the south airport area.	Widen and reconfigure intersections to better facilitate truck turning movements to the cargo area located within the airport area. Project includes sidewalk and bikeway improvements.	$4,466,000	2008-2017
10211	**DELETED**		Columbia/82nd, NE (SB ramps): Capacity/Intersection Improvements		**DELETED BY REQUEST FROM CITY OF PORTLAND**		
10212	Portland		Airport Way/122nd, NE: Intersection Improvement	Mitgate PDX growth impacts.	Add northbound left turn lane, modify traffic signal, and reconstruct island.	$1,100,000	2008-2017
10213	Port/ Portland		Airport Way, NE (I-205 to NE 158th Ave.): ITS		Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system.	$139,000	2008-2017
10214	Portland/ ODOT		Lombard, N (Rivergate - to T-6): Multi-modal Improvements	Increase road capacity to accomdate growth in surrounding development.	Widen N Lombard to include two travel lanes, a non-continuous center turn land, medians, bike lanes, sidewalks and planting strips	$3,610,000	2008-2017
10215	Portland		Foster Rd., SE (136th - Jenne): Multi-modal Improvements		Widen street to three lanes to provide two travel lanes, continuous turn lane, bike lanes, sidewalk, and drainage.	$8,300,000	2008-2017
10216	Portland		SmartTrips Portland, a city-wide individualized marketing strategy	Reduce drive alone trips among all Portland residents by 8-12%.	SmartTrips Portland is a comprehensive approach to reduce drive-alone trips and increase biking, walking and public transit in targeted geographic areas or key transportation corridors of the city. It incorporates the innovative and highly effective "individualized marketing" methodology, which hand delivers packets of information to residents who wish to learn more about transportation options. Key components feature biking and walking maps and organized activities which get people out in their neighborhoods or places of employment to shop, work, and discover how many trips they can easily, conveniently, and safely make without using a car. Success is tracked by evaluating qualitative and quantitative results from surveys and other	$4,450,000	2009-2018
10217	Region		Lombard at Columbia Slough, N: Overcrossing		Add sidewalk and bike lanes to strengthened bridge.	$4,900,000	2008-2017

DRAFT
2035 Regional Transportation Plan Project List Version 3.0

Metro RTP Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Purpose	Description	Estimated Cost ($2007)	Time Period
10218	Portland		Burgard-Lombard, N: Street Improvements	Improve freight mobility, safety and industrial site access.	From UPRR Bridge to N Columbia Blvd. Widen street to include 2 12-foot travel lanes, continuous left turn lane, bike lanes and sidewalk	$17,200,000	2008-2017
10219	ODOT/ Portland		Argyle on the Hill, N Columbia to N Denver Ave.		New N Argyle street connection, west of I-5.	$4,000,000	2018-2025
10220	Portland		Seventies Greenstreet and Bikeway, NE		Develop a combined pedestrian greenway and bike boulevard including crossing improvements at arterials, streetlighting, and public art from Killingsworth to Clatsop. Develop a combined pedestrian greenway and bike boulevard including crossing improvements at arterials	$4,120,727	2018-2025
10221	Portland		Skyline, NW (Hwy 26 - City Limits): Bikeway		Widen existing 22' of pavement to 32', and add 2' shoulders adjacent to lanes.	$5,000,000	2026-2035
10222	Portland		Flavel Dr, SE		Fully improve street from SE 45th to Clatsop Street with travel lanes, curbs, swales, sidewalks, and some bike lanes.	$630,000	2026-2035
10223	Portland		122nd, SE (at Morrison): Pedestrian Overcrossing		Provide an at-grade improved pedestrian crossing on SE 122nd Ave..	$1,000,000	2026-2035
10224	Portland		Barbara Welch Rd., SE:Multimodal Improvements		Widen existing 20' of pavement to new 34' roadway with travel lanes, bike lanes, curb and sidewalk.	$2,700,000	2026-2035
10225	Portland		Powellhurst/Gilbert Pedestrian Improvements to SE 122nd Ave		Add sidewalks to SE 122nd Ave. between SE Harold Street and SE Raymond Street.	$1,200,000	2026-2035
10226	Portland		Hamilton St., SW		Improve SW Hamilton Street between SW Dosch and Scholls Ferry Road.	$6,000,000	2026-2035
10227	Portland		Stephenson, SW (Boones Ferry - 35th): Multi-modal Improvements		Install bikeway, pedestrian facilities, and improve and signalize the intersection at SW Stephenson and SW Boones Ferry Road.	$3,479,000	2026-2035
10228	ODOT/ Portland/ Port		82nd Ave./Columbia, NE: Intersection Improvements		Widen and reconfigure intersection.	$3,409,000	2008-2017
10229	Portland		Columbia Bl/Portland Rd., N: Intersection Improvments		Redesign intersection.	$1,000,000	2008-2017
10230	Portland		Twenties Bikeway, NE/SE (Lombard - Clinton)		Design & Implement bikeway along SE 29th,30th/NE 26th/28th/ NE Oregon,Wasco, from SE Clinton to NE Lombard using bike blvds & bike lanes	$1,000,000	2026-2035
10231			Union Station, NW: Facility Renovation		Renovate Union Station to meet seismic and functional requirements.	$30,000,000	2026-2035
10232	Portland		Flanders, NW (Steel Bridge to Westover): Bicycle Facility		Add bike boulevard from NW 24th Ave to the Steel Bridge, new bike/pedestrian bridge over I-405 on Flanders, connections to bikeways on Vista, 18th, 14th, 13th, Broadway, 3rd, 2nd, Glisan and Everett	$2,000,000	2008-2017
10233			Columbia Slough [Greenway] Trail Study (submitted to Metro as part of package of trail studies)		Study to determine location of multi-use and/or pedestrian trail of regional significance from Kelley Point Park to Blue Lake Regional Park: **Deleted as it is included in the Regional Trails Master Plan, project 11044**	$150,000	2008-2017
10234	Portland		Columbia Slough Trail	Construct off-street and/or pedestrian trail for remaining trail gaps.	Close gaps in Columbia Slough Trail: North Slough to North Portland Rd; Landfill to Pier Park; I-5 to NE Elrod; NE Elrod to NE 82nd Ave; NE 82nd Ave to 92nd Ave; I-205 to approx. NE 128th; NE 145th to 158th	$7,400,000	2008-2017
10235	Portland/ ODOT		South Portland Improvements, SW		Reconstruct Naito Pkwy as two-lane road w/bike lanes, sidewalks, left turn pockets, & on-street parking. Includes realignment/regrading at intersecting streets; removal of Barbur tunnel, Ross Is Br ramps, Arthur/Kelly viaduct & Grover ped bridge	$28,293,000	2018-2025
10236	Portland		Water Ave., SE (Caruthers - Division Pl): Street Extension Phase II		Provide new roadway connection with sidewalks, bike lanes, landscaping, access to Willamette Greenway, & reconstruction of existing roadway	$288,750	2026-2035
10237	Portland		Southern Triangle Circulation Improvements, SE		Improve local street network and regional access routes in the area between the Powell/12th, Willamette River, railroad mainline and Hawthorne Bridge. Improve freeway access route from CEID to I-5 SB via the Ross Island Bridge	$2,887,500	2026-2035

DRAFT
2035 Regional Transportation Plan Project List Version 3.0

Metro RTP Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Purpose	Description	Estimated Cost ($2007)	Time Period
10238	Portland		Columbia Street, SW (Naito Parkway - 18th): Street Reconstruction		Rebuild street.	$1,000,000	2018-2025
10239	Portland		11th/12th/Railroad Crossing, SE (West of Division): Intersection Improvements		Reconstruct intersection to upgrade traffic signalization and establish bike and ped routes.	$400,000	2018-2025
10240	Portland		Belmont Ramp, SE (Eastside of Morrison Bridge): Ramp Reconstruction		Reconstruct ramp to provide better access to the Central Eastside.	$1,500,000	2018-2025
10241	Portland/ ODOT		Clay/MLK Jr, SE: Intersection Improvements		Geometric, signalization and channelization improvements to allow transit and general traffic access to westbound Clay street from southbound MLK	$924,000	2026-2035
10242	Portland		Interstate, N, Bridge at Larrabee: Seismic Retrofit		Seismic retrofit of Interstate overcrossing of Larrabee.	$1,455,300	2026-2035
10243	Portland		12th, NE (Bridge at Lloyd Blvd): Seismic Retrofit		Seismic retrofit.	$415,800	2026-2035
10244	Portland		Kittridge, NW (Bridge at Yeon): Seismic Retrofit		Seismic retrofit.	$1,000,000	2026-2035
10245	Portland		Steel Bridge, NE (East Ramps): Seismic Retrofit		Seismic retrofit.	$1,000,000	2026-2035
10246	Portland		7th/8th Ave., SE: New Street Connection		Construct new street connection from SE 7th to 8th Ave. at Division Street.	$577,500	2008-2017
10247	Portland		Corbett/Hood/Sheridan, SW: Pedestrian and Bike Improvements		Construct bike and pedestrian improvements under I-5 to the CTLH neighborhood at SW Sheridan St.	$150,000	2008-2017
10248	Portland/ ODOT		South Waterfront District, SW: Bicycle and Pedestrian Improvements		Implement pedestrian and bicycle district access improvements identified in the North Macadam Framework Plan and retrofit bike lanes to SW Moody from SW Bancroft to Gibbs, including overcrossing of I-5, improvements to Sheridan-Corbett	$2,316,500	2008-2017
10249	Portland		South Waterfront Transit Improvements, SW		Implement transit improvements identified in the North Macadam Framework Plan, including central city transit hub and local bus service improvements	$2,000,000	2018-2025
10250	Portland		Burnside, W (NW 15th to NW 23rd): Blvd. Improvements		Boulevard design improvements including pavement reconstruction, wider sidewalks, curb extensions, safer crossings, traffic signals at 20th Plan and 22nd, and traffic management to limit motorist delays	$10,000,000	2008-2017
10251	Portland		Bancroft St., SW (River Parkway - Macadam): St.reet Improvements		Widen SW Bancroft in conformance with district street standards.	$1,000,000	2008-2017
10252	**DELETED**		Curry, SW (River Parkway - Bond): Widen Street		**DELETED BY REQUEST FROM THE CITY OF PORTLAND**		
10253	Portland		Arthur, Gibbs & Lowell, SW (River Parkway - Moody): Street Improvements		Arthur, Gibbs, and Lowell are the primary connectors between Moody-Bond and River Parkway and will be constructed in phases as development occurs in North Macadam District.	$3,750,000	2008-2017
10254	Portland		River Parkway, SW: New Street		New north-south local access street in the emerging North Macadam District. This street will have an enhance pedestrian environment and will be built to accommodate future streetcar. It will constructed in four phases beginning FY00/01	$3,500,000	2008-2017
10255	Portland/ ODOT		Macadam/Curry, SW: Intersection Improvements		Design and construct improvements to the Macadam/Curry intersection.	$1,000,000	2008-2017
10256	Portland		Broadway/Weidler, NE (15th - 28th): Multi-modal Improvements, Phases II & III		Boulevard retrofit of street including street trees, traffic signals, curb extensions, and wider sidewalks (15th - 24th) and stripe bike lanes (24th-28th).	$6,456,450	2008-2017
10257	Portland/ODOT		Grand/MLK Jr, SE/NE: CEID/Lloyd District Streetscape Improvements		Complete boulevard design improvements including street trees, tree grates, ornamental lighting, and curb extensions.	$3,465,000	2018-2025

DRAFT
2035 Regional Transportation Plan Project List Version 3.0

Metro RTP Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Purpose	Description	Estimated Cost ($2007)	Time Period
10258	Portland		DivisionSt/9th, SE (7th - Center): Bikeway		Retrofit bike lanes to existing street.	$19,635	2026-2035
10259	ODOT/ Portland		Powell, SE (Ross Island Bridge - 50th): Multi-modal Improvements		Plan and develop streetscape and transportation improvements to increase opportunities to walk and enhance the pedestrian character of the corridor including intersection improvements at 8th, 26th, and Milwaukie.	$1,000,000	2008-2017
10260	Portland		Clay/2nd, SW: Pedestrian/Vehicle Signal		New signal installation.	$115,500	2026-2035
10261	Portland/ TriMet		Central City Streetcar Phase 3b, SW (Riverplace to Gibbs)		Extend streetcar from Riverplace to Gibbs, into the emerging South Waterfront District.	$20,000,000	2008-2017
10262	Portland		14/16th Connections, NW		Improve or create connections to W. Burnside, Yeon, and Vaughn and provide directional signage to route non-local traffic to 14th/16th couplet.	$200,000	2026-2035
10263	Portland		Naito Parkway (Broadway Br - north of Terminal One): Street and Pedestrian Improvements		Construct streetscape improvements include pedestrian amenities.	$3,250,000	2008-2017
10264	Portland/ ODOT		Central City Traffic Management, N, NW, NE, SE, SW: Transportation System Management		Implement Central City TSM improvements to arterials.	$2,310,000	2026-2035
10265	Portland		18th/Jefferson St., SW: ITS		Communications infrastructure including closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow at SW 18th/Jefferson intersection.	$80,000	2026-2035
10266	Portland		14th/16th, NW/SW & 13th/14th, SE, (Glisan - Clay): ITS		Six signals between Clay and Glisan including communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow.	$360,000	2026-2035
10267	Portland		Going, N (Interstate - Basin): Bikeway		Design & implement bike lanes.	$90,000	2026-2035
10268	Portland/ ODOT		Hollywood Pedestrian District, NE: Multi-modal Improvements		Multi-modal street improvements including traffic signals, restriping, improved pedestrian crossings and connections to transit center.	$7,680,750	2018-2025
10269	Portland		Lombard/St. Louis/Ivanhoe: Multi-modal Improvements		Restripe, construct curb extensions, realiz, and signalize as needed to improve pedestrian-bicyclist amenities while not impeding truck movements.	$1,400,000	2008-2017
10270	Portland		Ellis St, SE (92nd - Foster): Bikeway		Retrofit bike lanes to existing street.	$462,000	2026-2035
10271	Portland		92nd Ave., SE (Powell - City Limits): Bicycle & Pedestrian Improvements		Construct sidewalks, crossing improvements and bike lanes.	$3,500,000	2008-2017
10272	Portland		Capitol Hwy, SW (Vermont - Florida): Intersection Improvements		Realign the Capitol/Vermont/30th intersection and provide sidewalks, bike lanes, and drainage improvements.	$450,000	2018-2025
10273	Portland		Capitol Hwy, SW (Terwilliger - Sunset): Multi-modal Improvements		Construct sidewalks, crossing improvements for access to transit and bike improvements, and install left turn lane at the Capitol/Burlingame intersection.	$1,000,000	2018-2025
10274	Portland		Beaverton-Hillsdale /Bertha/Capitol Hwy, SW: Intersections Improvements		Redesign intersection to improve safety.	$1,000,000	2008-2017
10275	Portland		Vermont St., SW, (30th - Oleson): Bicycle and Pedestrian Improvements		Retrofit bike lanes to existing street (45th - Oleson) and construct sidewalk (30th - Shattuck), and redesign intersection at 25th.	$6,600,000	2018-2025
10276	Portland		30th Ave., SW (Vermont to B-H Hwy): Bicycle & Pedestrian Improvements		Retrofit bike lanes to existing street, construct sidewalks, and improve pedestrian crossing at Beaverton-Hillsdale Hwy/30th.	$1,311,000	2018-2025
10277	Portland		Bertha, SW (B-H Hwy - Barbur): Multi-modal Improvements		Design and implement bike lanes on missing piece of Bertha Blvd (Vermont-B-H Hwy), construct walkway for pedestrian travel and access to schools (Barbur-B-H Hwy); and improve street to City standards (Vermont-Capitol).	$1,500,000	2018-2025
10278	Portland/ ODOT		Hillsdale Pedestrian District, SW		Pedestrian improvements on town center streets including Capitol, Beaverton-Hillsdale Hwy, Bertha, and neighborhood streets. Provide a Bike Central facility.	$3,465,000	2018-2025

DRAFT
2035 Regional Transportation Plan Project List Version 3.0

Metro RTP Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Purpose	Description	Estimated Cost ($2007)	Time Period
10279	Portland		Beaverton-Hillsdale Hwy, SW (Capitol Hwy - 65th): Multi-modal Improvements		Retrofit existing street to include better sidewalks and crossings, bike lanes and other improvements to enhance access to transit. Install median refuge to improve pedestrian crossing at SW 62nd.	$2,541,000	2026-2035
10280	Portland		Sunset Bl, SW (Dosch - Capitol): Bicycle & Pedestrian Improvements		Construct bike lanes, sidewalks and crossing improvements.	$1,200,000	2026-2035
10281	Portland		Beaverton-Hillsdale Hwy, SW: ITS		CCTV at Terwilliger, Berth, shattuck; changeable signs.	$225,000	2008-2017
10282	Portland/ ODOT		Barbur/Capitol/Huber/Taylors Ferry, SW: Intersection Improvements		Construct safety improvements, including traffic signals, at the intersection of Capitol Hwy, Taylors Ferry, Huber, and Barbur. Provide better sidewalks and crossings.	$1,000,000	2018-2025
10283	Portland/ ODOT		Barbur Blvd, SW (3rd - Terwilliger): Multi-modal Improvements		Construct improvements for transit, bikes and pedestrians. Transit improvements include preferential signals, pullouts, shelters, left turn lanes and sidewalks.	$4,000,000	2018-2025
10284	Portland		Taylors Ferry, SW (Capitol Hwy - City Limits): Bicycle & Pedestrian Improvements		Provide bicycle lanes, including shoulder widening and drainage, and construct sidewalk for access to transit (40th - 60th).	$3,000,000	2018-2025
10285	Portland/ODOT		Barbur Blvd, SW (Terwilliger - City Limits): Multi-modal Improvements		Complete boulevard design improvements including sidewalks and street trees, safe pedestrian crossings, enhance transit access and stop locations, traffic signal at Barbur/30th, and bike lanes (Bertha - City Limits).	$15,000,000	2008-2017
10286	Portland/ODOT		Pedestrian Overpass near Markham School, SW		Construct pedestrian path and bridge over Barbur Bl and I-5 to connect SW Alfred and SW 52nd to the rear of Markham School.	$3,465,000	2026-2035
10287	Portland		West Portland Town Center, SW: Pedestrian Improvements		Improve sidewalks, lighting, crossings, bus shelters & benches on Barbur, Capitol Hwy & neighborhood streets.	$5,000,000	2026-2035
10288	Portland		Parkrose Connectivity Improvements, NE		Supplement access route for commercial properties in Parkrose by creating a loop road connection (102nd and 109th, NE, Killingsworth - Sandy; Killingsworth, NE, 109nd - 102nd) serving truck access functions, pedestrian, and bike connections.	$1,000,000	2026-2035
10289	Portland		Division St., SE (60th - I-205): Multimodal Improvements, Phase II		Construct improvements that enhance access to transit, improve safety and enhance the streetscape such as traffic signals, lighting, bus shelters, benches, and crossings. Add bike lanes (60th - 73rd).	$2,000,000	2026-2035
10290	Portland		Division St., SE (I-205 - 174th): Multimodal Improvements, Phase II		Improve sidewalks, lighting, crossings, bus shelters & benches. Add bike lanes (148th - 162nd).	$4,070,500	2018-2025
10291	ODOT/ Portland		82nd Ave., SE (Schiller - City Limits), SE: Street Improvements		Expand into fully curbed, 4-lane, 60-foot wide roadway w/ continuous left-turn lane, sidewalks, street trees, storm drainage improvements, street lighting, & ROW acquisition.	$1,445,000	2018-2025
10292	Portland		Belmont St., SE (25th - 43rd): St.reet and Pedestrian Improvements		Identify improvements along Belmont to enhance pedestrian access to transit, improve safety, and enhance streetscape such as traffic signals, lighting, bus shelters, benches, and crossings.	$2,310,000	2008-2017
10293	Portland		Fremont St., NE (42nd-52nd): Pedestrian and Safety Improvements		Construct streetscape and transportation improvements (42nd to 52nd).	$288,750	2018-2025
10294	Portland		Killingsworth, N (Denver to Greeley): Pedestrian Improvements		Plan and develop streetscape and transportation improvements.	$1,320,000	2026-2035
10295	Portland		Milwaukie, SE (Yukon - Tacoma): Bicycle & Pedestrian Improvements		Plan and develop streetscape and pedestrian/bike improvements.	$1,000,000	2018-2025
10296	Portland		Killingsworth Bridge, N (at I-5): Bridge Improvements		Improvements to bridge to create a safe and pleasant crossing for pedestrians and bicyclists over I-5.	$2,700,000	2026-2035
10297	Portland		Spokane & Omatilla, SE (7th - Tacoma Overcrossing): Bikeway		Implement bike boulevard improvements.	$250,000	2026-2035
10298	Portland		Tacoma, SE (Sellwood Bridge - 45th/Johnson Creek): ITS		Communications infrastructure, closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow for four signals.	$165,000	2018-2025

DRAFT
2035 Regional Transportation Plan Project List Version 3.0

Metro RTP Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Purpose	Description	Estimated Cost ($2007)	Time Period
10299	Portland		Lombard, N (I-5 - Denver): Street Improvements		Establish a landscaped boulevard to promote pedestrian-oriented uses and to create a safe, pleasant pedestrian link over I-5 w/ new traffic light and road access to Fred Meyer development.	$2,800,000	2008-2017
10300	Portland		Prescott Station Area Street Improvements, N		Construct improvements to Prescott & Skidmore (Interstate-Maryland) & Maryland (Interstate-Prescott) to provide neighborhood focal point at LRT.	$3,400,000	2018-2025
10301	Portland/ ODOT		Sandy Bl, NE (82nd - Burnside): ITS		CCTV at various locations; variable signs, changeable signs; monitoring stations.	$370,000	2026-2035
10302	Portland/ ODOT		MLK Jr, N (Columbia Bl - CEID): ITS		CCTV at various locations & traffic monitoring stations at Clay and Burnside.	$705,000	2018-2025
10303	Portland		Capitol Hwy, SW (West Portland Town Center - 49th): Pedestrian Improvements		Complete curb extensions and medians recommended in the Capitol Hwy Plan.	$1,000,000	2018-2025
10304	Portland		Klickitat/Siskiyou, NE (7th - Rocky Butte Rd.): Bikeway		Design & implement bike boulevard on Klickitat (7th-67th) and Siskiyou (67th-Rocky Butte) including traffic calming and intersection improvements.	$75,075	2018-2025
10305	Portland		Holgate Bl, SE (52nd - I-205): Bikeway, Phase I		Retrofit bike lanes to existing street.	$30,000	2026-2035
10306	Portland		Holgate Bl, SE (39th - 52nd): Street Improvements		Reconstruct SE Holgate pavement structure, stormwater drainage facilities, corner curb ramps to ADA standards, improve pedestrian crossings, and add bike lanes.	$797,000	2008-2017
10307	Portland		Holgate Bl, SE (McLoughlin - 39th): Bikeway, Phase II		Retrofit bike lanes to existing street.	$19,635	2018-2025
10308	Portland		Boones Ferry Rd., SW (Terwilliger - City Limits): Bikeway		Retrofit bike lanes to existing street.	$5,000,000	2026-2035
10309	ODOT/ Portland		Macadam, SW (Bancroft - County line): Multi-modal Improvements		Complete bikeway connection in the N. Macadam corridor and improve pedestrian crossings (Bancroft, Boundary,Hamilton, Nebraska, and Nevada), and address circulation at west approach to Sellwood Bridge.	$2,530,000	2018-2025
10310	Portland		Prescott, NE (47th - I-205): Pedestrian and Bicycle Improvements		Construct bike lanes, sidwalks, and crossing improvements for pedestrian and bike safety and to improve access to transit.	$1,000,000	2018-2025
10311	Portland		Skidmore, N/NE, (Interstate - Cully): Bikeway		Design & implement bike boulevard including traffic calming techniques and intersection improvements.	$75,075	2018-2025
10312	Portland		Banfield LRT Stations, NE/SE: Pedestrian Improvements		Retrofit existing streets along eastside MAX and at intersecting streets to include better sidewalks and crossings, curb extensions, bus shelters, and benches at 82nd, 148th, and 162nd stations.	$2,250,000	2018-2025
10313	Portland		Ventura Park Pedestrian District, NE/SE		Improve sidewalks, lighting, crossings, bus shelters & benches to improve ease of crossing and install curb extensions at transit stops.	$1,000,000	2018-2025
10314	Portland		99th & 96th, NE/SE (Glisan-Market: Gateway Plan District Street Improvements, Phase II & III		Reconstruct primary local main street in Gateway Regional Center. Phase II - 99th (Glisan - Washington). Phase III - 96th (Washington to Market).	$3,500,000	2018-2025
10315	Portland		39th Ave., NE/SE (Sandy - Woodstock): Safety & Pedestrian Improvements		Reconstruct street (Burnside-Holgate). Construct sidewalks and crossing improvements (Stark - Schiller). Upgrade three pedestrian signals to full signals, remodel two full signals, and provide channelization improvements to three other signals to improve safety at high accident locations.	$2,200,000	2008-2017
10316	Portland/ODOT		Halsey, NE (Bridge at I-84): Seismic Retrofit		Seismic retrofit bridge.	$92,400	2026-2035
10317	Portland		Halsey/Weidler, NE (I-205 - 114th): Multi-modal Improvements		Implement Gateway Regional Center Plan boulevard design including new traffic signals, improved pedestrian facilities and crossings and street lighting.	$12,127,500	2026-2035
10318	Portland		Glisan St, NE (I-205 - 106th): Gateway Plan District Multi-modal Improvements		Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, bike facilities, improved pedestrian facilities and crossings, and street lighting.	$2,310,000	2026-2035

DRAFT
2035 Regional Transportation Plan Project List Version 3.0

Metro RTP Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Purpose	Description	Estimated Cost ($2007)	Time Period
10319	Portland		Stark & Washington, SE (92nd - 111th): Gateway Plan District Street Improvements		Implement Gateway regional center plan with boulevard design retrofit including new traffic signals, improved pedestrian facilities and crossings, and street lighting.	$4,389,000	2026-2035
10320	Portland		Halsey, NE (39th - I-205): Bikeway		Retrofit bike lanes to existing street.	$115,000	2008-2017
10321	Portland		Stark, SE (111th - City Limits): Bikeway		Retrofit bike lanes to existing street (excluding 92nd - 111th).	$173,250	2018-2025
10322	Portland		Stark, SE (75th - I-205): Bikeway		Retrofit bike lanes to existing street.	$173,250	2008-2017
10323	Portland		111th/112th Ave., SE (Market - Mt. Scott Bl): Bicycle & Pedestrian Improvements		Retrofit bike lanes to existing street (Market - Mt. Scott Bl) and construct sidewalks (Holgate - Mt. Scott Bl).	$1,475,500	2026-2035
10324	Portland		Glisan St., NE (106th - 122nd): Bikeway		Retrofit bike lanes to existing street.	$57,750	2018-2025
10325	Portland		Glisan St., NE (47th - I-205): Bikeway		Retrofit bike lanes to existing street.	$57,750	2008-2017
10326	Portland		Gateway Regional Center, NE/SE: Local Street Improvements, Phase II		High priority local street and pedestrian improvements in regional center.	$6,000,000	2018-2025
10327	Portland		Gateway District Plan, NE/SE: Traffic Management		Implement a comprehensive traffic management plan throughout the regional center to reduce cut-through traffic on residential streets and improve traffic flow on regional streets. Project includes utility improvements.	$1,386,000	2008-2017
10328	Portland		Gateway Regional Center, NE/SE: Local Street Improvements, Phase III		High priority local street and pedestrian improvements in regional center.	$6,000,000	2026-2035
10329	Portland		Marine Dr./122nd, NE: Intersection Improvements		Signalize and widen dike to install left turn lane on Marine Drive.	$1,683,000	2008-2017
10330	Portland		148th, NE (Marine Dr - Glisan): Bicycle & Pedestrian Improvements		Retrofit bike lanes to existing street (Marine Dr - I-84) and construct sidewalk and safety improvements including signal/ intersection improvements at 148th/Sandy (Airport Way-Glisan).	$1,831,000	2018-2025
10331	Portland		Columbia Blvd, N (Bridge at Taft): Seismic Retrofit		Seismic retrofit of bridge.	$415,800	2026-2035
10332	Portland		Lombard, N/NE (MLK Jr - Philadelphia): ITS		Communications infrastructure including closed circuit TV camera, variable message signs for remote monitoring and control of traffic flow at the intersections with MLK Jr, Interstate, Greeley, Portsmouth, Philadelphia/Ivanhoe.	$480,000	2018-2025
10333	**DELETED**		Cascades Parkway, NE (Cascades Parkway - Alderwood Rd.): Street Extension		**DELETED BY REQUEST FROM THE CITY OF PORTLAND AND THE PORT**		
10334	Portland		11th/13th, NE (at Columbia Bl): Roadway Connector		New 3-lane roadway and bridge over rail line to connect Lombard and Columbia. Provides space for double tracking of rail line.	$8,000,000	2008-2017
10335	Portland/ ODOT		42nd Bridge, NE (at Lombard): Bridge Replacement		Replace 42nd bridge over Lombard to remove weight restriction.	$3,000,000	2026-2035
10336	Portland		Alderwood/Columbia Blvd/Cully, NE: Intersection Improvements	Provide transportation link to the cargo area located within the south airport area.	Reconstruct intersection to provide left turn pockets, enhancing turning radii and improving circulation for trucks serving expanding air cargo facilities south of Portland.	$1,460,000	2008-2017
10337	Portland		33rd/Marine Dr., NE: Intersection Improvements		Signalize intersection for freight movement.	$250,000	2018-2025
10338	Portland/ Port		Alderwood St., NE, (Alderwood Trail - Columbia Bl): Bikeway		Provide bike lanes. Project includes some shoulder widening.	$400,000	2018-2025
10339	Portland		Columbia Bl, N/NE (MLK Jr BL - Lombard): Bikeway		Retrofit bike lanes to existing street.	$109,725	2018-2025

DRAFT
2035 Regional Transportation Plan Project List Version 3.0

Metro RTP Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Purpose	Description	Estimated Cost ($2007)	Time Period
10340	Portland		Cornfoot, NE (47th - Alderwood): Road Widening & Intersection Improvements		Road widening project including lighting and landscaping, left turn lanes, and bike lanes (47th - Airtrans Way). Signalize Cornfoot/Airtrans intersection and reconfigure traffic flow. Stripe bike lanes (Airtrans - Alderwood)	$2,000,000	2008-2017
10341	Portland		Columbia Blvd, N (Swift - Portland Rd. & Argyle Way - Albina): Pedestrian Improvements, Phase I & II		Construct sidewalk and crossing improvements.	$3,003,000	2026-2035
10342	Portland		Columbia Blvd, N/NE(I-205 - Burgard): ITS		Communications infrastructure including closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow for six signals	$420,000	2008-2017
10343	Portland/ Port		West Hayden Crossing, N	Provide primary access to Port's Marine Development and secondary access to exsiting development of Hayden Island	New four-lane bridge from Marine Drive to Hayden Island to serve as the primary access to marine terminals on the island.	$49,800,000	2008-2017
10344	Portland		Force/Broadacre/Victory, N: Bikeway		Signed bikeway connection to I-5 river crossing.	$20,000	2026-2035
10345	**DELETED**		Lombard, N (at Terminal 4): Driveway Consolidation		**DELETED BY REQUEST FROM THE CITY OF PORTLAND AND THE PORT**		
10346	Portland		Marine Dr, N/NE (Portland Rd. to 185th): ITS		CCTV at N Portland Rd. Changeable message signs at Portland Rd, Vancouver and 185th.	$170,000	2018-2025
10347	Portland/ Gresham		Foster Rd., SE (162nd - Giese Rd.): Multi-modal		Multimodal improvements based on PV Implementaiton Plan.	$1,800,000	2026-2035
10348	Portland		Foster Rd., SE (102nd - Foster Pl): Pedestrian Improvements		Construct walkway and crossing improvements to facilitate pedestrian travel and access to transit.	$1,000,000	2018-2025
10349	Portland		174th & Jenne Rd. , SE (Foster - Powell): Multi-modal Improvements		Roadway improvements to increase safety and capacity to accommodate increased residential development. Widen roadway to 3 lanes and provide bike lanes, sidewalks to provide better transportation links in this vital north/south link	$5,100,000	2018-2025
10350	Portland/ Clackamas Co.		Clatsop, SE (162nd - City Limits): Street Extension		Extend street east into PV based on PV Implementation Plan.	$3,870,000	2026-2035
10351	Portland		Wildwood Bridge at West Burnside		Provide pedestrian bridge over W Burnside instead on dangerous at-grade crossing.	$1,516,000	2008-2017
10352	Portland		Sullivan's Gulch [I-84/Banfield] Trail	Provide a safer bike and pedestrian route by avoiding vehicle crossings.	Implement Sullivan's Gulch Trail Study (pending) in order to provide off-street trail next to I-5 that crosses under bridges over freeway	$13,685,000	2018-2025
10353	Portland		Delta Park Trail	Provide pedestrian and bicycle route parallel to I-5 freeway.	Multi-modal path between Columbia Slough and Marine Drive Trails, through East Delta Park.	$275,000	2008-2017
10354	Portland		Fanno Creek Greenway (Red Electric) Trail	Provide on- and off-street trail for bicycles and pedestrians to travel east-west in SW Portland.	Provide east-west route for pedestrians in cyclists in SW Portland that connects and extends the existing Fanno Creek Greenway Trail to Willamette Park	$17,653,000	2008-2017
10355	Portland		North Portland Willamette Greenway [previously referred to Willamette Cove Trail]	Provide level off-street multi-modal trail with minimum interactions with cars and trucks.	Provide mostly off-street trail near the river for both bicycle and pedestrian commuting and recreational use.	$11,805,000	2008-2017
10356	Portland		Willamette Greenway - St Johns segment [previous called Willamette Greenway Trail Extension']	Provide on- and off-street trail for bicycles and pedestrians in St. Johns neighborhood.	Provide trail route from Willamette Greenway at Cathedral Park to future Columbia Slough Trail at St. Johns Landfill.		2018-2025
10357	Port of Portland		Channel Deepening	Serve panamax bulk vessels and post-Panamax container vessels.	Deepening the Columbia River channel to 43 feet between mouth of Columbia River and Portland/Vancouver Harbor.	$150,573,000	2008-2017
10358	Port of Portland		Airport Way Terminal Entrance Roadway Relocation	Maintain adequate access and circulation in the terminal area.	Relocate and widen Airport Way northerly at Terminal entrance (to be scoped by PDX Master Plan).	$12,818,000	2008-2017
10359	Port of Portland		Airport Way East Terminal Access Link Roadway	Facilitate direct East Terminal access, preventing failure of Main Terminal Roadway.	Construct Airport Way East Terminal access link roadway (Terminal Access Study, project R6, to be scoped by PDX Master Plan)	$16,900,000	2008-2017
10360	Port of Portland		Airport Way Return and Exit Roadways	Maintain adequate access and circulation in the terminal area.	Relocate Airport Way exit roadway and construct new return roadway (Terminal Access Study, projects R4 and R5; to be scoped by PDX Master Plan)	$5,660,000	2008-2017

DRAFT
2035 Regional Transportation Plan Project List Version 3.0

Metro RTP Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Purpose	Description	Estimated Cost ($2007)	Time Period
10361	Port of Portland		Widen Airport Way West of 82nd	Provide improved traffic flow to the PDX Terminal and the surrounding PDX properties.	Widen Airport Way from terminal to 82nd Ave.	$11,000,000	2008-2017
10362	Port of Portland		82nd Ave./Airport Way Grade Separation	Provide efficient movement of traffic to PDX properties.	Construct grade-separated overcrossing.	$96,000,000	2008-2017
10363	Port of Portland		SW Quad Access	Provide efficient movement of traffic to developing PDX properties.	Provide street access from 33rd Ave. into SW Quad.	$5,917,500	2008-2017
10364	Port of Portland		Light Rail Station/Track Realignment	Accommodate terminal expansion plans.	Realign light rail track into terminal building.	$15,672,500	2008-2017
10365	**DELETED**		Frontage Rd./Marine Dr. pedestrian and bicycle connection		**DELETED BY REQUEST FROM THE CITY OF PORTLAND AND THE PORT**		
10366	Port of Portland		Alderwood Rd. and Cornfoot Intersection Improvements	Provide efficient movement of traffic to PDX properties.	Add signals and/or improve turn lanes at Alderwood Rd/82nd Ave, Alderwood Rd/Cornfoot Rd, AirTrans Way/Cornfoot Rd.	$1,526,000	2008-2017
10367	Port of Portland		CS/PIC Access Improvements	Offset impacts to traffic from developing PIC properties.	Intersection improvements (installation of stop signs, signalization and/or channelization) at Sandy Blvd/105th Ave, Airport Way/Holman St, Alderwood Rd/Holman St, Alderwood Rd/Cascades Pkwy	$1,217,000	2008-2017
10368	Port of Portland		PIC Ped/Bike Network	Improve bike/ped circulation in PIC.	Construct bike and pedestrian facilities as shown in the CS/PIC Plan District.	$1,681,100	2008-2017
10369	Port of Portland		Leadbetter St. Extension/Overcrossing	Provide access to developing properties. Eliminate rail/auto conflict at future intersection.	Complete Leadbetter St. loop to Marine Dr. (Pacific Gateway/T-6 intersection) and construct road bridge over rail line.	$11,323,500	2008-2017
10370	Port of Portland		PDX ITS	Improve traveler information and traffic/parking efficiency at PDX.	Intelligent Transportation Systems in the PDX area.	$3,000,000	2008-2017
10371	Port of Portland		Airport Way Braided Ramps	Maintain safety and capacity of Airport Way and interchanges.	Construct braided ramps between the I-205 interchange and Mt. Hood Interchange.	$59,000,000	2018-2025
10372					**DELETED BY REQUEST FROM PORT**		
10373	Port of Portland		Rivergate ITS	Improve traffic efficiency in Rivergate by connecting information about the roadway system to ODOT's Highway ITC systems	Intelligent Transportation System in Rivergate.	$770,000	2008-2017
10374	Port of Portland		Terminal 4 Second Access	Provide alternative access to Terminal 4.	Regrade hillslope to provide two-lane truck access.	$7,255,700	2008-2017
10375	Port of Portland		Cathedral Park Quiet Zone	Allow auto import operations to continue to grow in N. Portland and improve neighborhood livability.	Address rail switching noise related to the Toyota operations at T-4 by improving multiple public rail crossings in the St. Johns Cathedral Park area.	$5,198,900	2008-2017
10376	Port of Portland		Columbia Blvd. Widening	Address system bottleneck along Columbia Blvd.	Widen Columbia Blvd. to five lanes between 60th Ave and 82nd Ave.	$15,000,000	2018-2025
10377	Port of Portland		PSU ITS Expansion, incl. freight data repository	Secure truck data but also flow and congestion info. Collect truck counts from jurisdictions in the region using a tool that standardizes reported data and makes it available for use by	Expand PSU's existing web based ITS "count sensor" program beyond the freeway to some key arterials throughout the region. Create a repository of freight data (primarily truck data) from the region's Freight Data Collection project	$0	2008-2017
10378	Port of Portland		Honda Overcrossing	Construct second gate to provide secondary access to Terminal 6.	Construct an elevated roadway between Marine Dr. and Terminal 6.	$3,649,084	2008-2017
10379	Port of Portland		Marine Dr. Improvement Phase 2	Separate rail at-grade crossing.	Construct rail overcrossing on Marine Dr.	$18,000,000	2018-2025
10380	Port of Portland		PDX Transportation Demand Management (TDM)	Fulfill TDM requirements of PDX Master Plan approval. Implement TDM projects and programs recommended in the PDX Alternative Modes Study	Implement strategies at PDX and PIC properties that reduce auto trips in the airport area. Programs to be undertaken with other area businesses/developers to maximize effectiveness; possible administration through a transportation management association	$0	2008-2017
10381	**DELETED**		Marx Dr. Extension		**DELETED BY REQUEST FROM THE CITY OF PORTLAND AND THE PORT**		

DRAFT
2035 Regional Transportation Plan Project List Version 3.0

Metro RTP Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Purpose	Description	Estimated Cost ($2007)	Time Period
10382	Multnomah Co.	Multnomah Co.	Improve St.ark St. to arterial standards by widening the existing 2 lanes to provide for 4 traffic lanes, a continuous left-turn lane, bike lanes, sidewalks, and intersection	Address system deficiency. Upgrade road from rural 2 land facility to urban standards with sidewalks and bicycle lanes.	Upgrades road from rural 2 land facility to urban standards with sidewalks and bicycle lanes.	$3,150,000	2008-2017
10383	Multnomah Co.		North/South Connector	Complete gap in system.	Construct 5 lane arterial, widening N/S arterial to 5 lanes between Stark St and Glisan St, and construct new roadbed from Glisan St to I-84. Includes new traffic signals, direct connection to I-84, bicycle lanes and sidewalks. Requires corridor study before project can move forward. For modeling purposes, project was coded	$35,000,000	2026-2035
10384	Multnomah Co.	Multnomah Co.	Reconstruct Scholls Ferry Rd.	Address system deficiency.	Widen roadway to add 4th lane for turns and uphill bicycle lanes and sidewalks	$3,500,000	2026-2035
10385	Multnomah Co.	Multnomah Co.	Reconstruct Halsey St.	Address system deficiency.	Widen Halsey St to 3 lane arterial with center turn lane/median, sidewalk and bicycle lanes.	$3,600,000	2008-2017
10386	Gresham & Multnomah County	Gresham & Multnomah County	Reconstruct Glisan St.	Address system deficiency.	Construct Glisan Street to arterial standards including bike lanes, sidewalks, two travel lanes in each direction, center turn lane/median and drainage improvements. South side of Glisan St is City of Gresham	$12,100,000	2008-2017
10387	Multnomah Co.	Multnomah Co.	Reconstruct Arata Rd.	Address system deficiency.	Construct to 3 lane collector standards with center turn lane/median, sidewalks, bicycle lanes.	$2,300,000	2008-2017
10388	Multnomah Co.	Multnomah Co.	Reconstruct 223rd Ave.	Address system deficiency.	Reconstruct 223rd Ave to major collector standards with 2 travel lanes, center turn lane/median, sidewalks and bicycle lanes. Requires reconstruction of RR bridge under another project.	$1,400,000	2008-2017
10389	Multnomah Co.	Multnomah Co.	Reconstruct 223rd Ave.	Address system deficiency.	Improve 223rd Ave to major collector standards including 2 travel lanes, center turn lane/median, sidewalks, bicycle lanes. Possible culvert replacement for fish passage could add $120,000 to cost. Requires replacement of RR bridge not included in this proposal.	$2,267,000	2018-2025
10390	Multnomah Co.	Multnomah Co.	Reconstruct Troutdale Rd.	Address system deficiency.	Reconstruct to major collector standards with 2 travel lanes, center turn lane/median, sidewalks, bicycle lanes. Requires new fish culvert at Beaver Creek	$6,297,000	2026-2035
10391	Multnomah Co.	Multnomah Co.	Reconstruct Historic Columbia River Hwy.	Address system deficiency.	Reconstruct to minor arterial standards with 2 travel lanes, center turn lane/median, bicycle lanes and sidewalk. Reconstruction of railroad bridge is not included in this project.	$6,151,000	2026-2035
10392	Multnomah Co.		Columbia/Cascade River District Projects	Freight acccess to industrial sites.	Implement findings of traffic management plan.	$9,700,000	2008-2017
10393	Multnomah Co.	Multnomah Co.	Replace RR Over-crossing on 223rd Ave.	Address safety issue.	Reconstruct railroad bridge on 223rd Ave, at I-84 to accommodate wider travel lanes, sidewalks and bike lanes.	$7,000,000	2008-2017
10394	Multnomah Co.	Multnomah Co.	Replace RR Over-crossing on 223rd Ave.	Address safety issue.	Reconstruct railroad bridge on 223rd Ave, 2000' north of I-84 to accommodate wider travel lanes, sidewalks and bike lanes.	$7,000,000	2018-2025
10395	Multnomah Co.	Multnomah Co.	Replace RR over crossing.	Address safety issue.	Reconstruct railroad bridge to accommodate wider travel lanes, sidewalks and bike lanes.	$7,000,000	2026-2035
10396	Metro	Multnomah Co.	Reconstruct Cornelius Pass Rd.	Address safety/freight issues.	Reconstruct Cornelius Pass Road including passing lane, safety, shoulder and drainage improvements.	$37,000,000	2026-2035
10397	Gresham		Reconstruct 242nd Ave.	Address safety/freight issues.	Construct 242nd Ave to principal arterial standards with 4 travel lanes, center turn lane/median, sidewalks and bicycle lanes, and install traffic signal at 23rd St. Project is southern segment of 242nd Ave Connector. (West half of road is in Gresham)	$1,925,000	2008-2017
10398	Multnomah Co.	Multnomah Co.	Wood Village Blvd Extension	Complete gap in system.	Construct new extension of Wood Village Blvd as a major collector with 2 travel lanes, center turn lane/median, sidewalks and bicycle lanes	$1,573,000	2008-2017
10399	Multnomah Co.	Multnomah Co.	Reconstruct Sandy Blvd.	Address system deficiency.	Reconstruct Sandy Blvd to arterial standards with bike lanes, sidewalks and drainage improvements, utilizing recommendations from TGM grant	$7,438,000	2018-2025

DRAFT
2035 Regional Transportation Plan Project List Version 3.0

Metro RTP Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Purpose	Description	Estimated Cost ($2007)	Time Period
10400	Multnomah Co.	Multnomah Co.	Construct new bicycle/pedestrian facility on Morrison Bridge	Complete gap in bike/ped system.	Existing sidewalk on bridge is narrow, not accessible to persons with disability and presents major obstacles to bicycle and pedestrian use. Project would provide a multi-use bicycle and pedestrian facility providing improved access for non-motorized travelers.	$2,100,000	2008-2017
10401	Multnomah Co.	Multnomah Co.	Reconstruct Marine Dr.	Address system deficiency.	Reconstruct Marine Drive between Interlachen and the frontage roads in Troutdale.	$14,000,000	2018-2025
10402	Multnomah Co.	Multnomah Co.	Construct new road north of I-84, Exit 16	Complete gap.	Construct new connector between Sandy Blvd. and Marine Dr, linking industrial sites with I-84	$15,000,000	2018-2025
10403	Multnomah Co.	Multnomah Co.	257th Ave. Pedestrian improvements at intersections and mid-block crossings	Provide safe pedestrian access.	Improve sidewalks, crossings, lgithing and bus stops.	$1,600,000	2008-2017
10404	Multnomah Co.	Multnomah Co.	Beaver Creek Culvert Replacement	Remove culverts and replace with fish friendly structures.	Replace culverts with fish friendly structures allowing for passage to federally endangered species	$6,000,000	2008-2017
10405	Multnomah Co.	Multnomah Co.	Pedestrian Improvements	Gap in pedsetrian system.	Install pedestrian improvements--crossings, lighting, sidewalks.	$1,940,000	2018-2025
10406	Multnomah Co.	Multnomah Co.	Reconstruct St.ark St. to arterial standards	Address system deficiency.	Reconstruct road to arterial standards with 1 travel lanes in each direction, center turn lane/median, sidewalks and bicycle lanes.	$1,810,000	2018-2025
10407	Multnomah Co.	Multnomah Co.	Fish passage culvert replacement	Fish Passage.	Replace 5 culverts with fish friendly structures allowing for passage to federally endangered species.	$1,511,000	2026-2035
10408	Multnomah Co.	Multnomah Co.	40 mile loop trail	Construct new bike/ped facility.	Constructs new multi-use trail adjacent to Columbia and Sandy Rivers	$3,500,000	2018-2025
10409	Multnomah Co.	Multnomah Co.	Beaver Creek Trail	Construct new trail.	Constructs new trail adjacent to Beaver Creek.	$1,400,000	2018-2025
10410	Multnomah Co.	Multnomah Co.	Broadway Bridge Rehabilitation	Rehabiltitation and maintenance.	Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic	$36,000,000	2008-2017
10411	Multnomah Co.	Multnomah Co.	Burnside Bridge Rehabilitation	Rehabiltitation and maintenance.	Rehabilitate mechanical system, approach structure, corrosion control, phase 1and 2 seismic.	$66,000,000	2008-2017
10412	Multnomah Co.	Multnomah Co.	Morrison Bridge Rehabilitation	Rehabiltitation and maintenance.	Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic	$57,000,000	2008-2017
10413	Multnomah Co.	Multnomah Co.	Hawthorne Bridge Rehabilitation	Rehabiltitation and maintenance.	Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic	$21,000,000	2008-2017
10414	Multnomah Co.	Multnomah Co.	Sellwood Bridge Rehabilitation/Replacement	Rehabiltitation and maintenance.	Implement results of alternatives analysis.	$140,000,000	2008-2017
10415	Multnomah Co.	Multnomah Co.	Phase 2 Seismic	Rehabiltitation and maintenance.	Phase 2 seismic on Broadway, Morrison and Hawthorne Bridges.	$82,000,000	2018-2025
10416	Gresham	Gresham	Hogan Corridor Improvements	Provide congestion relief, address gap in ped system, economic development, facilitate reroute of NHS route	Interim capacity improvements and access controls.	$16,327,080	2008-2017
10417	Gresham	Gresham	Hogan Corridor Improvements	Provide congestion relief, address system gap, provide multimodal facilities.	Complete study and construct new principal arterial connection.	$11,274,968	2018-2025
10418	Gresham	Gresham	Hogan Corridor Improvements	Provide congestion relief, address gap in ped system, economic development, facilitate reroute of NHS route	Interim capacity improvements and access controls.	$1,360,590	2008-2017
10419	Gresham	Gresham	Civic Neighb. LRT station plaza	Add new light rail station.	Constructs new light rail station to max blue line.	$4,123,000	2008-2017
10420	Gresham	Gresham	Palmquist Rd. Improvements	Provide congestion relief.	Widens to five lanes.	$3,129,357	2018-2025
10421	Gresham	Gresham	Burnside Rd. Blvd Improvements	Provide congestion relief, economic development.	Complete boulevard improvements.	$4,947,600	2008-2017
10422	Gresham	Gresham	Division St. Improvements	Bring to community street standards.	Improve to community street standards, including bikelanes.	$3,945,711	2018-2025
10423	Gresham	Gresham	Cleveland St. Reconstr.	Reconstruct street.	Reconstructs street from Stark to Powell.	$2,040,885	2008-2017
10424	Gresham	Gresham	Wallula St. Reconstr, + intersections	Address safety issue.	Widen road, add curb/gutter, sidewalks. At Burnside, add northbound, southboulnd, left turn lanes. Signalize Stark.	$5,800,326	2018-2025
10425	Gresham	Gresham	Bull Run Rd.. Reconstruction	Bring to community street standards.	Brings to standards, adds pedestrian, bicycle facilities.	$1,360,590	2018-2025
10426	Gresham	Gresham	Walters Rd. Recon.	Bring to community street standards.	Brings to standards, adds pedestrian, bicycle facilities.	$1,360,590	2018-2025
10427	Gresham	Gresham	Regner Rd. Reconstruction	Bring to collector street standards.	Brings to standards, adds pedestrian, bicycle facilities, improves Regner/Butler intersection by adding NB left-turn pocket and signalizing intersection	$16,727,600	2018-2025
10428	Gresham	Gresham	257th Corridor Improvements	Bring to arterial standards.	Brings to standards, adds pedestrian, bicycle facilities.	$8,256,000	2008-2017
10429	Gresham	Gresham	Powell Valley Imps.	Provide multimodal improvements.	Improve Powell Valley w. ped and bike facilities.	$5,551,207	2018-2025
10430	Gresham	Gresham	Orient Dr. Imps.	Improve to arterial 4 lane standards.	Upgrades to arterial 4 lane standards.	$4,898,124	2018-2025

DRAFT
2035 Regional Transportation Plan Project List Version 3.0

Metro RTP Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Purpose	Description	Estimated Cost ($2007)	Time Period
10431	Gresham	Gresham	Highland/190th Rd. Widening	Bring to arterial 5 lane standards.	Reconstruct and widen street to five lanes with sidewalks and bike lanes. Widen and determine the appropriate cross-section for Highland Drive and Pleasant View Drive from Powell Boulevard to 190th Ave.	$14,725,000	2008-2017
10432	Gresham	Gresham	Divison St. Improvements	Bring to boulevard standards.	Complete boulevard design improvements.	$5,442,360	2018-2025
10433	Gresham	Gresham	Division St. Improvements	Bring to boulevard standards.	Complete boulevard design improvements.	$4,123,000	2008-2017
10434	Gresham	Gresham	Burnside St. Improvements	Bring to boulevard standards.	Complete boulevard design improvements Wallulla to Hogan (2004 RTP 2048), also improve intersection of Burnside at Division (2002 TSP #15) by adding eastbound RT and signal, and also improve the intersection of Burnside and Hogan (2004 RTP #2032).	$9,960,962	2008-2017
10435	ODOT		I-84 to US 26 Study	Address congestion and freight mobility.	Study to id access management, freight, alignment.	$1,360,590	2008-2017
10436	Gresham	Gresham	Max Trail	Expand shared use path network.	Construct new shared use path.	$2,356,000	2008-2017
10437	Gresham	Gresham	Gresham/Fairview Trail	Address gaps in Springwater Trail.	Springwater trail connect. incl. Trailhead @ Marine Dr.	$7,800,000	2018-2025
10438	Gresham	Gresham	Springwater Trail Connections	Provide access to trail.	Provide ped, bike and equest.access to regional trail.	$1,224,531	2018-2025
10439	Gresham	Gresham	Main City Park Traihead	Improve access to trail.	Improves parking lot, facilities (MTIP project).	$370,000	2008-2017
10440	Gresham	Gresham	Division St. Bikeway	Improve multimodal use.	Retrofit street to add bikelanes, improve sidewalks.	$2,902,470	2008-2017
10441	Gresham	Gresham	Gresham RC Ped and Ped to Max	Improve access to Max line.	Improve sidewalks, lighting, crossings, bus shelters, benches.	$204,640	2008-2017
10442	Gresham	Gresham	Phase 3 Signal Optimization	Improve functioning of signals, add signboards.	Optimize signals, provide message boards.	$2,721,180	2008-2017
10443	Gresham	Gresham	Sandy Blvd. Widening	Address congestion, promote economic development	Widens street to 5 lanes w. sidewalks, bikelanes.	$7,891,422	2018-2025
10444	Gresham	Gresham	181st Ave. Widening	Optimize freeway ramp utilization.	Widens street to three lanes southbound.	$1,292,855	2008-2017
10445	Gresham	Gresham	181st Ave. Intersection Improvement	Optimize intersection operation.	Improve Intersection.	$734,719	2018-2025
10446	Gresham	Gresham	181st Ave. Intersection Improvement	Optimize intersection operation.	Improve Intersection.	$408,177	2018-2025
10447	Gresham	Gresham	162nd Ave. Imps. Plus TIP project	Provide congestion relief.	Reconstruct, widen to 5 lanes, plus EB RT at Glisan.	$3,254,321	2018-2025
10448	Gresham	Gresham	201st: Glisan to Halsey	Provide congestion relief.	Improve to collector standards.	$1,431,201	2008-2017
10449	Gresham	Gresham	201st: Halsey to Sandy	Provide congestion relief.	Improve to collector standards.	$2,276,620	2008-2017
10450	Gresham	Gresham	3 Birdsdale Projects, at Division,	Provide congestion relief.	Division:SB, EB turn lanes.Powell: excl. SB turn lane. At Stark: add 2nd NB LT lane and exclusive RT lane.	$1,297,842	2008-2017
10451	Gresham	Gresham	202nd: Burnside to Powell	Provide congestion relief and facilitate Pleasant Valey development.	Upgrade to collector standards.	$2,558,000	2008-2017
10452	Gresham	Gresham	202nd Projs:Stark to Glisan	Provide congestion relief.	Improve to collector standards.	$2,559,279	2008-2017
10453	Gresham	Gresham	Stark St. Improvements	Provide congestion relief and improve multimodal facilities	Complete boulevard design improvements.	$4,081,770	2018-2025
10454	Gresham	Gresham	181st Ave. Improvements	Provide congestion relief and improve multimodal facilities	Complete boulevard design improvements.	$3,918,499	2008-2017
10455	Gresham	Gresham	Rockwood TC Ped and Ped to Max181st, 188th, Stark & int. streets and LRT	Complete gaps in pedestrian/transit system.	Improve sidewalks, lighting, crossings, bus shelters, benches.	$4,081,770	2018-2025
10456			Glisan St. Improvements	Provide congestion relief, improve multimodal facilities, and economic development.	Complete reconstruction of Glisan to 5 lanes: **Deleted as a duplicate to project 10386.**	$2,120,000	2008-2017
10457	Gresham	Gresham	223rd Ave. Improvements	Complete gaps in pedestrian/transit system.	Improve sidewalks, lighting, crossings, bus shelters, benches.	$1,360,590	2008-2017
10458	Gresham		Halsey St. Improvements	Provide congestion relief and multimodal improvements	Widen to 4 lanes w. sidewalks and bikelanes.	$3,265,416	2008-2017
10459	Gresham	Gresham	Burnside SC Pedestrian Imps	Complete gaps in bicycle/pedestrian system.	Improve sidewalks, lighting, crossings, bus shelters, benches.	$8,367,629	2018-2025
10460	Gresham	Gresham	SE 174th N/S Improvements	Complete gaps in bicycle/pedestrian system.	Construction of new roadway that adds n/s capacity in vicinity of 174/Jenne	$15,314,000	2008-2017
10461	Gresham	Gresham	Towle Ave. Improvements	Complete gaps in bicycle/pedestrian system.	Construct sidewalks, bike lanes and intersection improvements.	$472,000	2008-2017
10462	Gresham	Gresham	Butler Rd. Improvements	Improve road to collector standards and improve Towle/Butler intersection.	Improve Butler Rd. in new alignment to collector standards, at intersection, add northbound and westbound turn pockets and signalize.	$2,528,200	2008-2017
10463	Gresham	Gresham	Foster Rd. Extension (north)	Provide congestion relief and facilitate Pleasant Valley economic development.	New north extension of Foster.	$2,002,600	2008-2017
10464	Gresham	Gresham	Giese Rd. Extension	Provide congestion relief and facilitate Pleasant Valley economic development.	New ext. of Giese Rd. to Foster Road.	$3,416,200	2018-2025

DRAFT
2035 Regional Transportation Plan Project List Version 3.0

Metro RTP Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Purpose	Description	Estimated Cost ($2007)	Time Period
10465	Gresham	Gresham	172nd Ave. Improvements	Provide congestion relief and facilitate Pleasant Valley economic development.	Upgrade street to urban standards w. sidewalks, bikelanes.	$2,238,200	2018-2025
10466	Gresham	Gresham	172nd Ave. Improvements	Provide congestion relief and facilitate Pleasant Valley economic development.	Upgrade street to urban standards w. sidewalks, bikelanes, and add roundabout or traffic signal at 172nd/Foster.	$6,596,800	2018-2025
10467	Gresham	Gresham	Giese Rd. Improvements	Provide congestion relief and facilitate Pleasant Valley economic development.	Upgrade street to urban standards w. sidewalks, bikelanes.	$5,065,400	2018-2025
10468	Gresham	Gresham	Giese Rd. Improvements	Provide congestion relief and facilitate Pleasant Valley economic development.	Upgrade street to urban standards w. sidewalks, bikelanes.	$3,534,000	2018-2025
10469	Gresham	Gresham	Foster Rd. Bridge	Provide congestion relief and facilitate Pleasant Valley economic development.	Construct bridge crossing.	$1,295,800	2018-2025
10470	Gresham	Gresham	Giese Rd. Extension Bridge	Provide congestion relief and facilitate Pleasant Valley economic development.	Construct bridge crossing.	$1,295,800	2018-2025
10471	Gresham	Gresham	Butler Rd. Extension and Bridge	Provide congestion relief and facilitate Pleasant Valley economic development.	Construct new Butler road extension and bridge crossing.	$6,179,340	2008-2017
10472	Gresham	Gresham	Eastman at Division	Improve functioning of intersection and reduce congestion.	Add SB RT lane and 2nd NB and SB LT lanes.	$1,000,000	2008-2017
10473	Gresham	Gresham	Eastman at Stark	Improve functioning of intersection and reduce congestion.	Add EB and NB RT lanes and 2nd NB and SB LT lns.	$2,819,121	2008-2017
10474	Gresham	Gresham	Rugg Rd. Ext.	Provide congestion relief and facilitate Springwater Industrial economic development.	Construction of new roadway that adds e/w capacity in vicinity Rugg Rd and connects Springwater Industrial area to Highway 26.	$11,521,600	2008-2017
10475	Gresham	Gresham	Rugg Rd. Ext.	Provide congestion relief and facilitate Springwater Industrial economic development.	Construction of new roadway that adds e/w capacity in vicinity Rugg Rd and connects Springwater Industrial area to Highway 26.	$24,045,750	2008-2017
10476	Gresham	Gresham	Rugg Rd.	Provide congestion relief and facilitate Springwater Industrial economic development.	Construction of new roadway that adds e/w capacity in vicinity Rugg Rd and connects Springwater Industrial area to Highway 26.	$8,379,450	2008-2017
10477	Gresham	Gresham	4	Economic development and implementation of Springwater Plan.	Construction of new street for implementation of Springwater Plan.	$5,761,600	2008-2017
10478	Gresham	Gresham	252nd Ave.	Economic development and implementation of Springwater Plan.	Construction of new street for implementation of Springwater Plan.	$15,955,200	2008-2017
10479	Gresham	Gresham	252nd Ave.	Economic development and implementation of Springwater Plan.	Construction of new street for implementation of Springwater Plan.	$4,210,400	2008-2017
10480	Gresham	Gresham	7	Economic development and implementation of Springwater Plan.	Construction of new street for implementation of Springwater Plan.	$5,758,400	2008-2017
10481	Gresham	Gresham	8	Economic development and implementation of Springwater Plan.	Construction of new street for implementation of Springwater Plan.	$2,701,600	2008-2017
10482	Gresham	Gresham	9	Economic development and implementation of Springwater Plan.	Construction of new street for implementation of Springwater Plan.	$4,420,800	2008-2017
10483	Gresham	Gresham	10	Economic development and implementation of Springwater Plan.	Construction of new street for implementation of Springwater Plan.	$5,865,600	2008-2017
10484	Gresham	Gresham	11	Economic development and implementation of Springwater Plan.	Construction of new street for implementation of Springwater Plan.	$9,528,800	2008-2017
10485	Gresham	Gresham	Hogan	Economic development and implementation of Springwater Plan.	Improvement of existing roadway to arterial 4 lane standards.	$19,791,306	2008-2017
10486	Gresham	Gresham	Telford Rd.	Economic development and implementation of Springwater Plan.	Improvement of existing roadway to collector standards, add bike and ped facilities, intersection improvements.	$15,096,463	2008-2017
10487	Gresham	Gresham	Palmquist Rd.	Economic development and implementation of Springwater Plan.	Improvement of existing roadway to collector standards, add bike and ped facilities, intersection improvements.	$4,460,319	2008-2017
10488	Gresham	Gresham	282nd Ave.	Economic development and implementation of Springwater Plan.	Improvement of existing roadway to collector standards, add bike and ped facilities, intersection improvements.	$3,774,116	2008-2017
10489	ODOT	Gresham	US 26 Springwater Interchange	Economic development and implementation of Springwater Plan.	Construction of interchange linking US 26 and arterial to serve Springwater Community.	$5,000,000	2008-2017
10490	Gresham	Gresham	201st RR Bridge at I-84	Remove a bottleneck in multi-modal system and facilitate implementation of Gresham Fairview Trail.	Construct new RR bridge to accommodate alternative modes.	$7,000,000	2008-2017
10491	Gresham		Powell Blvd Foster Corridor Ph 2		Conduct next phase of corridor study.	$1,413,600	2008-2017
10492	Gresham	Gresham	162nd RR bridge@I-84	Remove a bottleneck in multi-modal system and facilitate implementation of Gresham Fairview Trail.	Reconstruct RR bridge to accommodate alternative modes.	$1,245,120	2008-2017
10493	Gresham	Gresham	181st Ave. Sandy to I-84	Reduce congestion and facilitate freight movement.	Add southbound aux lane & widen RR overcrossing.	$4,103,831	2018-2025
10494	Gresham	Gresham	162nd at Stark St.	Reduce congestion.	Exclusive southbound and eastbound right turns at Stark.	$536,070	2008-2017
10495	Gresham	Gresham	181st Ave. at Halsey	Reduce congestion.	add 2nd LT ln to N & S legs, add RT ln to EB WB SB.	$1,093,430	2008-2017
10496	Gresham	Gresham	181st at I-84	Reduce congestion.	Freight mobility improvements subect to refinement study.	$4,814,514	2018-2025

DRAFT
2035 Regional Transportation Plan Project List Version 3.0

Metro RTP Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Purpose	Description	Estimated Cost ($2007)	Time Period
10497	Gresham	Gresham	181st at Sandy, at Stark	Reduce congestion.	At Sandy: Northbound right turn, 2nd westbound left turn. Overlap eastbound right turn. At Stark, add 2nd left turn lane on east and west legs.	$1,573,144	2008-2017
10498	Gresham	Gresham	181st (182nd) at Division/Powell Intersections	Reduce congestion.	At Division: add second westbound left turn lane (TIF P1). At Powell, add northbound and southbound double left turn lanes (TIF P2 and TSP8). At Powell add SB and NB lanes.	$1,173,120	2008-2017
10499	Gresham	Gresham	192nd Ave. Wilkes to Halsey	Reduce congestion.	Improve to collector street standards.	$1,854,550	2008-2017
10500	Gresham	Gresham	257th (Kane) at Stark, and Stark: Kane to Troutdale Rd.	Reduce congestion.	Kane/Stark add 2nd NB left turn lane, and excl. RT lane. Stark: Kane to Troutdale Road: add two travel lanes and continuous turn lane.	$2,812,689	2008-2017
10501	Gresham	Gresham	Barnes Rd., Powell Valley to cty lt	Reduce congestion and faciliate access to Springwater community.	Widen road and add improvements.	$5,563,481	2018-2025
10502	Gresham	Gresham	Bike signs	Enhance bike travel by adding directional signs.	Add directional signs to bike network.	$1,279,000	2008-2017
10503	Gresham	Gresham	Burnside at Powell	Reduce congestion.	At Powell: eliminate EB and WB left turn lanes.	$501,151	2008-2017
10504	Gresham	Gresham	Ped to Max: Hood St.	Eliminate barriers to multi-modal use of Hood Street.	Improve ped access/multi-modal on Hood St.	$1,000,000	2008-2017
10505	Gresham	Gresham	Civic Neighborhood TOD	Improve Civic Neighborhood connectivity.	Support construction of street infrastructure improvements.	$2,361,034	2008-2017
10506	Gresham	Gresham	Transit: Columbia Corridor TMA	Enhance mass transit multi-modal opportunities.	Transit/bus service improvements, 2 locations.	$1,250,095	2008-2017
10507	Gresham	Gresham	Glisan, 162nd to 202	Enhance bicycling opportunitities and promote safe multi-modal travel.	Retrofit bikelanes.	$140,000	2008-2017
10508	Gresham	Gresham	Glisan, Eastman (223rd) to Hogan	Enhance bicycling opportunitities and promote safe multi-modal travel.	Construct bike lane.	$122,900	2008-2017
10509	Gresham	Gresham	Safe walking routes, missing links	Eliminate gaps in connectivity in system.	Construct missing links and safe routes to school.	$3,000,000	2008-2017
10510	Gresham	Gresham	Hillyard, Palmblad to Anderson	Enhance bicycling and pedestrian opportunities and promote safe multi-modal travel.	Widen roadway and construct curb and gutter, sidewalks, bike lanes, streetlights, storm drainage and intersection improvements.	$1,693,832	2018-2025
10511	Gresham	Gresham	Hogan Rd. at Stark St.	Improve functioning of Hogan.	Add right turn lanes on all approaches and second northbound and southbound left turns.	$1,485,213	2018-2025
10512	Gresham	Gresham	Hogan: Powell to Burnside boulevard improvements plus three intersection improvements	Improve multimodal options and reduce congestion at intersections.	Improve to boulevard standards, and intersection improvements at Burnside, Division and Powell.	$3,691,079	2018-2025
10513	Gresham	Gresham	Neighborhood Traffic Control	Improve traffic control in neighborhoods.	Install neighborhood traffic control, calming features.	$1,406,900	2008-2017
10514	Gresham	Gresham	Powell: Burnside to Kane	Reduce congestion.	Construct to arterial standards, 4 travel lanes, center turn lane, bike lanes and pedestrian facilities.	$1,528,405	2018-2025
10515	Gresham	Gresham	Riverside Dr. ext. to Sandy Blvd.	Eliminate system gap.	Extend collector from 190th to Sandy to improve industrial access.	$5,435,750	2008-2017
10516	Gresham	Gresham	San Rafael, 181st to 201st	Eliminate system gap.	Complete collector and remove frontage road.	$1,790,600	2008-2017
10517	Gresham	Gresham	Welch Rd., Anderson to 282nd	Improve neighborhood circulation.	Widen roadway and construct improvements.	$1,597,435	2008-2017
10518	Gresham	Gresham	Wilkes St., 181st to 192nd	Improve industrial area circulation and freight mobility.	Improve Wilkes to collector standards and provide slip ramp connection from Eastbound I-84 on ramp.	$2,909,725	2018-2025
10519	Gresham	Gresham	Pedestrian enhancements	Improve pedestrial facilities.	Pedestrian enhancements.	$2,046,400	2008-2017
10520	Gresham	Gresham	184th Ave., Wilkes to San Rafael	Improve industrial area circulation.	Construct new collector street.	$2,289,410	2018-2025
10521	Gresham	Gresham	Signalize intersections	Improve circulation on arterials to enhance safety.	Signalize intersections.	$1,000,000	2018-2025
10522	Gresham	Gresham	Burnside, Hogan to Powell	Improve safety conditions.	Safety improvements and reconstruction.	$1,240,630	2018-2025
10523	Gresham	Gresham	Chase Rd., Orient Dr. to 282nd	Improve circulation in neighborhoods.	Widen road and construct improvements.	$1,927,939	2018-2025
10524	Gresham	Gresham	Cleveland Ave., Glisan to Stark	Provides circulation and economic development for industrial area.	Construct new collector street.	$2,558,000	2018-2025
10525	Gresham	Gresham	Clyde, Glisan to Stark	Provides circulation and economic development for industrial area.	Construct new collector street.	$2,558,000	2018-2025
10526	Gresham	Gresham	Heiney St./14th, Pl View Dr. to 18th Court	Improve traffic control in neighborhoods.	Widen road and construct improvements.	$2,389,268	2018-2025
10527	Gresham	Gresham	Hogan, Powell Blvd to Palmquist	Improve function of Hogan.	Improve to arterial standards.	$2,985,186	2018-2025
10528	Gresham	Gresham	Hogan Rd., US 26	Provide access to Springwater.	Construct new arterial connector.	$3,197,500	2018-2025
10529	Gresham	Gresham	Salquist Rd. Barnes to 282nd	Improve area circulation and decrease congestion at high school.	Widen road and construct improvements.	$2,740,428	2018-2025

DRAFT
2035 Regional Transportation Plan Project List Version 3.0

Metro RTP Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Purpose	Description	Estimated Cost ($2007)	Time Period
10530	Gresham	Gresham	Towle Ave. Butler Rd. to Binford Lk	Improve area circulation and address congestion likely to result from Pleasant Valley development.	Improve to collector standards. Add roundabout at Towle/Binford.	$2,558,000	2018-2025
10531			Wallula Ave., Division to Stark		**Deleted by request from City of Gresham. It is a duplicate of project 10434**	$2,891,909	2018-2025
10532	Gresham	Gresham	Williams Rd., Powell Vlly to Div.	Address congestion.	Widen road and construct improvements.	$1,652,519	2018-2025
10533	Gresham	Gresham	190th:30th to So. Boundary of Pleasant Valley	Provide access to Pleasant Valley.	Improve existing road to major arterial standards, signalize 190th @ Giese, Butler, Richey, Cheldelin.	$12,774,075	2008-2017
10534	Gresham	Gresham	Cheldelin: 172nd to 190th	Provide access to Pleasant Valley.	Improve existing road to minor arterial standards, signalize Cheldelin @ 172nd, 182nd, Foster.	$8,226,450	2008-2017
10535	Gresham	Gresham	Clatsop: New extension	Provide access to Pleasant Valley.	Extend Clatsop into Pleasant Valley, and construct bridge.	$5,293,100	2008-2017
10536	Gresham	Gresham	Clatsop: Improvements	Provide access to Pleasant Valley.	Improve Clatsop to minor arterial standards, and signalize Clatsop @ 162nd.	$3,100,000	2008-2017
10537	Gresham	Gresham	Richey	Provide access to Pleasant Valley.	Improve to collector standards, and signalize 190th/Richey.	$4,000,000	2008-2017
10538	Gresham	Gresham	Sager	Provide access to Pleasant Valley.	Improve to collector standards, and signalize Sager @172nd.	$7,400,000	2008-2017
10539	Gresham	Gresham	Foster South: new road	Provide access to Pleasant Valley.	Build new road section to collector standards.	$2,120,958	2008-2017
10540	Gresham	Gresham	162nd	Provide access to Pleasant Valley.	Improve 162nd to collector standards, add signal at Foster @ 162nd.	$9,595,896	2008-2017
10541	Gresham	Gresham	182nd	Provide access to Pleasant Valley.	Improve 182nd to collector standards.	$6,162,507	2008-2017
10542	Gresham	Gresham	Foster Rd. Improvements	Provide access to Pleasant Valley.	Improve Jenne to minor arterial standards.	$6,059,880	2008-2017
10543	Gresham	Gresham	172nd: Cheldelin south to Pleasant Valley boundary	Provide access to Pleasant Valley.	Improve Foster Rd to Minor Arterial (parkway) standards, 2 lanes with turn pockets where appropriate.	$1,164,000	2008-2017
10544	Gresham	Gresham	Butler Rd. Bike and Ped Improvements	Eliminate gaps in bike and pedestrian system.	Construct bikelanes and sidewalks.	$200,000	2018-2025
10545	Washington Co.		OR 10: Oleson Rd. Improvement	Address recurring safety issue.	Realign Oleson Rd. 500 feet to east and reconfigure Oleson intersections with OR10 and Scholls Ferry Rd.	$28,000,000	2018-2025
10546	Washington Co.	Washington Co.	170th Ave. Improvements	Provide congestion relief.	Widen roadway to 4 lanes with left turn lanes at major intersections and bike lanes and sidewalks.	$17,500,000	2018-2025
10547	Washington Co.	Washington Co.	173rd/174th Under Crossing Improvement	Provide congestion relief.	Construct three-lane under crossing of Hwy. 26 with bike lanes and sidewalks.	$15,500,000	2018-2025
10548	Washington Co.	Washington Co.	174th Ave. Improvements	Address recurring safety issue.	Add turn lanes, bike lanes and sidewalks	$19,600,000	2018-2025
10549	Washington Co.	Washington Co.	Cornell @ 143rd Improvements	Address recurring safety issue.	Realign 143rd with Science Park Dr. @ Cornell as a 4-way signalized intersection	$5,600,000	2008-2017
10550	Washington Co.	Washington Co.	185th to Springville Improvement	Provide congestion relief.	Widen 185th Ave from two to five lanes with bike lanes and sidewalks	$7,400,000	2018-2025
10551	Washington Co.	Washington Co.	185th to West Union Improvement	Provide congestion relief.	Add 1 thru-lane in each direction with continuous center turn lane, bikelanes and sidewalks.	$5,600,000	2008-2017
10552	Washington Co.	Washington Co.	Cornell/Cornelius Pass Interchange	Provide congestion relief.	Grade separate Cornell at Cornelius Pass	$21,200,000	2026-2035
10553	Washington Co.	Washington Co.	209th Improvements	Address recurring safety issue.	Widen and realign to three lanes with bike lanes and sidewalks.	$29,700,000	2008-2017
10554	Washington Co.	Washington Co.	Bethany Blvd. Improvements	Provide congestion relief.	Widen to 5 lanes with bikelanes and sidewalks.	$11,700,000	2018-2025
10555	Washington Co.	Washington Co.	Baseline Rd. Improvements	Provide congestion relief.	Widen roadway to 5 lanes with bike lanes and sidewalks.	$49,200,000	2026-2035
10556	Washington Co.	Washington Co.	Tualatin-Sherwood/Boones Ferry Intersection	Provide congestion relief.	Grade separate Tualatin-Sherwood/Boones Ferry intersection	$22,100,000	2026-2035
10557	Washington Co.	Washington Co.	Murray/TV Hwy. Intersection	Provide congestion relief.	Grade separate the intersections of TV Hwy. and Farmington with Murray Blvd.	$28,300,000	2026-2035
10558	Washington Co.	Washington Co.	Cornell Rd. Improvements	Provide congestion relief.	Widen from two to three lanes with bike lanes and sidewalks.	$7,100,000	2018-2025
10559	Washington Co.	Washington Co.	Cornell to Murray Improvements	Provide congestion relief.	Widen Cornell from three to five lanes with bike lanes and sidewalks	$26,800,000	2018-2025
10560	Washington Co.	Washington Co.	Farmington Rd. Improvements	Provide congestion relief.	Widen roadway from 2/3 lanes to 5 lanes with bike lanes and sidewalks	$12,000,000	2008-2017
10561	Washington Co.	Washington Co.	Jenkins Rd. Improvements	Provide congestion relief.	Widen roadway from three to five lanes with bike lanes and sidewalks	$10,300,000	2018-2025
10562	Washington Co.	Washington Co.	Johnson St. Extension	Improve connectivity.	Construct two-lane extension to 170th Ave. with bike lanes and sidewalks	$10,700,000	2026-2035
10563	Washington Co.	Washington Co.	Kaiser/143rd Ave. Improvements	Address recurring safety issue.	Widen from two to three lanes with bike lanes and sidewalks.	$26,300,000	2018-2025
10564	Washington Co.	Washington Co.	Kaiser to Springville Improvements	Provide congestion relief.	Widen from two to five lanes with bike lanes and sidewalks.	$6,500,000	2018-2025
10565	Washington Co.	Washington Co.	Springville Rd. Improvements	Provide congestion relief.	Widen from 3 to five lanes with bike lanes and sidewalks.	$5,400,000	2018-2025

DRAFT
2035 Regional Transportation Plan Project List Version 3.0

Metro RTP Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Purpose	Description	Estimated Cost ($2007)	Time Period
10566	Washington Co.	Washington Co.	Springville to Kaiser Rd. Improvements	Address recurring safety issue.	Widen from two to three lanes with bike lanes and sidewalks.	$13,600,000	2018-2025
10567	Washington Co.	Washington Co.	Taylors Ferry Extension	Improve connectivity.	Construct new two lane extension with bike lanes and sidewalks	$2,800,000	2026-2035
10568	Washington Co.	Washington Co.	Tualatin-Sherwood Rd. Improvements	Provide congestion relief.	Widen from three to five lanes with bike lanes and sidewalks.	$45,300,000	2018-2025
10569	Washington Co.	Washington Co.	Walker Rd. Improvements	Provide congestion relief.	Widen from two to five lanes with bike lanes and sidewalks.	$12,200,000	2018-2025
10570	Washington Co.	Washington Co.	Walker to Hwy. 217 Improvements	Provide congestion relief.	Widen from two to five lanes with bike lanes and sidewalks.	$74,100,000	2018-2025
10571	Washington Co.	Washington Co.	West Union Rd. Improvements	Address recurring safety issue.	Widen from two to three lanes with bike lanes and sidewalks.	$30,100,000	2026-2035
10572	Washington Co.	Washington Co.	Barnes Rd. Improvements	Provide congestion relief.	Widen from two to five lanes with bike lanes and sidewalks.	$5,700,000	2018-2025
10573	Washington Co.	Washington Co.	Barnes Rd. to Multnomah Co. Line Improvements	Address recurring safety issue.	Widen from two to three lanes with bike lanes and sidewalks.	$10,600,000	2026-2035
10574	Washington Co.	Washington Co.	Farmington to 198th Improvements	Address recurring safety issue.	Widen from two to three lanes with bike lanes and sidewalks.	$12,000,000	2026-2035
10575	Washington Co.	Washington Co.	West Union to Cornelius Pass Improvements	Provide congestion relief.	Widen from two to five lanes with bike lanes and sidewalks.	$17,500,000	2026-2035
10576	Washington Co.	Washington Co.	Saltzman Rd. Improvements	Address recurring safety issue.	Widen from two to three lanes with bike lanes and sidewalks.	$10,300,000	2008-2017
10577	Washington Co.	Washington Co.	Scholls Ferry Improvements	Address recurring safety issue.	Widen roadway from two to three lanes with bike lanes and sidewalks	$18,800,000	2026-2035
10578	Washington Co.	Washington Co.	Merlo/158th Improvements	Provide congestion relief.	Widen roadway to five lanes with bike lanes and sidewalks	$18,000,000	2018-2025
10579	Washington Co.	Washington Co.	Barnes to 119th Improvements	Provide congestion relief.	Widen to five lanes with bike lanes and sidewalks	$19,500,000	2008-2017
10580	Washington Co.	Washington Co.	Butner Rd. Improvements	Address recurring safety issue.	Widen to 3 lanes with bike lanes and sidewalks.	$14,600,000	2026-2035
10581	Washington Co.	Washington Co.	Brookwood Rd. Improvements	Address recurring safety issue.	Widen roadway to three lanes with bike lanes and sidewalks.	$17,700,000	2008-2017
10582	Washington Co.	Washington Co.	185th Ave. Improvements	Provide congestion relief.	Widen to five lanes with bike lanes and sidewalks	$17,400,000	2026-2035
10583	Washington Co.	Washington Co.	185th to Baily Rd. Improvements	Address recurring safety issue.	Widen to three lanes with bike lanes and sidewalks	$13,300,000	2026-2035
10584	Washington Co.	Washington Co.	Alexander St. Improvements	Address recurring safety issue.	Widen to three lanes with bike lanes and sidewalks.	$21,600,000	2026-2035
10585	Washington Co.	Washington Co.	Johnson St. Improvements	Address recurring safety issue.	Widen to three lanes with bike lanes and sidewalks.	$19,100,000	2026-2035
10586	Washington Co.	Washington Co.	198th Ave. Improvements	Address recurring safety issue.	Widen to three lanes with bike lanes and sidewalks.	$19,700,000	2026-2035
10587	Washington Co.	Washington Co.	Cornelius Pass Rd. Improvements	Provide congestion relief.	Widen to five lanes with bike lanes and sidewalks	$41,600,000	2008-2017
10588	Washington Co.	Washington Co.	Grahams Ferry Rd Improvements	Provide freight access and capacity to link the Coffee Creek I RSIA and the industrial area north of Wilsonville Road as well as the I-5/Wilsonville Road Interchange	Widen Grahams Ferry Rd to 3 lanes, add bike/pedestrian connections to regional trail system and fix undersized railroad overcrossing.	$28,000,000	2008-2017
10589	Washington Co.	Washington Co.	95th Ave. Extension	Improve connectivity.	Extend two lane road with bike lanes and sidewalks.	$7,900,000	2018-2025
10590	Washington Co.	Washington Co.	Tonquin Rd. Improvements	Address recurring safety issue.	Realign and widen to three lanes with bike lanes and sidewalks.	$28,300,000	2018-2025
10591	Washington Co.	Washington Co.	Glencoe Rd. Improvements	Address recurring safety issue.	Widen to three lanes with bike lanes and sidewalks.	$21,000,000	2018-2025
10592	Washington Co.	Washington Co.	205th Ave. Improvements	Provide congestion relief.	Widen road to 5 lanes with bike lanes and sidewalks. Widen bridge over Beaverton Creek to four lanes with bike lanes and sidewalks	$15,000,000	2008-2017
10593	Washington Co.	Washington Co.	Kinnaman Rd. Improvements	Address recurring safety issue.	Widen to three lanes with bike lanes and sidewalks.	$21,800,000	2026-2035
10594	Washington Co.	Washington Co.	Greenburg Rd. Improvements	Provide congestion relief.	Widen to five lanes with bike lanes and sidewalks.	$21,100,000	2026-2035
10595	Washington Co.		Hall Blvd. Improvements	Provide congestion relief.	Widen to five lanes with bike lanes and sidewalks.	$46,700,000	2018-2025
10596	Washington Co.		Scholls Ferry Rd. Improvements	Provide congestion relief.	Widen to seven lanes with bike lanes and sidewalks.	$18,800,000	2018-2025
10597	Washington Co.		Evergreen Rd. Improvements	Provide congestion relief.	Widen to 5 lanes with bike lanes and sidewalks.	$5,000,000	2008-2017
10598	Washington Co.		I-5/99W Connector Related Arterial Improvements	Provide congestion relief.	Improve arterial roads to enhance the function of the I-5/99W Connector.	$50,000,000	2026-2035
10599	Washington Co.	ODOT	Hwy. 217/72nd Ave. Interchange Improvements	Address recurring safety issue.	Complete interchange reconstruction with additional ramps and overcrossings.	$35,000,000	2018-2025
10600	Washington Co.	ODOT	Hwy. 26/Shute Interchange Improvements	Provide congestion relief.	Add westbound to southbound loop ramp, additional northbound through lane and relocate Jacobsen intersection.	$26,000,000	2008-2017
10601	Washington Co.	ODOT	Hwy. 26/Bethany Interchange Improvements	Provide congestion relief.	Rebuild overpass to accommodate additional northbound thru-lane.	$15,000,000	2018-2025
10602	Washington Co.	Washington Co.	Scholls Ferry ATMS	Provide congestion relief.	Install integrated surveillance and management equipment.	$1,000,000	2008-2017

DRAFT
2035 Regional Transportation Plan Project List Version 3.0

Metro RTP Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Purpose	Description	Estimated Cost ($2007)	Time Period
10603	Washington Co.	Washington Co.	Tualatin-Sherwood Rd. ATMS	Provide congestion relief.	Install integrated surveillance and management equipment.	$2,500,000	2008-2017
10604	Washington Co.	Washington Co.	185th Ave. ATMS	Provide congestion relief.	Install integrated surveillance and management equipment.	$1,000,000	2008-2017
10605	Washington Co.	Washington Co.	Cornell Rd. ATMS	Provide congestion relief.	Install integrated surveillance and management equipment.	$2,200,000	2008-2017
10606	Washington Co.	Washington Co.	Washington Square Regional Center Pedestrian Improvements	Complete gap in pedestrian system.	Complete 7400 feet of sidewalk improvements.	$1,100,000	2008-2017
10607	Washington Co.	Washington Co.	Sunset TC Station Community Pedestrian Improvements	Complete gap in pedestrian system.	Complete 9100 feet of sidewalk improvements.	$1,400,000	2008-2017
10608	Washington Co.	Washington Co.	Aloha TC Pedestrian Improvements	Complete gap in pedestrian system.	Complete23,500 feet of sidewalk improvements.	$3,500,000	2008-2017
10609	Washington Co.	Washington Co.	92nd Ave. Transit Corridor Pedestrian Improvements	Complete gap in pedestrian system.	Complete 3800 feet of sidewalk connections to transit.	$1,200,000	2008-2017
10610	Washington Co.	Washington Co.	Regional Center Bike Improvements	Complete gap in bike system.	Complete 3400 feet of bike lanes in regional center.	$1,000,000	2008-2017
10611	Washington Co.	Washington Co.	Station Community Bike Improvements	Complete gap in bike system.	Completes 6500 feet of bike lanes in station community area.	$3,500,000	2008-2017
10612	Washington Co.	Washington Co.	Town Center Bike Improvements	Complete gap in bike system.	Completes 4800 feet of bike lanes in town center.	$2,000,000	2008-2017
10613	Washington Co.	Washington Co.	Town Center Bike Improvements	Complete gap in bike system.	Completes 7700 feet of bike lanes in town center.	$3,000,000	2008-2017
10614	Washington Co.	Washington Co.	Transit Corridor Bike Improvements	Complete gap in bike system.	Completes 8700 feet of bike lanes in transit corridor.	$3,200,000	2008-2017
10615	Washington Co.	Washington Co.	Transit Corridor Bike Improvements	Complete gap in bike system.	Completes 6700 feet of bike lanes in transit corridor.	$2,600,000	2008-2017
10616	Beaverton	Beaverton	Rose Biggi Ave.: Crescent Street to Hall Blvd. Complete right-of-way and construction of multimodal street extension with Boulevard	Completes a gap.	Extend 2-lane Rose Biggi Ave. to Hall Blvd. (via Westgate Drive) to fill a gap; boulevard design; add sidewalks, bikeway (PE funded STIP Key #14400).	$6,004,000	2008-2017
10617	Beaverton	Beaverton	Farmington Rd.: Murray Blvd. to Hocken Ave. Safety, turn lanes, bicycle, and pedestrian improvements	Safety (high crash location), fill gaps in bike/ped system, and congestion relief at intersections of Murray and Hocken.	Construct turn lanes and intersection improvements; signalize where warranted; add bike lanes and sidewalks in gaps.	$14,500,000	2008-2017
10618	Beaverton	Beaverton	Dawson/Westgate multimodal extension to Hocken Ave.	Complete a gap.	Extend 2 lane street from Cedar Hills Blvd. to Hocken via Dawson and Westgate at Crescent to fill a gap; realign Dawson/Westgate at Cedar Hills; add turn lanes at intersections, sidewalks, bikeway.	$6,900,000	2008-2017
10619	Beaverton	Beaverton	Crescent St. multimodal extension to Cedar Hills Blvd.	Complete a gap.	Extend 2 lane Crescent from Cedar Hills to Rose Biggi Ave. to fill a gap; add sidewalks, bikeway.	$2,500,000	2008-2017
10620	Beaverton	Beaverton	Millikan Way multimodal extension to 114th Ave.	Complete a gap.	Extend 2 lane Millikan Way to 114th to fill a gap; add turn lanes at intersections, sidewalks, bikeway.	$11,900,000	2018-2025
10621	Beaverton	Beaverton	New street connection from Broadway to 115th Ave.	Complete a gap.	Construct new 2 lane street with bikeway and sidewalks.	$3,200,000	2018-2025
10622	Beaverton	Beaverton	Electric to Whitney to Carousel to 144th multimodal street connections	Complete a gap.	Connect existing streets and improve to standard with bikeways and sidewalks.	$2,600,000	2018-2025
10623	Beaverton	Beaverton	Hall Blvd. multimodal street extension to Jenkins Rd.	Congestion relief and connects to Regional Center.	Construct new 4 lane street (2 lane boulevard design if all other Regional Center street connections are complete) with bike lanes and sidewalks	$19,400,000	2026-2035
10624	Beaverton	Beaverton	120th Ave.: new 2 lane multimodal street	Complete a gap.	Construct new multimodal street with bikeways and sidewalks; turn lanes and signals as needed.	$6,500,000	2018-2025
10625	Beaverton	Beaverton	Rose Biggi Ave.: 2 lane multimodal street extension	Complete a gap.	Construct 2 lane boulevard extension with bikeways and sidewalks.	$1,000,000	2008-2017
10626	Beaverton	Beaverton	114th Ave./115th Ave. 2 lane multimodal street	Complete a gap.	Construct 2 lane street with bike and pedestrian improvements.	$6,500,000	2008-2017
10627	Beaverton	Beaverton	Tualaway 2 lane multimodal street extension	Complete a gap.	Extend exising street to Millikan with bikeways and sidewalks.	$2,200,000	2018-2025

DRAFT
2035 Regional Transportation Plan Project List Version 3.0

Metro RTP Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Purpose	Description	Estimated Cost ($2007)	Time Period
10628	Beaverton	Beaverton	Center Street multimodal improvements	Complete a gap.	Add sidewalks and bikelanes; add turn lanes where needed.	$5,600,000	2008-2017
10629	Beaverton	Beaverton	Hocken Ave. multimodal improvements	Complete a gap.	Widen existing street from 2 to 4 lanes, add bike lanes and sidewalks.	$4,600,000	2018-2025
10630	Beaverton	Beaverton	Hall Blvd. multimodal extension to Hocken Ave.	Complete a gap.	Extend Hall Blvd. from Cedar Hills to Hocken to fill a gap; add turn lanes at intersections, sidewalks and bikeway.	$8,100,000	2008-2017
10631	Beaverton	Beaverton	141st/142nd/144th multimodal street extension connections	Complete a gap.	connect streets, add turns lanes and signalize as warranted.	$4,900,000	2008-2017
10632	Beaverton	Beaverton	Allen Blvd. safety, bicycle and pedestrian improvements	Complete a gap.	Widen street adding turn lanes and signals where needed, construct bike lanes and sidewalks.	$15,000,000	2008-2017
10633	Beaverton	Beaverton	Allen Blvd. safety, bicycle and pedestrian improvements	Complete a gap.	Widen street to 4/5 lanes adding turn lanes and signals where needed, construct bike lanes and sidewalks.	$1,800,000	2008-2017
10634	Beaverton	Beaverton	Cedar Hills Blvd. safety, bicycle and pedestrian improvements	Complete a gap.	Add bike lanes and sidewalks.	$6,500,000	2018-2025
10635	Beaverton	Beaverton	125th Ave. multimodal extension Brockman to Hall Blvd.	Complete a gap.	Construct new multimodal street with bike lanes and sidewalks.	$13,600,000	2008-2017
10636	Beaverton	Beaverton	Millikan Way safety, bike and pedestrian improvements	Complete a gap.	Add turn lanes as needed, bike lanes and sidewalks, signalize as warranted.	$5,000,000	2018-2025
10637	Beaverton	Beaverton	Millikan Way safety, bicycle and pedestrian improvements	Complete a gap.	Add bikelanes in gaps, turn lanes as needed, and signals as warranted.	$7,000,000	2018-2025
10638	Beaverton	Beaverton	Davies Rd. multimodal street extension	Complete a gap.	Extend 2 lane street with turn lanes, bike lanes and sidewalks.	$2,700,000	2008-2017
10639	Beaverton	Beaverton	Weir Rd. safety, bicycle and pedestrian improvements	Complete a gap.	Add turn lanes, bikelanes and sidewalks in gaps, turn lanes.	$6,500,000	2018-2025
10640	Beaverton	Beaverton	Nimbus Ave. 2 lane multimodal street extension	Complete a gap.	Extend 2 lanes street with turn lanes, bikelanes and sidewalks.	$14,600,000	2008-2017
10641	Washington Co.		102nd/103rd 2 lane multimodal connection	Complete a gap.	Connect streets and construct bike lanes and sidewalks. Realign intersection at BH Hwy and Western.	$6,000,000	2018-2025
10642	Beaverton	Beaverton	TSM Signals Program		New signals and signal upgrades.	$17,000,000	2018-2025
10643	Beaverton	Beaverton	Hall Blvd. Sidewalk gaps at Hwy 217	Complete a gap.	Construct sidewalks.	$100,000	2008-2017
10644	Beaverton		110th Ave. sidewalk gaps	Complete a gap.	Construct sidewalks.	$75,000	2008-2017
10645	Beaverton	Beaverton	117th Ave. sidewalk gaps	Complete a gap.	Construct sidewalks.	$75,000	2008-2017
10646	Beaverton	Beaverton	Hall Blvd. / Watson Ave. pedestrian improvements	Economic development.	Add pedestrian improvements at intersections and amenities (lighting, plazas).	$3,000,000	2008-2017
10647	Beaverton	Beaverton	5th Street RR xing pedestrian improvements	Complete a gap.	Construct sidewalks.	$300,000	2008-2017
10648	Beaverton	Beaverton	Denney Rd. sidewalks	Complete a gap.	Construct sidewalks.	$1,500,000	2018-2025
10649	Beaverton	Beaverton	Allen Blvd sidewalks	Complete a gap.	Construct sidewalks.	$150,000	2018-2025
10650	Beaverton	Beaverton	Western Ave. sidewalks	Complete a gap.	Construct sidewalks.	$100,000	2018-2025
10651	Beaverton	Beaverton	Allen Blvd. sidewalks	Complete a gap.	Construct sidewalks.	$230,000	2018-2025
10652	Beaverton	Beaverton	141st Ave. sidewalks	Complete a gap.	Construct sidewalks.	$300,000	2008-2017
10653	Beaverton	Beaverton	Sexton Mountain Rd. sidewalks in gaps	Complete a gap.	Construct sidewalks.	$500,000	2018-2025
10654	Beaverton	Beaverton	Nora Rd. and Beard Rd. sidewalks	Complete a gap.	Construct sidewalks.	$450,000	2018-2025
10655	Beaverton	Beaverton	Weir Rd. sidewalks	Complete a gap.	Construct sidewalks.	$400,000	2018-2025

DRAFT
2035 Regional Transportation Plan Project List Version 3.0

Metro RTP Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Purpose	Description	Estimated Cost ($2007)	Time Period
10656	Beaverton	Beaverton	Jamieson Rd. sidewalks	Complete a gap.	Construct sidewalks.	$300,000	2018-2025
10657	Beaverton	Beaverton	87th Ave. sidewalks	Complete a gap.	Construct sidewalks.	$250,000	2008-2017
10658	Beaverton	Beaverton	Birchwood Rd. sidewalks	Complete a gap.	Construct sidewalks.	$150,000	2008-2017
10659	Beaverton	Beaverton	Laurelwood Ave. sidewalks	Complete a gap.	Construct sidewalks.	$300,000	2008-2017
10660	Beaverton	Beaverton	Vermont St. sidewalks	Complete a gap.	Construct sidewalks.	$100,000	2008-2017
10661	Beaverton	Beaverton	155th Ave. sidewalks	Complete a gap.	Construct sidewalks.	$2,000,000	2008-2017
10662	Beaverton	Beaverton	155th Ave. sidewalks	Complete a gap.	Construct sidewalks.	$1,500,000	2008-2017
10663	Beaverton	Beaverton	Hall Blvd. bike lanes & turn lanes	Complete a gap.	Construct sidewalks.	$1,000,000	2018-2025
10664	Beaverton	Beaverton	Watson Ave. bike lanes	Complete a gap.	Construct sidewalks.	$500,000	2018-2025
10665	Beaverton	Beaverton	6th Ave. bikelanes	Complete a gap.	Construct sidewalks.	$1,000,000	2018-2025
10666	Beaverton	Beaverton	Greenway Dr. bike lanes	Complete a gap.	Construct sidewalks.	$750,000	2018-2025
10667	Beaverton	Beaverton	155th Ave. bike lanes	Complete a gap.	Construct bike lanes in gaps.	$1,800,000	2018-2025
10668	Beaverton	Beaverton	Farmington Rd Bike lane retrofit	Complete a gap.	Construct bike lanes.	$13,000,000	2018-2025
10669	Beaverton	Beaverton	Hall Blvd. bike lanes & turn lanes	Complete a gap.	Construct bike lanes.	$13,000,000	2018-2025
10670	Beaverton	Beaverton	Denney Rd. bike lanes	Complete a gap.	Construct bike lanes.	$3,000,000	2018-2025
10671	Beaverton	Beaverton	Allen Blvd. bike lanes	Complete a gap.	Construct bike lanes.	$2,000,000	2018-2025
10672	Beaverton	Beaverton	Western Ave. bike lanes	Complete a gap.	Construct bike lanes.	$750,000	2018-2025
10673	Beaverton	Beaverton	Nora Rd./ Beard Rd. bike lanes	Complete a gap.	Construct bike lanes.	$750,000	2018-2025
10674	Sherwood	Sherwood	Oregon-Tonquin Intersection & Street Improvements	Provide congestion relief and address safety issues.	Intersection improvements (consider roundabout) on Oregon at Tonquin Road; sidewalks and bike access through the intersection.	$1,050,000	2018-2025
10675	Sherwood		Adams Ave Signal & Interconnect on T-S Rd.	Provide congestion relief and address safety issues.	Install traffic signal at Adams Ave. and interconnect the signals along T-S road between Cipole and Borchers.	$1,088,000	2008-2017
10676	Sherwood	Sherwood	Adams Ave Phase 1	Economic development and provide congestion relief.	Construct 3 lane road, landscaping and mulit-use path.	$8,344,960	2008-2017
10677	Sherwood	Sherwood	Adams Ave Phase 2	Economic development and provide congestion relief.	Construct 3 lane road, landscaping and mulit-use path.	$2,184,000	2018-2025
10678	Sherwood	Sherwood	Century Dr.	Economic development and provide congestion relief.	Construct 3 lane road and sidewalks.	$3,818,880	2008-2017
10679	Sherwood	Sherwood	Pine Street Improvements	Provide congestion relief and address safety issues.	Reconstruct road to collector standards.	$6,524,000	2008-2017
10680	Sherwood	Sherwood	Elwert Rd & 99W Intersection Improvements	Provide congestion relief and address safety issues.	Intersection safety improvements.	$2,828,800	2018-2025
10681	Sherwood		Elwert Rd	Economic development, address safety issues and provide congestion relief.	Upgrade road to arterial standards.	$7,100,000	2018-2025
10682	Sherwood	Sherwood	Brookman Rd	Provide congestion relief and economic development.	Reconstruct road to collector standards.	$12,305,280	2018-2025
10683	Sherwood	Sherwood	Galbreath Dr	Provide congestion relief.	Construction of 2 lane road.	$2,310,000	2018-2025
10684	Sherwood	Sherwood	Cedar Brook Way	Provide congestion relief and economic development.	Construction of 2 lane road.	$5,091,840	2008-2017
10685	Sherwood	Sherwood	Sunset Blvd Rail Crossing	Address safety issues.	Improve crossing to railroad standards.	$1,414,400	2018-2025
10686	Sherwood	Sherwood	Smith Ave	Provide congestion relief.	Construction of 2 lane road.	$777,920	2018-2025
10687	Sherwood	Sherwood	South Loop Rd.	Provide congestion relief.	Construction of 2 lane frontage road.	$2,545,920	2018-2025
10688	Sherwood	Sherwood	Villa Rd.	Connect Woodhaven to Old Town.	Construction of 2 lane road.	$1,343,680	2026-2035
10689	Sherwood	Sherwood	Cannery Arterials	Economic Development; gaps in pedestrian system.	Phase 2 of Downtown Streetscapes Master Plan.	$5,090,000	2008-2017
10690	Sherwood	Sherwood	Future Phases - Downtown Streetscapes	Economic Development; gaps in pedestrian system	Phase 3-6 of Downtown Streetscapes Master Plan.	$7,915,000	2018-2025
10691	Sherwood		Edy Rd/Sherwood Blvd	Provide congestion relief and complete gaps in pedestrian system.	Reconstruct road to arterial standards; add sidewalks.	$2,356,200	2018-2025
10692	Sherwood		Edy Rd	Economic development and complete gaps in pedestrian system.	Reconstruct road to collector standards w/ sidewalks and bike lanes.	$1,570,800	2008-2017
10693	Sherwood	Sherwood	Ladd Hill Rd.	Provide congestion relief and economic development.	Upgrade street to arterial standards.	$1,632,000	2026-2035
10694	Sherwood	Sherwood	Murdock	Complete gap in bike system.	Add bike lanes.	$1,428,000	2008-2017
10695	Sherwood	Sherwood	Meinecke	Complete gap in bike system.	Add bike lanes.	$1,292,000	2018-2025

DRAFT
2035 Regional Transportation Plan Project List Version 3.0

Metro RTP Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Purpose	Description	Estimated Cost ($2007)	Time Period
10696	Sherwood	Sherwood	Town Center Pedestrian Improvements	Completes gap in pedestrian system.	Pedestrian upgrades in town center: 12th St., Century, 99W cross streets, Main St, Washington, Langer, Baler, Borchers.	$1,100,000	2018-2025
10697	Sherwood	Sherwood	2040 Corridor Pedestrian Improvements	Completes gap in pedestrian system.	Sherwood Blvd, Edy Rd, Oregon St pedestrian upgrades.	$1,100,000	2018-2025
10698	Sherwood	Sherwood	Sunset Blvd.	Address recurring safety issues and complete gaps in pedestrian system.	Reconstruct road to 3 lane arterial standards; address vertical crest sight distance issue near Pine St.	$7,700,000	2026-2035
10699	Sherwood	Sherwood	Oregon Street	Economic development and address safety issues.	Construct road to 3 lane collector standards.	$8,200,000	2026-2035
10700	Sherwood	Sherwood	Arrow Street	Economic development.	Construct road to collector standards.	$5,500,000	2026-2035
10701	Sherwood	Sherwood	Regional Trail System / West fork of Tonquin Trail	Complete gap in trail system.	Construct regional trail to connect SE City limits with trail system north of City limits.	$1,001,000	2018-2025
10702	Sherwood	Sherwood	2040 Corridor Signal & Intersection Improvements	Provide congestion relief and address safety issues.	Improve 3-leg intersection at Edy&Borchers, remove traffic signal at Baler; remove traffic signal at Langer; add traffic signal at Century.	$1,129,000	2026-2035
10703	Sherwood	Sherwood	Pedestrian Links to Schools & Town Center	Complete gaps in pedestrian system.	Pedestrian upgrades, new sidewalks, sidewalk infill at: Sunset, Division, Edy, Elwert, Meinecke, Pine, Roy, Ladd Hill, Timbrel, Washington, Willamette, Old Pacific Hwy.	$2,132,000	2018-2025
10704	Sherwood		Commuter Rail	Economic development.	Construct 1-2 Commuter Rail Stations.	$2,200,000	2026-2035
10705	Sherwood	Sherwood	Town Center Bus Transit Improvements	Economic development and address safety & ridership concerns.	Construct bus shelters, bus turnouts, safety improvements.	$1,050,000	2018-2025
10706	Sherwood	ODOT	99W Pedestrian Improvements	Complete gaps in pedestrian system.	Pedestrian upgrades.	$1,090,000	2018-2025
10707	Sherwood	ODOT	99W - Sherwood TC Bicycle/Ped Bridges	Provide congestion relief and address safety issues.	Ped/bike bridges over 99W at Sunset, Meinecke, Edy.	$13,300,000	2026-2035
10708	Washington County	Washington County	T-S Road	Economic development and address safety issues.	Construct road to 5 lane collector standard.	$1,900,000	2018-2025
10709	Tualatin	Tualatin	Sagert	Provide congestion relief.	Signalize intersection and change grades to provide better sight distance.	$1,700,000	2008-2017
10710	Tualatin	Tualatin	Cipole	Freight movement.	Signalize intersection & realign railroad crossing.	$5,600,000	2018-2025
10711	Tualatin	Tualatin	Teton	Provide congestion relief.	Signalize intersection.	$307,000	2018-2025
10712	Tualatin	Tualatin	Boones Ferry	Provide congestion relief.	Reconstruction/widen from Martinazzi to Lower Boones Ferry Road.	$12,300,000	2018-2025
10713	Tualatin	Tualatin	Leveton	Economic development.	Extension.	$9,070,000	2018-2025
10714	Tualatin	Tualatin	105th Ave/Avery Street	Address safety issue and complete gap in pedestrian system.	Realign curves, signalize intersection of Avery/105th, sidewalks on 105th from Avery to 108th.	$2,130,000	2008-2017
10715	Tualatin	Tualatin	Herman	Freight movement.	Reconstruct and widen to 3 lanes from Teton to Tualatin.	$2,650,000	2008-2017
10716	Tualatin	Tualatin	Myslony	Economic development and freight movement.	Reconstruct/widen from 112th to 124th to fill system.	$2,900,000	2008-2017
10717	Tualatin	Tualatin	Cipole	Economic development and freight movement.	Reconstruct/widen to 3 lanes from 99W to Tualatin-Sherwood Road.	$9,300,000	2018-2025
10718	Tualatin	Tualatin	Herman	Economic development and freight movement.	Reconstruction from Cipole to 124th.	$1,430,000	2008-2017
10719	Tualatin	Tualatin	Leveton Ind. Area	Economic development and freight movement.	Widen Leveton Drive to 5 lanes, signalize the 108th/Leveton intersection, signalize 108th/Tualatin intersection.	$3,000,000	2018-2025
10720	Tualatin	Tualatin	Boones Ferry	Provide congestion relief.	Widen to 5 lanes from Tualatin-Sherwood to Ibach.	$4,670,000	2026-2035
10721	Tualatin	Tualatin	McEwan	Provide congestion relief.	Widen to 3 lanes from 65th to Lake Oswego.	$3,580,000	2026-2035
10722	Tualatin	Tualatin	65th	Provide congestion relief.	Extension across the Tualatin River from Nyberg to Childs Road.	$15,560,000	2026-2035
10723	Tualatin	Tualatin	ORE 99W	Provide congestion relief.	Widen to 6 lanes from Cipole to the Tualatin River.	$6,200,000	2026-2035
10724	Tualatin	Tualatin	Tualatin	Provide congestion relief.	Widen to 5 lanes from Herman to Boones Ferry Road.	$3,900,000	2026-2035
10725	Tualatin	Tualatin	65th	Provide congestion relief.	Widen to 5 lanes from Sagert to Nyberg.	$3,600,000	2026-2035
10726	Tualatin	Tualatin	Sagert	Provide congestion relief.	Widen to 5 lanes from Martinazzi to 65th, signalize 65th/Sagert intersection & sidewalks on overpass.	$4,500,000	2026-2035
10727	Tualatin	Tualatin	90th	Provide congestion relief.	Widen to 5 lanes from 90th to Tualatin-Sherwood.	$1,900,000	2026-2035
10728	Tualatin	Tualatin	Boones Ferry	Provide congestion relief.	Interconnect signals on Boones Ferry Road from Tualatin-Sherwood Road to Ibach (6 signals).	$78,000	2008-2017
10729	Tualatin	Tualatin	Loop Rd	Economic development.	Construct street from Tualatin-Sherwod to Boones Ferry Rd to Martinazzi.	$3,900,000	2026-2035
10730	Tualatin	Tualatin	E-W connection	Economic development and freight movement.	Construct new street.	$1,700,000	2008-2017
10731	Tualatin	Tualatin	Lower Boones Ferry		Extension from Boones Ferry Rd to Tualatin Rd including a bridge over Tualatin River.	$21,800,000	2018-2025

DRAFT
2035 Regional Transportation Plan Project List Version 3.0

Metro RTP Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Purpose	Description	Estimated Cost ($2007)	Time Period
10732	Tualatin	Tualatin	Boones Ferry		Widen to 5 lanes from Norwood to Day Rd.	$40,050,000	2018-2025
10733			Borland	**Deleted because it is a duplicate of 10043.**	Widen to 5 lanes from Wilke to Stafford.	$56,500,000	2018-2025
10734	Tualatin	ODOT	I205 SB - I5 SB		Merge lane to I-5 south.		2008-2017
10735	Tualatin	Tualatin	Herman	Economic development and freight movement.	Widen to 5 lanes from 108th to Teton.	$1,250,000	2018-2025
10736	Tualatin	Tualatin	124th Ave	Economic development and freight movement.	Construct new street from Tualatin-Sherwood to Tonquin Rd - 5 lanes	$82,500,000	2008-2017
10737	Tualatin	Tualatin	Central Design District Pedestrian Improvements	Complete gap in system.	Pedestrian improvements & bike lanes.	$4,500,000	2008-2017
10738	Tualatin	Tualatin	Teton	Complete gap in system.	Add bikelanes to Teton from Avery to Tualatin Rd.	$1,122,000	2026-2035
10739	Tualatin	Tualatin	Nyberg	Complete gap in system.	Add bikelanes on Nyberg from I-5 to 65th.	$1,270,000	2026-2035
10740	Tualatin	Tualatin	65th Ave.	Complete gap in system.	Add bikelanes on 65th Ave from Sagert to Nyberg. Construct a pedestrian bridge over the River from Tualatin to Childs Rd.	$2,000,000	2026-2035
10741	Tualatin	Tualatin	95th Ave.	Complete gap in system.	Add bikelanes from Avery to Tualatin-Sherwood Rd.	$1,500,000	2026-2035
10742	Tualatin	Tualatin	108th Ave.	Complete gap in system.	Pedestrian bridge over Tualatin River and connecting paths.	$700,000	2026-2035
10743	Tualatin	Tualatin	99W	Complete gap in system.	Install sidewalks from Cipole to Tualatin River.	$1,650,000	2026-2035
10744	Tualatin	Tualatin	Tualatin River Pathway			$8,600,000	2018-2025
10745	Tualatin	Tualatin	Pedestrian Trail	Complete gap in system.	Pedestrian trail from 65th to Martinazzi.	$1,600,000	2018-2025
10746	Tigard		Washington Square Connectivity Improvements	Provide congestion relief.	Increase local street connections at Washington Square Center based on recommendations in regional center plan.	$8,160,000	2018-2025
10747	Tigard		Hwy. 217 Overcrossing - Cascade Plaza	Provide congestion relief.	Provide a new connection from Nimbus to Washington Square south of Scholls Ferry Road.	$35,372,711	2018-2025
10748	Tigard		Greenburg Road Improvements, South	Provide congestion relief.	Widen to 5 lanes with bikeways and sidewalks. Includes bridge replacement.	$5,616,000	2008-2017
10749	Tigard		Washington Square Regional Center Pedestrian Improvements	Sidewalk and trail infill to improve safety and access to transit.	Improve sidewalks, lighting, crossings, bus shelters, and benches at Washington Square.	$9,428,188	2018-2025
10750	Tigard		Greenburg Road Improvements	Provide congestion relief.	Widen to 5 lanes.	$7,542,550	2018-2025
10751	Tigard	ODOT	Hwy. 217 Overcrossing	Provide congestion relief.	Realign Hunziker Road to meet Hampton Street at 72nd Ave. and removes existing 72nd/Hunziker Road intersection.	$13,604,889	2018-2025
10752	Tigard	Tigard	Bonita Road Improvements	Provide congestion relief.	Widen to 4 lanes.	$12,570,917	2008-2017
10753	Tigard	Tigard	Durham Road Improvements	Provide congestion relief.	Widen to 5 lanes.	$5,499,776	2008-2017
10754	Tigard	Tigard	Walnut Street Extension	Address economic development.	Extend street east of 99W to connect to Hunziker Road.	$25,849,289	2008-2017
10755	Tigard	Tigard	72nd Ave. Improvements	Address economic development.	Widen to 5 lanes.	$8,486,400	2008-2017
10756	Tigard	Tigard	72nd Ave. Improvements	Address economic development.	Widen to 5 lanes.	$7,856,823	2008-2017
10757	Tigard	Tigard	72nd Ave. Improvements	Address economic development.	Widen to 5 lanes with bikeways and sidewalks. Includes bridge replacement	$7,856,823	2008-2017
10758	Tigard	Tigard	Dartmouth Street Extension	Fill a system gap by providing direct access to the Tigard Triangle industrial and employment area from western Tigard across 217, and provide congestion relief by removing local traffic from the 99W/217 and 72nd Ave/217 interchanges	3 lane extension; new Highway 217 overcrossing.	$43,998,211	2018-2025
10759	Tigard	Tigard	Dartmouth Street Improvements	Street improvements.	Widen to 4 lanes with turn lanes and sidewalks.	$2,950,000	2008-2017
10760	Tigard	Tigard	Tigard Town Center Pedestrian Improvements	Address economic development.	Improve Sidewalks, lighting, crossings, bus shelters and benches throughtout the Town Center including: Highway 99W, Hall Blvd, Main Street, Hunziker, Walnut and neighborhood streets.	$4,714,094	2018-2025
10761	Tigard		Hwy. 217 Overcrossing	Facilitate multi-modal circulation within the Washington Square Area and provide an alternative route to Scholls Ferry/217 Intersection.	2 lane overcrossing with sidewalks and bike lanes.	$40,814,667	2018-2025
10762	Tigard		Nimbus Ave. Extension	Complete system gap within Washington Square Area	2 lane extension with sidewalks and bike lanes.	$51,698,578	2018-2025
10763	Tigard		Washington Square Regional Center Greenbelt Shared Use Path	Complete system gap in Washington Square Loop Trail.	Complete shared-use path construction.	$2,720,978	2008-2017
10764	Tigard	Tigard	Durham Road Improvements	Capacity and multimodal improvements.	Widen to 5 lanes with bikeways and sidewalks. Includes bridge replacement	$8,013,960	2018-2025

DRAFT
2035 Regional Transportation Plan Project List Version 3.0

Metro RTP Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Purpose	Description	Estimated Cost ($2007)	Time Period
10765	Tigard		Hall Blvd. Extension	Fill Gap in Durham Road 2040 Corridor between Tigard and Tualatin Regional Centers.	Extend Hall Boulevard across Tualatin River.	$39,284,116	2018-2025
10766	Tigard		Regional Trail Gap Closure	Infill gaps in regional trail system.	Infill gaps in regional trail network. Affected trails include Fanno Creek, Washington Square Loop and Westside Trails.	$2,325,000	
10767	Tigard		72nd Ave. Intersection Improvements	Intersection improvements to address deficiencies.	Southbound right turn lane, northbound right turn overlap at Hwy 99W and 72nd; Southbound or Eastbound right turn lane at 72nd/Hampton/Hunziker	$1,600,000	2008-2017
10768	Tigard	Tigard	Upper Boones Ferry Intersection Improvements	Intersection improvements to address deficiencies.	Reconfigure intersection of Durham & Upper Boones Ferry to create a through route between Durham & I-5/Carmen Interchange; 2nd Northbound Turn Lane at 72nd/Carmen; 72nd/Boones Ferry assuming Boones Ferry/72nd widened to 5 lanes; eastbound right turn lane at Carman/I-5 southbound	$4,800,000	2008-2017
10769	Tigard	Tigard	Greenburg Intersection Improvements	Intersection improvements to address deficiencies.	2nd Northbound turn lane, modify signal timing at Greenburg/Oleson/Hall; install boulevard treatment at Greenburg/Washington Square Road; improve geometry/alignment and extance cycle length at intersection of Greenburg/Tiedeman	$10,200,000	2008-2017
10770	Tigard	ODOT	Hwy. 99W Intersection Improvements	Intersection improvements to address deficiencies.	At 68th/99W add 2nd westbound turn lane, a northbound left turn lane, a southbound left turn lane; at 72nd/99W add southbound right turn lane, northbound right turn overlap, and retain eastbound right turn lane when Hall widened to 7 lanes; at Dartmouth/99W retain eastbound right turn lane when 99W widened to 7 lanes; at 217 northbound on-ramp add 2nd northbound turn lane and retain both eastbound and westbound right turn lanes when Hall widened to 7 lanes; At 217 southbound on-ramp add 2nd southbound right turn lane and retain eastbound right lane when 99W widened to 7 lanes; at Main/Greenburg/99W add southbound left turn lane, and retain westbound right turn lane when 99W widened to 7 lanes; at Walnut/99W retain westbound right turn lane when 99W widened to	$12,600,000	2008-2017
10771	Forest Grove	TriMet	High Capacity Transit: Blue Line west : Hwy. 8 extension	Improve transit access to West Washington Co., connect the Pacific University campuses in Hillsboro and Forest Grove, accommodate growth with less traffic, encourage transit oriented development, supplement and relieve Hwy. 8, and reduce oil dependency	The Cities of Forest Grove, Cornelius, Hillsboro, and Washington County have identified a need to extend the MAX system to Forest Grove. The proposed line would run from the end of the existing HCT system in Hillsboro to downtown Forest Grove.	$215,000,000	2008-2017
10772	Forest Grove	Forest Grove	David Hill	Improve connectivity and balance circulation.	Extend easterly from Thatcher Road to Sunset Drive (Highway 47) as a arterial facility with left-turn lanes at major intersections, traffic signal and turn lanes at Hwy47	$10,500,000	2008-2017
10773	Forest Grove		Thatcher/Gales Creek	Eliminate substandard angles and improve intersection spacing. Improve access to labor markets and trade areas	Re-align Thatcher Road at its intersection with Gales Creek Road.	$2,800,000	2008-2017
10774	Forest Grove	Forest Grove	23rd/24th	Improve connectivity and balance circulation. Improve access to industrial areas.	Construct collector level roadway between Hawthorne Ave. and Quince Street.	$9,300,000	2008-2017
10775	Forest Grove	Forest Grove	E/Pacific/19th Intersection	Improve connectivity and balance circulation.	Extend 19th west and connect up to E and Pacific with a round-about	$4,300,000	2008-2017
10776	Forest Grove	Forest Grove	HWY 8/HWY 47 Intersection	Improve connectivity and balance circulation.	Turn Lanes, modify traffic signal.	$1,000,000	2008-2017
10777	Forest Grove	Forest Grove	Forest Grove-Cornelius Industrial Connector	Improve connectivity and balance circulation.	Construct east-west industrial collector from Yew Street to connect to Holladay in Cornelius.	$4,500,000	2008-2017
10778	Forest Grove	Forest Grove	Heather Industrial Connector	Improve connectivity and balance circulation.	Extend westerly from existing terminus to connect to Hwy 47 and the City of Cornelius	$3,500,000	2008-2017
10779	Forest Grove	Forest Grove	Hwy 8/Pacific/19th	Improve safety and modernization.	Retrofit the street with a boulevard design from Quince Street to B Street including wider sidewalks, curb extensions, safer street crossings, bus shelters and benches	$22,000,000	2008-2017
10780	Forest Grove	Forest Grove	Hwy 47 Intersection Improvements	Improve connectivity and balance circulation.	Add traffic signal.	$1,000,000	2008-2017
10781	Forest Grove	Forest Grove	West UGB Trail	Complete gap in system and improve safety and access to town center.	Multi-use trail.	$1,000,000	2008-2017
10782	Forest Grove	Forest Grove	Thatcher / Willamina / B St Pedestrian and Bicycle Improvements	Complete gap in system and improve safety and access to town center.	Bike lanes and sidewalks.	$1,000,000	2008-2017
10783	Forest Grove	Forest Grove	A Bicycle / Pedestrian	Complete gap in system and improve safety and access to town center.	Multi-use trail.	$1,000,000	2008-2017

DRAFT
2035 Regional Transportation Plan Project List Version 3.0

Metro RTP Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Purpose	Description	Estimated Cost ($2007)	Time Period
10784	Forest Grove	Forest Grove	David Hill / Hartford Bicycle Pedestrian	Complete gap in system and improve safety and access to town center.	Multi-use trail.	$1,150,000	2008-2017
10785	Cornelius	Cornelius	14th Ave	Reconstruct/signalize couplet intersection and widen collector.	Regulate OR8 traffic flow; widen local collector to improve Main Street/Industrial Area north/south connectivity.	$2,800,000	2008-2017
10786	Cornelius		Susbauer Rd	Improve urban/rural access to US 26.	Improve County Freight Connector route to urban standard w/in City (sidewalks & bike lanes); widen rural road with shoulder bike lane, reconstruct Dairy Crk Bridge to eliminate frequent road flooding.	$23,000,000	2008-2017
10787	Cornelius		10th Ave/Cornelius-Schefflin Rd	Improve urban/rural access to US 26.	Improve to urban standard w/in City (sidewalks & bike lanes), widen rural road with shoulder bike lane, reconstruct Council Creek Bridge.	$9,000,000	2008-2017
10788	Cornelius	Cornelius	10th Ave	Improve urban/rural access to US 26.	Improve to urban standard w/in City (sidewalks & bike lanes), widen rural road with shoulder bike lane, reconstruct Council Creek Bridge.	???????	2018-2025
10789	Cornelius	Cornelius	10th Ave	Signalize intersection.	Signalize intersection.	$300,000	2018-2025
10790	Cornelius	Cornelius	10th Ave	Signalize intersection.	Signalize intersection.	$300,000	2018-2025
10791	Cornelius	Cornelius	10th Ave	Signalize intersection.	Signalize intersection.	$300,000	2018-2025
10792	Cornelius	Cornelius	10th Ave	Signalize intersection.	Signalize intersection.	$300,000	2018-2025
10793	Cornelius	Cornelius	19th Ave	Signalize intersection.	Signalize intersection.	$300,000	2018-2025
10794	Cornelius	Cornelius	19th Ave	Signalize intersection.	Signalize intersection.	$300,000	2018-2025
10795	Cornelius	Cornelius	Holladay St Extension	Local system connectivity.	Construct new collector.	$2,500,000	2018-2025
10796	Cornelius	Cornelius	Holladay St Extension	Local system connectivity.	Construct new collector.	$1,300,000	2008-2017
10797	Cornelius	Cornelius	Holladay St Extension	Local system connectivity.	Construct new collector.	$1,300,000	2018-2025
10798	Cornelius	Cornelius	Davis St. Extension	Local system connectivity.	Construct new collector.	$2,500,000	2018-2025
10799	Cornelius	Cornelius	Davis St. Extension	Local system connectivity.	Construct new collector.	$4,500,000	2018-2025
10800	Cornelius	Cornelius	Dogwood St. Extension	Local system connectivity.	Construct new collector.	$1,500,000	2008-2017
10801	Cornelius	Cornelius	29th Ave.	Local system connectivity.	Construct new collector.	$4,500,000	2008-2017
10802	Cornelius	Cornelius	29th Ave	Signalize intersection.	Signalize intersection.	$300,000	2008-2017
10803	Cornelius	Cornelius	TV Hwy	Signal interconnect.	Interconnect OR 8 signal system in Cornelius.	$450,000	2008-2017
10804	Cornelius	Cornelius	Collector Bike Lanes	Paint & sign bike lanes.	Sign & stripe about 50 blocks of collectors.	$350,000	2008-2017
10805	Cornelius	ODOT	TV Hwy Ped Infill	Sidewalk infill.	Build out sidewalk gaps on TV Hwy. in Cornelius.	$1,020,000	2008-2017
10806	Cornelius		Council Creek Trail System	Build regional trail segment.	Build a bike/ped trail system along Council Creek in Cornelius.	$2,040,000	2008-2017
10807	Cornelius	Cornelius	HCT Park & Ride	Build HCT support facilities.	Build station area and park & ride facilities.	$1,360,000	2018-2025
10808	Cornelius	Cornelius	HCT Park & Ride	Build HCT support facilities.	Build station area and park & ride facilities.	$1,360,000	2018-2025
10809	THPRD	THPRD	Bronson Creek Community Trail	Complete a community trail segment in THPRD's Trail Master Plan.	To design and construct a community trail segment in a greenway corridor, 8'-10' wide paved.	$3,500,000	2018-2025
10810	THPRD	THPRD	Westside Trail (Regional)	Complete a regional trail segment in THPRD's Trail Master Plan.	To design and construct a regional trail multi-use segment in a utility corridor, 10'-12' wide paved.	$4,000,000	2008-2016
10811	THPRD	THPRD	Beaverton Creek Trail (Regional)	Complete a regional trail segment in THPRD's Trail Master Plan.	To design and construct a regional trail multi-use segment in a utility corridor, 10'-12' wide paved.	$7,000,000	2018-2025
10812	THPRD	THPRD	Fanno Creek Trail (Regional)	Complete a regional trail segment in THPRD's Trail Master Plan.	To design and construct a regional trail multi-use segment in a utility corridor, 10'-12' wide paved.	$1,700,000	2008-2017
10813	THPRD	THPRD	Westside Trail (Regional)	Complete a regional trail segment in THPRD's Trail Master Plan.	To design and construct a regional trail multi-use segment in a utility corridor, 10'-12' wide paved.	$4,000,000	2008-2017
10814	Hillsboro	Hillsboro	Evergreen Rd	Provide congestion relief.	Widen to 5 lanes with bike lanes and sidewalks.	$4,000,000	2008-2017
10815	Hillsboro	Hillsboro	Cornell Rd Signal Coordination	Provide congestion relief.	Interconnect Traffic Signals (Extends County ATMS).	$1,000,000	2008-2017
10816	Hillsboro	Hillsboro	TV Hwy. Signal Coordination	Provide congestion relief.	Interconnect traffic signals.	$2,350,000	2008-2017
10817	Hillsboro	Hillsboro	Aloclek	Complete gap in road/bike/pedestrian system.	Extend 3 lane road with bike lanes/sidewalks.	$4,012,000	2018-2025
10818	Hillsboro	Hillsboro	231st Ave./Century Blvd	Provide congestion relief.	Bridge and 3 lanes with bike lanes and sidewalks.	$26,248,000	2018-2025
10819	Hillsboro	Hillsboro	231st Ave./Century Blvd	Provide congestion relief.	Widen to 3 lanes with bike lanes and sidewalks.	$6,800,000	2008-2017

DRAFT
2035 Regional Transportation Plan Project List Version 3.0

Metro RTP Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Purpose	Description	Estimated Cost ($2007)	Time Period
10820	Hillsboro	Hillsboro	Brookwood (247th)	South Hillsboro development and future extension to River Rd. for congestion relief.	Widen to 3 lanes with bike/ped TV Hwy to Alexander, 2 lanes with onstreet parking and bike/ped Alexander to UGB, 3 lanes to River Rd	$24,446,000	2008-2017
10821	Hillsboro	Hillsboro	Huffman	Provide congestion relief.	Build 3 lane with bike lanes and sidewalks.	$7,890,000	2008-2017
10822	Hillsboro	Hillsboro	253rd	Provide congestion relief.	Build 3 lane with bike lanes and sidewalks.	$4,740,000	2008-2017
10823	Hillsboro	Hillsboro	Amberwood	Provide congestion relief.	Improve to 3 lane with bike lanes and sidewalks.	$2,312,000	2018-2025
10824	Hillsboro	Hillsboro	Cornell Rd	Provide congestion relief.	Improve to 5 lane with bike lanes and sidewalks.	$9,248,000	2018-2025
10825	Hillsboro	Hillsboro	Amberglen Parkway	Provide congestion relief.	Extend 3 lane road with bike lanes/sidewalks.	$3,264,000	2008-2017
10826	Hillsboro	Hillsboro	Jackson School Road	Provide congestion relief.	Widen to 3 lane with bike lanes/sidewalks.	$7,022,000	2018-2025
10827	Hillsboro	Hillsboro	Quatama Road	Bike/pedestrian access to LRT and provide congestion relief	Widen to 3 lane with bike lanes/sidewalks.	$1,800,000	2008-2017
10828	Hillsboro	Hillsboro	Edgeway (Salix)	Bike/pedestrian access to LRT and provide congestion relief	Extend as 2/3 lane with bike/sidewalks.	$6,664,000	2018-2025
10829	Hillsboro	Hillsboro	Wilkins Extension	Provide congestion relief.	Extend as 2/3 lane with bike/sidewalks.	$16,058,000	2026-2035
10830	Hillsboro	Hillsboro	Johnson	Provide congestion relief.	Widen to 3 lanes with bike/sidewalks.	$8,134,000	2026-2035
10831	Hillsboro	Hillsboro	Century Blvd	Provide congestion relief.	Extend 2/3 lane with US 26 Overpass, connect existing segments.	$12,920,000	2018-2025
10832	Hillsboro	Hillsboro	Quatama Road	Provide congestion relief.	Widen and extend 2/3 lane with bike/sidewalks.	$4,760,000	2018-2025
10833	Hillsboro	Hillsboro	Grant Street Extension	Provide congestion relief.	Extend 3 lane road with bike lanes/sidewalks.	$12,240,000	2018-2025
10834	Hillsboro	Hillsboro	28th Ave.	Bike/pedestrian access to LRT, provide congestion relief and connect segments.	Widen to 3 lanes with bike/sidewalks.	$4,352,000	2018-2025
10835	Hillsboro	Hillsboro	185th Ave.	Provide congestion relief.	Widen to 7 lanes.	$4,896,000	2018-2025
10836	Hillsboro	Hillsboro	Evergreen Rd	Provide congestion relief.	Widen to 5 lanes with bike lanes and sidewalks.	$5,440,000	2026-2035
10837	Hillsboro	Hillsboro	Campus Court Extension	Provide congestion relief.	Extend 3 lane road with bike lanes/sidewalks.	$3,270,000	2026-2035
10838	Hillsboro	Hillsboro	Davis Road	Serve UGB Expansion Area.	Extend 3 lane road with bike lanes/sidewalks.	$3,670,000	2008-2017
10839	Hillsboro	Hillsboro	Century Blvd (234th)	Serve UGB Expansion Area.	Extend 3 lane road with bike lanes/sidewalks.	$9,640,000	2008-2017
10840	Hillsboro	Hillsboro	Regional Center Improvements	Provide congestion relief.	Miscellaneous Improvements to maintain capacity.	$10,470,000	2018-2025
10841	Hillsboro	Hillsboro	Other Traffic Signals	Address safety and provide congestion relief.	Future Traffic Signals (Town Centers, 2040 Corridors).	$5,700,000	2008-2017
10842	Hillsboro	Hillsboro	Other Collector Reconstruction	Address safety and provide congestion relief.	Miscellaneous locations.	$58,888,000	2018-2025
10843	Hillsboro	Hillsboro	Intersection Improvements	Address safety and provide congestion relief.	Miscellaneous locations.	$43,248,000	2018-2025
10844	Hillsboro	Hillsboro	Cornelius Pass Road	Provide congestion relief.	Extend as a 3 lane with bike/sidewalks with rail grade separation.	$21,625,000	2018-2025
10845	Hillsboro	Hillsboro	Evergreen Rd	Provide congestion relief in regional center.	Entend new 3-lane roadway with bike/sidewalks.	$12,512,000	2026-2035
10846	Hillsboro	ODOT	TV Hwy.	Provide congestion relief.	Expand to 7 lanes with bike/sidewalks.	$68,000,000	2026-2035
10847	Hillsboro	Hillsboro	Regional Center Ped Improvements	Provide connectivity to transit and jobs.	Infill missing pedestrian sidewalks.	$4,548,000	2018-2025
10848	Hillsboro	Hillsboro	Industrial/Town Center Ped Improv	Provide connectivity to transit and schools.	Infill missing pedestrian sidewalks.	$1,300,000	2018-2025
10849	Hillsboro	Hillsboro	Regional Center- Bike Improvement	Provide connectivity to transit, schools and jobs.	Infill missing bike lane connections.	$2,114,000	2018-2025
10850	Hillsboro	Hillsboro	Beav Ck Trail, Bronson Ck Trail,	Provide connectivity to transit, jobs, and recreation.	Construct bike/ped trail.	$1,000,000	2018-2025
10851	Hillsboro	Hillsboro	Rock Ck Trail - Multi Use	Provide connectivity to transit, jobs, and recreation.	Construct bike/ped trail.	$5,520,000	2018-2025
10852	Wilsonville	ODOT	95th Ave/Boones Ferry Rd/Commerce Circle Intersection Improvements	Congestion and backup at this intersection causes backup onto I-5. The purpose is to enhance traffic flow at the primary freight access into Wilsonville.	Provide dual left-turn and right-turn lanes, improve signal synchonization, access management measures, fix sight-distance problems, and add extra lanes.	$2,500,000	2008-2017
10853	Wilsonville	Wilsonville	Kinsman Rd Extension from Ridder Rd to Day St	The Kinsman Road Extension provides freight access and capacity from Ridder Rd. to Day St. and provides the major north-south axis to the Coffee Creek I Regionally Significant Industrial Area.	Extend 3 lanes with sidewalks and bike lanes.	$6,500,000	2008-2017

DRAFT
2035 Regional Transportation Plan Project List Version 3.0

Metro RTP Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Purpose	Description	Estimated Cost ($2007)	Time Period
10854	Wilsonville		Tonquin Trail	Regional trail would connect Tualitin/Sherwood with the Twest Wilsonville, Coffree Lake Natural Area, Villebois, and the Grahams Oak Natural Area. Connections to the trail will be provided at Wilsonville road, throught Villebois, Boeckman Road, and Cahalin Road. The trail also includes an easter segment through Tualatin that connects to the Tualatin town center and the Tualtive River	Shared use path with some on-street portions.	$8,000,000	2008-2017
10855	Metro		Regional TOD Implementation Program	Increases efficiency of transit service, increases travel mode choice, network balance, and auto congestion mitigation.	Metro, the government of the Portland metropolitan region responsible for growth management, is implementing a highly integrated land use and transportation plan calling for substantial amounts of the region's growth to occur in medium- to high-density mixed-use, walkable urban "centers" linked by high quality transit service. TOD Program funding helps cause the construction of "transit villages" and other catalyst projects by the private sector. These projects mix of moderate- to high-intensity land uses, are physically or functionally connection to the transit system (including MAX light rail, Portland streetcar, commuter rail and high frequency	$129,000,000	2008 - 2035
10856	Gresham		Richey/Foster Connection	Connects Richey and Foster.	Construct roundabout and related improvements to Foster.	$525,000	2018-2025
10857	Gresham	Gresham	Jenne/Foster	Improve intersection.	Add second EB left turn lane. Requires widening of Jenne North.	$500,000	2018-2025
10858	Gresham	Gresham	174th/Powell	Improve intersection.	Improve intersection to 5 lane section.	$930,000	2018-2025
10859	Gresham	Gresham	Pleasant View Dr., Powell Loop to Binford Parkway	Bring to collector standards.	Widen roadway and construct curb and gutter, sidewalks, bike lanes and storm drainage.	$1,000,000	2008-2017
10860	Gresham	Gresham	Collector 72 (Knapp)	Build new road to green street collector standards	Build new road to green street collector standards.	$4,752,000	2008-2017
10861	Gresham	Gresham	Collector 72 (Knapp)	Build new road to green street collector standards	Build new road to green street collector standards.	$4,276,800	2008-2017
10862	Gresham	Gresham	Community Street 72	Build new road to green street collector standards	Build new road to green street community standards.	$3,326,400	2008-2017
10863	ODOT	ODOT	Convert Marine Dr. one-way southbound to two-way under I-84 and widen to five lanes.	Reduce current congestion at interchange.	Convert Marine Drive one-way southbound to two-way under I-84 and widen to five lanes.	$20,400,000	2008-2017
10864	ODOT	ODOT	New interchange on US 26 to serve industrial area.	Provide access to Springwater Community.	New interchange on US 26 to serve industrial area.	$20,000,000	2018-2025
10865	ODOT	ODOT	New I-205 NB on-ramp at I-205/Airport Way interchange based on I-205/Airport Way Study	Improve interchange operations and capacity.	New I-205 NB on-ramp at I-205/Airport Way interchange based on I 205/Airport Way Study.	$38,000,000	2008-2017
10866	ODOT	ODOT	Improve I-5/Columbia River bridge (Oregon share)	Preliminary engineering to improve capacity and operations.	Improve I-5/Columbia River bridge (Oregon share).	*$50,000,000*	2008-2017
10867	ODOT	ODOT	I-5: Conduct preliminary engineering and environmental work to modernize freeway and ramps to improve access to the Lloyd District and Rose	Improve access to Lloyd District and improve connection between I-5 and I-84.	Conduct preliminary engineering and environmental work to modernize freeway and ramps to improve access to the Lloyd District and Rose Quarter.	$50,000,000	2008-2017
10868	ODOT	ODOT	Grade separate southbound OR 213 at Washington Street and add a northbound lane to OR 213 from just south of Washington Street to the I-205 on-ramp.	Improve operations and add capacity.	Convert existing OR 213 at Washington Street intersection to right-in/right-out only. Realign Clackamas River Drive under OR 213 to intersect with Washington St. New signalized intersection on Clackamas River Drive with OR 213 connector. New stop sign controlled intersection on Washington St at realigned Clackamas River Dr. Extend the bridge over the railroad by 100' to the south over realigned Clackamas River Dr.	*$16,000,000*	2008-2017

DRAFT
2035 Regional Transportation Plan Project List Version 3.0

Metro RTP Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Purpose	Description	Estimated Cost ($2007)	Time Period
10869	ODOT	ODOT	Sunrise Project: Construct new highway facility from I-205 to 122nd and interim connection to 122nd Ave as defined by supplemental EIS	Address existing congestion and safety problems in Sunrise corridor; serve planned growth in Damascus TC; and provide improved access to I-205 for Clackamas Industrial Area.	Construct new highway facility from I-205 to 122nd and interim connection to 122nd Ave as defined by supplemental EIS.	*$235,000,000*	2008-2017
10870	ODOT	ODOT	I-5/99W Connector Phase 1: Conduct study, complete environmental design work and NEPA for I-5 to OR-99W Connector and acquire ROW	Improve statewide mobility and access to Portland metropolitan area.	Phase 1: Conduct study, complete environmental design work and NEPA for I-5 to OR-99W Connector and acuire ROW.	*$100,500,000*	2008-2017
10871	ODOT	ODOT	Marine Dr. extension (backage road), from I-84 EB off-ramp to 257th Dr.	Ensure adequate long term (20 year) interchange operation.	Marine Drive extension (backage road), from I-84 EB off-ramp to 257th Drive.	$8,200,000	2008-2017
10872	ODOT	ODOT	Add lane: SB I-205 to SB I-5 interchange ramp and extend acceleration lane and add auxiliary lane on SB I-5 to Stafford Road	Significant localized congestion occurs at the merge point of the I-205 SB ramp connection to SB I-5. This has prompted concerns that the anticipated benefits of scheduled construction of a permanent auxiliary lane in each direction on I-	Add lane to SB I-205 to SB I-5 interchange ramp and extend acceleration lane and add auxiliary lane on SB I-5 to Stafford Road.	$10,000,000	2008-2017
10873	ODOT	ODOT	US 26W: Widen highway to 6 lanes	Increase capacity.	Widen highway to 6 lanes.	$32,800,000	2008-2017
10874	ODOT	ODOT	I-5: Construct new roadway between Columbia Blvd and Denver Ave near Argyle Street; replace Denver Viaduct; Relocate/reconstruct and signalize	Address safety and mobility, freight access to I-5, and relieve congestion.	Construct new roadway between Columbia Blvd and Denver Ave near Argyle Street; replace Denver Viaduct; Relocate/reconstruct and signalize Denver/Schmeer Rd intersection.	$45,000,000	2008-2017
10875	ODOT	ODOT	OR 217: Braid OR 217 ramps between Beaverton-Hillsdale Hwy. and Allen Blvd. in both directions	Address safety and mobility.	Braid OR 217 ramps between Beaverton-Hillsdale Highway and Allen Boulevard in both directions.	*$55,000,000*	2008-2017
10876	ODOT	ODOT	I-84: Extend Halsey exit lane to I-205 NB exit	Relieve congestion at I-84/I-205 interchange, and possibly all the way back to I-5/I-84 interchange.	I-84 Lane Extension: Halsey to I-205 NB ramp.	$7,000,000	2008-2017
10877	ODOT	ODOT	Modernize freeway and ramps to improve access to the Lloyd District and Rose Quarter (Greeley ramp improvements in financially constrained system). I-84/I-5 interchange would include two phases (phase 1 is project #390, phase 2 is	Improve access to Lloyd District and improve connection between I-5 and I-84.	Modernize freeway and ramps to improve access to the Lloyd District and Rose Quarter (Greeley ramp improvements in financially constrained system). I-84/I-5 interchange would include two phases (phase 1 is project #390, phase 2 is #427, and phase 3 is #4.	$521,000,000	2008-2017
10878	ODOT	ODOT	I-5/99W Connector Phase 2: Minimum Operable Segment - construct minimal connection to I-5 and two lane arterial to Tonquin Road/124th extension	Improve statewide mobility and access to the Portland Metro area.	Phase 2: Minimum Operable Segment - construct minimal connection to I-5 and two lane arterial to Tonquin Road/124th extension.	$263,000,000	2008-2017
10879	ODOT	ODOT	I-5/99W Connector Phase 3: Additions to Minimum Operable Segment - Extend two lanes to OR 99W and construct interchange	Improve statewide mobility and access to the Portland Metro area.	Phase 3: Additions to Minimum Operable Segment - Extend two lanes to OR 99W and construct interchange.	$148,000,000	2008-2017

DRAFT
2035 Regional Transportation Plan Project List Version 3.0

Metro RTP Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Purpose	Description	Estimated Cost ($2007)	Time Period
10880	ODOT	ODOT	I-5/99W Connector Phase 4: Additions to minimum operable segment - Improve I-5 interchange connections and add braids on I-5.	Improve statewide mobility and access to the Portland Metro area.	Phase 4: Additions to minimum operable segment - Improve I-5 interchange connections and add braids on I-5.	$113,000,000	2008-2017
10881	ODOT	ODOT	I-5/99W Connector Phase 5: Additions to minimum operable segment - Construct mid-point interchanges.	Improved statewide mobility and access to the Portland Metro area	Phase 5: Additions to minimum operable segment - Construct mid-point interchanges.	$56,500,000	2008-2017
10882	ODOT	ODOT	I-5/99W Connector Phase 6: Additions to minimum operable segment - Widen from two lanes to four lanes in corridor.	Improved statewide mobility and access to the Portland Metro area	Phase 6: Additions to minimum operable segment - Widen from two lanes to four lanes in corridor.	$56,500,000	2008-2017
10883	ODOT	ODOT	I-5: Acquire right-of-way	Add capacity and improve operations.	Acquire right-of-way.	$20,000,000	2008-2017
10884	ODOT	ODOT	I-5/I-84 Interchange: Acquire R-O-W	Improve access to Lloyd District and improve connection between I-5 and I-84.	Acquire right-of-way.	$20,000,000	2008-2017
10885	ODOT	ODOT	Sunrise Project Phase 2 Construction		Construct new highway facility and interchanges SE 122nd Ave with transition to 172nd	$247,900,000	
10886			Sunrise Project: Acquire right-of-way	Preserve right-of-way for Sunrise Parkway.	Acquire right-of-way: **DELETED AT REQUEST OF ODOT**	$150,000,000	2008-2017
10887			Construct Sunrise Parkway, 172nd to US 26	Address existing congestion and safety problems in Sunrise corridor; serve planned growth in Damascus TC; and provide improved east-west freight route.	Construct Sunrise Parkway, 172nd to US 26: **DELETED AT REQUEST OF ODOT**	$600,000,000	2008-2017
10888			Evaluate Sunrise Parkway as part of the Damascus/ Boring Concept plan	Conduct DEIS to determine form, function, and alignment for new highway facility, Rock Creek Jct to US 26	Evaluate Sunrise Parkway as part of the Damascus/ Boring Concept plan: **DELETED AT REQUEST OF ODOT**	$6,000,000	2008-2017
10889			Conduct preliminary engineering for the Sunrise Parkway	Conduct preliminary engineering for Sunrise Parkway.	Conduct preliminary engineering for the Sunrise Parkway: **DELETED AT REQUEST OF ODOT**	$60,000,000	2008-2017
10890	ODOT	ODOT	Sunrise Project: Acquire right-of-way for Phase 1: I-205 to SE 122nd Ave.	Preserve right-of-way for Phase 1 of Sunrise Project.	Acquire right-of-way for Phase 1: I-205 to SE 122nd Ave.	$55,000,000	2008-2017
10891	ODOT	ODOT	Sunrise Project: Conduct preliminary engineering to construct new highway facility and interchanges.	Conduct preliminary engineering for Phase 2 of Sunrise Proect.	Conduct preliminary engineering to construct new highway facility and interchanges.	$25,000,000	2008-2017
10892	ODOT	ODOT	Sunrise Project: Acquire right-of-way for Phase 2: SE 122nd to 172nd	Preserve right-of-way for Phase 2 of Sunrise Project.	Acquire right-of-way for Phase 2: SE 122nd to Rock Creek Jct.	$74,000,000	2008-2017
10893	ODOT	ODOT	Improve I-5/Columbia River bridge (Oregon share)	Construction of the Oregon share to improve capacity and operations.	Improve I-5/Columbia River bridge (Oregon share).	$550,000,000	2008-2017
10894	ODOT	ODOT	Sunrise Hwy. Phase 1 PE: I-205 to SE 122nd Ave	Address existing congestion and safety problems in Sunrise corridor; serve planned growth in Damascus TC; and provide improved access to I-205 for Clackamas Industrial Area.	PE for Phase 1: I-205 to SE 122nd Ave.	$30,000,000	2018-2025
10895	TriMet	ODOT	Commuter Rail: SW Corridor	Interregional travel.	Milwaukie, Lake Oswego, Tualatin, Sherwood, McMinnville.		2020
10896	TriMet	ODOT	Commuter Rail: Willamette Valley Corridor	Interregional travel.	Wilsonville, Donald, West Woodburn, St Louis, Hopmere, Salem.		2015
10897	TriMet	ODOT	Commuter Rail: Northwest Corridor	Interregional travel.	Portland, Linnton, Sauvie Island, Scappose, St Helens.		2025
10898	Amtrak	Amtrak	Amtrak Cascades Service	Interregional travel.	Amtrak Cascades service upgrade - Eugene to Vancouver.		2010
10899	TriMet		Washington County Commuter Rail spare DMUs	Meet capacity requirement and provide spares.	1 powered and 2 trailer DMUs for spares and service reliability.		2010

DRAFT
2035 Regional Transportation Plan Project List Version 3.0

Metro RTP Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Purpose	Description	Estimated Cost ($2007)	Time Period
10900	TriMet		Washington County Commuter Rail improvements	HCT service between Regional and Town Centers.	Beaverton to Wilsonville service upgrade (frequency and times of day). Will require capital improvements including DMUs.		2015
10901	TriMet		MAX light rail: South Corridor Ph 2: Portland to Milwaukie	Regional rail development to Milwaukie Town Center.	Portland, N Macadam, OMSI, Brooklyn, Milwaukie, (Park Ave.).		2010
10902	TriMet		MAX light rail: Yellow Line: CRC / I-5 North extension	Regional rail development to Central City and beyond.	CRC - Expo to Vancouver, north on Main to Lincoln.		2010
10903	TriMet		MAX light rail: I-205 North Bi-State Corridor	Regional rail development to a Regional Center.	Parkrose to Clark County and Vancouver Mall.		2020
10904	TriMet		MAX light rail: Red Line extension into Amber Glen	Increase in regional rail coverage to a major planned mixed use/employment center.	Possible extension at Quatama north to Amber Glen and Tanasbourne, subject to further study.		
10905	TriMet		MAX light rail: Blue Line east : station upgrades	Increase attractiveness of service to encourage ridership and adjacent TOD.	Refurbish older MAX station platforms along Banfield / Burnside.		2015
10906	TriMet		High Capacity Transit: Green Line : I-205 South extension	Regional HCT development to a Regional Center.	Clackamas Town Center, Oregon City (extension option vs McLoughlin).		2015
10907	TriMet		High Capacity Transit: Barbur / I-5 / 99W Corridor	Regional HCT development in a primary transit corridor and to three Town Centers.	Portland, Burlingame, Tigard, King City, Sherwood (possible OHSU connection).		2015
10908	TriMet		High Capacity Transit: South Corridor : SE McLoughlin extension	Regional HCT development to a Regional Center.	Milwaukie, Gladstone, Oregon City.		2015
10909	TriMet		High Capacity Transit: Powell Blvd.: Hwy. 26 to Lents	Regional HCT development to a Town Center.	Upgrade Powell Blvd BRT (early RTP) to LRT (later RTP).		2030
10910	TriMet		High Capacity Transit: Blue Line west : Hwy. 8 extension	Regional HCT development to a Town Center and university.	Hillsboro, Cornelius, Forest Grove (extension).		2025
10911	TriMet		High Capacity Transit: Blue Line east : NE 257th extension	Regional HCT development to a Town Center and community college.	Gresham, Mt Hood Community College, possibly Troutdale.		2025
10912	TriMet		Streetcar Extension: Portland to Lake Oswego via Willamette Shore	Regional rail system development to a Town Center.	Portland to Lake Oswego extension of Portland Streetcar.		2015
10913	TriMet		Bus Rapid Transit: Hwy. 26 - Powell / Foster	Regional HCT development in a major corridor and Town Center.	Powell Boulevard - Portland to Lents.		2015
10914	TriMet		Bus Rapid Transit: Foster Road / Damascus	Regional HCT development to two additional Town Centers.	Extension of BRT from Lents to Damascus.		2020
10915	TriMet		Bus Rapid Transit: Hwy. 224 / Sunnyside Road	Regional HCT development to two additional Town Centers.	Milwaukie, Clackamas Regional Center, Happy Valley, Damascus.		2020
10916	TriMet		Bus Rapid Transit: SE McLoughlin to Oregon City and CCC	Regional HCT development to a Regional Center and community college.	Milwaukie, Gladstone, Oregon City, CCC (possible predecessor to LRT).		2015
10917	TriMet		Bus Rapid Transit: 232nd / 242nd (per Damascus Plan)	Regional HCT development to a Town Center.	Gresham TC to Damascus (contiguous w/ Hwy 224/Sunnyside service).		2030
10918	TriMet		Bus Rapid Transit: I-205 South	Cross-regional HCT service connecting two Regional Centers and two Town Centers.	Clackamas RC, Oregon City, West Linn, Tualatin "beltline" service.		2030
10919	TriMet		Bus Rapid Transit: Cornell Road / Evergreen Pkwy	Regional HCT service in a high growth corridor with three Town Centers.	Shute Road, Tanasbourne, Bethany, Cedar Mills, STC, St Vincents. Limited stop / priority treatments. (Shown as near-term Frequent Service.)		2030
10920	TriMet		MAX LRT: Rose Quarter junction track and intersection improvements	Operational congestion relief.	Improve operations, possible grade separation, bike accommodation.		2015
10921	TriMet		MAX LRT on Steel Bridge: Capacity and operations improvements	Operational congestion relief.	Possible additional tracks, bridge rehabilitation, seismic upgrade.		2015
10922	TriMet		MAX LRT: Gateway junction restructuring	Operational congestion relief.	Track reconfiguration to provide direct N/S operations and eliminate single track section.		2020

DRAFT
2035 Regional Transportation Plan Project List Version 3.0

Metro RTP Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Purpose	Description	Estimated Cost ($2007)	Time Period
10923	TriMet		MAX LRT: Downtown Portland speed and capacity improvements	Operational congestion relief.	Train speed and station spacing study, signal upgrades.		on-going
10924	**DELETED**				**Duplicate of Project # 10364 and was deleted based on request from TriMet and the Port of Portland.**		
10925	TriMet		MAX LRT: 3rd light rail transit operating base	Required for growing capacity/operational needs.	Require to meet system expansion.		2030
10926	TriMet		Transit dispatch center expansion	Required for growing capacity/operational needs.	To accommodate increasing operating complexities.		2015
10927	TriMet		MAX LRT: Operational upgrades	Required for growing capacity/operational needs.	Sidings, powered turnouts, block and signal control infill.		on-going
10928	TriMet		New MAX LRT vehicles	Required for growing capacity/operational needs.	See below.		see below
10929	TriMet		Frequent Bus: Line 76 - Beaverton / Tualatin	Development of high-quality grid-like transit service.	390 additional service hours upgrade and related bus stop and ROW improvements.		2015
10930	TriMet		Frequent Bus: Line 31 - Milwaukie to Clackamas Regional Center	development of high-quality grid-like transit service	240 additional service hours upgrade and related bus stop and ROW improvements.		2015
10931	TriMet		Frequent Bus: Line 31 - Clackamas Regional Center to 152nd	development of high-quality grid-like transit service	125 additional service hours upgrade and related bus stop and ROW improvements.		2020
10932	TriMet		Frequent Bus: Line 31 - 152nd to Damascus	Improved temporal service coverage.	XXX additional service hours upgrade and related bus stop and ROW improvements.		2025
10933	TriMet		Frequent Bus: Line 9 - Powell Blvd. to I-205	Improved temporal service coverage.	80 additional service hours for span of service and related bus stop and ROW improvements.		2015
10934	TriMet		Frequent Bus: Line 4 - Division to Gresham TC	Improved temporal service coverage.	50 additional service hours for span of service and related bus stop and ROW improvements.		2015
10935	TriMet		Frequent Bus: Line 8 - Jackson Park	Improved temporal service coverage.	25 additional service hours for span of service and related bus stop and ROW improvements.		2015
10936	TriMet		Frequent Bus: Line 15 - Belmont	Improved temporal service coverage.	75 additional service hours for span of service and related bus stop and ROW improvements.		2015
10937	TriMet		Frequent Bus: Line 54 - Beaverton Hillsdale Hwy. to Beaverton TC	Development of high-quality grid-like transit service.	225 additional service hours for FS extension and related bus stop and ROW improvements.		2020
10938	TriMet		Frequent Bus: Line 33 - McLoughlin to Clackamas Community College	Development of high-quality grid-like transit service.	260 additional service hours for FS extension and related bus stop and ROW improvements.		2020
10939	TriMet		Frequent Bus: Line 33 - McLoughlin to Oregon City	Improved temporal service coverage.	1601 additional service hours for span of service and related bus stop and ROW improvements.		2020
10940	TriMet		Frequent Bus: Line 35 - Macadam Ave. to Oregon City	Development of high-quality grid-like transit service.	605 additional service hours upgrade and related bus stop and ROW improvements.		2020
10941	TriMet		Frequent Bus: Line 12 - Barbur to Durham Road	Improved temporal service coverage.	60 additional service hours for span of service and related bus stop and ROW improvements.		2020
10942	TriMet		Frequent Bus: Line 12 - Sandy to Parkrose TC	Improved temporal service coverage.	40 additional service hours for span of service and related bus stop and ROW improvements.		2020
10943	TriMet		Frequent Bus: Line 12 - Barbur from Durham to Sherwood	Development of high-quality grid-like transit service.	140 additional service hours for FS extension and related bus stop and ROW improvements.		2025
10944	TriMet		Frequent Bus: Line 79 - Clackamas Town Center to Oregon City via Webster Road	Development of high-quality grid-like transit service.	305 additional service hours for upgrade of service and related bus stop and ROW improvements.		2025
10945	TriMet		Frequent Bus: Line 87 - 181st/182nd Ave., NE Sandy to SE Powell Blvd.s	Development of high-quality grid-like transit service.	380 additional service hours for upgrade of service and related bus stop and ROW improvements.		2025
10946	TriMet		Frequent Bus: Line 52 - SW 185th Ave.	Development of high-quality grid-like transit service.	XXX additional service hours for upgrade of service and related bus stop and ROW improvements.		2015
10947	TriMet		Frequent Bus: Line 62 - SW Murray Blvd.	Development of high-quality grid-like transit service.	XXX additional service hours for upgrade of service and related bus stop and ROW improvements.		2015

DRAFT
2035 Regional Transportation Plan Project List Version 3.0

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10948	TriMet		Frequent Bus: Cornell Road / Evergreen Pkwy	Development of high-quality grid-like transit service.	XXX new service hrs for new service on Shute Road, Tanasbourne, Bethany, Cedar Mills, STC, St Vincents. Priority treatments. Further upgrade to BRT noted above.		2015
10949	TriMet		Frequent Bus: Line 87 - 181st / 182nd Ave. Extension to Pleasant Valley via 190th	Development of high-quality grid-like transit service.	XXX additional service hours for FS extension and related bus stop and ROW improvements.		2030
10950	TriMet		Frequent Service evening extensions	Improved temporal service coverage.	Brings FS to a consistent daily coverage of 6 am to 10 pm.		on-going
10951	TriMet		Regional Bus: Johnson Creek Blvd. - Tacoma Street MAX Station to Clackamas Regional Center	Development of new grid-like transit service.	Cross-county route.		2010
10952	TriMet		Regional Bus: SE Thiessen, Hill, Oak Grove Road - River Road to Clackamas Regional Center	Development of new grid-like transit service.	Cross-county route.		2010
10953	TriMet		Milwaukie local service	Increase local service access.	New local route in central Milwaukie (between Railroad Ave. / King Rd.)		2010
10954	TriMet		West Linn Community service	Increase local service access.	New local route from Oregon City to Lake Oswego via Sunset and Rosemont. Possible Marylhurst University vs South Shore return.		2020
10955	TriMet		Regional Bus: SE 172nd - Foster to Sunnyside	Development of new grid-like transit service.	Pleasant Valley to Happy Valley.		2020
10956	TriMet		Regional Bus: SE 232nd / 242nd	Development of new grid-like transit service.	Gresham TC to Damascus (predecessor to BRT proposed above).		2020
10957	TriMet		Damascus Community Bus	new local service to increase service access	3 local bus routes per Concept Plan, including central Damascus loop		2020
10958	TriMet		Oregon City Regional Center circulator	Increase local service access and reinforce Regional Center travel options.	Local bus / streetcar service in the core with HCT connection.		2030
10959	TriMet		Regional Bus: Line 33 extension: Beavercreek Rd	Development of new grid-like transit service.	From CCC on Beavercreek to Henrici Rd.		2020
10960	TriMet		Tigard Local Service	Increase local service access and reinforce Regional Center travel options.	McDonald, Gaarde, 121st, Walnut, 135th, Washington Square (or Murray Road interline with #62).		2015
10961	TriMet		Regional Bus: Cornelius Pass Road	Development of new grid-like transit service.	Hillsboro Sports Complex to TV Highway.		2015
10962	TriMet		Regional Bus: Brookwood Parkway	Development of new grid-like transit service.	South Hillsboro, Brookwood Ave, Brookwood Pkwy, Shute Road.		2015
10963	TriMet		Regional Bus: Line 67 extension on SW 170th	Development of new grid-like transit service.	Full N/S route. Adds Merlo to Farmington. Reconcile w/ Line 88.		2015
10964	TriMet		Hillsboro Regional Center Circulator	Increase local service access and reinforce Regional Center travel options.	Local bus / streetcar service in the core with HCT connection.		2030
10965	TriMet		Beaverton Regional Center Circulator	Increase local service access and reinforce Regional Center travel options.	Local bus / streetcar service in the core with HCT connection.		2030
10966	TriMet		Washington Square Regional Center Circulator	Increase local service access and reinforce Regional Center travel options.	Local bus / streetcar service in the core with HCT connection.		2030
10967	TriMet		Amberglen Circulator based on Concept Plan outcome	Increase local service access and reinforce Regional Center travel options.	Proposed streetcar / bus circulator in Amberglen / Tanasbourne area.		2025
10968	TriMet		Regional Bus: North Bethany service extension	New local service to increase service access.	Extension of Line 52 through PCC back door to North Bethany center.		2025
10969	TriMet		Regional Bus: Lake Oswego / Tualatin / Sherwood service	Development of new grid-like transit service.	Restructuring of Line 36 for direct South Shore / Tualatin - Sherwood Rd. service.		
10970	TriMet		Regional Bus: NE 148/ 162nd loop	Development of new grid-like transit service.	Two-way loop service from Airport Way to SE Powell Blvd.		2020
10971	TriMet		Regional Bus: Rockwood - Gresham TC	Development of new grid-like transit service.	Via NE Glisan and Hogan Dr.		2025
10972	TriMet		Troutdale employment circulator (connecting with routes 77 and 20)	New local service to increase service access.	Service to Reynolds on Sundial Road N. of Marine Dr. (new 400,000 sf FedEx facility on adjacent property).		2010
10973	TriMet		Regional Bus: Sandy Blvd.	Development of new grid-like transit service.	Service coverage on NE Sandy between 223rd and 238th including Walmart (route reconfiguration).		

DRAFT
2035 Regional Transportation Plan Project List Version 3.0

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10974	TriMet		Pleasant Valley community bus	New local service to increase service access.	Local loop service on SE Gisse, 190th, Cheldelin, 172nd.		2025
10975	TriMet		Gateway Regional Center Circulator	Increase local service access and reinforce Regional Center travel options.	Local bus / streetcar service in the core with HCT connection.		2030
10976	TriMet		Gresham Regional Center circulator	Increase local service access and reinforce Regional Center travel options.	Local bus / streetcar service in the core with HCT connection.		2030
10977	City of Portland		Eastside Streetcar Loop: Phase 1	Increase local service access and reinforce Central City travel options.	Streetcar extension from Pearl to Lloyd District, to Central Eastside to OMSI.		2010
10978	City of Portland		Eastside Streetcar Loop: Phase 2	Increase local service access and reinforce Central City travel options.	Streetcar extension and loop completion over the light rail Willamette River Bridge: OMSI to Riverplace.		2015
10979	City of Portland		Burnside Couch Streetcar	Increase local service access and reinforce Central City travel options.	Streetcar proposed as part of major City facelift of Burnside and Couch Streets.		2015
10980	City of Portland		Streetcar Master Plan	Encourage TOD along principle urban travel corridors	Planning program for future Portland streetcar lines.		2008
10981	TriMet		Regional Bus: North Macadam / Line 35 realignment	Increase local service access and reinfornce Town Center travel options.	Shift of Line 35 through this fast-growing area.		2010
10982	TriMet		Regional Bus: Columbia South Shore service improvements	Development of new grid-like transit service.	Route TBD.		2015
10983	TriMet		Hayden Island circulator bus	New local service to increase service access.	Distributes trips to / from HCT station.		2015
10984	TriMet		Reconfiguration of Millikan Way Park & Ride	Required and possible TOD opportunity.	Reconfigure lot in response to lease expiration.		2010
10985	TriMet		Sunset Park & Ride rework to match Peterkort redevelopment	TOD opportunity.	Redesign to expand park & ride lot and integrate station with pending site development.		??
10986	TriMet		Flavel Park & Ride reconfiguration	TOD opportunity.	Reconfigure / structure Flavel P&R for TOD opportunity.		2020
10987	TriMet		Gresham City Hall Park & Ride reconfiguration	TOD opportunity.	Reconfigure / structure City Hall P&R for TOD opportunity.		2010
10988	TriMet		Pocket park & ride lots	Increase transit system access to areas not effectively served by transit.	50-space +/- lots in communities. 20 lots region-wide.		2010
10989	TriMet		Rockwood park & ride lot	TOD opportunity.	Redevelop site in conjunction with TOD opportunity.		2010
10990	TriMet		Park & Ride management strategy implementation	Reduce P&R impacts, encourage station-area development and revenue offset.	Convert major park & ride lots for shared use and/or pay lots.		
10991	TriMet		Gateway Phase 2 TOD development	TOD opportunity.	Coordinate with development and garage expansion.		2010
10992	TriMet		Gateway Phase 3 TOD development	TOD opportunity.	Reconfigure bus TC function alongside P&R structure per master plan		2015
10993	TriMet		Milwaukie bus layover facility	Improve development conditions in this Town Center	Modification to Milwaukie Park & Ride.		2010
10994	TriMet		Parkrose Park & Ride expansion	Capacity and increasing demand.	Possible structured parking.		2015
10995	TriMet		Rose Quarter Bike Improvements	Bike access to N/NE Portland.	Modify Rose Quarter to accommodate through bike traffic.		2008
10996	TriMet		Rose Quarter Transit Center reconstruction	TOD opportunity and operational improvements.	Reconstruct TC to better suit circulation and redevelopment needs.		2010
10997	TriMet		Willow Creek Transit Center	TOD opportunity.	Reconstruct TC portion of MAX/bus facility for TOD opportunity (PCC)		
10998	TriMet		Bus replacement	System requirements.	40 buses.		2009
10999	TriMet		Bus replacement	System requirements.	40 buses.		2010
11000	TriMet		Bus replacement	System requirements.	40 buses.		2011
11001	TriMet		Bus replacement	System requirements.	40 buses.		2012
11002	TriMet		Bus replacement	System requirements.	63 buses.		2013
11003	TriMet		Bus replacement	System requirements.	60 buses.		2014
11004	TriMet		Bus replacement	System requirements.	60 buses.		2015
11005	TriMet		Bus replacement	System requirements.	60 buses.		2016
11006	TriMet		Bus replacement	System requirements.	45 buses.		2017
11007	TriMet		Bus replacement	System requirements.	45 buses.		2018
11008	TriMet		Bus replacement	System requirements.	30 buses.		2019

DRAFT
2035 Regional Transportation Plan Project List Version 3.0

Metro RTP Project ID	Nominating Agency	Facility Owner / Operator	Project/Program Name	Project Purpose	Description	Estimated Cost ($2007)	Time Period
11009	TriMet		Bus replacement	System requirements.	30 buses.		2020
11010	TriMet		Bus replacement	System requirements.	30 buses.		2021
11011	TriMet		Bus replacement	System requirements.	31 buses.		2023
11012	TriMet		Bus replacement	System requirements.	33 buses.		2024
11013	TriMet		Bus replacement	System requirements.	31 buses.		2025
11014	TriMet		Bus replacement	System requirements.	TBD		2026-35
11015	TriMet		Bus expansion	System requirements.	Allocate to individual routes, above.		
11016	TriMet		LIFT vehicle replacement	System requirements.	36 buses.		2008
11017	TriMet		LIFT vehicle replacement	System requirements.	31 buses.		2009
11018	TriMet		LIFT vehicle replacement	System requirements.	30 buses.		2010
11019	TriMet		LIFT vehicle replacement	System requirements.	30 buses.		2011
11020	TriMet		LIFT vehicle replacement	System requirements.	30 buses.		2012
11021	TriMet		LIFT vehicle expansion	System requirements.	13 buses.		2008
11022	TriMet		LIFT vehicle expansion	System requirements.	12 buses.		2009
11023	TriMet		LIFT vehicle expansion	System requirements.	13 buses.		2010
11024	TriMet		LIFT vehicle expansion	System requirements.	13 buses.		2011
11025	TriMet		LIFT vehicle expansion	System requirements.	14 buses.		2012
11026	TriMet		LIFT vehicle expansion	System requirements.	TBD		2013-35
11027	TriMet		LRV replacement - Type 1	System requirements.	26 LRVs.		2022
11028	TriMet		LRV replacement - Type 2	System requirements.	46 LRVs.		2034
11029	TriMet		LRV replacement - Type 2	System requirements.	6 LRVs.		2036
11030	TriMet		LRV replacement - Type 3	System requirements.	27 LRVs.		2040
11031	TriMet		LRT expansion	System requirements.	Allocate to individual extensions, above.		
11032	TriMet		Ruby Junction light rail operating base expansion	System requirements.	Stub yard expansion on west side of Eleven-Mile Ave.		2015
11033	TriMet		Ruby Junction light rail operating base expansion	System requirements.	Full loop yard and building on west side if Eleven-Mile Ave.		2020
11034	TriMet		3rd light rail operating base	System requirements.	To accommodate system expansion.		2025
11035	TriMet		Powell bus operating base	System requirements.	Good deadhead site, land already available, shop annex and parking		2015
11036	TriMet		Merlo fuel/service house replacement	System requirements.	Over due replacement, creates new entrance.		2010
11037	TriMet		Merlo bus operating base expansion	System requirements.	Pave graveled property for bus parking expansion.		2020
11038	TriMet		Center Street bus operating base expansion	System requirements.	Phase 1 to include parking structure.		2010
11039	TriMet		Center Street bus operating base expansion	System requirements.	Phase 2 to include aministrative offices.		2015
11040	TriMet		Center Street bus operating base expansion	System requirements.	Phase 3 to include bus parking deck.		2020
11041	TriMet		4th bus base	System requirements.	Land acquisition and construction of a 4th bus base.		2035
11042	TriMet		Bus priority treatment	Facilitate reliable operations, reduced travel times, and increase ridership.	Traffic signal priority treatments, jump lanes, etc.		on-going
11043	TriMet		Pedestrian access improvements	Critical to improve safe access to transit and promote transit use. Essential to mobility challenged populations.	Sidewalks, crosswalks and ADA improvments to transit access.		on-going

M E M O R A N D U M
600 NORTHEAST GRAND AVENUE PORTLAND, OREGON 97232 2736
TEL 503 797 1700 FAX 503 797 1794

METRO

DATE: August 31, 2007

TO: TPAC and Interested Parties

FROM: Kim Ellis, Principal Transportation Planner

SUBJECT: 2035 RTP System Analysis – Round 1 Preliminary Results

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Purpose
The purpose of this memo is to describe Round 1 RTP system analysis data available for TPAC consideration. TPAC will be asked to discuss the preliminary results during the September 17 TPAC workshop. The workshop will be held from 1:30-4:30 p.m. at Metro in the Council Chambers. Additional workshops may be scheduled as needed.

System Analysis Data Available to Date
The following data is available for TPAC review prior to the September 17 workshop:

- ✓ System performance measures for Total Region Trips and Intra-UGB Trips (Attachments 1 and 2 to this memo)
- ✓ Volume/capacity plots of EMME/2 model auto network volumes (region-wide and subareas) for the following time periods:
  - 2005 PM 2-hour peak period *(updated)*
  - 2005 Mid-day period *(updated)*
  - 2035 No Build PM 2-hour peak period *(updated)*
  - 2035 No Build Mid-day period *(updated)*
  - 2035 Round 1 Illustrative PM 2-hour peak period *(new)*
  - 2035 Round 1 Illustrative Mid-day period *(new)*
- ✓ Environmental Considerations Maps
  - Goal 5 inventory and Conservation Opportunity Areas (in hatched pattern) and RTP projects by mode
  - Wildlife Hotspots, problematic culverts and RTP projects
  - Watersheds, Floodplains, wetlands and RTP projects

Additional data and summary materials will be prepared for the workshop. The volume/capacity plots and maps are posted on Metro's ftp site to download in *.pdf format. You can zoom into

the volume/capacity plots and other maps in Adobe Acrobat Reader to view on a computer screen or they can be printed poster size.

To access the files go to:
ftp://ftp.metro-region.org
Click on pub
Click on tran
Click on 2035RTP
Click on System Analysis (the files are located inside)

Please contact me by phone at (503) 797-1617 or email at ellisk@metro.dst.or.us with any questions about the 2035 RTP update or accessing this information.

(Numbers subject to change due to model refinment)

Attachment 1

2035 Regional Transportation Plan (RTP) Update

System Performance Measures for Total Region Trips (includes Clark, Clackamas, Multnomah and Washington counties)

August 30, 2007 preliminary draft

		2005	2035 No Build	Round 1 2035 Illustrative	2035 Financially Constrained	Round 2 2035 Illustrative	Round 3 2035 Illustrative
Demographic Data							
1	Population	1,899,407	3,034,596	3,034,595			
2	Households	767,020	1,208,686	1,208,686			
3	Employment	1,032,246	1,799,244	1,799,244			
Network Data							
1 a	Total Miles in Network	6,828	6,913	7,076			
1 b	Freeway Miles	497	510	514			
1 c	Arterial Miles	6,331	6,403	6,562			
2 a	Total Lane Miles	9,607	9,806	10,380			
2 b	Freeway Lane Miles	1,192	1,247	1,291			
2 c	Arterial Lane Miles	8,415	8,558	9,089			
3 a	Total Roadway Capacity-Miles	8,808,609	9,096,272	9,622,036			
3 b	Freeway Capacity Miles	2,085,913	2,219,419	2,280,577			
3 c	Arterial Capacity Miles	6,722,697	6,876,854	7,341,459			
4	Total Lane Miles Added (from 2005)		199	773			
Financial Data							
1	Total System Cost ($2007) in billions	n/a	n/a	$21.40			
Motor Vehicle Data - Average Weekday (AWD)							
1 a	AWD Total Auto Person Trips	7,048,654	11,457,519	11,416,726			
b	AWD Total SOV Trips	3,672,218	5,946,941	5,909,417			
c	AWD Total Vehicle Trips	5,146,167	8,365,198	8,325,554			
d	AWD Total Person Trips	8,170,426	13,479,726	13,479,726			
2	AWD Total VMT	32,611,297	49,024,168	49,947,531			
	AWD Total VMT % change from 2005	-	50%	53%			
3	AWD VMT/Capita	17.17	16.16	16.46			
	VMT/Capita % change from 2005	-	-6%	-4%			
4	AWD VMT/Employee	31.59	27.25	27.76			
	VMT/Employee % change from 2005	-	-14%	-12%			
5	Single Occupant Vehicle (SOV) Percent of Person Trips	44.95%	44.12%	43.84%			
6	Non-SOV Percent of Person Trips (shared ride, walk, bike, transit)	55.05%	55.88%	56.16%			
7	AWD Motor Vehicle Average Trip Length (miles)	6.05	5.57	5.71			
8	Home-Based-Work Average Trip Length (miles)	9.09	8.56	8.69			
9	Auto Occupancy	1.37	1.37	1.37			
Motor Vehicle Data - PM 2 Hour Peak							
1	PM 2-HR Motor Vehicle Average Travel Time (minutes)	14.77	16.82	16.26			
2	PM 2-HR Average Motor Vehicle Travel Speed (miles per hour)	28.46	24.61	24.46			
3 a	PM 2-HR Total Congested miles (v/c >0.9) (percentage of total miles in network)	210(3.08%)	857(12.39%)	664(9.39%)			
3 b	PM 2-HR Freeway Congested miles (percentage of freeway miles in network)	64(12.89%)	128(25.05%)	111(21.68%)			
3 c	PM 2-HR Arterial Congested miles (percentage of arterial miles in network)	146(2.31%)	729(11.38%)	553(8.43%)			
4	PM 2-HR Motor Vehicle Hours	216,980	406,782	391,868			
5 a	PM 2-HR Motor Vehicle Hours of Delay (percentage of total PM 2 Motor Vehicle Hours)	8,540(3.94%)	52,464(12.90%)	36,539(9.32%)			
5 b	PM 2-HR Freeway VHD (percentage of total PM 2 Motor Vehicle Hours)	4,965(2.29%)	23,096(5.68%)	15,552(3.97%)			
5 c	PM 2-HR Arterial VHD (percentage of total PM 2 Motor Vehicle Hours)	3,575(1.65%)	29,367(7.22%)	20,987(5.36%)			

		2005	2035 No Build	Round 1 2035 Illustrative	2035 Financially Constrained	Round 2 2035 Illustrative	Round 3 2035 Illustrative
Motor Vehicle Data - Midday 1 Hour							
1	MD 1-HR Motor Vehicle Average Travel Time (minutes)	12.61	13.07	12.78			
2	MD 1-HR Average Motor Vehicle Travel Speed (miles per hour)	31.95	30.48	29.69			
3 a	MD 1-HR Total Congested miles (v/c >0.9) (percentage of total miles in network)	47(0.69%)	261(3.78%)	160(2.26%)			
3 b	MD 1-HR Freeway Congested miles (percentage of freeway miles in network)	20(4.02%)	90(17.65%)	57(11.15%)			
3 c	MD 1-HR Arterial Congested miles (percentage of arterial miles in network)	27(0.43%)	171(2.67%)	102(1.56%)			
4	MD 1-HR Motor Vehicle Hours	71,973	121,969	118,613			
5 a	MD 1-HR Motor Vehicle Hours of Delay (percentage of total MD 1 Motor Vehicle Hours)	497(0.69%)	4364(3.58%)	2171(1.83%)			
5 b	MD 1-HR Freeway VHD (percentage of total MD 1 Motor Vehicle Hours)	361(0.50%)	2718(2.23%)	1486(1.25%)			
5 c	MD 1-HR Arterial VHD (percentage of total MD 1 Motor Vehicle Hours)	136(0.19%)	1647(1.35%)	685(0.58%)			
Freight Data - Average Weekday (AWD)							
1	AWD Total Truck Trips	128,441	212,479	212,479			
2	AWD Truck Average Trip Length (miles)	24.37	29.03	24.68			
4	Freight Network Miles	1,040	1,041	1,060			
	Freight Network Miles added from 2005	-	1	20			
3	Freight Network Lane Miles	2,252	2,274	2,398			
	Freight Network Lane Miles added from 2005	-	23	146			
Freight Data - PM 2 Hour Peak							
1	PM 2-HR Truck Average Travel Time (minutes)	40.35	52.38	48.13			
2	PM 2-HR Truck Hours	4,542	9,755	5,418			
3	PM 2-HR Truck Vehicle Hours of Delay (time accrued above v/c > 0.9)	246	1,825	637			
4	PM 2-HR Congested Freight Network Miles	111	298	240			
Freight Data - Midday 1 Hour							
1	MD 1-HR Truck Average Travel Time (minutes)	36.65	44.11	40.82			
2	MD 1-HR Truck Hours	2,997	6,038	3,338			
3	MD 1-HR Truck Vehicle Hours of Delay (time accrued above v/c > 0.9)	28	424	110			
4	MD 1-HR Congested Freight Network Miles	26	148	87			
Transit Data							
1.	AWD Total Transit Trips (originating riders)	268,522	532,857	570,405			
2.	AWD Transit Revenue Hours						
3.	Transit Percent of Person Trips	3.29%	3.95%	4.23%			
4.	AWD Originating Riders Per Revenue Hour *						
5.	Percent Covered Households (w/in 1/4 mile)	61%	54%	55%			
6.	Percent Covered Employment (w/in 1/4 mile)	81%	75%	76%			
Pedestrian Data							
1.	Total Walk Trips (does not include walk trips to transit)	528,113	944,397	955,189			
2.	Walk Percent of Person Trips	6.46%	7.01%	7.09%			
Bicycle Data							
1.	Total Bike Trips	82,496	151,566	148,772			
2.	Bike Percent of Person Trips	1.01%	1.12%	1.10%			
Environmental Data							
1	Total Number of Projects within Habitat Conservation Area (HCA)	n/a	n/a	573			
1 a.	Total Number of Projects within High HCA	n/a	n/a				
Equity Data							

* AWD Transit Revenue Hours were calculated using existing daily peak and off-peak expansion factors.
** Walk trips are consistently understated between systems because they represent only trips 6 blocks or longer in length and improvement in the pedestrian environment is not accounted for.
*** Bike trips are consistently understated between systems due to the broad area of coverage and sample size of the 1994 Metro Travel Behavior Survey.

(Numbers subject to change due to model refinment)

Attachment 2

2035 Regional Transportation Plan (RTP) Update

System Performance Measures for Intra-UGB Trips (within Metro UGB, excludes Clark County, Washington)

August 30, 2007 preliminary draft

		2005	2035 No Build	Round 1 2035 Illustrative	2035 Financially Constrained	Round 2 2035 Illustrative	Round 3 2035 Illustrative
Demographic Data							
1	Population	1,365,564	2,001,128	2,001,128			
2	Households	565,988	830,066	830,066			
3	Employment	869,582	1,434,165	1,434,165			
Network Data							
1 a	Total Miles in Network	3,210	3,226	3,384			
1 b	Freeway Miles	201	201	204			
1 c	Arterial Miles	3,009	3,025	3,180			
2 a	Total Lane Miles	4,832	4,888	5,427			
2 b	Freeway Lane Miles	539	550	580			
2 c	Arterial Lane Miles	4,293	4,339	4,847			
3 a	Total Roadway Capacity-Miles	4,410,187	4,465,562	4,966,707			
3 b	Freeway Capacity Miles	1,058,214	1,082,115	1,137,376			
3 c	Arterial Capacity Miles	3,351,974	3,383,448	3,829,331			
4	Total Lane Miles Added (from 2005)		56	595			
Financial Data							
1	Total System Cost ($2007) in billions	n/a	n/a	$21.40			
Motor Vehicle Data - Average Weekday (AWD)							
1 a	AWD Total Auto Person Trips	5,110,453	7,571,365	7,524,583			
b	AWD Total SOV Trips	2,660,070	3,909,298	3,872,441			
c	AWD Total Vehicle Trips	3,729,208	5,518,623	5,476,830			
d	AWD Total Person Trips	5,979,609	9,073,999	9,059,468			
2	AWD Total VMT	20,045,811	27,204,791	27,854,528			
	AWD Total VMT % change from 2005	-	36%	39%			
3	AWD VMT/Capita	14.68	13.59	13.92			
	VMT/Capita % change from 2005	-	-7%	-5%			
4	AWD VMT/Employee	23.05	18.97	19.42			
	VMT/Employee % change from 2005	-	-18%	-16%			
5	Single Occupant Vehicle (SOV) Percent of Person Trips	44.49%	43.08%	42.74%			
6	Non-SOV Percent of Person Trips (shared ride, walk, bike, transit)	55.51%	56.92%	57.26%			
7	AWD Motor Vehicle Average Trip Length (miles)	5.16	4.72	4.88			
8	Home-Based-Work Average Trip Length (miles)	7.54	7.06	7.24			
9	Auto Occupancy	1.37	1.37	1.37			
Motor Vehicle Data - PM 2 Hour Peak							
1	PM 2-HR Motor Vehicle Average Travel Time (minutes)	13.15	15.18	14.67			
2	PM 2-HR Average Motor Vehicle Travel Speed (miles per hour)	24.80	19.90	21.23			
3 a	PM 2-HR Total Congested miles (v/c >0.9) (percentage of total miles in network)	180(5.60%)	665(20.60%)	501(14.82%)			
3 b	PM 2-HR Freeway Congested miles (percentage of freeway miles in network)	58(28.79%)	105(52.18%)	91(44.51%)			
3 c	PM 2-HR Arterial Congested miles (percentage of arterial miles in network)	122(4.05%)	560(18.50%)	411(12.91%)			
4	PM 2-HR Motor Vehicle Hours	135,004	231,721	222,447			
5 a	PM 2-HR Motor Vehicle Hours of Delay (percentage of total PM 2 Motor Vehicle Hours)	7,751(5.74%)	44,163(19.06%)	31,104(13.98%)			
5 b	PM 2-HR Freeway VHD (percentage of total PM 2 Motor Vehicle Hours)	4,506(3.34%)	18,591(8.02%)	13,253(5.96%)			
5 c	PM 2-HR Arterial VHD (percentage of total PM 2 Motor Vehicle Hours)	3,245(2.40%)	25,572(11.04%)	17,851(8.02%)			

		2005	2035 No Build	Round 1 2035 Illustrative	2035 Financially Constrained	Round 2 2035 Illustrative	Round 3 2035 Illustrative
Motor Vehicle Data - Midday 1 Hour							
1	MD 1-HR Motor Vehicle Average Travel Time (minutes)	11.00	11.57	11.28			
2	MD 1-HR Average Motor Vehicle Travel Speed (miles per hour)	27.98	24.42	25.81			
3 a	MD 1-HR Total Congested miles (v/c >0.9) (percentage of total miles in network)	42(1.31%)	218(6.77%)	139(4.10%)			
3 b	MD 1-HR Freeway Congested miles (percentage of freeway miles in network)	20(9.95%)	79(39.38%)	57(28.03%)			
3 c	MD 1-HR Arterial Congested miles (percentage of arterial miles in network)	22(0.73%)	139(4.60%)	81(2.56%)			
4	MD 1-HR Motor Vehicle Hours	44,922	70,859	68,433			
5 a	MD 1-HR Motor Vehicle Hours of Delay (percentage of total MD 1 Motor Vehicle Hours)	478(1.06%)	3924(5.54%)	2020(2.95%)			
5 b	MD 1-HR Freeway VHD (percentage of total MD 1 Motor Vehicle Hours)	361(0.80%)	2510(3.54%)	1486(2.17%)			
5 c	MD 1-HR Arterial VHD (percentage of total MD 1 Motor Vehicle Hours)	117(0.26%)	1414(2.00%)	535(0.78%)			
Freight Data - Average Weekday (AWD)							
1	AWD Total Truck Trips	53,249	77,808	77,808			
2	AWD Truck Average Trip Length (miles)	13.12	13.52	13.48			
4	Freight Network Miles	631	634	652			
	Freight Network Miles added from 2005	-	2	21			
3	Freight Network Lane Miles	1,416	1,432	1,541			
	Freight Network Lane Miles added from 2005	-	16	125			
Freight Data - PM 2 Hour Peak							
1	PM 2-HR Truck Average Travel Time (minutes)	28.28	35.29	32.49			
2	PM 2-HR Truck Hours	1,328	2,422	1,526			
3	PM 2-HR Truck Vehicle Hours of Delay (time accrued above v/c > 0.9)	219	1,492	549			
4	PM 2-HR Congested Freight Network Miles	102	260	204			
Freight Data - Midday 1 Hour							
1	MD 1-HR Truck Average Travel Time (minutes)	24.84	29.76	27.19			
2	MD 1-HR Truck Hours	801	1,416	877			
3	MD 1-HR Truck Vehicle Hours of Delay (time accrued above v/c > 0.9)	27	375	107			
4	MD 1-HR Congested Freight Network Miles	25	133	84			
Transit Data							
1.	AWD Total Transit Trips (originating riders)	243,216	494,950	517,007			
2.	AWD Transit Revenue Hours *						
3.	Transit Percent of Person Trips	4.07%	5.45%	5.71%			
4.	AWD Originating Riders Per Revenue Hour *						
5.	Percent Covered Households (w/in 1/4 mile)	66%	62%	62%			
6.	Percent Covered Employment (w/in 1/4 mile)	84%	81%	81%			
Pedestrian Data							
1.	Total Walk Trips (does not include walk trips to transit)	394,105	663,867	677,131			
2.	Walk Percent of Person Trips	6.59%	7.32%	7.47%			
Bicycle Data							
1.	Total Bike Trips	64,428	112,584	109,977			
2.	Bike Percent of Person Trips	1.08%	1.24%	1.21%			
Environmental Data							
1	Total Number of Projects within Habitat Conservation Area (HCA)	n/a	n/a	573			
1 a.	Total Number of Projects within High HCA	n/a	n/a				
Equity Data							

* AWD Transit Revenue Hours were calculated using existing daily peak and off-peak expansion factors.
** Walk trips are consistently understated between systems because they represent only trips 6 blocks or longer in length and improvement in the pedestrian environment is not accounted for.
*** Bike trips are consistently understated between systems due to the broad area of coverage and sample size of the 1994 Metro Travel Behavior Survey.