

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, April 7, 2023
Time: 9:00 a.m. to 12:00 p.m.
Place: Virtual meeting held via Zoom
[Connect with Zoom](#)
Passcode: 665293
Phone: 877-853-5257 (Toll Free)

9:00 a.m.	Call meeting to order, declaration of quorum and introductions	Chair Kloster
9:10 a.m.	Comments from the Chair and Committee Members <ul style="list-style-type: none">• Updates from committee members around the Region (all)• Monthly MTIP Amendments Update (Ken Lobeck)• Fatal crashes update (Lake McTighe)	
9:17 a.m.	Public communications on agenda items	
9:18 a.m.	Consideration of TPAC minutes, March 3, 2023 (<u>action item</u>)	Chair Kloster
9:20 a.m.	Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 23-5325 (<u>action item, Recommendation to JPACT</u>) Purpose: For the purpose of amending the 2021-24 MTIP to add three new projects to the MTIP allowing them to initiate preliminary engineering and meet future Federal delivery requirements.	Ken Lobeck, Metro
9:30 a.m.	2023-24 Unified Planning Work Program (UPWP) Resolution 23-5317 (<u>action item, Recommendation to JPACT</u>) Purpose: Ask for recommendation to JPACT on revised UPWP	John Mermin, Metro
9:50 a.m.	Carbon Reduction Program – Introduce Allocation Proposals Purpose: To provide TPAC an overview of Carbon Reduction Program fund allocation proposals and gather feedback to inform a staff recommendation.	Ted Leybold, Metro Grace Cho, Metro
10:40 a.m.	2024-2027 Metropolitan Transportation Improvement Program (MTIP) – Performance Evaluation Results and Public Comment Purpose: To provide TPAC and overview of the 2024-2027 MTIP performance evaluation results and inform TPAC on the next steps of the 2024-2027 MTIP process	Grace Cho, Metro
11:10 a.m.	2023 Regional Transportation Plan (RTP): Call For Projects Submissions Status, Draft RTP Project List and Next Steps Purpose: Provide an update on the status of 2023 RTP Call for Projects submissions and the evaluation work underway	Kim Ellis, Metro
11:55 a.m.	Committee comments on creating a safe space at TPAC	Chair Kloster
12:00 p.m.	Adjournment	Chair Kloster

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានពាក្យបណ្តឹងរើសអើងសូមចូលទស្សនាការបោះពុម្ព www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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2023 TPAC Work Program

As of 3/30/2023

NOTE: Items in *italics* are tentative; **bold** denotes required items

All meetings are scheduled from 9am - noon

<p><u>TPAC meeting, April 7, 2023</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none">• Committee member updates around the Region (Chair Kloster & all)• Monthly MTIP Amendments Update (Ken Lobeck)• Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none">• MTIP Formal Amendment 23-5325 <i>Recommendation to JPACT</i> (Lobeck, 10 min)• 2023-24 UPWP Resolution 23-5317 <i>Recommendation to JPACT</i> (John Mermin, 20 min)• Carbon Reduction Program – Introduce Allocation Proposals (Leybold/Cho, Metro; 50 min)• 2024-2027 MTIP – Performance Evaluation Results and Public Comment (Cho, 30 min)• 2023 RTP: Call for Projects Submissions Status, Draft RTP Project List and Next Steps (Kim Ellis, 45 min)• Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)	<p><u>MTAC/TPAC joint workshop, April 19, 2023</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none">• 2023 RTP: Draft high-level project assessment results (Eliot Rose, Metro, 90 min)• 2023 RTP: Draft Chapter 3 (Policy) – Continue discussion (Kim Ellis, Metro, 60 min)• 2024-27 STIP Region 1; 100% project lists and public comment (Chris Ford, ODOT; 20 min)
<p><u>TPAC meeting, May 5, 2023</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none">• Committee member updates around the Region (Chair Kloster & all)• Monthly MTIP Amendments Update (Ken Lobeck)• Fatal crashes update (Lake McTighe)• 2024-27 MTIP – Public Comment Report (Grace Cho) <p>Agenda Items:</p> <ul style="list-style-type: none">• MTIP Formal Amendment 23-XXXX <i>Recommendation to JPACT</i> (Lobeck, 10 min)• Carbon Reduction Program – Funding Allocation <i>Recommendation to JPACT</i> (Leybold/Cho/, Metro; 60 min)• 2023 RTP: Discuss policymaker and public input and technical findings to develop recommendation on finalizing draft RTP and list of project and program priorities for public review (Kim Ellis, 90 min)• Climate Smart Strategy (Kim Ellis/ Eliot Rose, Metro, 45 min)• Recommended Projects for Implementing the 2021 TSMO Strategy (Caleb Winter, Metro/Kate Freitag, ODOT/A.J. O'Connor, TriMet; 45 min)• Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)	<p><u>TPAC workshop, May 10, 2023</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none">• High Capacity Transit Strategy Update: Draft Report (Ally Holmqvist, Metro; 30 min)• 2023 RTP: Draft system analysis results (Kim Ellis and Eliot Rose, Metro, 90 min)• Montgomery Park Streetcar expansion project (Dan Bower, Portland Streetcar, Inc., 30 min)

<p><u>TPAC meeting, June 2, 2023</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) • Cascadia Corridor Ultra High-Speed Ground Transportation program update (Ally Holmqvist) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 23-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • 2023 RTP: Finalizing draft RTP and list of project and program priorities for public review <u>Recommendation to JPACT</u> (Kim Ellis, 90 min) • 2024-2027 MTIP – Adoption Draft and Public Comment Report (Cho, 30 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>MTAC/TPAC joint workshop, June 21, 2023</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • Climate Smart Strategy Discussion (Kim Ellis/ Eliot Rose, Metro, 60 min.) • 2024 Urban Growth Management Decision: housing market filtering and displacement trends (Ted Reid, Metro, 60 min.) • Construction Career Pathways Overview and Update (Sebrina Owens-Wilson & Andre Bealer, Metro, 45 min.)
<p><u>TPAC meeting, July 7, 2023</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 23-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • 2024-2027 MTIP – Adoption Draft <u>Recommendation to JPACT</u> (Cho, 30 min) • 2023 RTP: Public Review Draft RTP, Project List and Appendices (Kim Ellis, 45 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>TPAC workshop, July 12, 2023</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • Freight Commodity Study: Draft Finding (Tim Collins, Metro, 60 min)
<p><u>TPAC meeting, August 4, 2023</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 23-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • 2023 RTP: Draft Ordinance and Outline of Adoption Package (Kim Ellis, 45 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>MTAC/TPAC joint workshop, August 16, 2023</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • 2023 RTP: Begin discussion of public comments on Public Review Draft RTP, Project List and Appendices (Kim Ellis, 60 min)

<p><u>TPAC meeting, September 1, 2023</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 23-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • <i>Great Streets Program updates: Final project list</i> (Chris Ford, ODOT; 30 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>TPAC workshop, September 13, 2023</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • 2023 RTP: Draft Public Comment Report and Recommended Changes in Response to Public Comment (Kim Ellis, 90 min)
<p><u>TPAC meeting, October 6, 2023</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 23-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • Ordinance 23-XXXX 2023 RTP: Adoption Package, Draft Public Comment Report and Recommended Changes in Response to Public Comment (Kim Ellis, 90 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	
<p><u>TPAC meeting, November 3, 2023</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 23-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • Ordinance 23-XXXX on 2023 RTP, Projects and Appendices <u>Recommendation to JPACT</u> (Kim Ellis, 90 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>TPAC workshop, November 8, 2023</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • Regional Transportation Safety Performance Report (Lake McTighe, 30 min)

TPAC meeting, December 1, 2023

Comments from the Chair:

- Committee member updates around the Region (Chair Kloster & all)
- Monthly MTIP Amendments Update (Ken Lobeck)
- Fatal crashes update (Lake McTighe)

Agenda Items:

- **MTIP Formal Amendment 23-XXXX**
Recommendation to JPACT (Lobeck, 10 min)
- Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)

Parking Lot: Future Topics/Periodic Updates

- Columbia Connects Project
- 82nd Avenue Transit Project update (Elizabeth Mros-O'Hara & TBD, City of Portland)
- Best Practices and Data to Support Natural Resources Protection
- Regional Emergency Transportation Routes Update Phase 2 (John Mermin, Metro & Carol Chang, RDPO)
- Cost Increase & Inflation Impacts on Projects
- TV Highway Corridor plan updates
- 82nd Avenue updates
- TSMO updates
- MTIP Formal Amendment I-5 Rose Quarter discussion (Ken Lobeck)
- I-5 Rose Quarter Project Briefing (Megan Channell, ODOT)
- I-5 Interstate Bridge Replacement program update
- Ride Connection Program Report (Julie Wilcke)
- Get There Oregon Program Update (Marne Duke)
- RTO Updates (Dan Kaempff)
- Update on SW Corridor Transit
- High Speed Rails updates (Ally Holmqvist)

Agenda and schedule information E-mail: marie.miller@oregonmetro.gov or call 503-797-1766.

To check on closure or cancellations during inclement weather please call 503-797-1700.

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: March 29, 2023
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments (from the end of February 2023 through March 2023)

BACKGROUND

Formal Amendments Approval Process:

Formal/Full MTIP Amendments require approvals from Metro JPACT& Council, ODOT-Salem, and final approval from FHWA/FTA before they can be added to the MTIP and STIP. After Metro Council approves the amendment bundle, final approval from FHWA and/or FTA can take 30 days or more from the Council approval date. This is due to the required review steps ODOT and FHWA/FTA must complete prior to the final approval for the amendment.

Administrative Modifications Approval Process:

Projects requiring only small administrative changes as approved by FHWA and FTA are completed via Administrative Modification bundles. Metro normally accomplishes one "Admin Mod" bundle per month. The approval process is far less complicated for Admin Mods. The list of allowable administrative changes are already approved by FHWA/FTA and are cited in the Approved Amendment Matrix. As long as the administrative changes fall within the approved categories and parameters, Metro has approval authority to make the change and provide the updated project in the MTIP immediately. Approval for inclusion into the STIP requires approval from the ODOT. Final approval into the STIP usually takes between 2-3 weeks to occur depending on the number of submitted admin mods in the approval queue.

MTIP Formal Amendments

March FFY 2023 Formal Transition Amendment Bundle Contents
 Amendment Type: Formal/Full
 Amendment #: MR23-07-MAR
 Total Number of Projects: 1

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # 18758 MTIP ID 70757	ODOT	OR8: SW Hocken Ave - SW Short St OR8: Canyon Rd Pedestrian Enhancements	Design and construct streetscape, safety, and operational improvements Construct streetscape, safety & operational enhancements of median islands and crosswalk stripping between SW 117th Ave & SW Lloyd St with new pedestrian crossing at Cedar Hills Blvd, & rapid flashing beacon at Rose Biggi Ave, for safer pedestrian access.	SCOPE CHANGE: Re-scope the project to reflect the Beaverton pedestrian enhancement portion as the primary project scope and adjust the construction phase to be in FFY 2024.

Approval Status for the February FFY 2023 Formal MTIP Amendment, FB23-06-FEB:

- TPAC approval date: March 3, 2023
- JPACT approval date: March 16, 2023
- Metro Council approval date: Schedule for Thursday, April 6, 2023

Administrative Modifications**February (AM23-10-FEB2)**

Key	Lead Agency	Name	Change
22645	Multnomah County	Broadway Bridge Deck Replacement	ADD FUNDS Add Bridge Program authorized funds to address inflation
21570	ODOT	I-5: Columbia River (Interstate) Bridge	TECHNICAL CORRECTION TO MTIP UPDATE PRIOR OBLIGATED PHASE AMOUNTS Update Planning and PE prior obligated amounts. No action in STIP in STIP required. Updates have been made in STIP already
20812	Portland	Brentwood Darlington Bike/Ped Improvements	ADD FUNDS Add HIP Fund Exchange awarded funds to the construction phase
19327	Tigard	Fanno Crk Trail: Woodard Pk to Bonita Rd/85th Ave - Tualatin BR	ADD FUNDS Add HIP Exchange Funding award to the construction phase
22738	ODOT	I-205: From I-5 to the Glenn Jackson Bridge	PHASE SLIP: Slip PE and Construction phases from FFY 2023 to FFY 2024.

February (AM23-11-FEB3)

Key	Lead Agency	Name	Change
22075	ODOT	Columbia Bottomlands Mitigation/Conservation	PHASE SLIP: Slip the construction phase and funding from FFY 2023 to FFY 2024

March (AM23-12-MAR1)

Key	Lead Agency	Name	Change
21636	Clackamas County	SE Johnson Creek Blvd: 79th Pl - 82nd Ave (Clackamas County)	COST INCREASE: Add local funds to address construction phase updated costs
20813	Portland	NE Halsey Street Bike/Ped/Transit Improvements	COST INCREASE Add HIP Exchange award plus local overmatch to address cost increase to the project
22128	Washington County	Aloha Access Improvements: SW 174th Ave-SW 187th Ave	ADD FUNDS Add HIP Exchange Funding award to Planning phase with match coming from construction phase

March (AM23-13-MAR2)

Key	Lead Agency	Name	Change
20384	Portland	NW Thurman St Over Macleay Park	FUND PHASE SHIFT Shift \$259,090 from construction to PE
21593	Metro	Portland Transportation Demand Management Activities	LEAD AGENCY CHANGE: Change the lead agency/applicant in the STIP to be Metro (resubmission of earlier admin mod request)

Meeting minutes



Meeting: **Transportation Policy Alternatives Committee (TPAC)**
Date/time: Friday, March 3, 2023 | 9:00 a.m. to 12:00 p.m.
Place: Virtual online meeting via Web/Conference call (Zoom)

Members Attending

Tom Kloster, Chair
Karen Buehrig
Allison Boyd
Chris Deffebach
Lynda David
Eric Hesse
Jaimie Lorenzini
Jay Higgins
Tara O'Brien
Chris Ford
Karen Williams
Laurie Lebowsky-Young
Lewis Lem
Bill Beamer
Ellie Gluhosky
Andre Lightsey-Walker
Danielle Maillard
Jasia Mosley
Indi Namkoong
Katherine Kelly

Alternates Attending

Sarah Paulus
Dayna Webb
Gregg Snyder
John Serra
Glen Bolen
Gerik Kransky

Members Excused

Mike McCarthy
Jasmine Harris
Rob Klug
Shawn M. Donaghy
Ned Conroy
Rian Sallee

Affiliate

Metro
Clackamas County
Multnomah County
Washington County
SW Washington Regional Transportation Council
City of Portland
City of Happy Valley and Cities of Clackamas County
City of Gresham and Cities of Multnomah County
TriMet
Oregon Department of Transportation
Oregon Department of Environmental Quality
Washington State Department of Transportation
Port of Portland
Community member at large
OPAL Environmental Justice Oregon
The Steet Trust
Oregon Walks
Community member at large
Verde
City of Vancouver

Affiliate

Multnomah County
City of Oregon City and Cities of Clackamas County
City of Hillsboro and Cities of Washington County
TriMet
Oregon Department of Transportation
Oregon Department of Environmental Quality

Affiliate

City of Tualatin and Cities of Washington County
Federal Highway Administration
Clark County
C-Tran System
Federal Transit Administration
Washington Department of Ecology

Guests Attending

Adam Fiss
Aria Wong
Bryan Graveline
Camilla Dartnell
Chris Smith
Cody Field
Cora Potter
Dan Riordan
Garet Prior
Jean Senechal Biggs
Jeff Owen
Jessica Pelz
Matchu Williams
Matthew Hall
Max Nonnamaker
Nick Fortey
Peter Swinton
Vanessa Vissar
Will Farley
1 unidentified phone caller

Affiliate

SW Washington Regional Transportation Council
Nelson Nygaard
Portland Bureau of Transportation
Kittelson & Associates

City of Tualatin
TriMet
City of Forest Grove
Oregon Department of Transportation
City of Beaverton
HDR
Washington County
SE Uplift
WSP
Multnomah County
Federal Highway Administration
Tualatin Hills Park & Recreation District
Oregon Department of Transportation
City of Lake Oswego

Metro Staff Attending

Alex Oreschak, Ally Holmqvist, Caleb Winter, Cindy Pederson, Dan Kaempff, Daniel Audelo, Eliot Rose, Grace Cho, Jodie Kotrlik, John Mermin, Ken Lobeck, Kim Ellis, Lake McTighe, Marie Miller, Matt Bihn, Ted Leybold, Thaya Patton, Tim Collins

Call to Order, Declaration of a Quorum and Introductions

Chair Kloster called the meeting to order at 9:00 a.m. Introductions were made. A quorum of members present was declared. Reminders where Zoom features were found online was reviewed. Input was encouraged for providing safe space for everyone at the meeting via the link in chat. Comments would be shared at the end of the meeting.

Comments from the Chair and Committee Members

- **Welcome to new TPAC community representatives** (Chair Kloster) A welcome was given to the new six TPAC community members starting their terms of service on the committee. These are: Bill Beamer, community member at large, Ellie Gluhosky, OPAL Environmental Justice Oregon, Andre Lightsey-Walker, The Street Trust, Danielle Maillard, Oregon Walks, Jasia Mosley, community member at large, and Indi Namkoong, Verde.
- **Updates from committee members around the region** (Chair Kloster)
Chris Ford announced the public comment period on the I-205 Toll Project Environmental Assessment Study has been extended to April 21. The link for these documents was posted in chat: <https://www.oregon.gov/odot/tolling/Pages/I-205-Toll-Project-Environmental-Assessment.aspx>

Eric Hesse announced a Reconnecting Communities Federal Grant the City of Portland received, with the fact sheet link shared in chat:

<https://www.transportation.gov/sites/dot.gov/files/2023-02/RCP%20Fact%20Sheets%202022.pdf>

It was announced that Peter Hurley, our colleague from the Portland Bureau of Transportation had passed away recently after battling cancer. He was acknowledged for this dedication and service with climate and environmental issues.

Chair Kloster announced Metro had a position opening for Associate Transportation Planner. The work by this individual will involve the RTP and CFEC efforts.

Chris Ford announced that ODOT is also hiring for the position of Associate Transportation Planner. The link was shared in chat: https://oregon.wd5.myworkdayjobs.com/en-US/SOR_External_Career_Site/details/Associate-Transportation-Planner--Underfill-Option-REQ-121010?q=planner

Chris Deffebach announced that Jessica Pelz accepted the position of Policy Analyst with the Land Use & Development group at Washington County. There is an open position in the planning group for Senior Transportation Planner which will be posted soon. Erin Wardell's former role as Manager of the transportation group is still open. Applicants are encouraged to apply.

Eric Hesse noted that PBOT is also hiring Senior planners:
<https://www.governmentjobs.com/careers/portlandor/jobs/3890519/senior-city-transportation-planner-planner-sr-city-transportation-open-until?keywords=senior%20planner&pagetype=jobOpportunitiesJobs>

- **Monthly MTIP Amendments Update** (Ken Lobeck) Chair Kloster referred to the memo in the packet on the monthly submitted MTIP formal amendments submitted during early to mid-February 2023. Questions on the memo can be directed to Mr. Lobeck.
- **Fatal crashes update** (Lake McTighe) A background was provided to new members on why this report was given each month to the committee, which tells of the traffic impact from crashes and acknowledges the human toll. The update was provided with the names of people killed in fatal crashes within the three counties of the region over the previous time period.
- **2021-22 Annual Listing of Federally Obligated projects** (Ted Leybold) Background information was provided on the annual Federally Obligated project report. An obligation occurs when the US Department of Transportation legally commitments to pay for the share of a project's costs, allowing the project's lead agency to begin project spending with assurance that federal share of costs will be reimbursed. The most recent three fiscal years have seen a significant increase in the obligation of federal funds, primarily due to increase in Coronavirus relief funds provided to help offset losses in state and local transportation agency revenues. For questions on the report the committee can reach out to Ted Leybold or Jodie Kotrlik.

Public Communications on Agenda Items – none received

Consideration of TPAC Minutes from February 3, 2023

With corrections to spelling in the proposed draft, minutes from TPAC February 3, 2023 were approved by the committee.

Abstaining: Bill Beamer, Ellie Gluhosky, Andre Lightsey-Walker, Danielle Maillard, Jasia Mosley, Indi Namkoong.

Metropolitan Transportation Improvement Program (MTIP) Formal Amendment 23-5319 (Ken Lobeck, Metro) This proposed MTIP formal amendment contained one project: a combined ODOT street upgrade and Beaverton pedestrian enhancement project. The project is being re-scoped to reflect only the Beaverton pedestrian enhancement scope elements. The scope change separates the Beaverton Canyon Road Pedestrian Enhancements from its previous assimilation within the larger series of ODOT OR8 operational safety upgrade projects.

Due to delivery challenges, Beaverton's portion is separated out as a stand-alone project to avoid further conflicts with the OR8 operational safety upgrade projects. The scope and funding for Key 18758 now reflects the planned Canyon Road Pedestrian Enhancements as part of Beaverton's planned streetscape upgrades.

The revised project now will be a separate pedestrian upgrade project renamed OR8 Canyon Rd Pedestrian Enhancements project. The project cost has been revised to be \$5,475,000, which includes RFFA award, ODOT contributing funds, and new HIP Exchange Funds. ODOT will remain the lead agency to deliver the project. The construction year has been revised to be FFY 2024.

Comments from the committee:

- Karen Williams asked for clarification on the term "delivery issues" and what was meant by it not working. Mr. Lobeck noted there were overlapping scoping activities between agencies that were challenging. Mr. Leybold added the original plan was for this project to be integrated with other projects planned by ODOT on Canyon Road 8 in a similar timeframe and be delivered as one. However, the definition of scope and cost changes meant this project had to slow down and become its own project, to allow other improvement elements on projects planned by ODOT to proceed on schedule.
- Chris Deffebach noted this is an example of how long it takes to get projects delivered. Acknowledgement was given to the City of Beaverton and staff for the work done for these improvements.

MOTION: To provide JPACT an approval recommendation of Resolution 23-5319 which will complete the re-scoping action to the OR8/Canyon Rd project.

Moved: Chris Deffebach

Seconded: Gregg Snyder

ACTION: Motion passed with four abstentions; Jasia Mosley, Bill Beamer, Ellie Gluhosky, Danielle Maillard

Draft 2023-24 Unified Planning Work Program (John Mermin, Metro) Mr. Mermin presented an overview of the Unified Planning Work Program document with the purpose and organization. The committee will be reviewing the document in track changes for recommendation to JPACT at the TPAC April 7 meeting. Prior to this the committee is asked to look for opportunities for projects to be better coordinated, look for ways to add clarity to project narratives, identify any missing information in the project narratives, and identify missing project narratives.

Comments from the committee:

- Karen Buehrig asked if the cost elements at the bottom of each narrative reflected the 23-24 cost of the project, or the total cost of the project given projects were often more than one-year in length. The *Connecting First and Last Mile: Accessing Mobility through Transit Study* was given as an example. Another project noted was the *Southwest Corridor Transit Project*. The narrative mentioned working on the equitable development strategy as part of the project but was not reflected in how this would be incorporated and funded. Mr. Mermin noted the budget tables in each project were just for the 23-24 fiscal year. Ally Holmqvist noted in chat: Access to Transit is just for this fiscal year- we would be planning to start that in January (so just Jan-June) with the first few months being scoping and procurement. Metro would circle back on questions with Southwest Corridor.
- Lewis Lem asked if changes in the UPWP from previous years could be summarized or the changes highlighted when presented. Mr. Mermin noted that at the UPWP Consultation meeting March 6 Margi Bradway's opening statement would include this.
- Tara O'Brien noted that TriMet staff is reviewing the document and would have proposed edits and suggestions with the SW Corridor project as well as other projects. Clarification was asked on the document to reflect any federal planning funds to be spent in the upcoming fiscal year, and not just federal funds received by Metro. Mr. Mermin noted that any federal transportation funds are required to be shown. Mr. Leybold added that Federal transportation funds go to ODOT for statewide transportation activities, some of which are allocated to Region 1. Projects led and planned by ODOT for Region 1 are included in the UPWP, where federal funds are reflected.
- Chris Deffebach agreed there is more definition to be added the Southwest Corridor narrative with funding. Since Washington County was appointed a statewide public service provider from HB 17, they are looking at the expectations of transit provided services, and asking for the purpose and goals with projects (i.e., Last Mile). Is this to identify gaps in service, identify funds, or have project specifically listed in the RTP? It was suggested to coordinate efforts on planning and engagement, and not duplicate efforts from previous studies.
- Gregg Snyder noted Metro direct funding on the TV Highway Transit and Development Project was listed as \$268,000. Metro direct funding on the 82nd Avenue project was a over a million dollars, for basically the same type project. Clarification was asked for how the Hope Grant was funding primarily the TV Highway project, and what the status was on outstanding grant funding from this source. Mr. Mermin will reach out to Kelly Betteridge on these issues.
- Ken Lobeck noted some projects are coming with earmarks soon that may affect projects listed in the UPWP. Mr. Mermin will be informed, and requirements for inclusion in the STIP and/or MTIP will be noted.
- Lem Lewis noted it's a good question about how the new planning grants from federal competitive awards and from new earmarks will affect funding planning.
- Lynda David noted Southwest Washington Regional Transportation Council (RTC) also publishes a Unified Planning Work Program covering Clark County in Washington State. As part of the Portland-Vancouver metropolitan area, RTC coordinates with Metro in developing the UPWP. RTC will participate in Metro's consultation meeting on March 6 and then RTC will hold a federal/state consultation meeting on RTC's UPWP on Monday, March 20th, from 10 AM to Noon.

2023 Regional Transportation Plan: Introduce and begin discussion of draft Chapter 3 policies (Kim Ellis, Metro) A brief overview of the Regional Transportation Plan and timeline for the 2023 RTP

updates was provided. Sections of the document under development were described, with details on the policy framework vision and goals. Presented were draft chapter 3 policies:

- New policies related to pricing, mobility and transit
- Updates to climate and motor vehicle policies related to new policies and CFEC
- Minor updates/reformatting to transportation equity, freight, design, TSMO and TDM policies
- No changes to safety, bike, pedestrian and emerging technology policies

Packet materials and the presentation included details on these items. Comments on the policies and draft Chapter 3 were requested by March 24.

Comments from the committee:

- Andrea Lightsey-Walker was happy to learn that more engagement with the process was planned. Regarding newer language, some noted said “black leaders and people of color” and “other people of color”. It was suggested to have more uniformity with this. On the transportation element regarding climate smart strategy, under policies 2 & 3, it states significantly increasing transit ridership and significantly increasing bike and walking with mode share splits. It was asked to see what our regional mode share shifts are and how these numbers are reflected.
- Bill Beamer noted he will become more familiar with the document to understand the spirit of how communities are recognized as we speak of equity. Historically marginalized has been used in the past to prioritize, but later ignored and re-prioritized for decades. It was encouraged to look at equity more holistically and go beyond the hesitancy of prioritization where engagement with government becomes hesitant or avoided.
- Indi Namkoong expressed interest in further discussions with the mobility, pricing and motor vehicle network policies. Regarding Policy 6 of the Regional Transportation Equity Policy evaluating transportation plans, policies, programs and investments was noted. It was asked what the next steps planned were following evaluations and what commitments to act on these outcomes. Ms. Ellis noted that language in that policy is where the regional congestion policy is addressed. An overview on how new capacity is required to be planned, proposed and considered as part of the evaluation.
- Jaimie Lorenzini was interested in learning more about the Regional Vehicle Network Policy. Regarding the climate smart strategy policy, with the prioritization of types of investments would our policy limit Metro from identifying other resources. Under the motor vehicle policy #9, would this restrict a jurisdiction consideration building a new road in the urban expansion area? Regarding the Regional Transportation Network policy it was suggested to include language of regionality of our transit system. Ideally, we want to have our full region with access to the full transit service mode.

Ms. Ellis noted development in urban areas involves planning transportation infrastructure to support this. Local governments are developing comprehensive plans now to be adopted in the system. Adding capacity in new equity policies is being intention with planning of infrastructure in urban reserves areas as part of the planning system. The priorities are established in each of the RTP policies and aligned with each. Consideration of new or additional priorities to address the direction of the policies can happen in response to changes in the region.

- Laurie Lebowky-Young appreciated keeping policy 1 (Preserve and maintain the region’s motor vehicle network system) and policy 4 (Actively manage and optimize arterials according

to their planned functions) as important factors with our regional transportation system. The Vehicle Miles Traveled (VMT) language around transit was noted. Appreciation on the work with Transportation System Management and Operations Policies (TSMO) was noted with the coordination across our region to keep our system running efficiently.

- Karen Buehrig would like to see where the changes have come from and why they were made. Recalled that at one time there were actions associated with policies. Do they still exist, where are they and how will they be reviewed? Ms. Ellis noted the actions are part of the proposed policies and will be discussed at the workshop next week. With expected deeper dive discussion on the climate smart strategy comments on this will go the workshop.

Regarding Regional Mobility Policy #6, TPAC had recommended the importance of understanding the implications of this policy before approval, before using the performance measures, VMT, completeness and reliability with speed factors and how they all function.

In the Regional Pricing Policy #4, the term “minimize” is subjective. It was suggested to define this, noting the localized impact was not included in the policy. In the Regional Motor Vehicle Network Policy #6 we have many times had new capacity being added in the system from ODOT and others that are not necessarily in the local systems. It would be good to understand when this policy applies and how with the ODOT system.

Regarding the Regional Transit Network Policy #4 there are a lot of details, and a concern with saying “Corridors should generally be spaced at least one half-mile to one mile or more apart and serve mobility corridors with the highest travel demand.” It was suggested to emphasize the connections in the region rather than parallel corridors.

- Chris Ford noted the good work in the Regional Transportation Equity Policies and redraft of policy #7. Regarding Regional Motor Vehicle Network Policy #6 the use of pricing is realistically only going to work in a limited access facility. What OTC has directed ODOT to do regarding pricing is not the only pricing policy being discussed. It was recommended to have pricing policies that are overarching in general, with further details known later.

Regional Pricing Policies #4 “Minimize diversion impacts created by pricing programs and projects prior to implementation and throughout the life of the pricing program or project” may need further discussion. There are concerns with the toll rate setting knowing OTC sets the rates and Metro policies cannot work outside the parameters. The language in policies can be worked on.

Regarding the Motor Vehicle Network policy #9 there are concerns the changes are not aligned with how it’s written and what sections were struck out. It was noted that OAR 660-012-0830 is a transportation rule with city and county requirements and does not apply to Metro.

- Chris Deffebach noted it was hard to understand how pricing would work with each of the TSP levels and how each needed for separate studies. The Motor Vehicle Network policy #9 seems redundant with policy #6. It was suggested that our policies should say what our goals are, and drop the details on how these are achieved. On the matter of minimizing diversion in this discussion, it was noted they are subject to terms. There are certain types of trips that should

be on the interstate system, and others that shouldn't be, which cause diversion issues. Better definitions can be thought out.

Seismic safety references were not found in the policies. Support was given for development network in the Urban Growth areas. The fifth RTP goal of driving economic prosperity was not found in the policies. It was agreed that a recap of what has changed or added on the policies would be important. Prioritized investments are seen often in the policies but not clearly defined. It was suggested dropping them in the policy language.

- Eric Hesse noted that some priorities for discussion at the workshop next week were pricing, regional mobility policy, and CFEC planning, implementation, and management process. Regarding transit discussions the HCT strategy workgroup may have more to add with this discussion. Interest in learning how other pricing elements is showing up in updates or assumptions to relative projects. How will they show up in the RTP as financial assumptions? The referenced OAR 660-012-0830 has been on the table since the first round of pricing discussions. It was suggested to review and work on appropriate language in policies.
- Gregg Snyder noted the UGB expansion in Washington County with need to build roads, trails and transit. Challenges to this are in the Motor Vehicle Policy. Any policy that hinders the process of implementing a planned road arterial while looking at a pricing strategy that challenges the plan is problematic. It was suggested to think about expansion areas vs I-5 plans at the workshop. Hillsboro is trying to increase the growth of the semiconductor industry. There are good freight policies applicable to this that could encourage mobility in our corridors. It was asked where the workforce, commutes and economic growth policies were framed around employees. Ms. Ellis noted the policy goals often overlap, pointing out specific examples. As the draft for public comments is formed suggested language edits are welcome.
- Chris Ford noted the interest with more time for discussion possibly beyond the workshop next week on specific topics such as pricing and the motor vehicle policy.
- Jaimie Lorenzini suggested for the workshop draft to flag suggested changes to policies, whether adding a new process for local governments to complete as part of a process, or creating a new step. (i.e. adding a new step vs rewording a new language step).

Call for Projects Update (Kim Ellis, Metro) An update on the draft 2023 RTP project list for evaluation and review with next steps and engagement opportunities was presented. Revenue forecast elements with local agencies, transit agencies and ODOT was reviewed. The Call for Projects ended on Feb. 17, 2023. Each county coordinated development of a countywide project list that fit within the revenue forecast. Cities, counties and agencies work together to identify project priorities through 2045 that fit within the revenue forecast and then prioritize them into three buckets:

- **Near-term constrained priorities** = highest priority projects for 2023 to 2030 time period
- **Long-term constrained priorities** = high priority projects for the 2031 to 2045 time period
- **Long-term strategic priorities** = additional priorities that do not fit within the revenue forecast but the region agrees to work together to advance in the 2031 to 2045 time period

Moving forward a series of engagements with the public is planned. Next steps include March to May: Metro evaluates how well projects advance RTP goals (equity, climate, safety, mobility and economy) and seeks public input on draft project list. Metro reports findings to Metro Council, and technical and policy committees, including county coordinating committees. Metro staff prepare draft RTP for public review.

May 24: Letters of endorsement from governing bodies and project list refinements due.

June 15/29: JPACT/Metro Council consider input and technical findings and support releasing the draft RTP (and projects) for public review.

Summer: 45-day public comment period on draft RTP (and projects).

Comments from the committee:

- Danielle Maillard asked what type of guidelines referred to on environmental analysis in RTP project lists. Ms. Ellis noted several resources of data and analysis come from studies, with several Federal and state agency requirements. Lake McTighe added a link in chat with further information: Appendix F, 2018 RTP:
https://www.oregonmetro.gov/sites/default/files/2019/03/01/RTP-Appendix_F_EnvironmentalAnalysisMitigationStrategies190301.pdf
- Chris Ford noted that ODOT forecast revenue with projects are still getting finalized, and working with Metro in this development. The tolling elements are unknown yet (revenues and rates). Working from assumptions to begin, forecast toll revenues from I-205 and the Interstate Bridge Program are being discussed. Lewis Lem asked how are toll revenues to be incorporated if toll rates are not yet determined? Is there an estimation method based upon an assumed average toll rate by facility? Mr. Ford noted we know an estimated amount is needed to plan and build and can assume a certain amount of revenue needed from the Regional Mobility Pricing Program. Beyond this adaptations, changes and updates following data from NEPA, legislative directives and reviews by OTC will allow for longer-term forecasting.
- Eric Hesse asked about the process of endorsement of projects, how language around refinement was to be presented and if new projects following the deadline would be possible to be added. Ms. Ellis noted we'd like all the projects included before presenting to policy makers. Refinement pertaining to significant language changes can be made as needed.

Committee comments on creating a safe space at TPAC (Chair Kloster) – none received

Adjournment

There being no further business, meeting was adjourned by Chair Kloster at 11:53 a.m.

Respectfully submitted,

Marie Miller, TPAC Recorder

Attachments to the Public Record, TPAC meeting, March 3, 2023

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	3/3/2023	3/3/2023 TPAC Agenda	030323T-01
2	2023 TPAC Work Program	2/24/2023	2023 TPAC Work Program as of 2/24/2023	030323T-02
3	Memo	2/22/2023	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: TPAC Metropolitan Transportation Improvement Program (MTIP) Monthly Submitted Amendments (during early to mid-February 2023)	030323T-03
4	Memo	2/24/2023	TO: TPAC and interested parties From: Ted Leybold, Planning Manager and Jodie Kotrlik, Program Coordinator RE: Federal Fiscal Year (FFY) 2022 Obligation Report	030323T-04
5	Report	December 31, 2022	Annual Listing of Federally Obligated Projects <i>Federal fiscal year 2022</i> (October 1, 2021 – September 30, 2022)	030323T-05
6	Draft Minutes	2/3/2023	Draft minutes from February 3, 2023 TPAC meeting	030323T-06
7	RESOLUTION NO. 23-5319	N/A	Resolution 23-5319 FOR THE PURPOSE OF AMENDING THE 2021-24 MTIP TO RE-SCOPE THE OR8/CANYON RD PROJECT TO REFLECT ONLY THE BEAVERTON PEDESTRIAN ENHANCEMENT PORTION ALLOWING IT TO MEET FEDERAL DELIVERY REQUIREMENTS	030323T-07
8	Exhibit A to Resolution 23-5319	N/A	Exhibit A to Resolution 23-5319	030323T-08
9	Staff Report to Resolution 23-5319	2/22/2023	TO: TPAC and interested parties From: Ken Lobeck, Funding Programs Lead RE: March FFY 2023 MTIP Formal Amendment & Resolution 23-5319 Approval Request	030323T-09
10	Memo	2/22/2023	TO: TPAC and interested parties From: John Mermin, Senior Transportation Planner RE: Draft 2032-24 Unified Planning Work Program (UPWP)	030323T-10
11	Memo	2/24/2023	TO: TPAC and interested parties From: Kim Ellis, AICP, RTP Project Manager RE: 2023 Regional Transportation Plan – Draft Policies for TPAC Review	030323T-11
12	Attachment 1	2/24/2023	Attachment 1. TPAC Review Draft - Draft 2023 RTP Policies	030323T-12
13	Map	2/13/2023	Regional High Injury Corridors and Intersections	030323T-13

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
14	Map	2/13/2023	Equity Focus Areas	030323T-14
15	Map	2/13/2023	Regional Motor Vehicle Network	030323T-15
16	Map	2/13/2023	Regional Freight Network	030323T-16
17	Map	2/13/2023	Regional Bike Network	030323T-17
18	Map	2/13/2023	Regional Pedestrian Network	030323T-18
19	Map	2/13/2023	Regional Emergency Transportation Routes	030323T-19
20	Handout	December 2022	2023 Regional Transportation Plan Call for projects overview	030323T-20
21	Slide	3/3/2023	Monthly fatal traffic crash report for Clackamas, Multnomah and Washington counties	030323T-21
22	Presentation	3/3/23	March 2023 Formal MTIP Amendment Resolution 23-5319	030323T-22
23	Presentation	3/3/23	2023-24 Unified Planning Work Program	030323T-23
24	Presentation	3/3/23	2023 Regional Transportation Plan Draft Chapter 3 – System Policies	030323T-24
25	Presentation	3/3/23	2023 Regional Transportation Plan Call for Projects Update	030323T-25

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE)	RESOLUTION NO. 23-5325
2021-24 MTIP TO ADD THREE NEW)	
PROJECTS TO THE MTIP ALLOWING)	Introduced by: Chief Operating Officer
THEM TO INITIATE PRELIMINARY)	Marissa Madrigal in concurrence with
ENGINEERING AND MEET FUTURE)	Council President Lynn Peterson
FEDERAL DELIVERY REQUIREMENTS)	

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation-related funding; and

WHEREAS, the U.S. Department of Transportation requires federal funding for transportation projects located in a metropolitan area to be programmed in an MTIP; and

WHEREAS, in July 2020, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved Resolution No. 20-5110 to adopt the 2021-24 MTIP; and

WHEREAS, pursuant to the U.S. Department of Transportation’s MTIP amendment submission rules, JPACT and the Metro Council must approve any subsequent amendments to the MTIP to add new projects or substantially modify existing projects; and

WHEREAS, the American Rivers nonprofit secured a \$15 million National Oceanic and Atmospheric Administration Restoring Fish Passage Through Barrier Removal grant that will restore the fish passage connectivity at Kellogg dam at OR99E in the city of Milwaukie; and

WHEREAS, the grant includes the Kellogg dam structure rebuild and bridge replacement over OR99E and is now referred to as the Kellogg Creek Dam Restoration Project; and

WHEREAS, the Kellogg Creek Dam Restoration project consists of multiple partners with key project leadership being provided by American Rivers, city of Milwaukie, and the Oregon Department of Transportation (ODOT); and

WHEREAS, ODOT will be the lead agency to complete the Kellogg Creek dam redesign, structure rebuild, OR99E bridge replacement, and other required needed arterial improvements within the project limits; and

WHEREAS, the estimated total project cost for the Kellogg Creek Dam Restoration project is \$54.9 million, but the current MTIP amendment is adding only the \$15 million to support the Preliminary Engineering phase with later expected secured funds added to the implementation phases in the 2024-27 MTIP and STIP; and

WHEREAS, ODOT has completed their annual review of their capital improvement program and projects in their new draft 2024-27 STIP and determined sufficient funds exist currently in FFY 2023 in the 2021-24 STIP to allow two projects in Region 1 to be advanced forward from the 2024-27 STIP into FFY 2023; and

WHEREAS, ODOT identified two safety upgrade and enhancement projects, one on US26 at Stone Road and one on Inner Powell Blvd from I-205 to SE 7th St to advance the PE phase to start in FFY 2023 allowing construction delivery to occur faster; and

WHEREAS, the Oregon Transportation Commission approved the advancement and funding for both ODOT safety projects on March 9, 2023; and

WHEREAS, the specific changes to all three projects included in the April 2023 Formal MTIP Amendment bundle are stated in Exhibit A to this resolution; and

WHEREAS, on April 7, 2023, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on April 20, 2023, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to add the three submitted April 2023 Formal MTIP Amendment projects, the Kellogg Creek Dam Restoration project, US26/Stone Rd Safety Enhancements project, and the Inner Powell Blvd Safety Enhancements project to the 2021-24 Metropolitan Transportation Improvement Program.

ADOPTED by the Metro Council this ____ day of _____ 2023.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

2021-2024 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 23-5325

April FFY 2023 Formal Transition Amendment Bundle Contents
 Amendment Type: Formal/Full
 Amendment #: AP23-08-APR
 Total Number of Projects: 3

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # 23421 MTIP ID TBD New Project	ODOT	Kellogg Creek Dam Restoration (Clackamas County)	Design activities including NEPA for the removal of Kellogg Creek dam, replacement of OR99E structure and habitat restoration of watershed.	<u>ADD NEW PROJECT:</u> Add the PE phase with a \$15 million NOAA grant in support of the Kellogg Dam Restoration project and OR99E bridge structure replacement
(#2) ODOT Key # 23425 MTIP ID TBD New Project	ODOT	US26: Safety Enhancements at Stone Road (Clackamas County)	At Stone Road, install a traffic separator in the median of the highway to restrict the side street approaches to right-in, right-out, left in. These enhancements will improve safety especially at night.	<u>ADD NEW PROJECT:</u> Advance the 2024-27 STIP project by adding the PE phase to the 2021-24 MTIP. OTC approval was required and occurred on 3/9/2023
(#3) ODOT Key # 23418 MTIP ID TBD New Project	ODOT	Inner Powell Safety Enhancements	The project delivers striping, signage, school zone evaluation to improve pedestrian safety along SE Powell Blvd between SE 7th Ave and I-205.	<u>ADD NEW PROJECT:</u> Advance the 2024-27 STIP project by adding the safety upgrade project to the 2021-24 MTIP. OTC approval was required and occurred on 3/9/2023.

Proposed Amendment Review and Approval Steps:

- Tuesday, April 4, 2023: Post amendment & begin 30-day notification/comment period.
- Friday, April 7, 2023: TPAC meeting (Required Metro amendment notification)
- Thursday, April 20, 2023: JPACT meeting.
- Wednesday, May 3, 2023: End 30-day Public Comment period.

- Thursday, May 11, 2023: Metro Council meeting.
- Wednesday, May 18, 2023: Submit MTIP Amendment bundle sent on to ODOT and FHWA for final reviews and approvals.
- Mid-June 2023: Final project amendment approval from FHWA expected.

2021-2026 MTIP Formal Amendment - Exhibit A

April 2023 Formal Amendment for FFY 2023 - Amendment Number AP23-08-APR

Summary Reason for Change: The formal amendment adds the PE phase for the project to the 2021-24 MTIP



**Metro
2021-26 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment
ADD NEW PROJECT**
Add the PE phase to this new project to the MTIP

Lead Agency: ODOT		Project Type:	Highway	ODOT Key:	23421
Project Name: Kellogg Creek Dam Restoration (Clackamas County)	1	Fiscal Constraint Cat:	Capital	MTIP ID:	TBD
		ODOT Type	Bridge	Status:	2
Project Status: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)		Performance Goal:	Bridge	Comp Date:	12/31/2027
		Capacity Enhancing:	No	RTP ID:	12092
		Conformity Exempt:	Yes	RTP Approval:	12/6/2018
		On CMP:	Yes	Trans Model:	12/6/2018
		30 Day Notice Begin:	4/4/2023	TCM:	No
		30 Day Notice End:	5/3/2023	TSMO Award	No
		Funding Source	NOAA	TSMO Cycle	N/A
		Funding Type:	NOAA	RFFA ID:	N/A
		State Highway Route	OR99E	RFFA Cycle:	N/A
		Mile Post Begin:	Kellogg	UPWP:	No
Mile Post End:	Dam	UPWP Cycle:	N/A		
Short Description: Design activities including NEPA for the removal of Kellogg Creek dam, replacement of OR99E structure and habitat restoration of watershed.		Length:	Bridge	Past Amend:	0
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	5/11/2023
		1st Year Program'd:	2023	OTC Approval:	No
		Years Active:	0	OTC Date	N/A
			STIP Amend #: 21-24-3236	MTIP Amnd #: AP23-08-APR	

Detailed Description: In the city of Milwaukie at Kellogg Creek and on OR99E/McLoughlin Blvd at the Kellogg Dam (Bridge #01949), initiate and complete design activities and NEPA requirements for the later removal of Kellogg Creek dam plus replacement of the OR99E structure for the habitat restoration of the watershed.

STIP Description: Design activities including NEPA for the removal of Kellogg Creek dam, replacement of OR99E structure and habitat restoration of watershed.

Last Amendment of Modification: None. This is the initial MTIP programming for the project

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
NOAA	OTH0	2023		\$ 15,000,000				\$ 15,000,000
								\$ -
								\$ -
							Federal Totals:	\$ 15,000,000
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 15,000,000	\$ -	\$ -	\$ -	\$ 15,000,000
Total Project Cost Estimate (all phases):							\$	15,000,000
Year of Expenditure Cost Amount:							\$	54,928,279

Programming Summary Details

Why project is short programmed: The NOAA grant provides \$15 million to complete the PE phase. The preliminary total project cost estimate is \$54.9 million an will be programmed later once full funding is secured in the 2024-27 MTIP.

Phase Change Amount:	\$ -	\$ 15,000,000	\$ -	\$ -	\$ -	\$ 15,000,000
Phase Change Percent:	0%	100%	0%	0%	0%	100%
Revised Match Federal:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Revised Match Percent:	N?A	N/A	N/A	N/A	N/A	0.00%

Phase Obligations and Expenditures Summary

Item	Planning	PE	ROW	UR	Other	
Total Funds Obligated:		\$ -				Federal Aid ID
Federal Funds Obligated:		\$ -				
Initial Obligation Date:		N/A				Other Notes No PE phase obligations have yet occurred
EA Number:		N/A				
EA Start Date:		N/A				
EA End Date:		N/A				
Known Expenditures:		\$ -				

MTIP Programming Consistency Check Details and Glossary

General Areas

1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The formal MTIP amendment adds the new fish passage restoration project which includes the Kellogg Dam bridge structure replacement. American Rivers obtained the grant which includes a large partnering group that includes the city of Milwaukie. The bridge replacement is on OR99E which is an ODOT facility. So, ODOT will act as lead agency for the transportation component for the bridge replacement.
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impact Worksheet, project location map, NOAA grant application, NOAA grant award notification, and various Kellogg Dan Restoration overview documents.

Public Notification and Comment Process:	
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? April 4 2023 to May 3 2023
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes

5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? Possible. Any significant comments received will be sent on to Metro's Communication staff for review plus evaluation, and response as needed.
6	Added clarifying notes: Only the PE phase is being added through this formal MTIP amendment.

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? Bridge - once implementation phases are added.
2A	Does the amendment include fiscal updates? Yes. The project adds \$15 million of new NOAA based funding to the MTIP.
2B	What is the funding source for the project? NOAA discretionary grant
2C	Was the Proof-of Funding requirement satisfied and how? Project award verification from NOAA
2D	Was overall fiscal constraint demonstrated? Yes.
2E	Added Financial Notes: Per the NOAA grant award, the total awarded funding is \$15,000,000, but only 7,513,180 in the first year can be obligated and expended. The remaining awarded funding can be expended during years 2 and 3 of the grant program.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 12092 - Bridge Rehabilitation & Repair
1B	RTP Project Description: Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Table 2 - Widening narrow pavements or reconstructing bridges (no additional travel lanes).
3A	Is the project considered capacity enhancing? No. The project is a planning project. It is not capacity enhancing.
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? No.
3C	Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply
3D	Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing.
4	What RTP Goal(s) does the project support? Goal #6 - Healthy Environment Objective 6.1 Biological and Water Resources – Protect fish and wildlife habitat and water resources from the negative impacts of transportation.
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant). No. The project is not capacity enhancing nor does it exceed \$100 million dollars in cost.

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No. No UPWP amendment is required.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes.
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not applicable

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? The transportation component is located on OR99E in Milwaukie. OR99E is identified as a "Other NHS Routes" on the NHS system.
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? Yes, see below:
2B	What is the Metro modeling designation? - Motor Vehicle: Major Arterial - Transit: Frequent Bus - Freight: Roadway Connectors - Bicycle: Bicycle Parkway - Pedestrian: Pedestrian Parkway
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? Yes

Fund Type Codes References

NOAA	A federal funding source from the National Oceanic and Atmospheric Administration. The NOAA Restoring Fish Passage Through Barrier Removal funding grant program is a discretionary and is 100% federal funds. There is no match requirement
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Fund Codes

Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	OTH0	OTHER THAN STATE OR		100.00%	15,000,000.00	100.00%	15,000,000.00	0.00%	0.00	0.00%	0.00
	PE Totals			100.00%	15,000,000.00		15,000,000.00		0.00		0.00
	Grand Totals					15,000,000.00		15,000,000.00		0.00	




Fish Passage Projects Recommended for Funding

NOAA is recommending more than \$87 million in funding for 23 fish passage projects.

NOAA is recommending more than \$87 million funding for 23 projects selected through the [Restoring Fish Passage through Barrier Removal](#) funding opportunity.

Oregon

[American Rivers](#)  will design, permit, and begin construction activities for the removal of Kellogg Creek Dam. The dam currently blocks access to 15 miles of high quality habitat in Kellogg Creek, a tributary of the Willamette River. Removing the dam will provide habitat for threatened Lower Columbia River coho, Chinook, and steelhead. (\$7,513,180 in first year; up to \$15,000,000 total over 3 years)


[Wild Salmon Center](#)  will implement nine fish passage projects in four Oregon coastal watersheds. The effort will remove and replace aging culverts, dams, tide gates, and other infrastructure to reopen and reconnect habitat for Southern Oregon/Northern California Coast coho and Oregon Coast coho. (\$3,625,109)



Figure 1. Potential project area overview and location area vicinity map for the Kellogg Restoration Project.

2021-2024 MTIP Formal Amendment - Exhibit A

April 2023 Formal Amendment for FFY 2023 - Amendment Number AP23-08-APR

Summary Reason for Change: This is a new project being advanced from the 2024-27 draft STIP with the PE phase being added to the MTIP in FFY 2023.



**Metro
2021-26 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment
ADD NEW PROJECT**
Add PE phase for new advancing project from 2024-27 STIP

Lead Agency: ODOT		Project Type:	Highway	ODOT Key:	23425
Project Name: US26: Safety Enhancements at Stone Road (Clackamas County)	2	Fiscal Constraint Cat:	SM&O	MTIP ID:	TBD
		ODOT Type	Safety	Status:	3
Project Status: 3 = (PE) Preliminary Engineering (NEPA) activities initiated		Performance Goal:	Safety	Comp Date:	Not Stated
		Capacity Enhancing:	No	RTP ID:	12095
		Conformity Exempt:	Yes	RTP Approval:	12/6/2018
		On CMP:	Yes	Trans Model:	12/6/2018
		30 Day Notice Begin:	4/4/2023	TCM:	No
		30 Day Notice End:	5/3/2023	TSMO Award	No
		Funding Source	ODOT	TSMO Cycle	N/A
		Funding Type:	HB2017	RFFA ID:	N/A
		State Highway Route	US26	RFFA Cycle:	N/A
		Mile Post Begin:	16.78	UPWP:	No
Mile Post End:	16.78	UPWP Cycle:	N/A		
Short Description: At Stone Road, install a traffic separator in the median of the highway to restrict the side street approaches to right-in, right-out, left in. These enhancements will improve safety especially at night.		Length:	0.00	Past Amend:	0
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	5/11/2023
		1st Year Program'd:	2023	OTC Approval:	Yes
		Years Active:	0	OTC Date	3/9/2023
			STIP Amend #: 21-24-3265	MTIP Amnd #: AP23-08-APR	

Detailed Description:
In eastern Clackamas County on US26 at Stone Rd (MP 16.78), install a median traffic separator to restrict the side street approach to right-in, right-out, and left-in turns to provided additional safety enhancements especially at night to vehicle motorists.

STIP Description: At Stone Road, install a traffic separator in the median of the highway to restrict the side street approaches to right-in, right-out, left in. These enhancements will improve safety especially at night.

Last Amendment of Modification: None. This is the initial project programming in the MTIP.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
								\$ -
								\$ -
							Federal Totals:	\$ -
State Funds								
HB2017	S070	2023		\$ 697,981				\$ 697,981
								\$ -
								\$ -
							State Total:	\$ 697,981
Local Funds								
								\$ -
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 697,981	\$ -	\$ -	\$ -	\$ 697,981
Total Project Cost Estimate (all phases):								\$ 1,100,000
Year of Expenditure Cost Amount:								\$ 1,100,000

Programming Summary Details

Why project is short programmed: Only PE is being programmed currently. This project along with another at US26/SE 267th Ave totals \$2.2 million. Total project cost for Stone Rd applies 50% of the total safety project cost for both projects.

Phase Change Amount:	\$ -	\$ 697,981	\$ -	\$ -	\$ -	\$ 697,981
Phase Change Percent:	0%	100%	0%	0%	0%	0%
Revised Match Federal:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Revised Match Percent:	N/A	N/A	N/A	N/A	N/A	0.00%

Phase Obligations and Expenditures Summary

Item	Planning	PE	ROW	Other/UR	Construction	
Total Funds Obligated:		\$ -				Federal Aid ID
Federal Funds Obligated:		\$ -				
Initial Obligation Date:		N/A				Other Notes
EA Number:		N/A				
EA Start Date:		N/A				
EA End Date:		N/A				
Known Expenditures:		N/A				

MTIP Programming Consistency Check Details and Glossary

General Areas

1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The amendment adds the PE phase for the new safety upgrade project. The PE phase is being advanced from the 2024-27 STIP. OTC approval was required and occurred on 3/9/2023.
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, OTC March staff report agenda item, project location map

Public Notification and Comment Process:	
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? April 4, 2023 to May 3, 2023
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No. However, any significant comments received are sent on to Metro's Communication staff for review plus evaluation, and response as needed.

6 Added clarifying notes: OTC approval was required and occurred on March 9, 2023

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? Yes. Safety
2A	Does the amendment include fiscal updates? Yes. OTC approved \$697,981 for the PE phase.
2B	What is the funding source for the project? ODOT - specifically HB2017
2C	Was the Proof-of Funding requirement satisfied and how? OTC approval to advance the per phase to FFY 2023 and approve the required HB2017 funds.
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 12095 - Safety & Operations Projects
1B	RTP Project Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Table 2 - Safety - Guardrails, median barriers, crash cushions.
3A	Is the project considered capacity enhancing? No. The project is a planning project. It is not capacity enhancing.
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? N/A.
3C	Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply
3D	Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing.
4	What RTP Goal(s) does the project support? Goal 5 Safety and Security Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant). No. The project is not capacity enhancing nor does it exceed \$100 million dollars in cost.

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes.
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? N/A

Other Review Areas

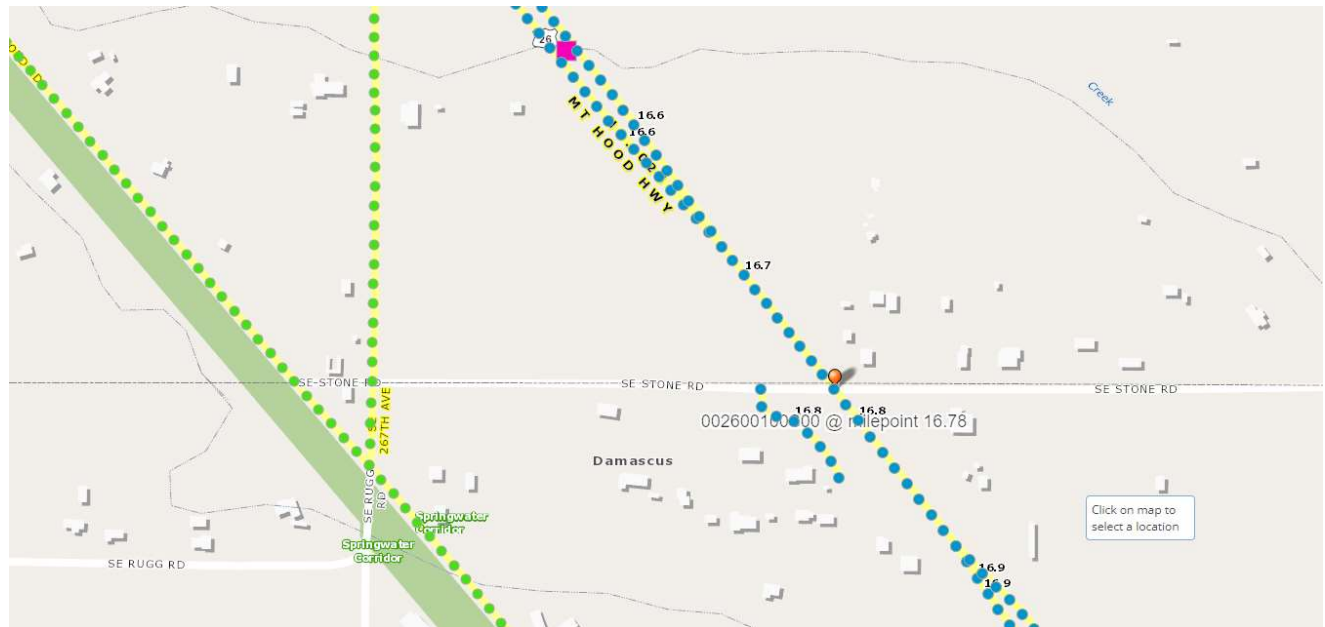
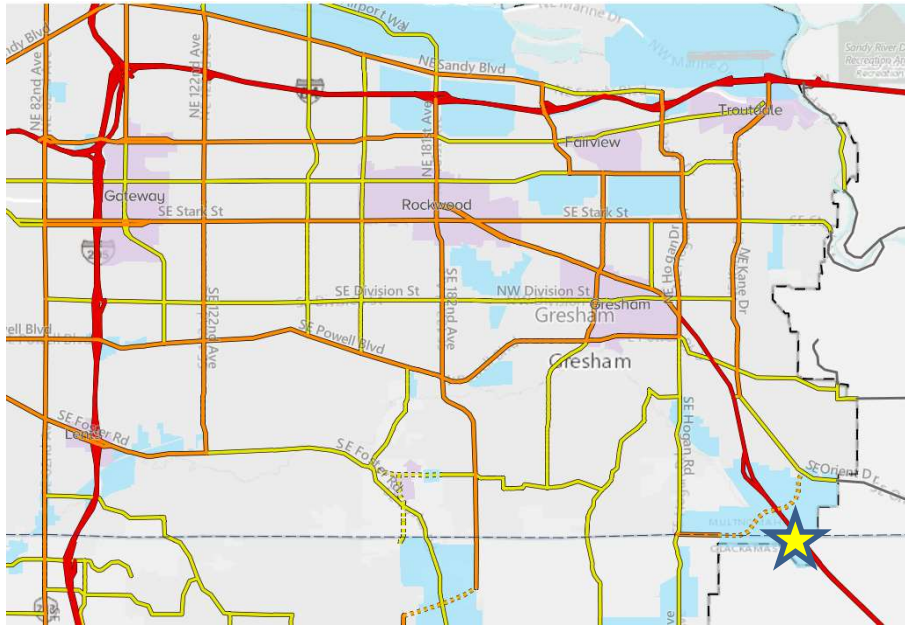
1	Is the project location identified on the National Highway System (NHS), and what is its designation? Yes, US26 is identified on the nms. as an "Other NHS Routes"
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? Motor Vehicle,
2B	<p>What is the Metro modeling designation?</p> <ul style="list-style-type: none"> - Motor Vehicle = Throughway - Transit = Frequent Bus - Freight = Main Roadway Route - Bicycle = Regional Bikeway - Pedestrian = Pedestrian Parkway
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? Yes

Fund Type Codes References

HB2017	State funds that originate from Oregon HB2017 approved legislation

Fund Codes

Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	S070	HB2017 Funding Package		100.00%	697,981.00	0.00%	0.00	100.00%	697,981.00	0.00%	0.00
	PE Totals			100.00%	697,981.00		0.00		697,981.00		0.00
	Grand Totals				697,981.00		0.00		697,981.00		0.00





Oregon

Tina Kotek, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: February 27, 2023

TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: **Agenda Item F** -- Approve Release of the Draft 2024-2027 Statewide Transportation Improvement Program (STIP) for Public Review and Comment

Requested Action:

Request approval to release the 2024-2027 Statewide Transportation Improvement Program (STIP) to the public for review and comment: approve the list of projects to advance to begin delivery.

Agenda Item F, Attachment 02

Key Number	Region	Project name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Advance Amount	Reason for Advancing
23106	1	Portland Metro and Surrounding Area Safety Reserve(FFY24)	various	various		OT	Safety	HB2017 Safety R1	\$1,000,000.00	Inner Powell safety improvements & immediate safety improvements on ODOT owned facilities within the city of Portland.
23107	1	Portland Metro and Surrounding Area Safety Reserve(FFY25)	various	various		OT	Safety	HB2017 Safety R1	\$1,000,000.00	Implementation of safety improvements identified through recent road safety audits in Region 1.
23108	1	Portland Metro and Surrounding Area Safety Reserve(FFY26)	various	various		OT	Safety	HB2017 Safety R1	\$697,981.00	Design, development & construction of safety improvements on US26 at Stone Road.
20435	1	OR99W: I-5 - McDonald St	7.47	13.74		CN	Fix-It Region 1 HB2017 Preservation AT Leverage R1 ARTS Region 1 SW ADA Transition Fix-it SW Bridge	\$26,585,468.00		Increase the Construction phase, adding funds for ADA and preservation scope.

2021-2026 MTIP Formal Amendment - Exhibit A

April 2023 Formal Amendment for FFY 2023 - Amendment Number AP23-08-APR

Summary Reason for Change: The project is being advanced from the 2024-27 STIP to enable the PE phase to start in FFY 2023.



**Metro
2021-26 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment
ADD NEW PROJECT**
Add new project to MTIP being advanced by OTC approval

Lead Agency: ODOT		Project Type:	Highway	ODOT Key:	23418
Project Name: Inner Powell Safety Enhancements	3	Fiscal Constraint Cat:	O&M	MTIP ID:	TBD
		ODOT Type	Safety	Status:	3
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).		Performance Goal:	Safety	Comp Date:	12/31/2027
		Capacity Enhancing:	No	RTP ID:	12095
		Conformity Exempt:	Yes	RTP Approval:	12/6/2018
		On CMP:	Yes	Trans Model:	12/6/2018
		30 Day Notice Begin:	4/4/2023	TCM:	No
		30 Day Notice End:	5/3/2023	TSMO Award	No
		Funding Source	ODOT	TSMO Cycle	N/A
		Funding Type:	HB2017	RFFA ID:	N/A
		State Highway Route	US26	RFFA Cycle:	N/A
		Mile Post Begin:	1.10	UPWP:	No
		Mile Post End:	5.73	UPWP Cycle:	N/A
		Length:	4.63	Past Amend:	0
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	5/11/2023
1st Year Program'd:	2023	OTC Approval:	Yes		
Years Active:	0	OTC Date	3/9/2023		
STIP Amend #: 21-24-3175			MTIP Amnd #: AP23-08-APR		

Detailed Description: In southern Multnomah County on SE Powell Blvd (US26 from MP 1.10 to MP 5.73) from 7th Ave and I-205, complete safety upgrades including striping, signage, and school zone evaluation to provide increased pedestrian safety

STIP Description: Project delivers striping, signage, school zone evaluation to improve pedestrian safety along SE Powell Blvd between SE 7th Ave and I-205.

Last Amendment of Modification: None. This is the initial programming for the project.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
								\$ -
								\$ -
							Federal Totals:	\$ -
State Funds								
State	S010	2023		\$ 250,000				\$ 250,000
State	S010	2023					\$ 750,000	\$ 750,000
								\$ -
							State Total:	\$ 1,000,000
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 250,000	\$ -	\$ -	\$ 750,000	\$ 1,000,000
							Total Project Cost Estimate (all phases):	\$ 1,000,000
							Year of Expenditure Cost Amount:	\$ 1,000,000

Programming Summary Details

Why project is short programmed: The project is not short programmed per the submission documents.

Phase Change Amount:	\$ -	\$ 250,000	\$ -	\$ -	\$ 750,000	\$ 1,000,000
Phase Change Percent:	0%	100%	0%	0%	100%	100%
Revised Match Federal:	N/A	\$ -	\$ -	\$ -	\$ -	\$ -
Revised Match Percent:	N/A	N/A	N/A	N/A	N/A	0.00%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/UR	Construction	Federal Aid ID
Total Funds Obligated:		\$ -			\$ -	
Federal Funds Obligated:		\$ -			\$ -	
Initial Obligation Date:		N/A			N/A	Other Notes The project is being advanced from the 2024-27 STIP
EA Number:		N/A			N/A	
EA Start Date:		N/A			N/A	
EA End Date:		N/A			N/A	
Known Expenditures:		\$ -			\$ -	

MTIP Programming Consistency Check Details and Glossary

General Areas

1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The amendment adds the project to the 2021-24 MTIP. The project is currently part of the draft 2024-27 STIP and is being advanced forward to FFY 2023 per OTC approval.
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, project location map, OTC Staff Report item and construction phase cost estimate.

Public Notification and Comment Process:

5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? April 4 2023 to May 3 2023.
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No. However, any significant comments received are sent on to Metro's Communication staff for review plus evaluation, and response as needed.

6 Added clarifying notes: OTC approval was required to advance the project and approve the funding. OTC approval occurred on March 6, 2023.

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? Yes - Safety.
2A	Does the amendment include fiscal updates? Yes. The project adds approved HB2017 funds to the MTIP.
2B	What is the funding source for the project? ODOT HB2017 approved funds.
2C	Was the Proof-of Funding requirement satisfied and how? OTC approval for the total \$1 million for the project.
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 12095 - Safety & Operations Projects
1B	RTP Project Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, per 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Table 2 - Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
3A	Is the project considered capacity enhancing? No. The project is not capacity enhancing.
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? N/A.
3C	Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply
3D	Is an Air Quality analysis approval date required? No
4	What RTP Goal(s) does the project support? Goal #5 - Safety and Security Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant). No. The project is not capacity enhancing nor does it exceed \$100 million dollars in cost.

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes.
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? N/A

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? Yes. US26/Powell Blvd in the project limits is identified as part of the MAP-21 NHS Principal Arterials
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? All of them: - Motor Vehicle: Major Arterial - Transit: Frequent Bus/Enhanced Transit Corridor - Freight: Roadway Connectors - Bicycle: Bicycle Parkway - Pedestrian: Pedestrian Parkway
2B	What is the Metro modeling designation? Not applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? Yes

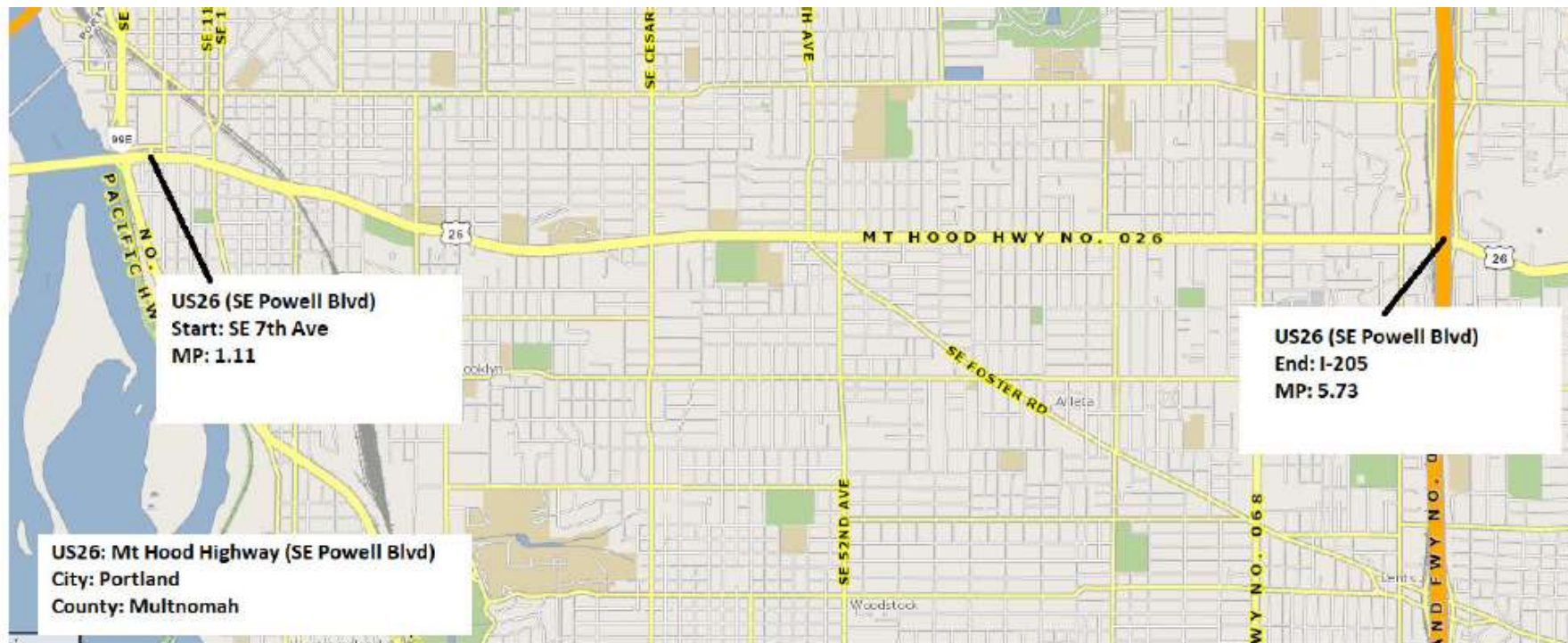
Fund Type Codes References

State	State funds approved for the project. For this specific project, the state funding source is from HB2017.
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Fund Codes											
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	S010	STATE		100.00%	250,000.00	0.00%	0.00	100.00%	250,000.00	0.00%	0.00
	PE Totals			100.00%	250,000.00		0.00		250,000.00		0.00
CN	S010	STATE		100.00%	750,000.00	0.00%	0.00	100.00%	750,000.00	0.00%	0.00
	CN Totals			100.00%	750,000.00		0.00		750,000.00		0.00
Grand Totals					1,000,000.00		0.00		1,000,000.00		0.00

Agenda Item F, Attachment 02

Key Number	Region	Project name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Advance Amount	Reason for Advancing
23106	1	Portland Metro and Surrounding Area Safety Reserve(FFY24)	various	various		OT	Safety	HB2017 Safety R1	\$1,000,000.00	Inner Powell safety improvements & immediate safety improvements on ODOT owned facilities within the city of Portland.
23107	1	Portland Metro and Surrounding Area Safety Reserve(FFY25)	various	various		OT	Safety	HB2017 Safety R1	\$1,000,000.00	Implementation of safety improvements identified through recent road safety audits in Region 1.
23108	1	Portland Metro and Surrounding Area Safety Reserve(FFY26)	various	various		OT	Safety	HB2017 Safety R1	\$697,981.00	Design, development & construction of safety improvements on US26 at Stone Road.



Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: March 29, 2023
To: TPAC and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: April FFY 2023 MTIP Formal Amendment & Resolution 23-5325 Approval Request

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE OF AMENDING THE 2021-24 MTIP TO ADD THREE NEW PROJECTS TO THE MTIP ALLOWING THEM TO INITIATE PRELIMINARY ENGINEERING AND MEET FUTURE FEDERAL DELIVERY REQUIREMENTS

BACKGROUND

What This Is:

The April FFY 2023 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle contains three projects. All three are new projects being added to the 2021-24 MTIP. The Clackamas County Kellogg Dam Restoration project involves adding the Preliminary Engineering phase to the 2021-24 MTIP based on a \$15 million National Oceanic and Atmospheric Administration (NOAA) fish passage restoration grant which includes bridge structure/replacement work to OR99E/SE Mcloughlin Blvd over Kellogg dam. The two remaining projects represent 2024-27 STIP projects being advanced to FFY 2023 to add the PE. This will allow bot to initiate the PE phase early. OTC approval was required for both projects and occurred on March 9, 2023.

What is the requested action?

Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 23-5325 to add the three new projects to the 2021-24 MTIP.

A summary of the project and amendment actions are shown on the next pages.

April FFY 2023 Formal Transition Amendment Bundle Contents				
Amendment Type: Formal/Full				
Amendment #: AP23-08-APR				
Total Number of Projects: 3				
Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # 23421 MTIP ID TBD <i>(New Project)</i>	ODOT	Kellogg Creek Dam Restoration (Clackamas County)	Design activities including NEPA for the removal of Kellogg Creek dam, replacement of OR99E structure and habitat restoration of watershed.	ADD NEW PROJECT: Add the PE phase with a \$15 million NOAA grant in support of the Kellogg Dam Restoration project and OR99E bridge structure replacement
(#2) ODOT Key # 23425 MTIP ID TBD <i>(New Project)</i>	ODOT	US26: Safety Enhancements at Stone Road (Clackamas County)	At Stone Road, install a traffic separator in the median of the highway to restrict the side street approaches to right-in, right-out, left in. These enhancements will improve safety especially at night.	ADD NEW PROJECT: Advance the 2024-27 STIP project by adding the PE phase to the 2021-24 MTIP. OTC approval was required and occurred on 3/9/2023.
(#3) ODOT Key # 23418 MTIP ID TBD <i>(New Project)</i>	ODOT	Inner Powell Safety Enhancements	The project delivers striping, signage, school zone evaluation to improve pedestrian safety along SE Powell Blvd between SE 7th Ave and I-205.	ADD NEW PROJECT: Advance the 2024-27 STIP project by adding the safety upgrade project to the 2021-24 MTIP. OTC approval was required and occurred on 3/9/2023

AMENDMENT SUMMARY

Project #1 Key 23421	Kellogg Creek Dam Restoration (Clackamas County) (Add new project) Lead Agency: ODOT
Project Description: Design activities including NEPA for the removal of Kellogg Creek dam, replacement of OR99E structure and habitat restoration of watershed.	
Identifications/Key Consistency Check Areas: <ul style="list-style-type: none"> • Lead Agency: ODOT • Project Administrator: ODOT • ODOT Key Number: 23421 • MTIP ID#: TBD (new entry not yet assigned in the MTIP) • RTP ID: 12092 (Bridge structure/replacement component) • Proof-of Funding/Fiscal Constraint Demonstrated: Yes. NOAA grant award letter included. • Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements under the following areas: 	

- 40 CFR 93.126, Table 2 – Safety: Widening narrow pavements or reconstructing bridges (no additional travel lanes).
- 40 CFR 93.126, Table 2 – Other Engineering to assess social, economic, and environmental effects of the proposed action or alternatives.
- OTC approval No.
- Performance Measurements applicable: Yes – Bridge
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes.
- Can the required changes be made without issues: Yes.
- Additional information: See website at <https://www.milwaukieoregon.gov/kellogg>

Description of Changes

The American Rivers non-profit agency secured a \$15 million grant from NOAA's Restoring Fish Passage through Barrier Removal Grant upgrades. The \$15 million dollar grant is 100% federal. There is no local match requirement. The funds will be used to support the Preliminary Engineering phase for the project.



About the Grant Program: The principal objective of NOAA's Restoring Fish Passage through Barrier Removal Funding Opportunity is to provide federal financial and technical assistance to fish passage through the removal of dams and other in-stream barriers for native migratory or sea-run fish. Funding will be used for fish passage that rebuilds productive and sustainable fisheries, contributes to the recovery and conservation of threatened and endangered species, enhances watershed health, promotes resilient ecosystems and communities, especially in underserved communities, and improves economic vitality, including local employment. This funding opportunity announcement is authorized under the Infrastructure Investment and Jobs Act (IIJA, Public Law 117-58), 135 STAT. 1356 (Nov. 15, 2021).



Restoring Fish Passage through Barrier Removal Grants



Figure 1. Potential project area overview and location area vicinity map for the Kellogg Restoration Project.

The project Leadership Team responsible for managing and delivering the project consists of American Rivers, the Oregon Department of Transportation (ODOT), North Clackamas Watersheds Council (NCWC), and the city of Milwaukie (City).

History and Goals:

From the grant application:

The overarching goal of the Kellogg project is to use an ecosystem-based approach to restore fish passage and connectivity to both Kellogg Creek and Mt. Scott watersheds to increase populations of five threatened salmonid species and Pacific lamprey. The multiple benefits of the project range from providing critical refugia and off-channel habitat to reducing flooding, improving the resiliency of state highway transportation infrastructure, and improving underserved community safety, access to natural areas, educational opportunities and workforce development.

Kellogg Dam was constructed in 1858 and has served no purpose since the 1890s. Removing the dam requires replacing the 89-year-old Kellogg Creek Bridge on Highway 99E, as the dam forms part of the bridge foundation. The bridge is highly vulnerable to predicted earthquakes and also disconnects safe access between downtown Milwaukie and the Milwaukie Bay Park waterfront on the Lower Willamette River. Removing the Kellogg Dam barrier will provide volitional access to 15 miles of habitat and a 10,680-acre watershed, and restore 14 acres of lower Willamette River floodplain habitat. Additional benefits include reducing water temperature and removing contaminated sediment in restoring the natural stream and floodplain through the existing impoundment, reducing flooding, increasing pedestrian safety and public access to the restored natural area by providing a pedestrian undercrossing of Highway 99E to downtown Milwaukie, light rail, and trail connections, and creating quality of life benefits (health, recreation, economic, educational) to surrounding underserved communities.



Project Partners. Key partners include:

- The Confederated Tribes of the Warm Springs
- Indian Reservation of Oregon
- Confederated Tribes of Grande Ronde
- Metro
- NOAA Fisheries,
- Oregon Department of Fish and Wildlife (ODFW)
- US Fish and Wildlife (USFWS)
- Oregon Department of Environmental Quality (DEQ)
- Oregon Division of State Lands (DSL)
- North Clackamas Parks and Recreation District (NCPRD)
- Clackamas Water Environment Services (WES)
- Native Fish Society (NFS).

Project Grant Award and Scope Summary:

Kellogg Creek Restoration and Community Enhancement Project

Restoring Habitat and Fish Passage, Strengthening Community, and Updating Infrastructure

Proposal Summary

Applicant Organization: American Rivers

Site Location: Confluence of Willamette River and Kellogg Creek, 45.26.30N, 122.38.32W

Project objectives and technical considerations are outlined below that encompass the desired outcomes, key elements of the project, general design approach or criteria, and key teams performing the work:

1. Provide volitional fish passage to 15 miles of habitat for all target species life stages (Table 1) by reducing the elevation of the Kellogg Creek channel within the ODOT right-of-way by approximately 50%. This element will be designed by the restoration design

firm Inter-Fluve with guidance and iterative design input and plan review by the project’s interdisciplinary TAC and oversight by the project Leadership Team.

2. Restore 14 acres of high-quality riparian habitat, functional wetlands, and connected floodplain through the former dam impoundment by removing the dam, contaminated legacy sediment, regrading, adding large woody material, replanting with native vegetation, and incorporating public access points. This element will be designed by the restoration design firm with iterative design input and plan review by the project’s interdisciplinary TAC and the underserved community as determined through community engagement overseen by the Leadership Team.

3. Replace the existing Oregon State Highway 99E Bridge configuration with a modernized sustainable and safe alternative to accommodate the preferred volitional fish passage and restoration channel under the bridge, and a pedestrian undercrossing. The bridge element will be designed by ODOT’s engineering team and consultants, with design oversight, permitting, and quality control led by ODOT’s Regional Delivery Manager, Tova Peltz, P.E., and oversight of integrated project elements by the project Leadership Team.

Estimated Project Cost and Funding Targets:

The \$15 million NOAA award will support the PE phase for the project. The estimated total project cost is \$54.9 million. The project is anticipated to be funded from a variety of federal, state, and local sources. A preliminary breakdown of the project cost and funding support is shown in the below table.

Table 4. Kellogg Project Budget Overview				
Funding Source	Funding Type	Local, state, fed	Status	Amount
<i>Phase 1. Initiation, Feasibility, Alternatives Analysis, Concept Plan</i>				
Oregon Watershed Enhancement Board (OWEB)	Grants (2)	State	Secured	\$149,828
PGE Salmon Habitat Support	Grants (2)	State	Secured	\$83,934
USFWS	Grant	Federal	Secured	\$50,000
Open Rivers Fund	Grant	Private	Secured	\$30,717
City of Milwaukie	Contract	Local	Secured	\$25,000
Friends of Kellogg-Mt. Scott	Donation	Private	Secured	\$1,800
Anonymous	Donation	Private	Secured	\$2,000
Congressionally Directed Spending (FY22 Appropriations Act)	Grant	Federal	Secured	\$585,000
<i>Phase 2. Design + Permitting</i>				
NOAA Fish Passage	Grant	Federal	Requested	\$13,500,000
<i>Phase 3. Procurement + Initial Construction Activities</i>				
NOAA Fish Passage	Grant	Federal	Requested	\$1,500,000
<i>Phase 4. Demolition + In-water Work + Restoration</i>				
City of Milwaukie	Capital funds	Local	Planned	\$3,000,000
OWEB	Grant	State	Targeted	\$873,000
USDOT Fish Passage	Grant	Federal	Targeted	\$9,755,442
USDOT RAISE	Grant	Federal	Targeted	\$18,000,000
PROTECT Program	Grant	Federal	Targeted	\$2,000,000
USFWS National Fish Passage	Grant	Federal	Targeted	\$500,000
Metro	Capital funds	Regional	Targeted	\$3,000,000
Private Foundations	Grants	Private	Targeted	\$500,000
Total Project Cost				\$54,928,279
Shading indicates phases of the project funded with this request.				

Project Delivery Milestones

The Preliminary Engineering phase is being added to the 2021-24 MTIP now. As funding is obtained for the required implementation phases (right-of way, utility relocation, construction, and post construction or special mitigation requirements for the Other phase), they will be added later to the new 2024-27 MTIP and STIP via amendment as well. Assuming all required funding is obtained, the estimated project completion dates would be around the end of CY 2027. A summary of the delivery milestones from the NOAA grant application is shown in the next table.

PHASE	CRITICAL PATH MILESTONE	2022					NOAA YEAR 1					NOAA YEAR 2					NOAA YEAR 3														
		M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O
All Phases	Stakeholder coordination and outreach, project administration and management	[Gantt bar spanning all months]																													
	Convene TAC + TAC Mtg 1 & 2	[Gantt bar spanning all months]																													
Phase 1 Initiation and Feasibility (Current Phase - Not Part of NOAA FP Proposal)	CDS Funds approval + agreements	[Gantt bar spanning all months]																													
	Agency coord + informal consult	[Gantt bar spanning all months]																													
	Alternatives development + Feasibility assessment	[Gantt bar spanning all months]																													
	Conceptual restoration alt development + TAC selects preferred	[Gantt bar spanning all months]																													
	Preliminary (30%) restoration elements design + OPCC, TAC approved	[Gantt bar spanning all months]																													
	Additional permitting studies & technical assessment (CDS Funding)	[Gantt bar spanning all months]																													
	Project infrastructure elements integration + NEPA documentation	[Gantt bar spanning all months]																													
Phase 2 Pre-Construction Activities Integrated Element Design + Permitting	Right-of-Way acquisition (18-24 months)	[Gantt bar spanning all months]																													
	Formal consult + Permitting pathway confirmed	[Gantt bar spanning all months]																													
	Permit-level (60%) project design + TAC approved	[Gantt bar spanning all months]																													
	50% Project OPCC	[Gantt bar spanning all months]																													
	Permit documents submitted + regulatory approvals	[Gantt bar spanning all months]																													
	Final (100%) project design + OPCC	[Gantt bar spanning all months]																													
	Procure long-lead construction materials	[Gantt bar spanning all months]																													
Phase 3 Initial Construction Activities: Bid Document Packaging, Procurement and Mobilization	Develop and finalize integrated Bid Package with funding and permit requirements	[Gantt bar spanning all months]																													
	Procure construction management	[Gantt bar spanning all months]																													
	Bid advertisement	[Gantt bar spanning all months]																													
	Contractor selection, bid award, contract negotiation, submittals	[Gantt bar spanning all months]																													
	Site prep, staging, mobilization	[Gantt bar spanning all months]																													

Support Item(s):

Proof of Funding/Fiscal Constraint Verification



Fish Passage Projects Recommended for Funding

NOAA is recommending more than \$87 million in funding for 23 fish passage projects.

NOAA is recommending more than \$87 million funding for 23 projects selected through the [Restoring Fish Passage through Barrier Removal](#) funding opportunity.

These projects will help restore access to healthy habitat for migratory fish across the country through efforts including: on-the-ground fish passage restoration, engineering and design, future project development, and building the capacity of new and existing partners to design projects and manage multi-faceted restoration efforts.

<h2 style="color: #0070C0;">Oregon</h2> <p>American Rivers will design, permit, and begin construction activities for the removal of Kellogg Creek Dam. The dam currently blocks access to 15 miles of high quality habitat in Kellogg Creek, a tributary of the Willamette River. Removing the dam will provide habitat for threatened Lower Columbia River coho, Chinook, and steelhead. (\$7,513,180 in first year; up to \$15,000,000 total over 3 years)</p> <p>Wild Salmon Center will implement nine fish passage projects in four Oregon coastal watersheds. The effort will remove and replace aging culverts, dams, tide gates, and other infrastructure to reopen and reconnect habitat for Southern Oregon/Northern California Coast coho and Oregon Coast coho. (\$3,625,109)</p>
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Project #2 Key 23425	US26: Safety Enhancements at Stone Road (Clackamas County) (Add new project) Lead Agency: ODOT
<p><u>Project Description:</u> At Stone Road, install a traffic separator in the median of the highway to restrict the side street approaches to right-in, right-out, left in. These enhancements will improve safety especially at night.</p>	
<p>Identifications/Key Consistency Check Areas:</p> <ul style="list-style-type: none"> • Lead Agency: ODOT • ODOT Key Number: 23425 • MTIP ID#: TBD (new entry not yet assigned in the MTIP) • RTP ID: 12095 (Safety/Operations) • Proof-of Funding/Fiscal Constraint Demonstrated: Yes. OTC staff report with funding approval included as support documentation. • Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements under 40 CFR 93.126, Table 2 – Safety - Guardrails, median barriers, crash cushions. • OTC approval required: Yes. OTC approval occurred on 3/9/2023. • Performance Measurements applicable: Yes – Safety. • Special Amendment Performance Assessment Required: No • Were overall RTP Consistency checks achieved and satisfactory: Yes. • Can the required changes be made without issues: Yes. • See Attachment 2 (OTC staff report item) for additional details. 	
<p><u>Description of Changes</u></p> <p>The formal MTIP amendment adds the new safety upgrade project. The PE phase is being advanced from the 2024-27 STIP. OTC approval was required and occurred on 3/9/2023.</p> <p>Two safety upgrade projects are proposed for US26 at 267th Ave and at Stone Ave. This formal MTIP amendment advances the proposed safety upgrade project at Stone Rd to program the PE phase in FFY 2023. This request will allow projects to begin work and allow construction to be delivered earlier.</p>	

The overall proposal for the two projects will add a median curb to keep drivers on 267th Avenue and Stone Road from crossing the highway and to restrict left turns from 267th Avenue and Stone Road onto U.S. 26. Drivers still would be allowed to turn left from U.S. 26 onto 267th Avenue and Stone Road and to turn right from the local roads onto the highway.

The planned safety upgrades at Stone Rd will install a traffic separator in the median of the highway to restrict the side street approaches to right-in, right-out, left in. These enhancements will improve safety especially at night.

This formal MTIP amendment advances the US26/Stone Rd safety upgrade and will program \$697,981 of state HB2017 funds in the PE phase in FFY 2023. The construction phase will be programmed later as part of the new 2024-27 MTIP and STIP.

Additional details can be found in Attachment 2, March 2023 OTC Staff Report item.

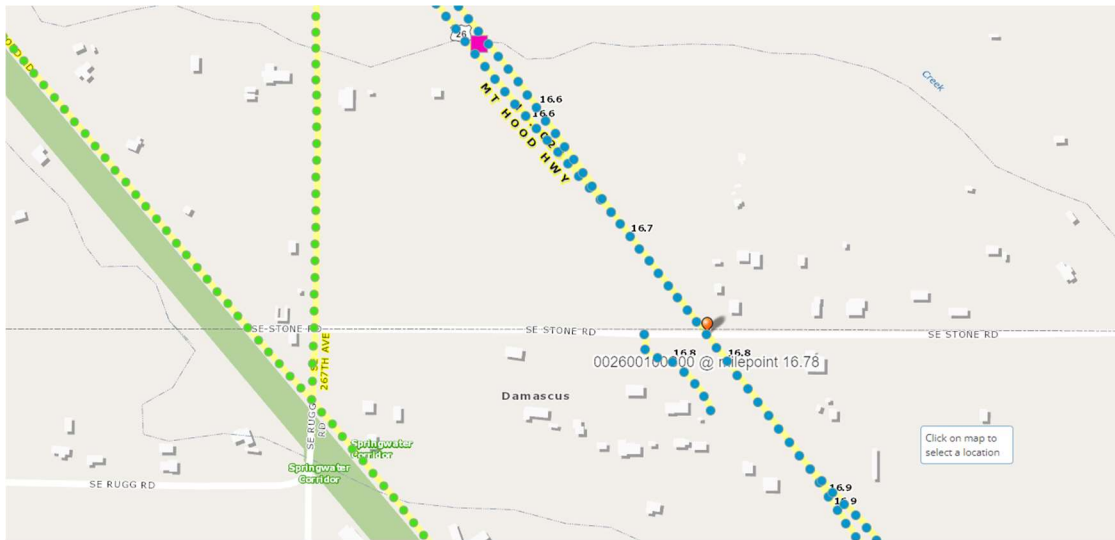
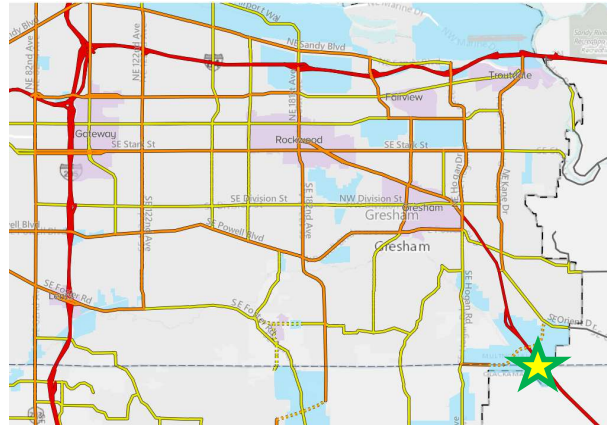
Support Item(s):

Proof of Funding/Fiscal Constraint Verification
From the approved OTC March 9, 2023 staff report agenda item

Agenda Item F, Attachment 02

Key Number	Region	Project name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Advance Amount	Reason for Advancing
23106	1	Portland Metro and Surrounding Area Safety Reserve(FFY24)	various	various		OT	Safety	HB2017 Safety R1	\$1,000,000.00	Inner Powell safety improvements & immediate safety improvements on ODOT owned facilities within the city of Portland.
23107	1	Portland Metro and Surrounding Area Safety Reserve(FFY25)	various	various		OT	Safety	HB2017 Safety R1	\$1,000,000.00	Implementation of safety improvements identified through recent road safety audits in Region 1.
23108	1	Portland Metro and Surrounding Area Safety Reserve(FFY26)	various	various		OT	Safety	HB2017 Safety R1	\$697,981.00	Design, development & construction of safety improvements on US26 at Stone Road.
20435	1	OR99W: I-5 - McDonald St	7.47	13.74		CN	Preservation Fix-It Region 1 HB2017 Preservation AT Leverage R1 ARTS Region 1 SW ADA Transition Fix-It SW Bridge SW SRTS Other		\$26,585,468.00	Increase the Construction phase, adding funds for ADA and preservation scope.
22784	2	OR99W: Elliot Circle to NW Fillmore Ave (Corvallis)	79.8	83.05		PE	Preservation	Fix-It Region 2 HB2017 Preservation	\$1,797,604.00	Balance workload and spread out construction dates with other similar STIP projects.
22785	2	OR99W: Mary's River Br - Kiger Island Rd (Corvallis)	84.31	86.5	02701A	PE	Preservation	Fix-It Region 2 HB2017 Preservation	\$1,109,247.00	Balance workload and spread out construction dates with other similar STIP projects.
22786	2	OR18: Long Fiber Road - Murphy Hill	11.4	18.8		PE	Preservation	Fix-It Region 2 HB2017 Preservation	\$1,095,571.00	Balance workload and spread out construction dates with other similar STIP projects.
22793	2	OR99E: Jct Hwy 051 - Dimmick Lane	27.07	30.65		PE	Preservation	Fix-It Region 2 HB2017 Preservation	\$913,121.00	Pavement conditions deteriorating; cost savings by completing sooner
21547	2	US30: Rainier - Wonderly Road	47.2	50.35		RW	Operations	Fix-It Region 2 HB2017 Preservation	\$28,324.00	Balance workload and spread out construction dates with other similar STIP projects.
22787	2	OR6: MP 4.4-9.0	4.4	9		PE	Preservation	Fix-It Region 2 HB2017 Preservation	\$868,791.00	Balance workload and spread out construction dates with other similar STIP projects.
22938	2	I-5: Cottage Grove - Martin Creek	169.19	174.84		PE	Preservation	Fix-It SW IM HB2017 Preservation	\$2,212,360.00	Balance workload and spread out construction dates with other similar STIP projects.
21555	2	US101: Pacific Way (Gearhart)	38.8	18.8		RW	Operations	Fix-It Region 2	\$192,603.00	Balance workload and spread out construction dates with other similar STIP projects.
22794	2	US101: MP 23.9 culvert replacement	23.9	23.9		PE	Culvert	Fix-It Region 2	\$293,255.00	Balance workload.
22795	2	OR223: MP 12.4 to 12.5 slide repair	12.4	12.5		PE	Operations	Fix-It Region 2	\$678,049.00	Balance workload.
22797	2	OR47: MP 83.6 (Banks) Illumination Replacement	83.6	83.6		PE	Operations	Fix-It Region 2	\$374,107.00	Balance workload.
22798	2	US20: MP 0.52 signal replacement	0.52	0.52		PE	Operations	Fix-It Region 2 HB2017 Safety R2	\$743,039.00	Balance workload.
22799	2	OR99W: MP 78.9-79.0 signal replacement (Lewisburg)	78.9	79		PE	Operations	Fix-It Region 2 HB2017 Safety R2	\$677,983.00	Balance workload.
22692	2	Polk County Striping & Marking Improvements (2027)	various	various		PE	Safety	ARTS Region 2	\$182,209.00	Balance workload.
22701	2	Division Ave at Lone Oak Ave (Eugene)				PE	Safety	ARTS Region 2	\$973,000.00	Balance workload.
22705	2	Yergen/McKay/Ehlen Rd: DR219 to Bents Rd NE (Marion County)				PE	Safety	ARTS Region 2	\$189,869.00	Balance workload.

Project Location Map



<p>Project #3 Key 23418</p>	<p>Inner Powell Safety Enhancements (Add new project) Lead Agency: ODOT</p>
<p><u>Project Description:</u> The project delivers striping, signage, school zone evaluation to improve pedestrian safety along SE Powell Blvd between SE 7th Ave and I-205.</p>	
<p>Identifications/Key Consistency Check Areas:</p> <ul style="list-style-type: none"> • Lead Agency: ODOT • ODOT Key Number: 23418 • MTIP ID#: TBD (new entry not yet assigned in the MTIP) • RTP ID: 12095 (Safety/Operations) • Proof-of Funding/Fiscal Constraint Demonstrated: Yes. OTC staff report with funding approval included as support documentation. • Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements under 40 CFR 93.126, Table 2 – Safety - Projects that correct, improve, or eliminate a hazardous location or feature. 	

- OTC approval required: Yes. OTC approval occurred on 3/9/2023.
- Performance Measurements applicable: Yes – Safety.
- Special Amendment Performance Assessment Required: No
- Were overall RTP Consistency checks achieved and satisfactory: Yes.
- Can the required changes be made without issues: Yes.
- See Attachment 2 (OTC staff report item) for additional details.

Description of Changes

The formal MTIP amendment adds the new safety upgrade project. The PE and construction phases are being advanced from the 2024-27 STIP. OTC approval was required and occurred on 3/9/2023.

This formal MTIP amendment advances the Inner Powell Safety Enhancements project with a total of \$1 million of state HB2017 funds. PE receives \$250,000 with the remaining \$750,00 for the construction phase. The Inner Powel Safety Enhancements project is one of several ongoing safety upgrade projects on Powell Blvd.

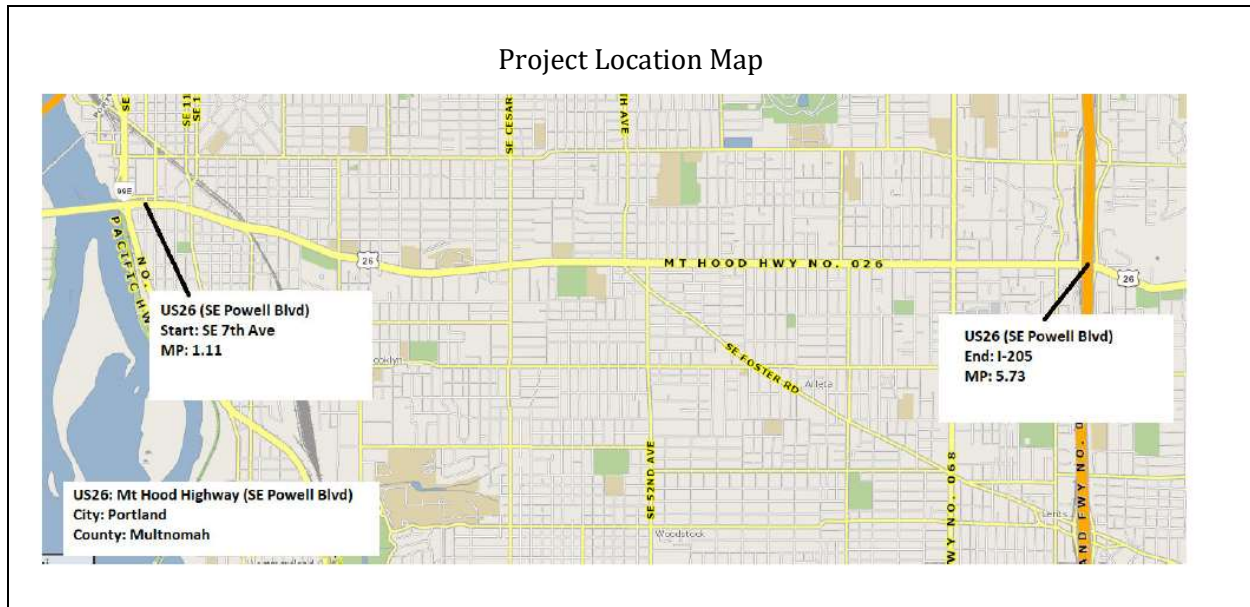
Additional details can be found in Attachment 2, March 2023 OTC Staff Report item.

Support Item(s):

Proof of Funding/Fiscal Constraint Verification
From the approved OTC March 9, 2023 staff report agenda item

Agenda Item F, Attachment 02

Key Number	Region	Project name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Advance Amount	Reason for Advancing
23106	1	Portland Metro and Surrounding Area Safety Reserve (FFY24)	various	various		OT	Safety	HB2017 Safety R1	\$1,000,000.00	Inner Powell safety improvements & immediate safety improvements on ODOT owned facilities within the city of Portland.
23107	1	Portland Metro and Surrounding Area Safety Reserve (FFY25)	various	various		OT	Safety	HB2017 Safety R1	\$1,000,000.00	Implementation of safety improvements identified through recent road safety audits in Region 1.
23108	1	Portland Metro and Surrounding Area Safety Reserve (FFY26)	various	various		OT	Safety	HB2017 Safety R1	\$697,981.00	Design, development & construction of safety improvements on US26 at Stone Road.
20435	1	OR99W: I-5 - McDonald St	7.47	13.74		CN	Fix-It Region 1 HB2017 Preservation AT Leverage R1 ARTS Region 1 SW ADA Transition Fix-It SW Bridge SW SRTS Other		\$26,585,468.00	Increase the Construction phase, adding funds for ADA and preservation scope.
22784	2	OR99W: Elliot Circle to NW Fillmore Ave (Corvallis)	79.8	83.05		PE	Preservation	Fix-It Region 2 HB2017 Preservation	\$1,797,604.00	Balance workload and spread out construction dates with other similar STIP projects.
22785	2	OR99W: Mary's River Br - Kiger Island Rd (Corvallis)	84.31	86.5	02701A	PE	Preservation	Fix-It Region 2 HB2017 Preservation	\$1,109,247.00	Balance workload and spread out construction dates with other similar STIP projects.
22786	2	OR18: Long Fiber Road - Murphy Hill	11.4	18.8		PE	Preservation	Fix-It Region 2 HB2017 Preservation	\$1,095,571.00	Balance workload and spread out construction dates with other similar STIP projects.
22793	2	OR99E: Jct Hwy 051 - Dimmick Lane	27.07	30.65		PE	Preservation	Fix-It Region 2 HB2017 Preservation	\$913,121.00	Pavement conditions deteriorating, cost savings by completing sooner.
21547	2	US30: Rainier - Wonderly Road	47.2	50.35		RW	Preservation	Fix-It Region 2 HB2017 Preservation	\$28,324.00	Balance workload and spread out construction dates with other similar STIP projects.
22787	2	OR6: MP 4.4-9.0	4.4	9		PE	Preservation	Fix-It Region 2 HB2017 Preservation	\$868,791.00	Balance workload and spread out construction dates with other similar STIP projects.
22938	2	I-5: Cottage Grove - Martin Creek	169.19	174.84		PE	Preservation	Fix-It SW IM HB2017 Preservation	\$2,212,360.00	Balance workload and spread out construction dates with other similar STIP projects.
21555	2	US101: Pacific Way (Gearhart)	18.8	18.8		RW	Operations	Fix-It Region 2	\$192,603.00	Balance workload and spread out construction dates with other similar STIP projects.
22794	2	US101: MP 23.9 culvert replacement	23.9	23.9		PE	Culvert	Fix-It Region 2	\$293,355.00	Balance workload.
22795	2	OR223: MP 12.4 to 12.5 slide repair	12.4	12.5		PE	Operations	Fix-It Region 2	\$678,049.00	Balance workload.
22797	2	OR47: MP 83.6 (Banks) Illumination Replacement	83.6	83.6		PE	Operations	Fix-It Region 2	\$374,107.00	Balance workload.
22798	2	US20: MP 0.52 signal replacement	0.52	0.52		PE	Operations	Fix-It Region 2 HB2017 Safety R2	\$743,039.00	Balance workload.
22799	2	OR99W: MP 78.9-79.0 signal replacement (Lewisburg)	78.9	79		PE	Operations	Fix-It Region 2 HB2017 Safety R2	\$677,983.00	Balance workload.
22692	2	Polk County Striping & Marking Improvements (2027)	various	various		PE	Safety	ARTS Region 2	\$182,209.00	Balance workload.
22701	2	Division Ave at Lone Oak Ave (Eugene)				PE	Safety	ARTS Region 2	\$973,000.00	Balance workload.
22705	2	Yergan/McKay/Ehlen Rd: OR219 to Bents Rd NE (Marion County)				PE	Safety	ARTS Region 2	\$189,869.00	Balance workload.



METRO REQUIRED PROJECT AMENDMENT REVIEWS

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and their requested changes are evaluated against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. The programming factors include ensuring that the project amendments:

- Complete eligibility verification to be programmed in the MTIP.
- Pass proof of funding and fiscal constraint verification.
- Pass the RTP consistency review which requires a confirmation that the project(s) are identified in the current approved constrained RTP either as a stand-alone project or in an approved project grouping bucket.
- Are consistent with RTP project costs when compared with programming amounts in the MTIP.
- If a capacity enhancing project, the project is identified in the approved Metro modeling network and has completed required air conformity analysis and transportation demand modeling.
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- If not directly identified in the RTP's constrained project list, the project is verified to be part of the MPO's annual Unified Planning Work Program (UPWP) if federally funded and a regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.
- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
- Does not violate supplemental directive guidance from FHWA/FTA's approved Amendment Matrix.
- Reviewed and determined that Performance Measurements will or will not apply.
- Completion of the required 30-day Public Notification/Opportunity to Comment period.
- Meets MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the April FFY 2023 Formal MTIP amendment (AP23-08-APR) will include the following:

<u>Action</u>	<u>Target Date</u>
• TPAC Agenda mail-out.....	March 31, 2023
• Initiate the required 30-day public notification process.....	April 4, 2023
• TPAC notification and approval recommendation.....	April 7, 2023
• JPACT approval and recommendation to Council.....	April 20, 2023
• Completion of public notification process.....	May 3, 2023
• Metro Council approval.....	May 11, 2023

Notes:

- * The above dates are estimates. JPACT and Council meeting dates could change.
- ** If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps (The below timeline is an estimation only):

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	May 16 ,2023
• USDOT clarification and final amendment approval.....	Mid-June 2023

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
 - a. Amends the 2021-24 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 20-5110 on July 23, 2020 (FOR THE PURPOSE OF ADOPTING THE 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA).
 - b. Oregon Governor approval of the 2021-24 MTIP: July 23, 2020
 - c. 2021-2024 Statewide Transportation Improvement Program (STIP) Approval and 2021 Federal Planning Finding: September 30, 2020
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds, or obtain the next required federal approval step as part of the federal transportation delivery process.
4. **Metro Budget Impacts:** None. None of the included project amendments impact the Metro current annual budget.

RECOMMENDED ACTION:

Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 23-5325 to add the three new projects to the 2021-24 MTIP.

Attachments:

1. Kellogg Creek Dam Restoration Update
2. March 2023 - OTC Staff Report Item

Kellogg Creek Restoration and Community Enhancement Project
Restoring Habitat, Creating Fish Passage, Strengthening Community, and Updating Infrastructure
Update #6

FEB
2023

PROJECT OVERVIEW

The City of Milwaukie (City), North Clackamas Watersheds Council (NCWC), and Oregon Department of Transportation (ODOT), with American Rivers (AR) and project partners, have initiated a [multi-benefit project](#). The project will create fish passage into the Kellogg-Mt. Scott watershed, restore lower Kellogg Creek and its floodplain through the City of Milwaukie, improve long-term community resiliency and access to nature, while modernizing vulnerable multi-modal transportation infrastructure. Private, local, state, and federal funding has been secured to initiate the project and conduct the necessary site assessment, alternatives analysis, and conceptual design. The project is in Phase 1.

FEBRUARY SUMMARY

- **Funding –**
 - American Rivers has continued working with ODOT and the City to draft agreements for sub-award of NOAA funding for Phase 2 project activities.
- **Outreach –**
 - The project team submitted inquiries to Union Pacific, the owner of the railroad trestle bridge that spans the impoundment, to request coordination in Right-of-Way access for geotechnical sampling and design review for railroad trestle protection.
 - A meeting with Oregon Unite was held on Feb 3 to discuss community engagement in project development. Next steps were outlined.
- **Design –**
 - TAC meeting 3 was held on Feb 2 in Milwaukie, Oregon. The project framework, updates, and the conceptual restoration alternatives and alternatives analysis results were presented. TAC notes and solicitation of report feedback was distributed on Feb 28.
 - IFI submitted a Phase 1 amendment proposal to conduct additional studies, including development of a sediment sampling and geotechnical evaluation plan.
 - A meeting to discuss ecological uplift created by the project was held with TAC biologists on Feb 22. Meeting notes were distributed to the TAC on Feb 28 with TAC 3 meeting notes.
 - The Draft Wetland Delineation Report is being developed and will be available in March.


MARCH NEXT STEPS

- TAC feedback on the draft alternatives and feasibility report was requested at the February 2nd TAC meeting. Feedback from the TAC is due by March 14.
- A site visit will be coordinated by NCWC and attended by Unite Oregon and other community engagement and outreach coordination representatives in early March.



DATE: February 27, 2023

TO: Oregon Transportation Commission



FROM: Kristopher W. Strickler
Director

SUBJECT: **Agenda Item F** -- Approve Release of the Draft 2024-2027 Statewide Transportation Improvement Program (STIP) for Public Review and Comment

Requested Action:

Request approval to release the 2024-2027 Statewide Transportation Improvement Program (STIP) to the public for review and comment: approve the list of projects to advance to begin delivery.

Background:

The *Draft 2024-2027 STIP* [Attachment 1] is the Department's short-term capital improvement program required by federal regulations that outlines project funding and scheduling information for the Department and the state's metropolitan planning organizations.

In January of 2021, the OTC (Oregon Transportation Commission) approved the [funding allocation for the Draft 2024-2027 STIP](#). The Commission allocated additional federal funds from the Infrastructure Investment and Jobs Act in March 2022. The draft STIP now includes nearly \$3 billion in Federal Highway Administration and State Highway Fund resources that the Commission helps allocate, as well as Federal Transit Administration funds that flow to transit agencies.

The 2024-2027 STIP includes:

- A major investment in repairing and replacing deteriorating bridges.
- A significant increase for public and active transportation to help people get around without a car.
- Increased funding for projects that improve safety on state highways and local roads.
- More money for local governments to invest in their priorities.
- A major investment in ADA curb ramps to help people with disabilities.

Allocation of these funds allowed ODOT to undertake project selection for these investment areas.

During this time period, ODOT has worked with the various regional ACTs and stakeholders to seek comments and input into the projects selected.

In addition to the approval for the Draft STIP to go to public comment, the agency is requesting to advance specific phases from projects selected for the 2024-2027 STIP to begin work. The projects and

phases are listed in [Attachment 2]. This request will allow projects to begin work and allow construction to be delivered earlier.

Executive Order 20-04 directed ODOT to develop and apply a process for evaluating the GHG emissions implications of transportation projects as part of its regular capital planning and STIP.

Next Steps:

With OTC approval, the *Draft 2024-2027 STIP* will be released for formal public review. The public review timeline is March 9 to April 30, 2023. During that time, the Department will seek and review comments from the public and other stakeholders. After the public comment period, a number of technical steps must be completed before the preparation of the Final 2024-2027 STIP.

In July of 2023, ODOT will return for OTC approval to release the Final 2024-2027 STIP for federal approval from Federal Highway Administration (FHWA) and Federal Transit Agency (FTA). At this meeting the Commission will also receive a summary of the public comments.

Final approval from FHWA and FTA is expected in September 2023.

Attachments:

- Attachment 01 - Draft 2024-2027 STIP
- Attachment 02 - List of Project Phases Advancing

Agenda Item F, Attachment 02

Key Number	Region	Project name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Advance Amount	Reason for Advancing
23106	1	Portland Metro and Surrounding Area Safety Reserve(FFY24)	various	various		OT	Safety	HB2017 Safety R1	\$1,000,000.00	Attachment 2 in March 2023 OTC Staff Report. Immediate safety improvements on ODOT owned facilities within the city of Portland.
23107	1	Portland Metro and Surrounding Area Safety Reserve(FFY25)	various	various		OT	Safety	HB2017 Safety R1	\$1,000,000.00	Implementation of safety improvements identified through recent road safety audits in Region 1.
23108	1	Portland Metro and Surrounding Area Safety Reserve(FFY26)	various	various		OT	Safety	HB2017 Safety R1	\$697,981.00	Design, development & construction of safety improvements on US26 at Stone Road.
20435	1	OR99W: I-5 - McDonald St	7.47	13.74		CN	Preservation	Fix-It Region 1 HB2017 Preservation AT Leverage R1 ARTS Region 1 SW ADA Transition Fix-it SW Bridge SW SRTS Other	\$26,585,468.00	Increase the Construction phase, adding funds for ADA and preservation scope.
22784	2	OR99W: Elliot Circle to NW Fillmore Ave (Corvallis)	79.8	83.05		PE	Preservation	Fix-It Region 2 HB2017 Preservation	\$1,797,604.00	Balance workload and spread out construction dates with other similar STIP projects.
22785	2	OR99W: Mary's River Br - Kiger Island Rd (Corvallis)	84.31	86.5	02701A	PE	Preservation	Fix-It Region 2 HB2017 Preservation	\$1,109,247.00	Balance workload and spread out construction dates with other similar STIP projects.
22786	2	OR18: Long Fiber Road - Murphy Hill	11.4	18.8		PE	Preservation	Fix-It Region 2 HB2017 Preservation	\$1,095,571.00	Balance workload and spread out construction dates with other similar STIP projects.
22793	2	OR99E: Jct Hwy 051 - Dimmick Lane	27.07	30.65		PE	Preservation	Fix-It Region 2 HB2017 Preservation	\$913,121.00	Pavement conditions deteriorating; cost savings by completing sooner
21547	2	US30: Rainier - Wonderly Road	47.2	50.35		RW	Preservation	Fix-It Region 2 HB2017 Preservation	\$28,324.00	Balance workload and spread out construction dates with other similar STIP projects.
22787	2	OR6: MP 4.4-9.0	4.4	9		PE	Preservation	Fix-It Region 2 HB2017 Preservation	\$868,791.00	Balance workload and spread out construction dates with other similar STIP projects.
22938	2	I-5: Cottage Grove - Martin Creek	169.19	174.84		PE	Preservation	Fix-it SW IM HB2017 Preservation	\$2,212,360.00	Balance workload and spread out construction dates with other similar STIP projects.
21555	2	US101: Pacific Way (Gearhart)	18.8	18.8		RW	Operations	Fix-It Region 2	\$192,603.00	Balance workload and spread out construction dates with other similar STIP projects.
22794	2	US101: MP 23.9 culvert replacement	23.9	23.9		PE	Culvert	Fix-It Region 2	\$293,255.00	Balance workload.
22795	2	OR223: MP 12.4 to 12.5 slide repair	12.4	12.5		PE	Operations	Fix-It Region 2	\$678,049.00	Balance workload.
22797	2	OR47: MP 83.6 (Banks) Illumination Replacement	83.6	83.6		PE	Operations	Fix-It Region 2	\$374,107.00	Balance workload.
22798	2	US20: MP 0.52 signal replacement	0.52	0.52		PE	Operations	Fix-It Region 2 HB2017 Safety R2	\$743,039.00	Balance workload.
22799	2	OR99W: MP 78.9-79.0 signal replacement (Lewisburg)	78.9	79		PE	Operations	Fix-It Region 2 HB2017 Safety R2	\$677,983.00	Balance workload.
22692	2	Polk County Striping & Marking Improvements (2027)	various	various		PE	Safety	ARTS Region 2	\$182,209.00	Balance workload.
22701	2	Division Ave at Lone Oak Ave (Eugene)				PE	Safety	ARTS Region 2	\$973,000.00	Balance workload.
22705	2	Yergen/McKay/Ehlen Rd: OR219 to Bents Rd NE (Marion County)				PE	Safety	ARTS Region 2	\$189,869.00	Balance workload.
22706	2	OR6 at Wilson River Loop (East at MP 2.07) (Tillamook)	2.07	2.07		PE	Safety	ARTS Region 2 HB2017 Safety R2	\$727,550.00	Balance workload.
22708	2	OR99W at Bethel Rd (Polk County)	49.72	49.72		PE	Safety	ARTS Region 2 HB2017 Safety R2	\$629,761.00	Balance workload.
22709	2	Northwest Oregon pedestrian crossing enhancements (2027)	various	various		PE	Safety	ARTS Region 2 HB2017 Safety R2	\$364,477.00	Balance workload.
22723	2	I-5 (NW OR) & OR569 (Eugene) wrong way driving treatments	various	various		PE	Safety	ARTS Region 2	\$545,290.00	Balance workload.
22724	2	OR99W: (3rd St) at Western Blvd (Corvallis)	83.93	83.93		PE	Safety	ARTS Region 2	\$662,017.00	Balance workload.
22726	2	NW Oregon lighting & enhanced intersection warning (2027)	various	various		PE	Safety	ARTS Region 2	\$480,382.00	Balance workload.
22775	2	Northwest Oregon Rumble Strips (2027)	various	various		PE	Safety	ARTS Region 2	\$930,000.00	Balance workload.
22902	2	US101 at Broadway Street Signal Upgrades (Seaside)	21.05	21.05		PE	Safety	SW Enhance	\$811,844.00	Conditions deteriorating rapidly, can no longer maintain system
22950	2	Graham Road Rail Crossing (Prescott)				PE	Safety	SW Rail Crossing	\$503,049.00	Balance workload.
20110	2	US101: Depoe Bay bridge	127.58	127.64	02459A	RW	Bridge	Fix-it SW Bridge HB2017 BridgeSeismic	\$224,423.53	Balance workload and spread out construction dates with other similar STIP projects.

Key Number	Region	Project name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Advance Amount	Reason for Advancing
23117	2	OR202: Nehalem River bridge (MP38.59)	38.59	38.59	03113A	PE	Bridge	Fix-it SW Bridge HB2017 BridgeSeismic	\$1,754,838.00	Attachment 2 March 2023 CMC Staff Report Construction dates with other similar STIP projects.
23291	2	US30 at SE Maple St Rail Crossing (Scappoose)	20.67	20.67		PE	Safety	SW Rail Crossing	\$641,000.00	Balance workload.
22987	3	I-5: Stage Road Pass	80.33	79		PE	Modernization	SW Enhance	\$4,300,000.00	Begin early due to design and survey needs
23095	3	Highway Barrier Upgrades (Coos/Curry)	various	various		PE	Safety	1R	\$661,623.00	Safety project; high incident rates need mitigated
22947	3	OR62 at OR234 Roundabout	13.4	13.82		PE	Safety	ARTS Region 3 HB2017 Safety R3	\$1,076,518.00	Safety project; high incident rates need mitigated/project design will take longer due to stakeholder involvement
22914	3	Garden Valley Rd at Melrose Rd Roundabout				PE	Safety	ARTS Region 3 Local	\$1,891,578.00	Design will take longer due to stakeholder involvement.
22776	4	US97: Redmond-Bend Phase 2	125.2	130.2	21825	PE	Safety	ARTS Region 4 HB2017 Safety R4	\$1,986,700.00	This section of US97 continues to be an area that sees significant serious injury and fatal crashes, and is Region 4's top safety project in the 24-27 STIP. We will be advancing the PE phase to begin project development immediately so that we can hit a 2024 construction window for this much needed ARTS project.
22072	4	US20: at Locust Street (Sisters)	92.75	93.02		PE, RW	Operations	Enhance Region 4 Enhance Match SW Local	\$1,400,000.00	The City of Sisters and Deschutes County are contributing in excess of \$2 million to the project to help meet a 2024 construction season. The City of Sisters has already contributed \$250,000 to PE that was kicked off in 2021. We are advancing the remaining PE and RW amounts to hit a construction window of early 2024 so that we can be substantially complete by Memorial Day to avoid major traffic impacts to the summer tourism industry.
21647	4	US26: Wapinitia Junction - Warm Springs River	70.7	85.25		PE	Preservation	Fix-it Region 4 HB2017 Preservation	\$413,318.00	This project contains poor pavement conditions in the snow zone on US26 over Mt. Hood. This section of pavement is deteriorating rapidly. We are advancing PE to ensure that we can construct this project in 2024 and not risk it weathering through another winter.
23320	4	Region 4 Reserve Funds				PE	Preservation/ Operations	Fix-it Region 4 HB2017 Preservation	\$4,326,097.00	These funds are being added to a current 18-21 STIP project; K21166 US97: Veterans Way - SW Yew Avenue (Redmond). This section of US97 contains the only "poor" pavement rating on US97. We are advancing PE funds so that we can get to a 30% design to help leverage additional city of Redmond funds and to work towards a federal grant application.
21756	4	US20: Central Oregon Hwy Culverts Corridor	2.7	87.0		RW, UR	Culvert	Fix-it SW Culvert HB2017 Culvert	\$282,916.00	This project received PE funds in 21-24 and has kicked off. It will be approaching DAP in Spring 2023, at which the ROW phase will be requested to be opened. In order to keep this project on track for Construction in 2025 the ROW phase needs to open in 2023.
21875	5	Eastern Oregon roadside traffic & weather cameras	various	various		CN	Operations	Region 5 Fix-It	\$1,830,000.00	Advance 24-27 to increase the Construction phase, adding funds due to increased costs from inflation.
22844	5	Pendleton Signal Upgrade	2.9	3.45		PE	Operations	Region 5 Fix-It	\$721,602.00	Advance to accommodate a construction phase in 2025.
23225	5	US730/US395 Umatilla County Signal Safety Improvements	various	various		PE	Safety	ARTS Region 5 HB2017 Safety R5	\$300,000.00	Advance to accommodate a construction phase in 2025.
22919	5	I-84: Farewell Bend - N. Fork Jacobsen Gulch	various	various		PE	Preservation	Fix-it SW IM HB2017 Preservation Fix-it SW Bridge HB2017 BridgeSeismic Motor Carrier	\$1,409,000.00	Advance to accommodate a construction phase in 2025.

Key Number	Region	Project name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Advance Amount	Reason for Advancing
22878	5	I-84: Baker - Ontario culvert repair	301.7	360		PE	Culvert	Fix-it SW Culvert HB2017 Culvert	\$879,000.00	Attachment 2 March 2023 OTC Staff Report Advance to accommodate a construction phase in 2025.
22989	5	OR11: Milton-Freewater Safety and Sidewalk Improvements	30.66	34.8		PE	Safety	ARTS Region 5 HB2017 Safety R5 SW Ped/Bike Strategic Fix-it SW SWIP Bike/Ped	\$600,000.00	Advance to accommodate a construction phase in 2025.
22926	5	US30: Snake River Bridge and Interstate Bridge	27.65	28.48	18097 01000B	PE	Bike/Ped	SW Pedbike Strategic Fix-it SW SWIP Bikeped	\$1,460,000.00	Advance to accommodate a construction phase in 2026.
22880	5	Tower Road interchange bridge over I-84	159.18	159.5	00921	PE	Bridge	Fix-it SW Bridge HB2017 BridgeSeismic Fix-it SW IM HB2017 Preservation	\$452,000.00	Advance to accommodate a construction phase in 2026.
22942	5	I-82/I-84: Freight & Congestion Improvements	various	various		PE	Modernization	SW Enhance Motor Carrier	\$1,007,000.00	Advance to accommodate a construction phase in 2026.
23045	5	Pole Line Road Rail Crossing Improvements (Haines)	43.9	44.1		PE	Safety	SW Rail Crossing	\$354,000.00	Advance to accommodate a construction phase in 2026.
21641	5	US95: MP36 - McDermitt	36	121.36		CN	Preservation	Fix-it SW Chip Seals HB2017 Preservation Fix-it Region 5	\$14,500,000.00	Advance to accommodate a bid date of 10/31/2023 this results in a PS&E before FFY 2024.
21649	5	I-84: exit 216 east bound off-ramp	various	various		CN	Operations	HB2017 Safety R5	\$5,219,111.00	Advance 24-27 funds to increase the construction phase, due to increased costs from inflation.
23283	6	Timber Bridge program			Multiple	PL	Bridge	Fix-it SW Bridge HB2017 BridgeSeismic	\$300,000.00	Start coordination with environmental agencies to use standard bridge designs to streamline the permit process.
22954	6	Scenario Planning and Climate Program				PL	Planning	SW Climate	\$4,000,000.00	Changes to 660-044-0015 from the Climate Friendly and Equitable Communities rulemaking require impacted jurisdictions to complete Scenario Planning and GHG Target Monitoring by 2024 or other approved date. ODOT will begin conducting the work to support jurisdictions in 2023.
23079	6	ADA Program Support 2024-2027				OT	ADAP	SW ADA TRANSITION	\$20,000,000.00	The ADA program needs access to this funding prior to the 2024-2027 STIP cycle commencing in order to prevent disruption and keep the ADA program on track to ensure time bound deliverables are met.
23089	6	ADA Program Management 2024-2027				OT	ADAP	SW ADA TRANSITION	\$30,000,000.00	The ADA program needs access to this funding prior to the 2024-2027 STIP cycle commencing in order to put out a Request for Proposals (RFP) and execute the initial Work Order Contract (WOC) in FFY23. Access to these funds will prevent disruption and keep the ADA program on track to ensure time bound deliverables are met.
									\$149,257,675.53	

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE) RESOLUTION NO. 23-5317
FISCAL YEAR 2023-24 UNIFIED PLANNING) Introduced by Chief Operating Officer
WORK PROGRAM AND CERTIFYING THAT) Marissa Madrigal with the concurrence
THE PORTLAND METROPOLITAN AREA IS IN) of Council President Lynn Peterson
COMPLIANCE WITH FEDERAL)
TRANSPORTATION PLANNING REQUIREMENTS)

WHEREAS, the Unified Planning Work Program (UPWP) update as shown in Exhibit A attached hereto, describes all Federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in Fiscal Year (FY) 2023-24; and

WHEREAS, the UPWP is developed in consultation with federal and state agencies, local governments, and transit operators; and

WHEREAS, the FY 2023-24 UPWP indicates federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, Clackamas County and its cities, Multnomah County and its cities, Washington County and its cities, TriMet, South Metro Area Regional Transit, the Port of Portland, and the Oregon Department of Transportation; and

WHEREAS, approval of the FY 2023-24 UPWP is required to receive federal transportation planning funds; and

WHEREAS, The FY 2023-24 UPWP is consistent with the continuing, cooperative, and comprehensive planning process and has been reviewed through formal consultation with state and federal partners; and

WHEREAS, the FY 2023-24 UPWP is consistent with the proposed Metro Budget submitted to the Metro Council; and

WHEREAS, TPAC recommended approval on April 7, 2023 of the FY 2023-24 UPWP and forwarded their recommended action to JPACT;

WHEREAS, the federal self-certification findings in Exhibit B demonstrate Metro's compliance with federal planning regulations as required to receive federal transportation planning funds; now therefore

BE IT RESOLVED that:

1. The Metro Council adopts JPACT's May 18, 2023 recommendation to adopt the FY 2023-24 UPWP, attached hereto as Exhibit A.
2. The FY 2023-24 UPWP is consistent with the continuing, cooperative, and comprehensive planning process and is given positive Intergovernmental Project Review action.
3. Metro's Chief Operating Officer is authorized to apply for, accept, and execute grants and agreements specified in the UPWP.

4. Staff shall update the UPWP budget figures, as necessary, to reflect the final Metro budget.
5. Staff shall submit the final UPWP and self-certification findings to the Oregon Department of Transportation (ODOT), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

ADOPTED by the Metro Council this 18th day of May 2023.

Lynn Peterson, Council President

Juan Carlos Gonzalez, Chair of JPACT

Approved as to Form:

Carrie MacLaren, Metro Attorney



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: March 31, 2023
To: Transportation Policy Alternatives Committee (TPAC) and interested parties
From: John Mermin, Senior Transportation Planner
Subject: 2023-24 Draft Unified Planning Work Program (UPWP) - Exhibit A to Resolution 23-5317

Background

What the UPWP Is

The Unified Planning Work Program (UPWP) is developed annually by Metro as the Metropolitan Planning Organization (MPO) for the Portland Metropolitan Area. It is a federally-required document that serves as a guide for transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1st. Included in the UPWP are descriptions of the transportation planning activities, the relationships between them, and budget summaries displaying the amount and source of state and federal funds to be used for planning activities. The UPWP is developed by Metro with input from local governments, TriMet, the Oregon Department of Transportation (ODOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). It helps ensure efficient use of federal planning funds. The UPWP may be amended periodically as projects change or new projects emerge.

What the UPWP Is not

The UPWP is not a regional policy making document and does not make any funding allocations. Instead, the UPWP reflects decisions already made by JPACT, the Metro Council and/or the state legislature on funding and policy. The UPWP does not include construction, design or preliminary engineering projects. It only includes regionally significant planning projects (primarily those that will be receiving federal funds) for the upcoming fiscal year.

UPWP Adoption process

The legislation to adopt the UPWP (Resolution 23-5317 and Staff Report) is included in this packet. The UPWP document is Exhibit A to the Resolution. Exhibit B (Self-certification findings that demonstrate that Metro meets federal planning regulations) is under development and will be added to legislative materials prior to adoption.

A link to download the Draft UPWP was sent out to Federal and State reviewers (and TPAC members) on January 27. The required Federal and State consultation was held on March 6 and a discussion with TPAC was held on March 3 workshop. **At its April 7 meeting, TPAC will be asked to take action on a revised (tracked-changes) UPWP document (downloadable [here](#)) that includes all edits made since the January draft was sent out for review.**

Highlights of the edits include:

- Added new project narratives for Washington County's Council Creek Trail and Portland's I-5 Rose Quarter Reconnecting Communities grant
- Clarified TriMet is planning for service upgrades for both bus and MAX as part of Forward Together 2.0
- Clarified status of SW Corridor to "positioning project for federal funds" and that FTA grant for Equity Development Strategy is source of funding in FY23-24.

- Clarified that Better Bus program will conduct systemwide analysis to consider integration of future FX corridors into the transit system.
- Pushed back expected starting date of First & Last Mile study, reduced budget to be spent in FY2023-24, clarified that focus is “suburban” not “rural” and work will build on local plans
- Safe Streets For All (SS4A) Grant milestones added and corrected, with project IGAs and kick-off moved from Q4 to Q1
- Moved map of region from appendix to Metro Overview section
- Clarified discussion of regional boundaries in Metro Overview section
- Clarified that the Regional Transportation Functional Plan (RTFP) will be updated in response to the Climate Friendly & Equitable Communities (CFEC) rules and the 2023 RTP in Transportation Planning narrative
- Specified specific pollutants being tracked and provided hyperlink to SIP in Air Quality Program narrative.
- Changed "personal" to "personnel" services in budget tables for ODOT and locally-led projects
- Updated budget tables in Metro led projects to reflect approved budget.
- Clarified how much of the Sunrise Gateway visioning project budget expected to go to consultants

Additionally, staff received a budget update from ODOT that arrived too late to be included in the tracked changes draft UPWP included in this packet for TPAC action. Based on the information received from ODOT, the budget amounts for the Complete Streets Program will be updated following the April TPAC meeting.

Staff will provide an informational briefing to JPACT on April 20 and then will ask for adoption at the May 18 JPACT and Council meetings. Staff will transmit the adopted UPWP to Federal & State partners by May 20. This allows time for the IGA to be signed by Metro’s COO prior to June 30, allowing for federal funding to continue flowing into the region without delay.

Please contact john.mermin@oregonmetro.gov, for inquiries about the UPWP.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO.23-5317, FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2023-24 UNIFIED PLANNING WORK PROGRAM AND CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

Date: March 31, 2023
john.mermin@oregonmetro.gov

Prepared by: John Mermin,

Department: Planning
Meeting Date: May 18, 2023

ISSUE STATEMENT

The Unified Planning Work Program (UPWP) is developed annually and documents metropolitan transportation planning activities performed with federal transportation funds (and other regionally significant planning efforts).

ACTION REQUESTED

Staff will be seeking Approval of the 2023-2024 UPWP at the May 18 JPACT and Council meetings.

IDENTIFIED POLICY OUTCOMES

The near-term investment strategy contained in the 2018 Regional Transportation Plan (RTP) focuses on key priorities for the purpose of identifying transportation needs, including projects and the planning activities contained in the UPWP. These investment priorities include a specific focus on four key outcomes:

- Equity
- Safety
- Managing Congestion
- Climate

The planning activities within the UPWP are consistent with 2018 RTP policies and intend to help the region achieve these outcomes.

POLICY QUESTION(S)

Does the UPWP adequately correlate to the 2018 RTP Policy outcomes (described above) within the UPWP project descriptions?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

None recommended for this action.

STAFF RECOMMENDATIONS

Approve Resolution No. 23-5317 adopting a UPWP for the Fiscal Year 2023-24 and certifying that the Portland metropolitan area is in compliance with federal transportation planning requirements.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

How does this advance Metro's racial equity goals?

The UPWP contains Metro's Title VI and Civil Rights work plan which is basis for the agency's equity work.

How does this advance Metro's climate action goals?

UPWP contains Metro's Climate Smart work program as well as related activities that implement Metro's Climate Smart Strategy.

Community Feedback

The UPWP includes Metro's Public engagement work plan which supports community outreach across all the broader work program.

Legal Antecedents

This resolution adopts a UPWP for the Portland Metropolitan area, as defined in Title 23 of the Code of Federal Regulations, Parts 450 and 420 and title 49, of the Code of Federal Regulations, Part 13. This resolution also certifies that the Portland metropolitan area is in compliance with Federal transportation planning requirements, as defined in Title 23 of the Code of Federal Regulations, Parts 450 and 500, and title 49, of the Code of Federal Regulations, Part 613.

Anticipated Effects

Approval means that grants can be submitted and contracts executed so work can commence on July 1, 2023 in accordance with established Metro priorities.

Financial Implications

Approval of this resolution is a companion to the UPWP. It is a prerequisite to receipt of Federal planning funds and is, therefore, critical to the Metro budget. The UPWP matches projects and studies reflected in the proposed Metro budget submitted by the Metro Chief Operating Officer to the Metro Council. The UPWP is subject to revision in the final adopted Metro budget.

BACKGROUND

What the UPWP Is

The Unified Planning Work Program (UPWP) is developed annually by Metro as the Metropolitan Planning Organization (MPO) for the Portland Metropolitan Area. It is a federally-required document that serves as a guide for transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1st. Included in the UPWP are descriptions of the transportation planning activities, the relationships between

them, and budget summaries displaying the amount and source of state and federal funds to be used for planning activities. The UPWP is developed by Metro with input from local governments, TriMet, the Oregon Department of Transportation (ODOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). It helps ensure efficient use of federal planning funds. The UPWP may be amended periodically as projects change or new projects emerge.

What the UPWP Is not

The UPWP is not a regional policy making document and does not make any funding allocations. Instead, the UPWP reflects decisions already made by JPACT, the Metro Council and/or the state legislature on funding and policy. The UPWP does not include construction, design or preliminary engineering projects. It only includes regionally significant planning projects (primarily those that will be receiving federal funds) for the upcoming fiscal year.

UPWP Adoption process

A link to download the Draft UPWP was sent out to Federal and State reviewers (and TPAC) on January 27. The required Federal and State consultation was held on March 6. Edits were made to reflect input from the consultation and TPAC. At its April 7 meeting, TPAC recommended adoption of the UPWP.

Staff will provide informational briefings to in April and then will ask for adoption at the May 18 JPACT and Council meetings. Staff will transmit the adopted UPWP to Federal & State partners by May 20. This allows time for the IGA to be signed by Metro's COO prior to June 30, allowing for federal funding to continue flowing into the region without delay.

Annual Self-Certification

As an MPO, Metro must annually undergo a process known as self-certification to demonstrate that the Portland metropolitan region's planning process is being conducted in accordance with all applicable federal transportation planning requirements, as a prerequisite to receiving federal funds. The annual self-certification is processed in tandem with the Unified Planning Work Program (UPWP) and documents that Metro has met those requirements. Required self-certification areas include:

- Metropolitan Planning Organization (MPO) designation
- Geographic scope
- Agreements
- Responsibilities, cooperation and coordination
- Metropolitan Transportation Planning products
- Planning factors
- Public Involvement
- Title VI
- Environmental Justice
- Disadvantaged Business Enterprise (DBE)
- Americans with Disabilities Act (ADA)

- Construction Contracts
- Lobbying

Each of these areas is discussed in Exhibit B to Resolution No. 23-5317

Additionally, every four years, Metro undergoes a quadrennial certification review (with the Federal Transit Administration [FTA] and Federal Highway Administration [FHWA]) to ensure compliance with federal transportation planning requirements. The most recent quadrennial certification review occurred in December 2020. Metro has provided a table in the Appendix of the 2023-24 UPWP that describes progress in addressing the Federal Corrective Actions included in the 2020 review.

ATTACHMENTS

None

- Is legislation required for Council action? X **Yes** No
- If yes, is draft legislation attached? X **Yes** No



Metro

2023-24 Unified Planning Work Program

TPAC, April 7, 2023

John Mermin, Senior Transportation Planner

What is the UPWP

- Annual federally-required document that ensures efficient use of federal planning funds
- Describes:
 - Transportation planning tasks
 - Relationship to other planning activities in the region
 - Budget summaries

What the UPWP isn't

- Not a regional policy making document
- Not a funding decision document, does not allocate funds
- No construction, design, or preliminary engineering
- Only includes transportation planning projects, federal funds, coming fiscal year

Highlights of changes from TPAC input and 3/6 Interagency Consultation

- Added new project narratives for Washington County's Council Creek Trail and Portland's I-5 Rose Quarter Reconnecting Communities Grant
- Clarified TriMet is planning for service upgrades for both bus and MAX as part of Forward Together 2.0
- Clarified status of SW Corridor to "positioning project for federal funds" and that FTA grant for Equity Development Strategy is source of funding in FY23-24
- Pushed back expected starting date of First & Last Mile study, reduced budget to be spent in FY2023-24, and clarified that focus is "suburban" not "rural" and the work will build on local plans
- Safe Streets For All (SS4A) Grant milestones added and corrected, with project IGAs and kick-off moved from Q4 to Q1
- Clarified that Better Bus program will conduct systemwide analysis to consider integration of future FX corridors into the transit system

Highlights of changes from TPAC input and 3/6 Interagency Consultation *CONT'D*

- Moved map of region from appendix to Metro Overview section
- Clarified discussion of regional boundaries
- Clarified that Regional Transportation Functional Plan will be updated in response to CFEC and 2023 RTP in Transportation Planning narrative
- Specified specific pollutants being tracked and provided hyperlink to SIP (State Implementation Plan) in Air Quality Program narrative.
- Changed "personal" to "personnel" services in budget tables for ODOT and locally-led projects
- Updated budgets in Metro led projects to reflect approved budget
- Clarified how much of the Sunrise Gateway visioning project budget expected to go to consultants

What are we asking you to do?

- Recommend that JPACT adopts Resolution 23-5317 which includes
 - 2023-24 UPWP (Exhibit A)
 - Self-certification findings that demonstrate that Metro meets federal planning regulations (Exhibit B).

Next Steps

- April 7 TPAC Action
- April 20 JPACT Informational
- May 18 JPACT Action
- May 18 Metro Council Action
- May 19 Submit to USDOT & ODOT
- June 30 IGA signed by Metro COO

Questions?



Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Friday, March 31, 2023
To: Transportation Policy Alternatives Committee (TPAC) and Interested Parties
From: Grace Cho, Senior Transportation Planner - Metro
Ted Leybold, Resource Development Manager - Metro
Subject: Carbon Reduction Program – Proposal Package Options for Allocation - Overview

Purpose

Provide TPAC members an overview of the Carbon Reduction Program (CRP) proposal package options and discuss preferred options or elements for a recommended package.

Background

In November 2021, the Bipartisan Infrastructure Law (BIL) was approved. As part of BIL, several new funding programs were created and existing funding programs received increased funding.

The Carbon Reduction Program is a new funding program established by the BIL and administered through the Federal Highway Administration (FHWA). Oregon is to receive an estimated \$82.5 million total in Carbon Reduction Program funding. The Oregon Department of Transportation (ODOT) ODOT will administered approximately \$53.9 million. The three large metropolitan organizations in Oregon – Portland, Eugene, and Salem - receive a direct suballocation of the Carbon Reduction Program funds based on formula. Metro’s portion of the Carbon Reduction Program funding is approximately \$18.8 million total for the five federal fiscal years.

Carbon Reduction Program Funding Allocation Process

Due to requirements outlined in BIL, the allocation of Carbon Reduction Program funds must be completed and submitted to FHWA no later than November 2023. Due to this compressed timeline Metro will award all five years of funding in one allocation process. Because multiple mandatory metropolitan planning organization activities taking place in spring 2023 including, but not limited to: the 2023 RTP update, 2024-2027 MTIP development, and the 2023-2024 UPWP, Metro has developed several draft packages of projects informed by the Climate Smart Strategy and initial TPAC, JPAC and Metro Council member input for consideration rather than an application based allocation process.

The draft packages of projects will be presented to TPAC and JPACT for further input on refinement and prioritization at their April meetings. A final recommendation for the allocation of the funds is anticipated to be made at their subsequent meetings, currently scheduled for May. This will be followed by consideration for adoption by the Metro Council. The adopted funding allocation will be submitted to ODOT for incorporation into the statewide planning and funding allocation submission to the Federal Highway Administration. Individual project allocations will also be amended into the Metropolitan Transportation Improvement Program before they may be spent by the lead agency awarded funding.

Stakeholder Input

Since providing TPAC, JPACT, and Metro Council an overview of the Carbon Reduction Program funding at the end of 2022 and in early 2023, members of both committees and Council have provided Metro staff input and feedback as to what they would like to see as part of a CRP fund allocation proposal. This included input on bigger picture policy, process and outcomes such as:

implementing the region's Climate Smart Strategy and projects/programs with the potential for a significant or transformative impact on reducing transportation emissions.

Input was also received on more specific project or programmatic spending ideas. This included the 82nd Avenue and TV Hwy BRT corridor development projects, Transit Signal Priority (TSP) for the Line 33 McLoughlin bus, support for Electric Bike purchases, support for electrification of the TriMet bus fleet, specific active transportation projects unfunded from the previous Regional Flexible Fund Allocation cycle, and Safe Routes to Schools projects.

Carbon Reduction Program – Overview of Proposed Packages

Metro staff has created four CRP investment package options based on the policy direction and factors described in Attachment 1. The four CRP proposal packages and the descriptions of each element can be found in Attachment 2.

Questions for TPAC

- What Carbon Reduction Program proposal package or elements are most favored? What proposal package or element does TPAC want to see as part of a final staff recommendation?

Timeline

The following is an anticipated timeline of activities for the allocation of CRP funds and submission for inclusion in the state Carbon Reduction Plan. The dates are subject to change.

Activity	Draft Timeframe
Finalize statewide Carbon Reduction Program draft strategies & priorities to guide MPO and state allocations	October 2022
2023 RTP workshop #5 on the Climate Smart Strategy <ul style="list-style-type: none"> • JPACT and Metro Council participate in Climate Smart 	November 2022
Metro Council – introduction, discussion, feedback, and direction	December 2022
Develop proposal for allocation of Carbon Reduction Program	December 2022 – Spring 2023
TPAC and JPACT – introduction, discussion, feedback, and direction	January 2023
TPAC and JPACT – introduce CRP allocation proposal(s)	April 2023
TPAC and JPACT recommendation	May 2023
Metro Council adoption of Carbon Reduction Program allocation	May or June 2023
Statewide Carbon Reduction Program allocation check-ins	February – April 2023
Prepare Carbon Reduction Program allocation entries for submission <ul style="list-style-type: none"> • Also prepare for 21-24 and/or 24-27 MTIP and STIP entries 	April – June 2023
Submissions of Carbon Reduction Program fund allocations to ODOT	May – August 2023
Carbon Reduction Plan with fund allocations due to federal partners <ul style="list-style-type: none"> • If necessary, conduct 24-27 MTIP and STIP amendments to include programming of Carbon Reduction Program funds 	November 2023

Attachment 1 – Carbon Reduction Program – Policy and Factors to Inform Proposal Packages

The federal aim of the newly created Carbon Reduction Program is “to reduce transportation emissions through the development of State carbon reduction strategies and fund projects designed to reduce transportation emissions.” Because of the region’s effort to develop and adopt the Climate Smart Strategy in 2014, the region already has a developed action plan to reduce greenhouse gas emissions from light duty trucks and passenger vehicles through a combination of land use and transportation efforts. The development of this strategy was informed by the best technical analysis available regarding transportation investments to reduce carbon emissions from the transportation sector.

The newly created federal Carbon Reduction Program is a limited opportunity to implement the Climate Smart Strategy by investing into one or more of the investment areas identified.¹ The varied mix of strategies outlined in Climate Smart provides a wide span of options to invest CRP funds on the regional transportation system. Based on regional discussions of priority elements of the Climate Smart Strategy and a review of the federal Carbon Reduction Program funding policy objectives and eligible projects and activities, the following three Climate Smart Strategy elements have been prioritized for the development of the draft packages of projects for CRP funds.

- Make transit convenient, frequent, accessible, and affordable
- Make biking and walking safe and convenient
- Use technology to actively manage the transportation system

In addition, since providing an overview of the Carbon Reduction Program in January, members of TPAC, JPACT, and the Metro Council have weighed in with suggestions and ideas for the CRP allocation. This included identifying and prioritizing projects from the Climate Smart Strategy that could be most impactful and/or transformative in reducing emissions, as well as some specific project proposals. Metro staff has taken these suggestions and ideas into consideration as well as the following factors in identifying the elements of the package options.

Policy Direction

- Priority Climate Smart Strategy investment areas
 - Potential for greenhouse gas emissions reduction
- Opportunity to advance additional Regional Transportation Plan objectives, including Equity, Safety, and Mobility in addition to Climate
- Ability to address Climate Friendly Equitable Communities and other state, regional, or local climate change related objectives
- Consistency with state Carbon Reduction Plan priorities
- Provide funding across multiple areas of the region

Administrative

- Federal funding eligibility requirements
 - Including those specific to the Carbon Reduction Program
- Carbon Reduction Program requirements
 - Submission deadlines, timing of obligation of funding, and other limitations
- Program implementation needs

¹ After considering federal funding eligibility requirements, state Carbon Reduction Plan priorities, regional opportunities, and other factors

- Evaluation tools and capacity, reporting, communications, policy refinement

Other

- ODOT's allocation process and priorities for Carbon Reduction Program funds and other investments in reducing carbon emissions
- Funding leverage opportunities
 - Especially funding opportunities presented by the Bipartisan Infrastructure Law
- Implement projects with the potential for a significant or transformative impact on reducing transportation emissions

Attachment 2 – Carbon Reduction Program – Package Options & Elements Descriptions

Package A – Transit Corridors and Electric Bike		
	TV Hwy BRT	\$5,000,000
	82 nd Ave BRT	\$5,000,000
	Line 33 McLoughlin Transit Signal Priority	\$4,000,000
	E-Bike Program	\$3,000,000
	Subtotal:	\$17,000,000
Package B – Transit Corridors and Safe Routes to Schools		
	TV Hwy BRT	\$5,000,000
	82 nd Ave BRT	\$5,000,000
	Line 33 McLoughlin Transit Signal Priority	\$4,000,000
	Safe Routes to Schools	\$3,000,000
	Subtotal:	\$17,000,000
Package C – Transit Corridors and Active Transportation		
	TV Hwy BRT	\$5,000,000
	82 nd Ave BRT	\$5,000,000
	Line 33 McLoughlin Transit Signal Priority	\$4,000,000
	Active Transportation	\$3,000,000
	Subtotal:	\$17,000,000
Package D – RFFA (next rated projects)		
	MLK Jr. Boulevard	\$5,333,000
	Tigard to Lake Oswego Trail	\$245,000
	7th Avenue	\$10,692,000
	Fanno Creek Trail	\$500,000
	Allen Boulevard	\$223,760
	Subtotal:	\$16,993,760

*All Options include \$1.8 million for Metro Climate Smart implementation program

Package Element Options

TV Hwy BRT: Bus Rapid Transit project development for the Tualatin Valley Highway corridor. \$5 million allocation to be matched by TriMet and local agencies toward a total of \$20 million needed to prepare corridor for federal approval to enter Small Starts program and PE/EIS phase of work.

82nd Avenue BRT: Bus Rapid Transit project development for the 82nd Avenue corridor. \$5 million allocation to be matched by TriMet and local agencies toward a total of \$20 million needed to prepare corridor for federal approval to enter Small Starts program and PE/EIS phase of work.

Line 33 - McLoughlin Corridor Transit Signal Priority: Expansion of next generation transit signal priority first implemented in the Division Transit corridor to improve reliability of transit service. Expands capability of TriMet to implement TSP with new project partners and independent of a Bus Rapid Transit project in anticipation of implementing additional TSP projects across the region. Any remaining funds may also be used on systemic TSP development needs or development of

additional TSP corridors with high emission reduction potential or on small capital stop amenities or safe access elements in the corridor.

E-bike: Potential elements include a subsidy/rebate program, promotional campaign, and transit access elements such as secured parking with charging stations. Potential partnerships with local agencies and non-profit organizations and coordination with potential state rebate program under consideration by the Oregon legislature.

Safe Routes to Schools: Small capital projects to improve safety accessing schools. Project scale would be smaller than typical state funded projects, making fund exchange desirable to implement this option.

Active Transportation: Pedestrian, bicycle and transit access capital projects. Project scale would be smaller than typical RFFA and state funded projects, making fund exchange desirable to implement this option.

Regional Flexible Fund Allocation – Next Rated Projects: Active transportation projects that were the next top-rated projects not to receive full funding in the RFFA process.

Climate Smart Implementation Program: Resources to support implementation of the Climate Smart Strategy. This includes elements such as development of emission forecasting tools, analysis and reporting on progress in reducing emissions, and technical support to local agencies for development of planning and policy at the local level.

Memo

Date: March 31, 2023
To: Transportation Policy Alternatives Committee and Interested Parties
From: Grace Cho, Senior Transportation Planner
Subject: 2024-2027 MTIP – Performance Evaluation Results Summary and Public Comment Period

Purpose

Provide TPAC an overview of the results and draft findings for the 2024-2027 Metropolitan Transportation Improvement Program (MTIP) evaluation and announce the public comment opportunity.

Introduction and Background: MTIP and Performance Evaluation Purpose

One of Metro’s responsibilities as the metropolitan planning organization (MPO) for the Portland region, the agency leads in developing and implementing the MTIP. The MTIP is an implementation vehicle for the Regional Transportation Plan (RTP) as it tracks federal transportation funding expenditures and ensures federal eligibility rules and regulations are met. As part of the MTIP development process, Metro conducts a performance evaluation on the draft MTIP package of transportation investments to demonstrate 1) consistency with the RTP by advancing the goals and outcomes identified in the adopted RTP; and 2) progress towards achieving federal performance targets. RTP consistency and addressing federal performance targets are part of several federal requirements the MTIP must comply.¹

The performance evaluation of the 2024-2027 MTIP provides information about how the near-term investment program is consistent and makes progress towards goals and outcomes identified in the RTP. The evaluation can flag areas of under or over performance, potential trajectory, and if available, comparative history to previous MTIP packages. The performance evaluation results may lead to future recommendations pertaining to program direction for funding allocation programs, or support dialogue for future funding campaigns, in efforts to make progress towards regional goals.

Background: 2024-2027 MTIP Performance Evaluation

The package of investments to comprise the draft 2024-2027 MTIP was evaluated between December 2022 through February 2023. TPAC was provided a preview of the evaluation approach and methods for evaluating the 2024-2027 MTIP at its August 2022 meeting. As a brief refresh, a short summary of the evaluation approach and performance measures are provided.

The 2024-2027 MTIP performance evaluation approach included:

- Investment analysis of the 2024-2027 MTIP²
- System performance analysis of the 2024-2027 MTIP towards RTP priorities
- Qualitative assessment of 2024-2027 MTIP investments contribution towards federal performance targets

¹ Metropolitan Planning, Content of the Transportation Improvement Program 23 C.F.R. § 450.326

² The draft package of investments identified for the 2024-2027 MTIP in January 2023. There is likelihood the final adopted 2024-2027 MTIP in summer 2023 will have modifications. The modifications are documented as part of the final documentation of the 2024-2027 MTIP performance assessment.

Investment Analysis Approach

The investment analysis of the 2024-2027 MTIP summarizes the level of investment the region plans to make across different categories over the next four years. Some category examples include: type (e.g. capital investment, planning, operations, preservation and maintenance), mode (e.g. active transportation, transit, roads and bridge, etc.). The analysis of the investment profile provides general size, scale, and profile of the investment package to help place in context the performance of the four year program and provides support to the qualitative assessment the region is making progress towards the region’s performance targets for federal performance targets.

System Performance Evaluation Approach

The guiding policy direction to shape the 2024-2027 MTIP performance evaluation is the 2018 Regional Transportation Plan (RTP) policy priorities – safety, equity, climate change, and mobility.³ The 2024-2027 MTIP system performance evaluation applied similar approach to how the 2018 RTP evaluated the long-term package of investments. This means a system-wide analysis of the overarching investment program was conducted and transportation projects were not evaluated independently.^{4,5,6} Several of the same performance measures employed from the 2018 RTP system performance evaluation were used, but with minor updates. (Table 1 provides a listing of the performance measures and crosswalk to the RTP priority.) The evaluation of performance towards the 2018 RTP priorities are most prevalent in the system performance evaluation.

Table 1. Crosswalk of 2018 RTP Priorities to System Performance Measures

2018 RTP Priority	Outcome Being Measured	Performance Measure
Equity	Accessibility	<ul style="list-style-type: none"> • Access to jobs (emphasis on middle-wage) • Access to community places • System completeness of active transportation network in equity focus areas
Safety ⁷	Safety investment & Investment on high injury corridors	<ul style="list-style-type: none"> • Level of investment to address fatalities and serious injuries • Level of safety investment on high injury corridors, and high injury corridors in equity focus areas

³ At this point in time, the 2023 RTP will be in process, but not adopted. The 2023 RTP is likely to continue with the four policy priorities from the 2018 RTP – safety, equity, climate, and mobility – as well as the addition of economic development.

⁴ Transportation investments can also be referred to as transportation projects.

⁵ It is recognized that large-scale capital projects can have a large influence on the overall system performance evaluation results, but individual projects will not be evaluated.

⁶ The rationale for not individually evaluating projects is because each transportation project proposed for inclusion of the MTIP undergoes a prioritization, selection, and decision process (i.e. Metro’s Regional Flexible Fund allocation process, ODOT’s STIP funding categories and funding program allocations – Fix-It, ARTS, etc.) prior to the stage of proposed inclusion in the MTIP. As a result, the projects have usually undergone an evaluation process at the individual project scale. Early during the initial development of the MTIP, Metro works with partners to ensure project evaluation criteria reflect/apply the lens of the RTP priorities as well as other additional policy priorities and factors (e.g. funding source restrictions) as part of the selection process.

⁷ Because crashes cannot be projected, this performance measure will take an observed approach looking at the level of safety investment and location of safety investment.

Address Climate Change	Emissions reduction & Active transportation system completion	<ul style="list-style-type: none"> Reduction of greenhouse gases per capita System completeness of active transportation network
Mobility	Travel characteristics	<ul style="list-style-type: none"> Mode split (e.g. driving, transit, bike) Miles traveled by mode (e.g. vehicle, bike, transit) per capita

Federal Performance Target Evaluation Approach

As part of federal requirements, the performance evaluation of the 2024-2027 MTIP qualitatively assesses how the investment profile makes progress towards federally mandated performance targets. The federal performance target analysis focuses primarily in demonstrating how the mix of investments proposed for 2024 through 2027 advance the region towards achieving federal performance targets for: asset management, environment, national highway system performance and freight mobility, and safety. The assessment includes information from the investment analysis.

2024-2027 MTIP Performance Evaluation – Summary Results and Draft Findings

A brief summary of the 2024-2027 MTIP performance evaluation results are provided in Tables 2-7 and organized by analysis approach. Note, the draft 2024-2027 MTIP investment profile evaluated and summarized in the following sections represents the draft 2024-2027 MTIP as of January 2023 and does not reflect additions and changes reflected in the 2024-2027 MTIP public review draft.

Investment Analysis Summary

The 2024-2027 MTIP investment package evaluated represents approximately \$1.4 billion of transportation projects over the next four years across 108 transportation projects and programs.⁸

Table 2. Summary of Investments by Type

Investment Type	Projects	\$ Amount	% Overall
Capital Investment	54	\$552 M	39%
Operations	25	\$101 M	7%
Planning	11	\$35 M	2%
Preservation and Maintenance	18	\$721.5 M	51%
TOTAL	108	\$1.41 B	100%

Table 3. Summary of Investments by Mode

Mode	\$ Amount	\$ Overall
Active Transportation	\$167 M	12%
Regional Program	\$65 M	5%
Roadway and Bridge	\$405.7 M	29%
Transit	\$719.8 M	51%
Transportation System Management and Operations	\$52.6 M	4%
TOTAL	\$1.41 B	100%

⁸ Reflects investment summary of the 2024-2027 MTIP as of January 2023. The 2024-2027 MTIP public review draft investment analysis summary reflects a little less than \$1.3 billion total investment. Details on the differences of the project list can be found in the appendices of the 2024-2027 MTIP public review draft.

Table 4. Investment Type Breakdown by Allocating Agency

Fund Source	Capital	Operations	Planning	Preservation and Maintenance
ODOT	\$188 M	\$64.9 M	\$12.7 M	\$218.5 M
Metro	\$245 M	\$8 M	\$22.5 M	\$0
SMART	\$5 M	\$51.25	\$0	\$2.8 M
TriMet	\$114 M	\$28 M	\$0	\$500 M
TOTAL	\$552 M	\$101.4 M	\$35.2 M	\$721.5 M

System Performance Evaluation

The 2024-2027 MTIP makes very minimal progress towards the 2018 RTP priorities of equity, safety, climate, and mobility. In some individual areas, the 2024-2027 MTIP investment package performs slightly better, but generally, the limited number of capital investments primarily focused on community-oriented projects constrains the ability to have region-wide impacts across the transportation system.

Table 5. Summary of 2024-2027 MTIP System Performance Evaluation

RTP Priority or Overarching Goal	Overall Performance
Equity	+/o
Safety	o
Mobility	o
Climate Change	o
Preservation and Maintenance	+

Key:

o neutral or progress/regression is very minimal

+ trending towards the desired outcome for that priority

- trending away from the desired outcome for that priority

+/o neutral or minimal progression with trajectory to trend toward desired outcome

-/o neutral or minimal regression with risk/trajectory to trend away from desired outcome

Table 6. Summary of Results by Individual Performance Evaluation

Individual Performance Measure	Performance
Equity – Access to Travel Options (active transportation system completeness)	+/o
Equity – Access to Jobs	o
Equity – Access to Community Places	o
Equity - Level of Investment in Safety in Equity Focus Areas and on High Injury Corridors in Equity Focus Areas	+/o
Safety – Level of Investment in Safety	-/o
Safety – Level of Investment in Safety on High Injury Corridors	+/o
Climate Change – Greenhouse Gas Emissions Reduction Per Capita	o
Climate Change – Access to Travel Options (see Equity)	+/o
Mobility – Miles Traveled by Mode per capita	o
Mobility – Mode Share	+/o

Federal Performance Target Evaluation

The 2024-2027 MTIP mixed package of investments contribute to the region's performance towards achieving performance targets set for 2022 and 2024. But the region overall is not meeting

all its federal performance targets and in the case of safety, is moving in the opposite direction of the performance target.

Table 7. Summary of Federal Performance Target Performance and 2024-2027 MTIP Investment

Federal Performance Target	Target Met	2024-2027 MTIP Contribution
Percentage of pavements of the Interstate System in Good condition	Yes	Over \$200 million in roadway and bridge preservation and maintenance.
Percentage of pavements of the Interstate System in Poor condition	Yes	
Percentage of pavements of the non-Interstate NHS in Good condition	No	
Percentage of pavements of the non-Interstate NHS in Poor condition	No	
Percentage of NHS bridges classified as in Good condition	Yes	
Percentage of NHS bridges classified as in Poor condition	Yes	
Transit Rolling stock – Percent of revenue vehicles that have met or exceeded their useful life benchmark	No/Yes/No ⁹	Over \$500 million towards transit asset management
Transit Equipment – Percent of service vehicles that have met or exceeded their useful life benchmark	No/Yes/Yes ¹⁰	
Transit Facilities – Percent of facilities rated below 3 on the condition scale (1=Poor to 5=Excellent)	Yes/NA/NA ¹¹	
Transit Infrastructure – Percent of track segments with performance restrictions	No/NA/NA ¹²	
Fatalities and Serious Injuries	No	Approximately \$155 million towards transportation projects that address severe crashes and intent is safety
Percentage of person-miles traveled on the Interstate that are reliable	Yes	Over \$100 million towards transportation and system management and operations activities
Percentage of person-miles traveled on the non-Interstate NHS that are reliable	Yes	
Truck Travel Time Reliability (TTTR) Index	Yes	

Analysis and details of the 2024-2027 MTIP performance evaluation draft results and findings can be found in Chapter 2 of the 2024-2027 MTIP public review draft as well as the appendices.¹³

⁹ Reporting by transit agency: TriMet, SMART, City of Portland Streetcar. Each transit asset management performance measure (i.e. rolling stock) has several sub-measures with associated performance targets. If one or more sub-measures performance targets are not met, then the summary table lists “no” in meeting the performance target.

¹⁰ See footnote 9.

¹¹ See footnote 9.

¹² See footnote 9.

¹³ The 2024-2027 MTIP public review draft will be posted online on Wednesday April 5th, 2023 for TPAC members, interested parties, and the general public to access and provide comment.

Draft Findings:

- The 2024-2027 MTIP invests more into preservation and maintenance than compared to previous cycles and ultimately working towards addressing federal asset management performance targets.
- Overall, progress towards the region’s transportation priorities is hard to make without large scale regional capital investments. Those larger capital investments are necessary and to have region-wide impacts. In addition, the usual assortment of complimentary smaller scale, community-oriented capital projects to the large scale capital investments combine to contribute to greater performance and progress.
 - This can be readily observed in the accessibility, mobility, and climate results as the lack of a major project made little change to mode share, vehicle miles traveled per capita, greenhouse gas emissions reduction, and access to jobs or community places.
- Despite a limited capital investment profile, the transportation projects and programs focused those limited dollars in serving marginalized communities.
 - For example, pedestrian and bicycle network completion in equity focus areas tend to be greater than the region and the addition of the investments only continues that progress.
- The 2024-2027 MTIP invests less in safety as compared to the 2021-2024 MTIP. This lesser investment speaks to numerous competing priorities for the transportation system, but is not a positive sign as region’s crash rates continues to move in the opposite direction of the Vision Zero target.
 - Nonetheless, as noted in the draft findings, even with lesser funding in safety in the 2024-2027 MTIP, most of the funding allocated to safety projects is directed to address the high injury corridors in equity focus areas.
- While the 2024-2027 MTIP investments contribute to a marginal reduction in greenhouse gas emissions, the level is not nearly enough to mitigate the trajectory of the current climate crisis. Large scale transformational investments, which are currently not present in the 2024-2027 MTIP, are needed to induce changes in travel behaviors. The lack of large scale capital investments limits what can be expected in terms of greenhouse gas emissions reductions progress when investments are primarily focused on maintenance and preservation, system management to gain marginal efficiencies, and smaller scale capital projects.

Opportunity for Feedback

The public comment period for the 2024-2027 MTIP is from Wednesday April 5th to Friday May 5th, 2023. As part of the public comment, a public review draft of the 2024-2027 MTIP is available to view online and a short public comment survey was developed to gather input. In addition, the draft 2024-2027 STIP is also open for public comment and includes the 2024-2027 MTIP. The public comment tool(s) and in person comment opportunities can be found at:

www.oregonmetro.gov/mtip2024-27

[www. https://odotopenhouse.org/or-draft-stip](https://odotopenhouse.org/or-draft-stip)

TPAC Discussion Questions

- What questions or comments do TPAC members have regarding the results and the draft findings of the 2024-2027 MTIP

Next Steps and Timeline

Table 8 provides a timeline of activities pertaining to finalizing the 2024-2027 MTIP.

Table 8. Timeline of 2024-2027 MTIP Development

Activity	Timeframe
Open public comment on the 2024-2027 MTIP	April 5 th , 2023
Discussion of results at TPAC In conjunction with public comment period	April 7 th 2023
Public hearing on the 2024-2027 MTIP	April 20 th , 2023
Close public comment on the 2024-2027 MTIP	May 5 th , 2023
Prepare adoption draft of 2024-2027 MTIP <ul style="list-style-type: none"> • Finalize findings for the 2024-2027 MTIP performance evaluation • Findings and recommendations to be informed by public comment and TPAC, JPACT discussions 	May 2023
2024-2027 MTIP adoption draft made available for preview at TPAC and JPACT <ul style="list-style-type: none"> • Includes public comment report 	June 2023
Request approvals and recommendation to adopt the 2024-2027 MTIP at TPAC and JPACT	July 2023
Metro Council adoption of the 2024-2027 MTIP	July 2023
Submission of 2024-2027 MTIP to Governor for inclusion in the 2024-2027 STIP; 2024-2027 STIP submitted to federal partners	July – August 2023
Federal Approval of the 2024-2027 MTIP <ul style="list-style-type: none"> • Anticipated approval date • 2024-2027 MTIP becomes effective 	October 1, 2023



Memo

Date: March 31, 2023
To: Transportation Policy Alternatives Committee (TPAC)
From: Kim Ellis, Principal Transportation Planner
Subject: 2023 RTP Call for Projects: Submissions Status and Next Steps

Purpose

Provide an update on the status of 2023 Regional Transportation Plan (RTP) Call for Projects submissions, including supporting documentation.

Background

On January 6, Metro released the 2023 RTP [Call for Projects](#). By February 17, agencies nominating projects were asked to:

- complete updates to existing RTP project information and add new projects electronically via the online RTP Project Hub, including new or updated modeling information and project geoshapecfiles (*all nominating agencies*);
- provide **documentation of the cost estimation methodology used** for each project with an anticipated completion date of 2030 or sooner via the HUB using Metro's Project Cost Estimate Workbook or a comparable cost estimate methodology (*all nominating agencies*);
- submit **a signed Congestion Management Process Documentation Checklist form** for each relevant project not in an adopted local Transportation System Plan or the 2018 RTP that adds motor vehicle capacity via the HUB (*all nominating agencies*);
- submit **a signed Public Engagement and Non-discrimination Certification and Documentation form** for all projects submitted in the 2023 Regional Transportation Plan Call for Projects via email to Metro staff (*all nominating agencies*); and
- submit **an excel sheet of project list recommendations with an accompanying letter** confirming the submitted list via email to Metro staff (*County coordinating committees, ODOT, TriMet, SMART, Port of Portland, and City of Portland only*).

Table 1 on the following page lists the supporting documentation submitted or in process.

Action Requested

- RTP Public Engagement and Non-discrimination Certification and Documentation Forms are requested from Oregon City, Oregon Department of Transportation (ODOT) Region 1, and the Port of Portland.
- A project list (in excel format) and submittal letter is requested from the Port of Portland.
- A submittal letter is requested from ODOT Region 1 and the ODOT Urban Mobility Office.

A summary of next steps is provided following the Table 1. **Please note the upcoming deadline of May 24, 2023 by which all agencies who are sponsoring a project for consideration in the RTP must have their Board or Council or other governing body endorse those projects by submitting a letter of support.** Some agencies have already submitted their respective endorsement letter.

Table 1: 2023 Regional Transportation Plan Call for Projects Submissions Status

Jurisdiction	RTP Public Engagement and Non-discrimination Certification and Documentation Form	Congestion Management Process Documentation Checklist Form	Project List Geospatial Information	Call for Projects Submittal Letter and Project List*	Agency Governing Body Endorsement Letter (due May 24, 2023)
Beaverton	completed	N/A	completed	N/A	in process
Cornelius	completed	N/A	completed	N/A	completed
Durham	N/A	N/A	N/A	N/A	N/A
Fairview	completed	N/A	completed	N/A	in process
Forest Grove	completed	N/A	completed	N/A	in process
Gladstone	completed	N/A	completed	N/A	in process
Gresham	completed	N/A	completed	N/A	in process
Happy Valley	completed	N/A	completed	N/A	in process
Hillsboro	completed	N/A	completed	N/A	in process
Johnson City	N/A	N/A	N/A	N/A	N/A
King City	completed	N/A	completed	N/A	in process
Lake Oswego	completed	N/A	completed	N/A	in process
Maywood Park	N/A	N/A	N/A	N/A	N/A
Milwaukie	completed	N/A	completed	N/A	in process
Oregon City	in process	N/A	completed	N/A	in process
Portland/Portland Streetcar	completed	N/A	completed	N/A	in process
Rivergrove	N/A	N/A	N/A	N/A	N/A
Sherwood	completed	N/A	completed	N/A	in process
Tigard	completed	N/A	completed	N/A	completed
Troutdale	completed	N/A	completed	N/A	in process
Tualatin	completed	N/A	completed	N/A	in process
West Linn	completed	N/A	completed	N/A	in process

Jurisdiction	RTP Public Engagement and Non-discrimination Certification and Documentation Form	Congestion Management Process Documentation Checklist	Cost Estimate Documentation	Submittal Letter and Project List*	Agency Governing Body Endorsement Letter (due May 24, 2023)
Wilsonville	completed	N/A	completed	N/A	in process
SMART	completed	N/A	completed	completed	in process
Wood Village	N/A	N/A	N/A	N/A	N/A
Clackamas County	completed	N/A	completed	completed	in process
Multnomah County	completed	N/A	completed	completed	completed
Washington County	completed	N/A	completed	completed	completed
ODOT	in process	N/A	completed	in process	in process
TriMet	completed	N/A	completed	completed	completed
Port of Portland	in process	N/A	completed	in process	in process
Tualatin Hills Parks and Recreation District (THPRD)	completed	N/A	completed	completed	completed
North Clackamas Parks and Recreation District (NCPRD)	completed	N/A	completed	completed	in process

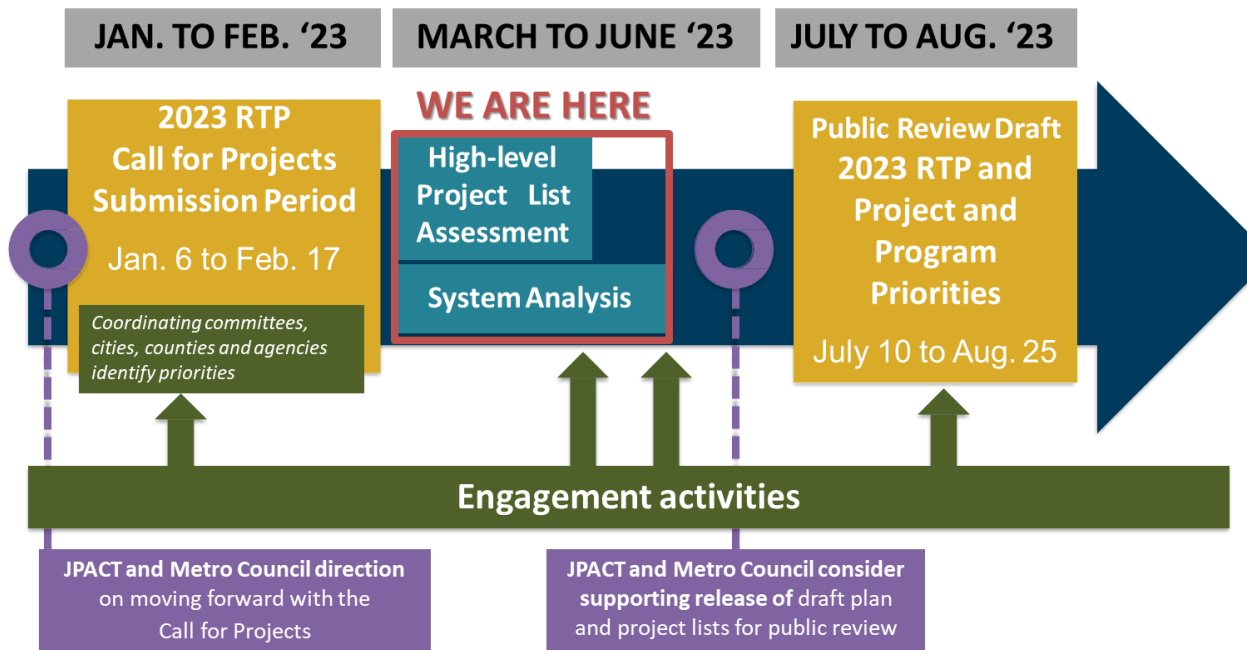
*Submittal letter and project list are required for County coordinating committees, ODOT, TriMet, SMART, Port of Portland, and City of Portland only.

**Requirements for Congestion Management Process Documentation Checklist forms are identified through information provided via the RTP Public Engagement and Non-discrimination Certification and Documentation Form.

Note: Jurisdictions highlighted in gray do not have projects in the draft 2023 RTP List.

Next Steps

A summary of key dates and next steps for the 2023 RTP project and program priorities follows.



March-May 2023 Metro conducts outcomes-based technical analysis of the draft project list and system performance.

Metro engages members of the public, regional advisory committees, county coordinating committees, policymakers and other stakeholders on the draft project list and the technical analysis, including:

4/3 to 4/30: Online public survey on draft project list

4/7 TPAC: Report on draft project list

4/13 RTP Community Leaders Forum: Report on draft project list and assessment results and receive input on project priorities

4/15 Culturally specific community forums: Report on draft project list and assessment results and receive input on project priorities

4/18 Metro Council: Report on draft project list across climate, mobility, equity, safety and economy policy outcomes

4/19 TPAC/MTAC workshop: Report on draft project list across climate, mobility, equity, safety and economy policy outcomes

4/20 JPACT: Report on draft project list across climate, mobility, equity, safety and economy policy outcomes

4/20 Consultation with Natural Resources Agencies and Tribes

4/26 MPAC: Report on draft project list across climate, mobility, equity, safety and economy policy outcomes

4/27 Consultation with Federal and State agencies

5/5 TPAC: Report on project list input, consultation meeting(s) and draft system analysis: climate, equity, mobility, safety and economy policy outcomes

5/10 TPAC workshop: Report on project list input and draft system analysis: overall system performance; discuss mobility measures and targets

5/11 JPACT/Metro Council workshop: RTP project priorities

5/16 Metro Council: Report on project list input, consultation meeting(s) and draft system analysis: climate, equity, mobility, safety and economy policy outcomes

5/17 MTAC: Report on project list input, consultation meeting(s) and draft system analysis: climate, equity, mobility, safety and economy policy outcomes

5/18 JPACT: Report on project list input, consultation meeting(s) and draft system analysis: climate, equity, mobility, safety and economy policy outcomes

5/24 MPAC: Report on project list input, consultation meeting(s) and draft system analysis: climate, equity, mobility, safety and economy policy outcomes

5/24/23 DEADLINE: All agencies who are sponsoring a project for consideration in the RTP must have their Board or Council or other governing body endorse those projects by submitting a letter of support.

While new projects cannot be added and changes to project information cannot be made after Feb. 17, refinements to the project list may be identified between the end of February and May 24 in response to public feedback or findings from the technical analysis. *Proposed refinements to the project list must be communicated to Metro no later than May 24.*

5/25 Business Leaders Forum: Report on draft project list across climate, mobility, equity, safety and economy policy outcomes and findings from Regional Freight Delay and Commodity Movement Study

June Input on the assessment of projects, along with public input on the system analysis findings will be considered by decision-makers and project agencies as they continue to work together to finalize the draft RTP project priorities for public review in Summer 2023.

JPACT and Metro Council consider public input and technical analysis before providing direction on release of the draft RTP and list of project and program priorities for public review

July 10 to Aug. 25 45-day public comment period on the public review draft plan (and draft list of project priorities) with hearing(s)

Sept.-Nov. 2023 Metro staff document public comments received and work with TPAC and MTAC to develop recommendations for consideration by MPAC, JPACT and Metro Council

November 2023 JPACT and Metro Council consider adoption of the 2023 RTP (and updated project and program priorities)

For more information about the update, visit oregonmetro.gov/rtp.

Memo

Date: March 31, 2023
 To: Transportation Policy Alternatives Committee (TPAC) and interested parties
 From: Kim Ellis, RTP Project Manager
 Subject: 2023 RTP Update: Status Report and Next Steps

PURPOSE

The purpose of this memorandum is to update the Transportation Policy Alternatives Committee (TPAC) on 2023 RTP update and related work, and the timing of upcoming discussions that will lead to adoption of the 2023 RTP and the Regional High Capacity Transit Strategy before the current plan expires on Dec. 6, 2023. Planned upcoming discussions for 2023 are provided in **Attachment 1**.

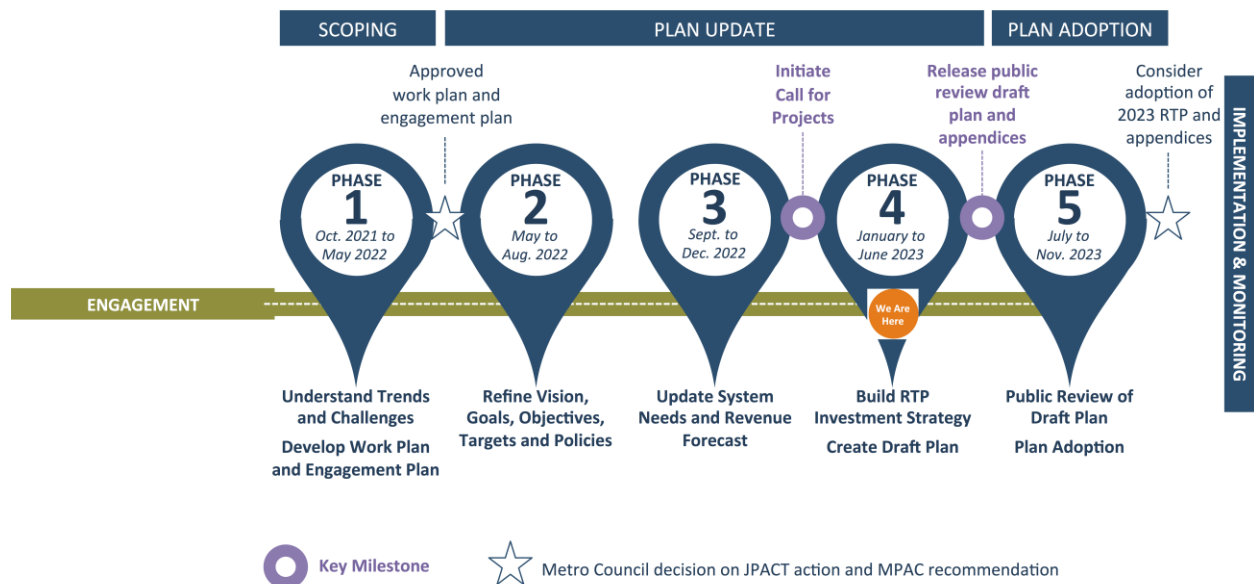
ACTION REQUESTED

No formal action is requested.

BACKGROUND

A major update to the Regional Transportation Plan (RTP) is underway. The RTP is the state- and federally-required long-range transportation plan for the Portland metropolitan area. The RTP is the blueprint for transportation in our region and a key tool for implementing the region's [2040 Growth Concept](#) and [Climate Smart Strategy](#). Together, these plans will help ensure that greater Portland thrives by connecting people to their jobs, families, schools and other important destinations and by allowing business and industry to create jobs and move goods to market.

The timeline for the update is shown in Figure 1.



A summary of the work underway and upcoming discussions and engagement activities follows.

Draft project list development, evaluation and refinement

- **Call for Projects completed in February.** Staff completed the initial RTP Call for Projects, working with the counties, cities, TriMet, ODOT and other agencies to update the region's project priorities based on direction provided by the Metro Council and JPACT. A separate memo provides a status update on the Call for Projects submissions and supporting documentation that is needed from different agencies. **Please note the upcoming deadline of May 24, 2023 by which all agencies who are sponsoring a project for consideration in the RTP must have their Board or Council or other governing body endorse those projects by submitting a letter of support.** Some agencies have already submitted their respective endorsement letter. **May 24 is also the deadline for nominating agencies to recommend any refinements to the projects they submitted to the 2023 RTP.**
- **High-level assessment of project list completed and system level performance evaluation is underway.** The technical analysis consists of two phases. The first phase is a high-level assessment of the individual projects based on information provided in the Call for Projects and the location of each project. Developed with input from TPAC and MTAC, the assessment will be used to show how individual projects, as well as the collective set of RTP projects, advance each of the five regional goals in the near-term and long-term. The assessment is intentionally designed to:
 - Reflect RTP policy. Wherever possible, the measures used in the assessment draw on adopted RTP policies and policy maps.
 - Produce results that are clear and easy to communicate, interpret and compare. The measures used in the high-level assessment are defined as yes-or-no questions that are answered based on established RTP policies and guidance, and regional datasets, and meaningfully differentiate between projects.
 - Support partners in highlighting projects that meet multiple RTP goals.
 - Apply to the diverse set of RTP projects.
 - Be achievable within the RTP timeline and process, using information provided by nominating agencies. There are more than 1,000 projects in the draft RTP project list. In order to fit within the RTP timeline, the high-level assessment was designed to be automated and based on existing policy maps, data and the information provided by nominating agencies through the Call for Projects.
 - Provide clear information that decision-makers, partners and stakeholders can use to provide advance feedback on projects while the system analysis is being completed.

An interactive map of the projects submitted is under development. Summary graphics of the draft project list are provided in **Attachment 2**. The assessment methodology is provided in **Attachment 3**. **Attachment 4** provides the draft list of projects submitted during the Call for Projects. In addition, a list of the projects submitted can be downloaded from the project website at: www.oregonmetro.gov/rtp **Additional infographics and supporting information are being developed to communicate the initial assessment findings in April, including at the April 19 TPAC/MTAC workshop.**

The second phase of the evaluation is a system analysis of how the RTP performs with respect to performance measures and targets that reflect RTP goals. This analysis will be used to assess how the overall package of projects advance regional goals and make progress towards the regional performance targets. This phase includes detailed equity, environmental and climate analyses that are required by the federal and state regulations that govern the RTP. The system analysis uses Metro's travel model and other analytical tools, as well as the information from the high-level assessment. The system analysis accounts not only for the projects and policies in the RTP, but also for factors such as projected population and job growth.

Initial findings from the high-level assessment will be presented in April and the system evaluation will be presented in April and May. This technical information in combination with public feedback received will inform policymakers and regional technical and policy advisory committees as they work together to finalize the draft RTP and projects lists for public review starting in Summer 2023.

Engagement and outreach

- **Public engagement and outreach activities continue.** Several activities are underway, including:

Community partnerships (through November 2023). Metro is partnering with seven community-based organizations: Centro Cultural, Community Cycling Center, Next Up, OPAL, The Street Trust, Unite Oregon and Verde. These community partners will engage and elevate the voices of communities of color in Clackamas, Multnomah and Washington counties, with a focus on engaging people at the intersection of multiple communities who have been underrepresented in decision-making processes. Organizations will primarily engage community members in the draft project list and the High Capacity Transit Strategy. Metro will work with community based organization partners to connect local elected officials and other agency representatives to hear directly from community, as feasible. Metro will bring summaries of the community based organization engagement to decision makers.

Online interactive public survey (~April 3 – April 30, 2023). A third interactive public survey for the 2023 RTP will invite broad engagement in the draft project list and high-level assessment results. The survey will again be promoted in collaboration with Community Engagement Liaisons to increase survey participation among communities who are typically underrepresented in online survey feedback. Key learnings from the last survey will be applied to increase participation overall and especially from under-represented communities. The survey will be promoted through Metro’s email lists, website, social media and project partners.

Community Leaders Forum (Early April 2023)

A community leaders forum in early April will focus on the draft RTP project list and outcomes of the high level assessment of the draft project list. Results of the forum will be reported to decision-makers at their meetings leading up to the release of the draft plan and project list for public review in July.

Consultation meetings with Tribes and agencies (April 2023)

Metro will consult with Tribes in coordination with Metro’s Tribal Liaison and with regulatory and resource agencies to review the project list assessment results, methods and data sources. Metro will also review the updates made to the draft 2023 RTP responding to the feedback and information provided by Tribes and consulting agencies in 2022.

Business Leaders Forum (May 25, 2023). A business leaders forum in April/May will focus on draft RTP project list and outcomes of the high level project list assessment and findings from the [Regional Freight Delay and Goods Movement Study](#). Results of the forum will be reported to decision-makers at their meetings leading up to the release of the draft plan and project list for public review in June.

Summary reports documenting these engagement activities and feedback received will be prepared and provided to policymakers and regional technical and policy advisory committees for consideration as they work together to finalize the draft RTP and projects lists for public review starting in Summer 2023.

Policy and technical work

- **Update to the Regional High Capacity Transit Strategy continues.** A draft report has been prepared for Working Group review in advance of Meeting #6 on April 19. The draft was informed by feedback received through advisory committee meetings, the HCT Vision Tiers survey, and outreach events conducted through the joint RTP community-based organization contracts between January and March. A summary of this and other feedback received throughout the update process is being prepared as a forthcoming Appendix to the report. Additional events in April and May will identify further community implementation priorities for the vision corridors. Presentations on the feedback received, the draft report, and next steps will be made at County Coordinating Committee and Metro advisory committee meetings in May.
- **Regional Freight Delay and Commodity Movement Study continues.** Staff continue to work with a Stakeholder Advisory Committee and conduct research exploring how the global pandemic has caused disruptions to the movement of vital commodities, the supply chain, and retail shopping. The study identified regional mobility corridors that are carrying the highest volume and highest value of commodities, and how groups of certain types of commodities like food and electronics flow through the transportation system in the region. The study is exploring how e-commerce is impacting and benefiting the transportation system and regional economy, and how unreliability and mobility on the regional transportation system impacts commodity movement. Presentations on findings and recommendations from this research will continue this spring and summer.
- **Testing of the draft regional mobility policy measures is underway.** ODOT and Metro staff are developing a methodology to calculate initial observed (rather than modeled) travel speed metrics for throughways and regional freight routes designated in the RTP. This work supports further testing and refinement of the draft regional mobility policy and research being conducted in support of the Regional Freight Delay and Commodity Movement Study (CMS) that is underway. This will help inform development of a travel speed methodology for the RTP system analysis that is underway. Staff are developing an approach for reporting VMT/capita regionally and by subdistricts as part of the RTP system analysis. ODOT has also begun work to develop a VMT per capita estimation tool to support statewide implementation of the Transportation Planning Rule. More information about the statewide work and presentations on findings and recommendations from the RTP testing will be provided this spring and summer.
- **Development of the draft 2023 RTP continues.** Since May 2022, TPAC, MTAC, the Metro Council have developed new and updated policies related to pricing, mobility, climate, and high capacity transit through regular meetings and workshops. Metro staff are now working with TPAC and MTAC to update Chapter 3 of the RTP to incorporate these new and updated policies. Other chapters are also being updated to prepare a public review draft plan.

Final public review and adoption process

- **Planning of the final 45-day public review period and adoption process is underway.** In June, staff will seek JPACT and Metro Council support to release the Draft 202 RTP and draft High Capacity Transit Strategy for public review and comment. The comment period is planned for July 10 to August 25. The comment period will include a public hearing and consultation with tribes and federal and state agencies.

In early fall TPAC and MTAC will be asked to identify remaining policy issues to be discussed by MPAC, JPACT and the Metro Council prior to adoption of the 2023 RTP and HCT Strategy. The 2023 RTP will be adopted by Ordinance as a land use action to meet federal and state requirements. The HCT Strategy will be adopted by Resolution.

MTAC and TPAC will be requested to make final recommendations to MPAC and JPACT, in October and November, respectively. MPAC and JPACT will be requested to make final recommendations to the Metro Council in October and November, respectively. The Council is anticipated to consider final action on 2023 RTP (by Ordinance) and HCT Strategy (by separate Resolution) on November 30, 2023.

For more information about the update, visit oregonmetro.gov/rtp.

/Attachments

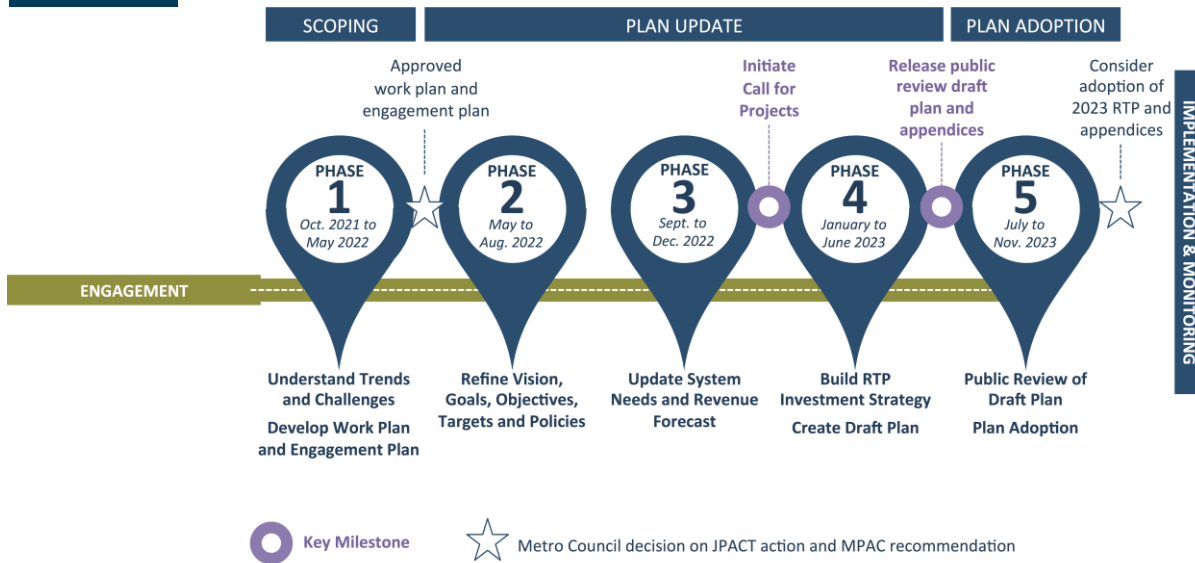
- Attachment 1. Project Timeline and Schedule of Engagement and Metro Council and Regional Advisory Committees' Discussions and Actions for 2023 (3/30/23)
- Attachment 2. Draft project list infographics
- Attachment 3. High-level assessment methodology
- Attachment 4. Draft Project List



2023 REGIONAL TRANSPORTATION PLAN UPDATE

Project Timeline and Schedule of Engagement and Metro Council and Regional Advisory Committees' Discussions and Actions for 2023

Dates are subject to change. Activities in gray text have been completed.



Note: Under Federal law, the current Regional Transportation Plan expires on Dec. 6, 2023.

• Call for Projects

- Prepare for Call for Projects: 8/4/22 to 1/6/2023
 - 8/4/22 to 1/6/2023: Metro works with jurisdictional partners to develop revenue forecast
 - 10/4/22 to 2/17/2023: County coordinating committees and agencies conduct meetings to develop draft project lists for submission; Agencies engage governing bodies on process and draft lists
- Conduct Call for Projects: 1/6 to 2/17
 - 1/6: RTP Hub open to project partners
 - Metro continues to work with jurisdictional partners to develop draft revenue forecast
 - 2/3 TPAC: Update on the schedule, engagement and the Call for Projects
 - 2/16 JPACT: Update on the Call for Projects and next steps
 - 2/17: RTP Hub information, public engagement form and congestion management process form(s), if applicable, due
 - 2/17: Draft Project Lists from Agencies and County Coordinating Committee Lists due
 - 2/17: Submission letters from County Coordinating Committees documenting coordination and agreement on draft lists due
- Submission of endorsement letters and any proposed refinements to the draft lists
 - 1/6 to 2/17: Governing bodies review draft project list and submit letter of endorsement with draft project list by 2/17; if additional time is needed endorsement letters may be submitted until May 24
 - 4/1 to 5/24: Governing bodies may identify project list refinements and communicate them to Metro by 5/24 with endorsement letter

• Draft Policy Chapter (Ch. 3)

- Prepare draft - 12/22 to 2/24

- Discussions: March and April
 - 3/3 TPAC: draft Ch.3 – Introduce draft Ch. 3 and key policy topics (draft mobility policy, draft pricing policy, possibly others) for more discussion; invite minor “edits” to be included in public review draft RTP by March 24.
 - 3/8 TPAC workshop: draft Ch.3 – Discuss key policy topics; additional discussions may be added
 - 3/15 MTAC: draft Ch.3 – Discuss key policy topics; additional discussions may be added
 - 4/19 TPAC/MTAC workshop – discuss updated draft Ch. 3
- **High-level Assessment of Draft Project List**
 - Prepare for assessment: 1/6 to 2/28
 - 1/6 to 2/28: Develop and test work flow and set up data and tools for assessment
 - Conduct assessment of draft project list across climate, equity, mobility, safety and economy policy outcomes: 3/10 to 3/17
 - Conduct high-level environmental assessment of project list: 3/21 to 3/24
 - 3/16 CORE: RTP Call for Projects status update
 - Consult with Tribes and federal, state, regional and local resource agencies on results of environmental assessment and potential mitigation strategies, in coordination with 2024-2027 MTIP consultations:
April
 - Consultation with Natural Resources Agencies and Tribes: 4/20
 - Consultation with Federal and State agencies: 4/27
 - Report results of assessment to policymakers, regional advisory committees, county coordinating committees and the public: April-May
 - ~4/3 to 4/30: Online public survey on draft project list
 - 4/1 to 4/26: Report on draft project list through briefings to county coordinating committees, and other interested parties
 - 4/7 TPAC: Report on draft project list and preview analysis approach
 - 4/13 RTP Community Leaders Forum: Report on draft project list and assessment results and receive input on project priorities
 - 4/15 Culturally specific community forums: Report on draft project list and assessment results and receive input on project priorities
 - 4/18 Metro Council: Report on draft project list across climate, mobility, equity, safety and economy policy outcomes
 - 4/19 TPAC/MTAC workshop: Report on draft project list across climate, mobility, equity, safety and economy policy outcomes
 - 4/20 JPACT: Report on draft project list across climate, mobility, equity, safety and economy policy outcomes
 - 4/26 MPAC: Report on draft project list across climate, mobility, equity, safety and economy policy outcomes
- **RTP System Analysis**
 - Conduct system analysis: 2/22 to 4/19
 - Report results of system analysis: May
 - 5/5 TPAC: Report on project list input, consultation meeting(s) and draft system analysis: climate, equity, mobility, safety and economy policy outcomes
 - 5/10 TPAC workshop: Report on project list input and draft system analysis: overall system performance; discuss mobility measures and targets
 - 5/11 JPACT/Metro Council workshop: RTP project priorities

- 5/16 Metro Council: Report on project list input, consultation meeting(s) and draft system analysis: climate, equity, mobility, safety and economy policy outcomes
- 5/17 MTAC: Report on project list input, consultation meeting(s) and draft system analysis: climate, equity, mobility, safety and economy policy outcomes
- 5/18 JPACT: Report on project list input, consultation meeting(s) and draft system analysis: climate, equity, mobility, safety and economy policy outcomes
- 5/18 CORE: Report on project list input, consultation meeting(s) and draft system analysis: climate, equity, mobility, safety and economy policy outcomes
- 5/24 MPAC: Report on project list input, consultation meeting(s) and draft system analysis: climate, equity, mobility, safety and economy policy outcomes
- 5/25 Business Leaders Forum: Report on draft project list across climate, mobility, equity, safety and economy policy outcomes and findings from Regional Freight Delay and Commodity Movement Study
- **RTP Public Comment Period**
 - Prepare public review draft RTP and project list: Jan. to June
 - Discussions: July to August (and throughout adoption process)
 - 6/2 TPAC: Recommendation to JPACT on release of the draft plan and project list for public review (by Resolution)
 - 6/13 Metro Council: Discussion
 - 6/15 JPACT: Consider action on TPAC recommendation (by Resolution)
 - 6/29 Metro Council: Consider action on JPACT recommendation (by Resolution)
 - 7/10 to 8/25 Public Comment Period: Briefings to Council, Metro technical and policy committees, county coordinating committees, online public comment survey and public hearing
- **Draft Implementation Chapter (Ch. 8)**
 - Prepare draft: March to May
 - Discussions: July and August
 - 7/7 TPAC: Seek feedback on draft Ch.8
 - 7/11 Metro Council: Seek feedback on draft Ch.8
 - 7/19 MTAC: Seek feedback on draft Ch.8
 - 7/20 JPACT: Seek feedback on draft Ch.8
 - 7/26 MPAC: Seek feedback on draft Ch.8
 - 8/4 TPAC: Continue discussion on draft Ch.8, if needed
- **RTP Adoption process**
 - Prepare draft legislation: July
 - Conduct adoption process: 8/4 to 11/30
 - 8/4 TPAC: review draft Ordinance and outline of adoption package
 - 9/13 TPAC Workshop: Draft Public Comment Report and Recommended Changes
 - 9/20 MTAC: Draft Public Comment Report and Recommended Changes
 - 10/6 TPAC: Draft Public Comment Report and Recommended Changes
 - 10/18 MTAC: Recommendation to MPAC
 - 10/19 JPACT: Introduce final 2023 RTP action (Ordinance)
 - 10/25 MPAC: Recommendation to the Metro Council
 - 11/3 TPAC: Recommendation to JPACT
 - 11/16 JPACT: Consider final action (by Ordinance)
 - 11/30 Metro Council: Consider final action (by Ordinance)

Updates to the Regional High Capacity Transit Strategy and the Climate Smart Strategy are occurring concurrent with the 2023 Regional Transportation Plan update and are anticipated to be considered by for recommendation by MPAC and adoption by JPACT and the Metro Council as part of the final adoption package for the 2023 Regional Transportation Plan. A schedule of Metro Council and regional advisory committees' discussions in support of these updates follows.

- **Update HCT Strategy**

- January/early Feb.: High Capacity Transit Strategy business group interviews
- 1/13 to 2/13: Transit priorities online public survey and other engagement activities
- 1/17 to 2/1: High Capacity Transit Strategy tabling events with TriMet
- 1/11 TPAC Workshop: High Capacity Transit Strategy Update: Corridor Investment Readiness Tiers
- 1/18 MTAC: High Capacity Transit Strategy Update: Corridor Investment Readiness Tiers
- 1/19 JPACT: High Capacity Transit Strategy Update: Corridor Investment Readiness Tiers
- 1/25 MPAC: High Capacity Transit Strategy Update: Corridor Investment Readiness Tiers
- 1/26 Metro Council: High Capacity Transit Strategy Update: Corridor Investment Readiness Tiers
- 2/1: High Capacity Transit Strategy online Story Map
- 5/10 TPAC Workshop: High Capacity Transit Strategy Update: Draft Report
- 5/17 MTAC: High Capacity Transit Strategy Update: Draft Report
- 5/18 JPACT: High Capacity Transit Strategy Update: Draft Report
- 5/24 MPAC: High Capacity Transit Strategy Update: Draft Report
- 5/30 Metro Council: High Capacity Transit Strategy Update: Draft Report

- **Update Climate Smart Strategy¹**

- 2/15 TPAC/MTAC Workshop: Climate Smart Strategy discussion
- 2/16 JPACT: Climate Smart Workshop Recap and discussion of updating strategy
- 3/8 TPAC Workshop: Climate Smart Strategy discussion
- 5/2 TPAC: Climate Smart Strategy discussion
- 6/21 TPAC/MTAC Workshop: Climate Smart Strategy discussion

¹ Schedule of discussions to be further refined.

DRAFT



DRAFT 2023-2045 PROJECT LIST

2023 RTP Constrained Project List

RTP Spending by Investment Category

Capital projects make up 35% of the total constrained project list. Operations and maintenance comprise the remaining 65%. For more information about the projects and the 2023 Regional Transportation Plan visit: oregonmetro.gov/rtp.

REGIONWIDE

\$25.3B

CAPITAL PROJECT SPENDING
[YEAR OF EXPENDITURE \$]



12%	Walking + Biking	24%	I-5 IBR Program
11%	Transit Capital	2%	Freight Access
31%	Roads + Bridges	2%	Info + Technology
19%	Throughways		

\$48.0B

OPERATIONS + MAINTENANCE SPENDING
[YEAR OF EXPENDITURE \$]



58%	Transit Service + Operations
10%	Transit Maintenance
32%	Highway + Road + Bridge Maintenance

\$73.3B
total RTP project spending
[YEAR OF EXPENDITURE \$]

SHARE OF CAPITAL SPENDING BY PROJECT LOCATION

PORTLAND



CAPITAL PROJECT SPENDING
[YEAR OF EXPENDITURE \$] **\$15.4B**

6%	Walking + Biking	39%	I-5 IBR Program
14%	Transit Capital	2%	Freight Access
20%	Roads + Bridges	3%	Info + Technology
17%	Throughways		

CLACKAMAS COUNTY



CAPITAL PROJECT SPENDING
[YEAR OF EXPENDITURE \$] **\$7.2B**

12%	Walking + Biking	33%	Roads + Bridges	1%	Freight Access
13%	Transit Capital	37%	Throughways	5%	Info + Technology

MULTNOMAH COUNTY (NON-PDX)



CAPITAL PROJECT SPENDING
[YEAR OF EXPENDITURE \$] **\$3.0B**

12%	Walking + Biking	51%	Roads + Bridges	3%	Freight Access
21%	Transit Capital	1%	Throughways	12%	Info + Technology

WASHINGTON COUNTY



CAPITAL PROJECT SPENDING
[YEAR OF EXPENDITURE \$] **\$9.4B**

11%	Walking + Biking	50%	Roads + Bridges	4%	Info + Technology
22%	Transit Capital	13%	Throughways		

NOTES:

1. Year of Expenditure \$ represent current year costs inflated to a projected cost for the year of expenditure.
2. Road and bridge projects may include street reconstructions, new street connections and widening, and throughway overcrossings with designs that support walking and biking to provide mobility and access for all modes of travel.
3. Freight access projects improve access and mobility for national and international rail, air and marine freight to reach destinations within the region's industrial areas and to the regional throughway system.
4. City/county totals do not sum to regional totals because many RTP projects cross county lines. Where this is the case, the entire project cost is included in the totals for each county in which it is located.
5. Percentages may not add up due to rounding.
6. The I-5 Interstate Bridge Replacement (IBR) Program is reported separately due to the overall cost and mix of investments that would be constructed as part of the project. The project would replace I-5/Columbia River bridges, add auxiliary lanes and improve interchanges on I-5, extend light rail transit from Expo Center to Vancouver, WA., add walking and biking facilities and implement variable rate tolling.

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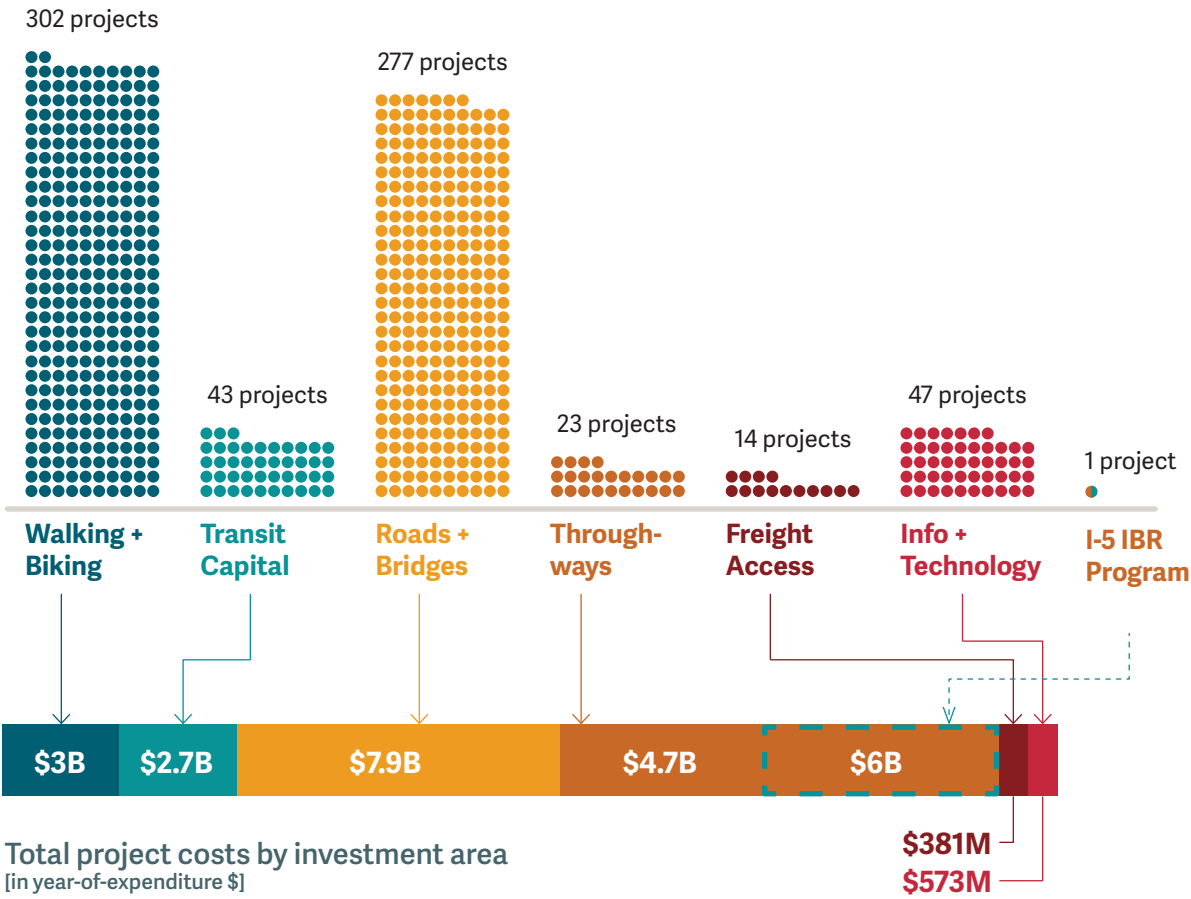


DRAFT 2023-2045 PROJECT LIST

2023 RTP Constrained Project List

Number and Cost of Capital Projects by Investment Category

Road and transit operations and maintenance costs are not presented here. For more information about the projects and the 2023 Regional Transportation Plan visit: oregonmetro.gov/rtp.



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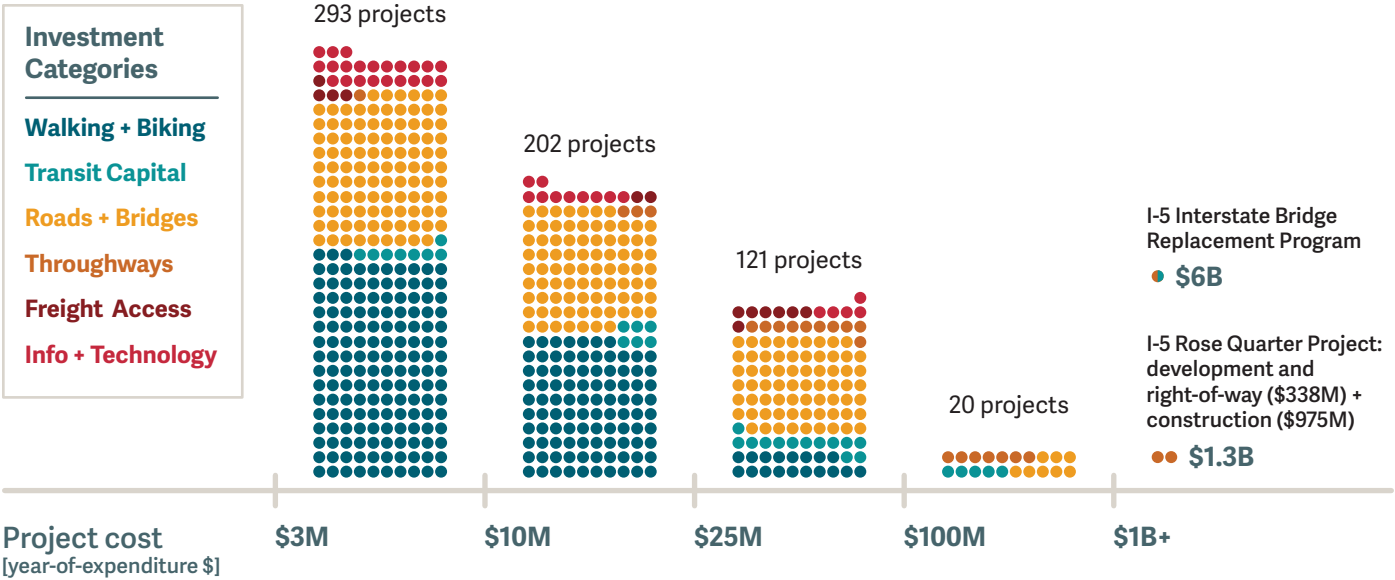
DRAFT 2023-2045 PROJECT LIST



2023 RTP Constrained Project List

Cost Range of Capital Projects by Investment Category

Road and transit operations and maintenance costs are not presented here. For more information about the projects and the 2023 Regional Transportation Plan visit: oregonmetro.gov/rtp.



2023 Regional Transportation Plan Update

2023 RTP High-level Assessment Methodology

General methodology

Note: This document uses *italics* to denote fields and attributes that are included in the RTP Project Hub.

Filtering projects before applying the assessment

The high-level assessment only applies to capital projects, ongoing programmatic investments, and expanded high-capacity transit and better bus service – not to projects that maintain or operate the existing system, nor to projects that are only in the planning or engineering phase. Projects in the following *RTP Investment Categories* are filtered out and excluded from the analysis.

- *Roadway Maintenance and Preservation*
- *Bridge Maintenance and Preservation*
- *Transit Operating Capital*
- *Transit Maintenance*
- *Roadway Operations*
- *Bridge Operations*
- *Transit Service and Operations*

Assessing projects that lack geographic information

Some projects in the RTP do not include geographic information, either because they are regional/county-wide programmatic investments that do not have a particular geography (particularly in categories where investments tend to be more programmatic, such as *Regional activities, Transit-oriented Development and Transportation Demand Management*) or because projects leads submitted inadequate information. Any project for which the *Project Start/End Location* field is empty or incomplete is exempted from any of the GIS-based analysis described below and receives a “not applicable” value for the associated measures.

2023 RTP High-level Assessment Methodology

Methodology by measure

RTP Goal	Measure	Data source(s)	Assessment method
Equity	Is the project located in an Equity Focus Area?	Equity Focus Area map , <i>project location</i>	Projects that fully or partially overlap ¹ an Equity Focus Area receive credit.
Equity	Is the project in an investment category that underserved people identified as a priority through regional community engagement (transit, bike and pedestrian) or does the project complete a gap in the RTP bicycle, pedestrian or transit network?	Prior regional community engagement on equity, RTP network gap maps, <i>investment category, project location</i>	Projects receive credit if they meet either of the following criteria: <ul style="list-style-type: none"> • Their <i>RTP Investment Category</i> is <i>Pedestrian, Bicycle, or Pedestrian/Bicycle</i> • Their <i>RTP Investment Category</i> is <i>High Capacity, Better Bus, Transit Capital – Other, or Transit-oriented development</i> • Their <i>RTP Investment Category</i> is <i>Roadways OR Freight</i> AND they fully or partially overlap a gap in the bicycle or pedestrian networks AND they include bicycle / pedestrian design elements.²
Climate	Does the project have a high or medium greenhouse gas reduction potential?	Climate Smart Strategy , <i>investment category</i>	This is the only non-binary measure. It's possible to get 0-2 points. Projects in the following <i>RTP Investment Categories</i> receive 2 points: <ul style="list-style-type: none"> • <i>Pricing Programs</i> • <i>High Capacity</i> • <i>Better Bus</i> • <i>Transit Capital – Other</i> • <i>Transit-oriented development</i> Projects in the following <i>RTP Investment Categories</i> receive 1 point: <ul style="list-style-type: none"> • <i>Pedestrian</i> • <i>Bicycle</i> • <i>Pedestrian/Bicycle</i> • <i>Transportation Demand Management</i> • <i>Transportation System Management (Technology)</i>
Climate	Is the project located on a Regional Emergency Transportation Route or Statewide Seismic Lifeline Route?	Regional Emergency Transportation Route map , Seismic Lifeline maps , <i>project location</i>	Projects that fully or partially overlap with the routes identified in either one of these maps receive credit.

¹ Metro Research staff use 40-foot buffers whenever determining whether two different features overlap each other for the purposes of the High-level assessment.

² Relevant design elements include: *Pedestrian: Sidewalk infill (ped)*, *Bicycle: On-street bikeway or bike lane (bike)*, *Bicycle: Buffered bikeways (bike)*, *Bicycle: Protected bikeways/cycletracks (bike)*, and *Trail: New trail/multi-use path or extension (bike/ped)*

2023 RTP High-level Assessment Methodology

RTP Goal	Measure	Data source(s)	Assessment method
Safety	Is the project identified as a safety project or does it address other identified safety issues? ³	Agency identified consistent with RTP definition	Projects receive credit if the lead agency identifies a project as meeting the definition of a safety project. (<i>Is this a safety project or program?</i> = Yes)
Safety	Is the project on a high injury corridor or high injury intersection?	High Injury Corridors map, <i>project location</i>	Projects that fully or partially overlap a high-injury corridor or intersection receive credit.
Mobility	Does the project complete a gap in the RTP pedestrian, bicycle transit or motor vehicle networks?	RTP network gap maps, <i>project location, investment category</i>	Projects receive credit if they meet any of the following criteria: <ul style="list-style-type: none"> • Their <i>RTP Investment Category</i> is <i>Pedestrian</i> or <i>Pedestrian/Bicycle</i> AND the project fully or partially overlaps a gap in the pedestrian network. • Their <i>RTP Investment Category</i> is <i>RTP Investment Category</i> is <i>Bicycle</i> or <i>Pedestrian/Bicycle</i> AND the project fully or partially overlaps a gap in the bicycle network. • Their <i>RTP Investment Category</i> is <i>High Capacity, Better Bus, Transit Capital – Other</i> AND the project fully or partially overlaps a gap in the transit network. • Their <i>RTP Investment Category</i> is <i>Roadway</i> AND the project fully or partially overlaps a gap in the motor vehicle network. • Their <i>RTP Investment Category</i> is <i>Roadways</i> OR <i>Freight</i> AND they fully or partially overlap a gap in the bicycle or pedestrian networks AND they include bicycle / pedestrian design elements.⁴
Mobility	Does project include ADA-pedestrian-, bicycle- or transit-supportive design or TSMO elements?	Agency-identified project design elements	Projects receive credit if they include certain design design elements identified through the call for projects (i.e., selected options in the <i>Project features and design elements</i> field are checked; see appendix A)

³ “Safety projects” are defined in the RTP as projects that include proven safety countermeasures, and [this definition](#) was used in the RTP project hub. However, Metro staff ended up expanding the definition of safety projects used in the high-level assessment because nominating agencies provided inconsistent information to the hub and identified some projects that did not meet the RTP definition of safety projects. Metro staff did not have capacity to individually review and verify that all projects responded correctly to this and other questions included in the project hub.

⁴ Relevant design elements include: *Pedestrian: Sidewalk infill (ped)*, *Bicycle: On-street bikeway or bike lane (bike)*, *Bicycle: Buffered bikeways (bike)*, *Bicycle: Protected bikeways/cycletracks (bike)*, and *Trail: New trail/multi-use path or extension (bike/ped)*

2023 RTP High-level Assessment Methodology

RTP Goal	Measure	Data source(s)	Assessment method
Economy	Is the project located in a 2040 center, station community, industrial area, employment area or urban growth boundary expansion area?	2040 Growth Concept map , Title 4 Map , Title 6 Map, Metro UGB Expansion History map , <i>project location</i>	<p>Projects receive credit if they fully or partially overlap with one of the relevant land use types:</p> <ul style="list-style-type: none"> • 2040 centers and station communities are on the 2040 Growth Concept map • Industrial / employment areas are on the 2040 Growth Concept map or Title 4 Map • UGB expansion areas are on the Metro UGB Expansion History map or were included in a recently-approved UGB amendment.
Economy	Is the project located in an area with higher-than-average job activity?	Economic Value Atlas , <i>project location</i>	Projects receive credit if they fully or partially overlap with an area with higher-than-average job activity. (GIS)

Appendix A: List of Design Elements that, if included, give a project credit under the Mobility Measure related to design elements

This list represents the RTP Hub design elements that are pedestrian-, bicycle-, or transit-supportive.

- Pedestrian: Buffer treatment and benches
- Pedestrian: Lighting intersections & marked xings
- Pedestrian: Overpass or underpass
- Pedestrian: Priority inter. trtmnts/raised med. Isl
- Pedestrian: Pedestrian signal or beacon
- Pedestrian: Sidewalk infill
- Pedestrian: Universal access and ADA compliance
- Pedestrian: Sidewalk improvements (not infill)
- Pedestrian: Other
- Bicycle: Bicycle boulevards
- Bicycle: Bicycle parking
- Bicycle: On-street bikeway or bike lane
- Bicycle: Overpass or underpass
- Bicycle: Priority trtmnts at intersect & crossings
- Bicycle: Buffered bikeways
- Bicycle: Protected bikeways/cycletracks
- Bicycle: Restriping/maintenance
- Bicycle: Other
- Trail: New trail/multi-use path or extension
- Trail: Treatments (pull-outs, seating, wayfinding)
- Trail: High visibility trail street crossings
- Trail: Other
- Transit: New rail infrastructure/connection
- Transit: New rapid bus infrastructure/connection
- Transit: New bus or shuttle line/connection
- Transit: New vehicles
- Transit: Transit center, stop or station
- Transit: Park and rides
- Transit: Enhanced transit corridor investment
- Transit: Other priority/ enhanced transit toolbox
- Transit: New service
- Transit: Other operations
- Transit: Maintenance
- Transit: Other
- Freight: Signl prty, frght-only lanes, queue jumps
- Roadway: Bus lane
- Roadway: Toll lane
- Roadway: Safety treatments, reduce modal conflicts
- Roadway: Safety treatments (other)
- Roadway: Operations
- Throughway: Bus lane
- Throughway: Toll lane
- Throughway: Operations
- TSMO: ITS elements
- TSMO: Access management
- TSMO: Traffic incident management
- TDM: Travel demand management
- TDM: Program/Other

2023 Regional Transportation Plan
Draft Constrained Project List - 2023-2030



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOY dollars)	Time Period	Financially Constrained
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	97th Ave/Mather Road Complete Street	11522	Lawfield Rd	Summers Lane	Add bikeways, pedways along project length, add eastbound left turn lanes at Mather Rd / Summers Ln, provide ADA accessibility improvements as necessary.	\$5,516,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	Courtney Ave: OR 99E to Oatfield Rd	11520	OR 99E	Oatfield Rd	Fill gaps in pedways and bikeways, improve intersection safety, increase access to employment, transit access and ADA accessibility.	\$2,959,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	Courtney Ave: River Rd to OR 99E	11525	River Rd	OR 99E	Construct pedway / complete gaps on the south side; add bikeways, improve ADA access, increase transit accessibility, improve access to employment.	\$7,996,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	To be determined	I-205 Multiuse Path from OR 224 to OR 212 Design and Environmental	12204	OR 224	OR 212	Conduct public engagement and prepare project preliminary design	\$1,707,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	Jennings Ave	11503	River Rd	OR 99E	Implement proven safety counter measures by widening to 2-lane urban minor arterial standard with bikeway and pedway infill, improvements to ADA accessibility and stormwater facilities. Phase II of project that is currently underway.	\$2,674,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	Jennings Ave: Oatfield to OR 99E	12202	Oatfield Road	OR 99E	Implement proven safety counter measures by widening to 2-lane urban minor arterial standard with bikeway and pedway infill, improvements to ADA accessibility and stormwater facilities.	\$5,278,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	Jennings Ave: River Rd to OR 99E	12203	River Rd	OR 99E	Implement proven safety counter measures by widening to 2-lane urban minor arterial standard with bikeway and pedway infill, improvements to ADA accessibility and stormwater facilities. Phase II of project that is currently underway. Phase II of project that is currently underway.	\$1,678,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	Johnson Creek Blvd and Bell Ave Intersection Safety Improvements (TSAP)	11774	Johnson Creek Blvd/Bell Ave intersection	Johnson Creek Blvd/Bell Ave intersection	Improve intersection of Johnson Creek Blvd and Bell Ave to improve intersection safety by implementing proven safety counter measures for bicyclist and pedestrians as identified in county Transportation Safety Action Plan and improve ADA accessibility. No change in intersection capacity.	\$1,707,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	Linwood Ave: Monroe St to Johnson Creek Blvd	10102	Monroe St	Johnson Creek Blvd	Add bikeways. Linwood Ave / Monroe St intersection improvements. Add curbs/sidewalks, improve horizontal alignments, add ADA accessibility features, add stormwater features.	\$16,664,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	ODOT	McLoughlin Blvd. Improvement	10024	Milwaukie	Gladstone	Improve safety for bicyclist and pedestrians by adding bikeways, pedestrian facilities, fill sidewalk gaps, add transit supportive elements, improve ADA accessibility, and implementing proven safety counter measures.	\$8,746,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	Monroe St	11494	Linwood Ave	Fuller Rd	Add bikeways, pedways and traffic calming and safety measures, improve ADA accessibility, improve stormwater, increase access to transit and access to employment for historically marginalized community. Combines two projects from 2014 RTP.	\$6,913,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	Oak Grove Blvd	11504	Oatfield Rd	River RD	Fill gaps in pedways and bikeways.	\$3,049,000	2023-2030	Yes
Roadway (Capital)	Clackamas County	Clackamas County	Clackamas County	82nd Drive/Strawberry Lane Intersection	11514	82nd Dr/Strawberry Lane intersection	N/A	Improve safety at a key intersection on a high crash corridor by implementing proven safety counter measures, installing a traffic signal and turn lanes on eastbound and northbound approaches, improve ADA accessibility as necessary.	\$4,837,000	2023-2030	Yes
Roadway (Capital)	Clackamas County	Clackamas County	Clackamas County	Johnson Creek Blvd/79th Ave Intersection (TSAP)	11763	80th Place	79th Ave	Construct new signalized intersection at the intersection of Johnson Creek Blvd and either 79th Ave or 80th Place and implement proven safety counter measures at high injury location identified in county Transportation Safety Action Plan, including bike/ped and ADA accessibility improvements as necessary.	\$2,504,000	2023-2030	Yes
Transportation System Management (Technology)	Clackamas County	Clackamas County	Clackamas County	Johnson Creek/Linwood Ave ITS Improvements (project underway using federal funds)	11766	Johnson Creek Blvd/Linwood Ave intersection	Johnson Creek Blvd/Linwood Ave intersection	Implement proven safety counter measures by adding intelligent transportation system improvements at the intersection of Johnson Creek Blvd and Linwood Ave to provide warnings and special phasing for bicyclists and pedestrians. Include ADA accessibility improvements as necessary.	\$1,594,000	2023-2030	Yes

2023 Regional Transportation Plan
Draft Constrained Project List - 2023-2030



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Transportation System Management (Technology)	Clackamas County	Clackamas County	Clackamas County	Sunnyside Road Adaptive Signal Control Phase II	11762	132nd Ave	172nd Ave	Install adaptive signal control at major intersections from 132nd Ave to 172nd Ave and upgrade ADA accessibility features as necessary.	\$2,959,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Gladstone	Gladstone	Portland Avenue Multi-Modal Project Design and Engineering	12264	Clackamas Blvd	Jersey St	Project development and engineering to implement the Portland Avenue Streetscape Plan, including wider sidewalks, lighting, marked crossings, bike lanes, and street reconstruction.	\$3,414,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Gladstone	Metro	Trolley Trail Bridge Environmental/Engineering	10151	Portland Ave.	Oregon City Clackamas R. Trail	Regional trail would connect the proposed regional Trolley Trail to the Clackamas River Trail via an existing railroad bridge spanning the Clackamas River.	\$2,140,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Happy Valley	Happy Valley	Clackamas River Trail: North Carver	12195	Hwy. 212/224 Interchange	Springwater Bridge	Constructs outstanding segments of multi-use regional trail to follow north side of Clackamas River between Hwy. 212/224 interchange and Springwater Bridge.	\$3,500,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Happy Valley	Happy Valley	Mt. Scott/Scouter Mountain Loop: Segment 3	12042	Hagan Rd	Hwy. 212	A multi-use path following Rock Creek between former golf club and Hwy-212. Alignment to cross Sunnyside Rd and Sunrise Corridor below grade. Includes connections to Pioneer Park on SE 153rd as well as Hood View Park and area schools.	\$9,300,000	2023-2030	Yes
Roadway (Capital)	Clackamas County	Happy Valley	Clackamas County	162nd Ave Extension South: Phase 2	11346	157th Ave.	Rock Creek Blvd.	Extend 162nd Ave from 157th Ave to Rock Creek Blvd by constructing new, 3 lane roadway with continuous left turn lane, sidewalks, bike lanes, traffic signals and bridge over Rock Creek. Project improves access to Rock Creek Employment Center and industrial sector.	\$26,400,000	2023-2030	Yes
Roadway (Capital)	Clackamas County	Happy Valley	Clackamas County	172nd Ave: Phase 1 - Design	10033	Cheldelin Rd.	Sunnyside Rd.	Phase 1 design work to widen 172nd to five lanes between Sunnyside Rd and 172nd - 190th Connector and to three lanes from the 172nd - 190th Connector to Cheldelin Rd. Project includes bike lanes, sidewalks and continuous left turn lane.	\$6,100,000	2023-2030	Yes
Roadway (Capital)	Clackamas County	Happy Valley	Clackamas County	172nd Ave: Phase 2 - Construction	12071	Cheldelin Rd	Sunnyside Road	Public right-of-way acquisition and construction to widen 172nd to five lanes between Sunnyside Rd and 172nd - 190th Connector and to three lanes from the 172nd - 190th Connector to Cheldelin Rd. Project includes bike lanes, sidewalks and continuous left turn lane.	\$51,200,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Lake Oswego	Lake Oswego	Carman Dr. sidewalks &/ bike lanes	11082	Meadows Rd	Parker Rd	4,200' long widening for 6' wide bike lanes, 6' wide separated concrete sidewalks along 80% of length, both sides. Continuation of improvements toward I-5 expected to be incorporated into SW Corridor project.	\$9,400,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Lake Oswego	Lake Oswego	Goodall Rd Pathway	11612	Knaus Rd	Country Club Rd	3,000' long, 6' wide asphalt shoulder pathway on both sides of road. R/W needed for stormwater swale. Completes a connection.	\$3,900,000	2023-2030	Yes
Roadway (Capital)	Clackamas County	Lake Oswego	Lake Oswego	Boones Ferry Rd bike lanes	11081	Country Club	North City Limits	3,500' long widening includes retaining walls above and below the roadway grade for bike lanes, sidewalks, and intermittent turn lanes.	\$17,400,000	2023-2030	Yes
Roadway (Capital)	Clackamas County	Lake Oswego	Lake Oswego	Lakeview Boulevard Improvements	11935	Jean Road	SW McEwan Road	3,500' long widening for two 14' shared use lanes with an 8' sidewalk on one side separated by stormwater planter and curb.	\$4,500,000	2023-2030	Yes
Active Transportation - Pedestrian	Clackamas County	Milwaukie	Milwaukie	37th Ave Sidewalks	10096	Lake Rd	Harrison St	Fill in sidewalk gaps on both sides of street to increase pedestrian safety and to improve accessibility in equity priority areas.	\$1,560,000	2023-2030	Yes
Active Transportation - Pedestrian	Clackamas County	Milwaukie	Milwaukie	Intersection Curb Ramp Improvements (Milwaukie)	11621	Citywide	Citywide	Install curb ramps at all intersections with sidewalks to improve safety and connectivity in equity priority areas.	\$3,898,000	2023-2030	Yes
Active Transportation - Pedestrian	Clackamas County	Milwaukie	Milwaukie	Lake Road Sidewalks	10094	Where Else Ln	Railroad Ave	Fill in sidewalk gaps on both sides of street.	\$1,560,000	2023-2030	Yes
Active Transportation - Pedestrian	Clackamas County	Milwaukie	Milwaukie	Ochoco St Sidewalks and Bridge	10112	19th Ave	McLoughlin Blvd	Construct sidewalks, reconstruct bridge over Johnson Creek.	\$1,715,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Milwaukie	Milwaukie	Bicycle and Pedestrian Overpass over Railroad Ave	11533	Railroad Ave	International Way	Establish a dedicated bicycle and pedestrian connection across Railroad Ave and the railroad tracks.	\$4,678,000	2023-2030	Yes



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Active Transportation - Pedestrian/Bicycle	Clackamas County	Milwaukie	Milwaukie	Group 1--Monroe St Neighborhood Greenway	10099	McLoughlin Blvd	Linwood Ave	Designate Monroe St as a Neighborhood Greenway and install traffic-calming improvements and fill sidewalk gaps on both sides of street. Traffic-calming improvements and completed sidewalk sections will increase bicycle and pedestrian safety. Intersection improvements to improve safety of crossing at Linwood Ave and Monroe St. Improves bicycle and pedestrian network in an equity priority area.	\$15,593,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Milwaukie	Milwaukie	Group 6--Sidewalk & Pedestrian Safety Projects (part 1)	11535	Various locations	Various locations	Harmony Rd Sidewalks Fill in sidewalk gaps on both sides of street. Logus Rd Sidewalks Fill in sidewalk gaps on both sides of street. International Way Sidewalks Fill in sidewalk gaps on both sides of street. Brookside Dr Sidewalks = Fill in sidewalk gaps on both sides of street. River Rd Sidewalks = Fill in sidewalk gaps on both sides of street. Group 6 projects improve pedestrian safety and access to equity priority areas.	\$15,727,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Milwaukie	Milwaukie	Group 6--Sidewalk & Pedestrian Safety Projects (Part 2)	11954	Various Locations	Various Locations	Fill in sidewalk gaps on Ochoco St. King Rd Blvd Treatments = Install street boulevard treatments: widen sidewalks and improve crossings. Group 6 projects improve will improve pedestrian access to equity priority areas.	\$1,559,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Milwaukie	Milwaukie	Group 7--Bicycle Infrastructure Improvements	11541	Various locations	Various locations	Oatfield Rd Bike Lanes Fill in gaps in existing bicycle network with bike lanes. Harrison St Bike Lanes Fill in gaps in existing bicycle network with bike lanes (cost included with Harrison St road widening project). International Way Bicycle Facilities = Construct bike lanes or other bike facilities. Group 7 projects improve safety and bicycle connectivity to equity priority areas.	\$1,715,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Milwaukie	Milwaukie	Railroad Ave Capacity Improvements	10095	37th Ave	Harmony Rd	Pedestrian aspect: construct multiuse path. Public transit aspect: Provide bus service to extend to Clackamas Town Center and points east. Project improves bicycle and pedestrian access to public transit and equity priority areas.	\$10,136,000	2023-2030	Yes
Roadway (Capital)	Clackamas County	Milwaukie	Milwaukie	Group 8--Street Connectivity & Intersection Improvement Projects	11540	Various locations	Various locations	Harrison St and King Rd Connection Enhance connection between King Rd and Harrison St at 42nd Ave. Intersection Improvements at 42nd Ave and King Rd Enhance intersection function. Intersection Improvements at 42nd Ave and Harrison St = Signalize intersection to facilitate dominant traffic flow. Intersection Improvements at Johnson Creek Blvd and Linwood Ave = Improve safety of crossing at intersection. Intersection Pedestrian Signal Improvements City-wide - committed. Traffic-Calming Improvements on River Rd at Lark St = Install traffic-calming measures such as a permanent speed-warning sign and/or roundabout.	\$2,784,500	2023-2030	Yes
Roadway (Capital)	Clackamas County	Milwaukie	ODOT	Kellogg Creek Dam Removal and OR 99E Underpass	10101	Location- Specific	Location- Specific	Replace OR 99E bridge over Kellogg Creek, remove dam, restore habitat. Construct bike/ped undercrossing between downtown Milwaukie and Riverfront Park. Improves cyclist and pedestrian safety and increases connectivity in an equity priority area.	\$40,654,000	2023-2030	Yes
Roadway (Capital)	Clackamas County	Milwaukie	Milwaukie	Local Street Improvements in Tacoma Station Area	11624	Location-specific	Location-specific	Construct street improvements on Stubb St, Beta St, Ochoco St, Hanna Harvester Dr, and Mailwell Dr. (TSAP). Street improvements will improve connectivity to equity priority areas.	\$8,732,000	2023-2030	Yes



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Bridge (Capital)	Clackamas County	ODOT	ODOT	I-205 Abernethy Bridge (CON)	11969	OR99E Interchange	Oswego Hwy (OR 43) Interchange	Widen both directions of the I-205 Abernethy Bridge and approaches to address recurring bottlenecks on the bridge. Install Active Traffic Management (ATM) on northbound and southbound I-205. The project will include new pedestrian and bicycle facilities around OR 43 and OR 99E to increase comfort for people walking, biking or rolling in these areas. I-205 in the project area has numerous sites that rank in the top 5 or 10 percent of sites according to 2019 data from the Safety Priority Index System (SPIS). ODOT's systematic scoring method for identifying potential safety problems on state highways based on the frequency, rate, and severity of crashes. Due to the proposed highway improvements (tolling and lane configuration changes) the number of crashes on I-205 in the project area, including crashes resulting in fatalities and injuries, is expected to be 26% lower (representing 144 total crashes).	\$545,000,000	2023-2030	Yes
Pricing Programs	Clackamas County	ODOT	ODOT	I-205 Tolling Project (PE)	12099	Oswego Hwy (OR 43) Interchange	Stafford Rd Interchange	The Project would toll all lanes of I-205 on or near the Abernethy Bridge and Tualatin River Bridge. The Project's purpose is to raise revenue to fund construction of the I-205 Improvements Project and manage congestion between Stafford Road and Oregon Route 213 (OR 213). The PE phase includes completion of environmental analysis under the National Environmental Policy Act (NEPA). The NEPA process for the I-205 Toll Project will analyze the benefits and impacts of tolling on I-205 between Stafford Road and Oregon Route 213 (OR 213), and describe mitigation commitments. The Project area includes all adjacent, connected, or parallel highways as described in ORS 383.009(2)(j) that may or may not be impacted by diversion. Money from the Toll Program Fund will be used to fund improvements in the Project area, including any mitigation identified for toll related impacts, and I-205 improvements in the Project area, pending NEPA outcomes. The Project will enhance the connection between tolling on I-205 and the Regional Mobility Pricing Project. The Project will use the Oregon Toll Program's Equity Framework and demonstrate how the pricing system will manage demand to reduce greenhouse gases. Before a toll is assessed, the Project will establish and implement equitable income-based toll strategies as described in HB 3055 Section 162 (2021). I-205	\$27,000,000	2023-2030	Yes
Throughways	Clackamas County	ODOT	ODOT	I-205 Southbound and Northbound widening (PE, ROW)	11586	Oswego Hwy Interchange	Stafford Rd Interchange	PE/ROW Phase. The project is located along a 7-mile portion of Interstate 205 (I-205) between the Stafford Road and OR 213 interchanges. Add variable rate tolls on the I-205 Abernethy Bridge and Tualatin River Bridges to raise revenue for construction of planned improvements on I-205 and to manage congestion. Adds a third travel lane in each direction of I-205 between the Stafford Road interchange and OR 43 interchange, constructing a northbound auxiliary lane between OR 99E and OR 213, and seismic upgrades to or reconstruction of eight bridges along I-205 between Stafford Road and OR 213. I-205 in the project area has numerous sites that rank in the top 5 or 10 percent of sites according to 2019 data from the Safety Priority Index System (SPIS). ODOT's systematic scoring method for identifying potential safety problems on state highways based on the frequency, rate, and severity of crashes. Due to the proposed highway improvements (tolling and lane configuration changes) the number of crashes on I-205 in the project area, including crashes resulting in fatalities and injuries, is expected to be 26% lower (representing 144 total crashes). The project or a portion of the project is outside the designated urban growth boundary.	\$68,000,000	2023-2030	Yes



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Throughways	Clackamas County	ODOT	ODOT	I-205 Southbound and Northbound Widening and I-205 Toll Project (UR, CON, OT)	11904	Oswego Hwy Interchange	Stafford Rd Interchange	The Project is located along a 7-mile portion of Interstate 205 (I-205) between the Stafford Road and OR 213 interchanges. Add variable rate tolls on the I-205 Abernethy Bridge and Tualatin River Bridges to raise revenue for construction of planned improvements on I-205 and to manage congestion. Adds a third travel lane in each direction of I-205 between the Stafford Road interchange and OR 43 interchange, constructing a northbound auxiliary lane between OR 99E and OR 213, and seismic upgrades to or reconstruction of eight bridges along I-205 between Stafford Road and OR 213. I-205 in the project area has numerous sites that rank in the top 5 or 10 percent of sites according to 2019 data from the Safety Priority Index System (SPIS), ODOT's systematic scoring method for identifying potential safety problems on state highways based on the frequency, rate, and severity of crashes. Due to the proposed highway improvements (tolling and lane configuration changes) the number of crashes on I-205 in the project area, including crashes resulting in fatalities and injuries, is expected to be 26% lower (representing 144 total crashes).	\$557,000,000	2023-2030	Yes
Throughways	Clackamas County	ODOT	ODOT	I-5 Boone Bridge and Seismic Improvement: SB Wilsonville Rd to Wilsonville-Hubbard Hwy (PE, RW)	12305	Wilsonville Rd	Wilsonville-Hubbard Hwy	Conduct preliminary engineering and right of way work to address congestion, safety, and the seismic resiliency of Interstate 5 in the vicinity of the Boone Bridge. The project will replace Boone Bridge with a seismically resilient structure and add an auxiliary lane on SB I-5 from Wilsonville Road to the Wilsonville-Hubbard Highway (OR 551), preserving the current NB auxiliary lane, to address crashes due to short merging distances, closely spaced interchanges and frequently congested conditions both on and just south of the Boone Bridge. Bike/ped access will be determined. A portion of the project is outside the designated urban growth boundary.	\$50,000,000	2023-2030	Yes
Throughways	Clackamas County	ODOT	ODOT	OR 212/224 Sunrise Hwy Phase 2: SE 122nd to SE 172nd (PE, ROW)	10890	122nd Ave	172nd Ave.	Conduct preliminary engineering (PE) and acquire right-of-way (ROW) on phase 2 of the OR 212/224 Sunrise Corridor from SE 122nd Ave to SE 172nd Ave consistent with the Final Environmental Impact Statement (FEIS)/Record of Decision (ROD).	\$85,000,000	2023-2030	Yes
Throughways	Clackamas County	ODOT	ODOT	OR 224 Milwaukie Expressway improvements	11350	I-205	Rusk Rd	Construct a third westbound lane on Milwaukie Expressway (Hwy-224) from I-205 to Rusk Rd.	\$20,000,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Oregon City	Oregon City	Holcomb Boulevard Safe Routes to School Project	12266	Holcomb School Road	Winston Drive	Construct sidewalk, street lighting and bicycle lane on the north side of roadway. Project including RRFB's at Oak Tree Terrace & Winston Drive, a when flashing school zone.	\$2,100,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Oregon City	Oregon City	Main Street Bike & Pedestrian Improvements	11184	Agnes Avenue	10th Street	Construct streetscape improvements from 10th Street to 15th Street. Construct separated multi-use path or sidewalks and bike lanes from 15th Street to Agnes Avenue. (TSP D90, W3, B3, B4, S1)	\$13,230,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Oregon City	Oregon City	Willamette Falls Shared-Use Path	10123	10th Street	S 2nd Street	Add a shared-use path along the Willamette River. (TSP S3)	\$5,740,000	2023-2030	Yes
Roadway (Capital)	Clackamas County	Oregon City	Clackamas County	Beavercreek Road Improvements, Phase 3A	10026	Clackamas Community College	Meyers Road	Widen to 3 lanes with sidewalks and bike lanes. (TSP D81 & D82)	\$11,073,000	2023-2030	Yes
Roadway (Capital)	Clackamas County	Oregon City	Oregon City	Linn/Leland/Meyers Road Roundabout	11183	Linn/Leland/Meyers Intersection	Linn/Leland/Meyers Intersection	Reconstruct intersection for safety and capacity improvements into a roundabout. (TSP D34)	\$5,740,000	2023-2030	Yes
Roadway (Capital)	Clackamas County	Oregon City	Oregon City	Maple Lane Road & Walnut Grove Way Roundabout	12267	Walnut Grove Way	Beavercreek Road	Construction of a roundabout at the intersection of Maple Lane Road and Walnut Grove Way.	\$1,500,000	2023-2030	Yes
Roadway (Capital)	Clackamas County	Oregon City	Oregon City	Molalla Avenue Roundabout	11182	Taylor Street	Division Street	Reconfigure intersection for safety and LOS into roundabout. (TSP D30)	\$2,710,000	2023-2030	Yes
Roadway (Capital)	Clackamas County	Oregon City	ODOT	OR 213 & Beavercreek Road WB Right-Turn Merge Lane	11758	OR 213 & Beavercreek Road	~1,300 feet north of OR 213 & Beavercreek Road	Addition of a Westbound Right-Turn Free Flow Acceleration Lane on Hwy 213 Northbound, approximately 1,300 feet in length.	\$4,470,000	2023-2030	Yes

2023 Regional Transportation Plan
Draft Constrained Project List - 2023-2030



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Active Transportation - Pedestrian/Bicycle	Clackamas County	SMART	SMART	SMART Bus stop access improvements	11343	NA	NA	Design & construct a variety of improvements to enhance access to transit including bus stops, bus shelters (with solar or conventional lighting), bus pull-outs, ADA improvements at stops, interactive kiosks, etc.	\$2,032,000	2023-2030	Yes
Transit Operating Capital	Clackamas County	SMART	SMART	SMART Bus Purchases and Replacements - including Alternative Fuel Vehicles	11109	NA	NA	Purchase new buses and replace those that are out of date, unreliable or inoperable. New and replacement buses will include alternative fuel vehicles.	\$11,152,000	2023-2030	Yes
Transit Operating Capital	Clackamas County	SMART	SMART	SMART Customer Service Center at Wilsonville Transit Center	11750	9699 SW Barber St, Wilsonville, OR 97070	9699 SW Barber St, Wilsonville, OR 97070	SMART transit customer service center on first floor in a multi-story transit oriented development (TOD) facility with intention to provide regional customer service hub for multiple transit providers. Affordable housing on the upper levels.	\$6,373,000	2023-2030	Yes
Transit Operating Capital	Clackamas County	SMART	SMART	Wilsonville SMART Fleet Facility Expansion	11112	28879 SW Boberg Rd, Wilsonville, OR 97070	NA	Completion of SMART fleet facility expansion to underground electrical for bus charging, expand bus parking area, and update security gate.	\$7,074,000	2023-2030	Yes
Transit Service and Operations	Clackamas County	SMART	SMART	SMART Commuter Bus Service to Neighboring Communities	11327	NA	NA	Additional service hours for new services and related bus stop and ROW improvements to neighboring communities; such as but not limited to Salem, Tigard, Tualatin, Sherwood, Keizer, Woodburn, Portland, etc.	\$9,432,000	2023-2030	Yes
Transit Service and Operations	Clackamas County	SMART	SMART	SMART Service for Wilsonville Developing Areas	11108	NA	NA	Additional service hours for new services and related bus stop and ROW improvements for the developing areas of Wilsonville; such as the areas of Coffee and Basalt Creek, and Frog Pond.	\$3,983,000	2023-2030	Yes
Transit Service and Operations	Clackamas County	SMART	SMART	SMART Service to Clackamas Town Center and Oregon City	11328	Wilsonville Transit Center, 9699 Barber St., Wilsonville, OR 97070	Clackamas Town Center, 12000 SE 82nd Ave, Happy Valley, OR 97086	Additional service hours for new service to Clackamas Town Center and related bus stop and ROW improvements, with possible intermediate stops at Riverside High School, and in cities of West Linn, and/or Oregon City.	\$15,242,000	2023-2030	Yes
Transportation Demand Management	Clackamas County	SMART	SMART	SMART Vanpool Services	11531	NA	NA	Continue and expand vanpool program in partnership with Commute with Enterprise.	\$1,694,000	2023-2030	Yes
Transit Capital - Other	Clackamas County	TriMet	TriMet	Park Avenue Park & Ride	12253	12952 SE 27th Pl, Milwaukie	12952 SE 27th Pl, Milwaukie	This project is a part of the Portland-Milwaukie Light Rail Project to add two floors to the Orange Line Park Avenue Park and Ride and approximately 320 parking spaces in a single phase of construction.	\$24,000,000	2023-2030	Yes
Transit Operating Capital	Clackamas County	TriMet	TriMet	Oregon City Transit Center Improvements	12270	1035 Main St, Oregon City	1035 Main St, Oregon City	Expand and retrofit the Oregon City transit center to add bus layover capacity for service expansion, make pedestrian safety improvements and improve amenities for bus operators and riders.	\$8,800,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	West Linn	ODOT	OR 43 Multimodal Improvements -Arbor Dr. to Mary S. Young Park	11746	Arbor Drive	Mary S. Young State Park	Construction of multimodal transportation improvements on OR 43 (N. West Linn city limits to Mary S. Young Park) in accordance with 2016 TSP and 2016 Highway 43 Concept Plan, optimizing traffic flow at major intersections and improving ped/bike safety.	\$12,430,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	West Linn	West Linn	Willamette Falls Drive Multimodal Improvements - 10th St. to Tualatin River	11747	10th St.	Tualatin River (S. City Limits)	Provide bike lanes/cycle tracks and sidewalks. This will provide a direct connection between downtown Willamette Main Street area and South city limits.	\$8,482,701	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	West Linn	West Linn	Willamette River Greenway Trail	10129	Willamette Park	Willamette Falls - Mill St.	Paved trail running parallel to the Willamette River from Willamette Park at the mouth 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.	\$1,559,000	2023-2030	Yes
Throughways	Clackamas County	West Linn	ODOT	I-205 / 10th Street Improvements	11242	Willamette Falls Drive	Blankenship Rd / Salamo Road	Construct a long-term interchange improvement to provide congestion relief, address safety issues, and improve bike/ped connectivity.	\$12,162,696	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Wilsonville	Wilsonville	French Prairie Drive Pathway	11777	Country View Lane	Miley Road	Construct 10 foot wide shared use path, removing bicycles and pedestrians from vehicle travel lane.	\$2,300,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Wilsonville	Wilsonville	I-5 Walking and Biking Bridge	11554	Boones Ferry Rd.	Town Center Loop Road	Construct bike/pedestrian bridge over I-5 to connect Town Center area with businesses and neighborhoods west of I-5.	\$14,500,000	2023-2030	Yes

2023 Regional Transportation Plan
Draft Constrained Project List - 2023-2030



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Roadway (Capital)	Clackamas County	Wilsonville	Wilsonville	Boeckman Rd. at Boeckman Creek	10156	Canyon Creek Rd. N	Stafford Rd.	Widen Boeckman Road to 3 lanes with bike lanes, sidewalks and connections to regional trail system and install bridge. The road has had a serious injury. A vertical curve has limited sight distance causing reduces emergency response times. The installation of buffered bike lane and complete sidewalks will remove conflicts that exist on the current two lane road.	\$19,500,000	2023-2030	Yes
Roadway (Capital)	Clackamas County	Wilsonville	Wilsonville	Courtside Drive Extension - Town Center Loop West to Park Place: Complete Street	12199	SW Town Center Loop West	SW Park Place	Construct two lane extension of Courtside Drive through Wilsonville Town Center with sidewalks, curb extensions, street trees, lighting, and on-street parking.	\$6,500,000	2023-2030	Yes
Roadway (Capital)	Clackamas County	Wilsonville	Wilsonville	Park Place Extension - Wilsonville to Courtside: Complete Street	12196	SW Courtside Drive	SW Wilsonville Road	Construct two lane extension of Park Place through Wilsonville Town Center with sidewalks, curb extensions, street trees, lighting, on-street parking and traffic signal at Wilsonville Road.	\$6,400,000	2023-2030	Yes
Roadway (Capital)	Clackamas County	Wilsonville	Wilsonville	Parkway Ave Urban Upgrade	11775	Target/Costco Entrance	Printer Parkway	Widen to 3 lane section and add sidewalks and buffered bike lanes. The road is adjacent to I-5, which encourages higher speeds along this stretch of road. This project will create a left turn pocket for access to employment along with removing pedestrian traffic from the vehicle lane.	\$8,000,000	2023-2030	Yes
Roadway (Capital)	Clackamas County	Wilsonville	Wilsonville	Stafford Road Urban Upgrade	11773	Kahle Road	Boeckman Road	Widen road to 3 lane section with sidewalks and buffered bike lanes which will remove pedestrians from the vehicle travel lane. This project or a portion of the project is located outside the urban growth boundary.	\$16,800,000	2023-2030	Yes
Roadway (Capital)	Clackamas County	Wilsonville	Wilsonville	Wilsonville Road Intersection Modifications - Town Center Loop West to Town Center Loop East	12197	SW Town Center Loop West	SW Town Center Loop East	Implement traffic management plan to improve traffic flow, add wider sidewalks and safer pedestrian crossings, and add bike lanes.	\$3,200,000	2023-2030	Yes
Throughways	Clackamas County, Multnomah County	ODOT	ODOT	I-205 Active Traffic Management	11305	Columbia River	I-5	Construct improvements to address recurring bottlenecks on I-205. Specific improvements as identified in operational analysis, Mobility Corridor analysis, refinement planning and Active Traffic Management Atlas.	\$18,000,000	2023-2030	Yes
Transit - Better Bus	Clackamas County, Multnomah County	TriMet	TriMet	ETC: Lombard/Cesar Chavez Enhanced Transit Project	12034	St. Johns Town Center	Milwaukie Town Center	Planning, design and improvements for regional enhanced transit project.	\$2,000,000	2023-2030	Yes
Transit Maintenance	Clackamas County, Multnomah County	TriMet	TriMet	Willamette Shore Line Improvements	12257	311 N State St, Lake Oswego	S Lowell & Bond, 0650, S Lowell St, Portland	Repair and replace trestles, routine maintenance and track improvements on Willamette Shore Line rail corridor.	\$4,000,000	2023-2030	Yes
Roadway (Capital)	Clackamas County, Washington County	Clackamas County	Clackamas County	65th/Elligsen/Stafford Intersection Roundabout	10054	65th, Elligsen, Stafford Rd. intersections	65th, Elligsen, Stafford Rd. intersections	Implement proven safety counter measure, a roundabout, at a high crash intersection identified in the county adopted TSAP.	\$15,593,000	2023-2030	Yes
Transit Service and Operations	Clackamas County, Washington County	SMART	SMART	SMART Service, Operations and Maintenance: 2023-2030	12097	SMART service area	SMART service area	Operations of transit services, such as drivers, security, facilities and rolling stock maintenance.	\$43,435,000	2023-2030	Yes
Transit Service and Operations	Clackamas County, Washington County	SMART	SMART	SMART Weekend Service Expansion	11994	NA	Portland Metro Area	Additional service hours for in-town and intercity services.	\$5,576,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Fairview	Fairview	Fairview Parkway Multi-Use Path and Bike/Transit Hub	12262	Halsey St/Fairview Parkway	NE 213 Ave/Park Cleone	Construct a multi-use pathway along Fairview Parkway connecting Salish Ponds and Park Cleone City Parks. Along this route, project will also develop a bike and transit hub at the northeast corner of the NE Fairview Parkway/NE Halsey St intersection.	\$6,700,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Gresham	Gresham	181st - I-84 to San Rafael: Pedestrian and Bicycle Improvements	11676	I-84	San Rafael	Complete sidewalk connections on 181st from I-84 to San Rafael - Bicycle improvements and routing at I-84 interchange.	\$2,000,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Gresham	Gresham	1st Street - Powell to 257th: Complete Buildout	10425	242nd Ave.	257th Ave.	Construct to minor arterial standards with sidewalk and bicycle lane.	\$3,500,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Gresham	Gresham	Division - Gresham/Fairview Trail to Wallula/212th: Sidewalks, Bike Lanes	10440	Gresham Fairview Trail	Wallula	Add bicycle lanes and sidewalks.	\$9,500,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Gresham	Gresham	Gresham Transit Center: Access and Design Enhancements	10441	Gresham Transit Center	Gresham Transit Center	Improve sidewalks, lighting, crossings, bus shelters, benches.	\$2,000,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Gresham	Gresham	Gresham/Fairview Trail - Halsey to Sandy: Construct Multi-Use Path	10437	Halsey	Sandy Blvd.	Construct multi-use path between Halsey and Sandy.	\$7,800,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Gresham	Gresham	Gresham/Fairview Trail - Sandy to Marine (Phase V): New Multi-Use Path	11602	Sandy Blvd.	Marine Dr.	Construct multi-use path between Sandy Blvd. and Marine Dr. This ultimately connects the Springwater Trail to Marine Drive Trail.	\$4,800,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Gresham	Gresham	Pleasant View Bridge - start of the Powerline Trail multi-use path	12220	Powell Loop	100 feet south of Johnson Creek	Reconstruct bridge with sidewalk and bicycle lanes. Prepares access for East Buttes Powerline Trail.	\$5,500,000	2023-2030	Yes



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOY dollars)	Time Period	Financially Constrained
Active Transportation - Pedestrian/Bicycle	Multnomah County	Gresham	Gresham	Powell Multi-Use Path	12219	Cleveland	1st Street	Construct a multi-use path along the north side of Powell Blvd, from Cleveland to 1st Street.	\$3,500,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Gresham	Gresham	Wy'East Way/Max Path - Cleveland to Hogan: Construct Multi-Use Path	10436	Cleveland	Hogan	Construct new shared multi-use path to from 197th to Hogan.	\$4,200,000	2023-2030	Yes
Roadway (Capital)	Multnomah County	Gresham	Gresham	162nd - Glisan to Halsey: Complete Buildout	10447	Glisan	Halsey	Construct to 3 lanes with buffered bike lanes and sidewalks. Focus is on safety and access to transit improvements to support future frequent service transit.	\$13,700,000	2023-2030	Yes
Roadway (Capital)	Multnomah County	Gresham	Gresham	181st - Glisan to Yamhill: Complete Buildout w/Boulevard Design	10454	Glisan	Yamhill	Construct safety improvements such as center medians for access management, ADA sidewalk improvements, and lighting.	\$8,500,000	2023-2030	Yes
Roadway (Capital)	Multnomah County	Gresham	Gresham	190th - 30th to Richey: Complete Buildout	10533	30th	Richey	Improve existing road to 5-lane arterial standards with sidewalk and planter strip, signalize 190th at Giese, Butler, SW 41st.	\$5,000,000	2023-2030	Yes
Roadway (Capital)	Multnomah County	Gresham	Gresham	223rd at Stark: Add Turn Lanes	10473	223rd at Stark	223rd at Stark	Add EB and NB RT lanes and 2nd NB and SB LT lanes.	\$5,300,000	2023-2030	Yes
Roadway (Capital)	Multnomah County	Gresham	Gresham	Burnside - 197th to Eastman: Complete Boulevard Design	10434	197th	Eastman	Complete boulevard design improvements on Burnside from Wallula/212 to Eastman, with median for access control.	\$8,000,000	2023-2030	Yes
Roadway (Capital)	Multnomah County	Gresham	Gresham	Cleveland - Burnside to Stark: Complete Buildout	11096	Burnside	Stark	Reconstructs street from Stark to Burnside, with two travel lanes, center turn lane, bike lane, and sidewalk.	\$6,700,000	2023-2030	Yes
Roadway (Capital)	Multnomah County	Gresham	Gresham	Hogan at Stark: Add Turn Lanes	10511	Stark	Stark	Add right turn lanes on all approaches and second northbound and southbound left turns.	\$4,800,000	2023-2030	Yes
Active Transportation - Pedestrian	Multnomah County	Multnomah County	Multnomah County	ADA Curb Ramp Replacements: Tier 1	12221	N/A	N/A	Design and reconstruct all Tier 1 curb ramps not compliant with ADA standards in County right of way according to the County ADA Transition Plan.	\$7,000,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Multnomah County	Multnomah County	223rd Ave: Fairview Elementary School Bike and Pedestrian Facilities	12222	Lincoln St	Bridge St	Construct new sidewalks along the west side of the road from Lincoln Street to Cedar Street/First Street. Install bike lanes on both sides of the road between Lincoln and Bridge Street. Install stormwater catch basin/facility treatment in southwest corner of Harrison Street and NE 223rd Avenue/Cedar Street/First Street intersection. Improve pedestrian ramps to meet ADA needs at Lincoln Street, Walnut Lane, SE Matney Street, Harrison Street, Cedar Street/First Street. (502U)	\$2,600,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Multnomah County	Multnomah County	223rd Ave. (Glisan St to Sandy Blvd): Complete Street	10388	Glisan St	Sandy Blvd	Reconstruct 223rd Avenue to 2 travel lanes, center turn lane/median, sidewalks, bicycle lanes, and intersection improvements. To address safety and reduce crashes the project will use proven safety countermeasures. Project does not include implementation of a context sensitive design through area known as Old Town Fairview. (501U, 502U)	\$12,500,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Multnomah County	Multnomah County	Main Streets on Halsey	10385	201st Ave	Historic Columbia River Hwy	Reconstruction of the Halsey corridor through Fairview, Wood Village, and Troutdale to be a pedestrian and bike-friendly "main street" based on the Main Streets on Halsey Street Design Concept Plan. This includes a roundabout, intersection improvements, bicycle-specific safety enhancements, new sidewalk/lighting/crossing enhancements, pedestrian/bicycle crossing with refuge and/or RRFB. (519U, 520U, 522U)	\$37,200,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Multnomah County	Multnomah County	Safe Streets Project Implementation	11599	East Multnomah County	East Multnomah County	Implement safety countermeasures on High Injury Corridors as prioritized in Safety Action Plan and Safe Routes to School program across East County cities.	\$5,700,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Multnomah County	Multnomah County	Safety corridor: 257th (Cherry Park - SE Stark)	11684	Cherry Park Rd/SWSturges Drive	SE Stark St	Address high crash corridor using proven safety countermeasures including improved street crossings, street lighting, bike boxes, and other measures identified through public engagement process. Project will also repave road, upgrade signals, and reconstruct ADA curb ramps.	\$6,800,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Multnomah County	Multnomah County	Sandy Blvd Complete Street: Quail Hollow to 230th	12223	Quail St.	230th St	Reconstruct Sandy Blvd to minor arterial standards with bike lanes, sidewalks and drainage improvements, utilizing recommendations from TGM grant. Addition of bike lanes and sidewalks will improve safety of this area and reduce conflict among modes. To address safety and reduce crashes the project will use proven safety countermeasures	\$20,200,000	2023-2030	Yes



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Active Transportation - Pedestrian/Bicycle	Multnomah County	Multnomah County	Multnomah County	Sandy Blvd. Complete Street: 201st to Quail Hollow	10399	201st Ave	Quail St.	Fill gaps in sidewalks and bike lanes and add enhanced crosswalks and transit access improvements. This project will use proven safety countermeasures to reduce conflicts between freight and neighborhood use. Also includes replacing a culvert for fish passage.	\$7,900,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Multnomah County	Multnomah County	Troutdale Road at Beaver Creek: Fish Passage Restoration and Fill Bike and Pedestrian Gap	11673	Beaver Creek crossing at Troutdale Rd	Beaver Creek crossing at Troutdale Rd	Replace the existing culvert and failed fish ladder on Beaver Creek at Troutdale Rd with a new bridge. The project will fill a gap in sidewalks and bicycle lanes on Troutdale Rd where there is currently not adequate space over the existing culvert. (542U)	\$11,600,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Multnomah County	Multnomah County	Troutdale Road: Bike and Pedestrian Safety Improvements	11674	SW Cherry Park Rd	Stark St	Reconstruct S Troutdale Road between SW Cherry Park Road and SE Stark Street to major collector standards with two travel lanes, a center lane or median, sidewalks, and bicycle lanes. Project includes enhanced pedestrian crossings at Beaver Creek Lane and the planned regional trail. Project does not include major culvert replacement over Beaver Creek (see 11673). (542U)	\$12,100,000	2023-2030	Yes
Bridge (Capital)	Multnomah County	Multnomah County	Multnomah County	Earthquake Ready Burnside Bridge: Phase 2 (Design)	11376	Willamette River	Willamette River	Earthquake Ready Burnside Bridge project will increase safety of people and structures during and after an earthquake by replacing the Burnside Bridge with a seismically resilient structure. Phase 2 will move into the Design, Right of Way, and Utility Phases based on the Preferred Alternative defined during the NEPA Phase.	\$127,600,000	2023-2030	Yes
Bridge (Capital)	Multnomah County	Multnomah County	Multnomah County	Earthquake Ready Burnside Bridge: Phase 3 (Construction)	12076	Willamette River	Willamette River	Earthquake Ready Burnside Bridge project will increase safety of people and structures during and after an earthquake by replacing the Burnside Bridge with a seismically resilient structure. Phase 3 will move forward with construction.	\$767,200,000	2023-2030	Yes
Bridge (Capital)	Multnomah County	Multnomah County	Multnomah County	Stark Street Bridge over Sandy River: Replacement	11375	Stark Street Bridge at Sandy River	Stark Street Bridge at Sandy River	Replace the existing Stark Street Bridge with a new bridge that meets current design standards, provides improved bike and pedestrian facilities, and is seismically resilient.	\$18,000,000	2023-2030	Yes
Bridge Maintenance and Preservation	Multnomah County	Multnomah County	Multnomah County	Broadway Bridge Movable Span Deck Replacement	12224	Willamette River	Willamette River	Replace failing FRP deck on the movable span of the Broadway Bridge (BUN-BR-16)	\$20,900,000	2023-2030	Yes
Bridge Maintenance and Preservation	Multnomah County	Multnomah County	Multnomah County	Broadway Bridge Rehabilitation 2	11902	Willamette River	Willamette River	Electrical/structural upgrade to gates (BUN-BR-10), fix pavement and update drainage, restripe (BUN-BR-11); replace lighting (BUN-BR-07).	\$22,600,000	2023-2030	Yes
Bridge Maintenance and Preservation	Multnomah County	Multnomah County	Multnomah County	Hawthorne Bridge Rehabilitation: Phase 2	12077	Willamette River	Willamette River	Deck rehabilitation on bridge approaches (BUN-HA-17)	\$9,600,000	2023-2030	Yes
Bridge Maintenance and Preservation	Multnomah County	Multnomah County	Multnomah County	Morrison Bridge Rehabilitation: Phase 2	11128	Willamette River	Willamette River	Painting and structural rehabilitation on the Morrison Bridge west approach (BUN-MO-09).	\$9,000,000	2023-2030	Yes
Roadway (Capital)	Multnomah County	ODOT	ODOT	Powell, SE (I-205 to 174th) Multi-Modal Improvements, Phase 2	11742	I-205	SE 174th	Widen Street to 3-4 lanes (inclusive of center turn lane) with sidewalks, buffered bikelanes or other enhanced bike facility, and enhanced pedestrian/bicycle crossings. Phase 2 includes all segments except phase 1 (RTP # 11648): 116th to 136th.	\$120,000,000	2023-2030	Yes
Throughways	Multnomah County	ODOT	ODOT	I-5 Rose Quarter/Lloyd District: I-405 to I-84 (PE, NEPA, ROW)	10867	I-84	Greeley St.	Conduct preliminary engineering and National Environmental Policy Act review, and right of way work to improve safety and operations on I-5, connection between I-84 and I-405, and multimodal access to and connectivity between the Lloyd District and Rose Quarter.	\$338,000,000	2023-2030	Yes
Throughways	Multnomah County	ODOT	ODOT	I-5 Rose Quarter/Lloyd District: I-405 to I-84 (UR, CN, OT)	11176	I-84	Greeley St.	The Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The project will also improve community connections with a highway cover, which includes reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities.	\$975,000,000	2023-2030	Yes
Throughways	Multnomah County	ODOT	ODOT	I-5 South Operational Improvements	11304	Marquam Bridge	Region Boundary	Construct improvements to address recurring bottlenecks on I-5 south of the central city. Specific improvements as identified in operational analysis, Mobility Corridor analysis and refinement planning.	\$50,000,000	2023-2030	Yes

2023 Regional Transportation Plan
Draft Constrained Project List - 2023-2030



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Active Transportation - Pedestrian/Bicycle	Multnomah County	Port of Portland	Port of Portland	40 Mile Loop: Blue Lake Park to Sundial Road	12075	Blue Lake Park	Sundial Road	Construct two segments of a 10-foot wide, paved multi-use path as part of the greater 40 Mile Loop, for a total of 1.6 miles, located in the Troutdale Reynolds Industrial Park along the Sandy and Columbia Rivers.	\$4,159,000	2023-2030	Yes
Freight	Multnomah County	Port of Portland	Port of Portland	T4 Modernization	11208	Terminal 4	Terminal 4	The Port of Portland's Terminal 4 Berth 410 is located at the Port of Portland's (Port) Terminal 4 along the Willamette River and functions as part of a bulk-material handling and loading facility leased and operated by Kinder Morgan for exporting soda ash. It is a timber structure built between 1959 and 1962 and is an extension of the Berth 411 wharf structure. A structural inspection of Berth 410 conducted in 2018 showed that the overall condition of Berth 410 has significantly deteriorated over time, and that in order to assure continuing safe operations, it needs either significant repairs or a full replacement.	\$22,000,000	2023-2030	Yes
Freight	Multnomah County	Port of Portland	Port of Portland	T6 Modernization	11207	Terminal 6	Terminal 6	The Port of Portland's Strengthening Terminal 6 in Response to Operational Needs, Growth, and Energy Reliability Project (STRONGER T6 or the "Project") consists of pavement improvements to Yards 604, 605, 606, and 607, upgrades to the electrical system serving these areas, and a new stormwater collection system. The Project will bring the pavement and the electrical system to a state of good repair so that they can operate at a high standard for years to come, and reduce terminal operating costs and emissions from electricity generation.	\$42,106,000	2023-2030	Yes
Active Transportation - Bicycle	Multnomah County	Portland	Portland	N Willamette Blvd Bikeway	11842	N Rosa Parks Way	N Richmond Ave	Enhance existing bikeway from Rosa Parks to Ida by adding protection and extend protected bikeway to Richmond. Incorporate pedestrian safety and access to transit improvements throughout the project.	\$6,000,000	2023-2030	Yes
Active Transportation - Bicycle	Multnomah County	Portland	Portland	Terwilliger Bikeway Gaps	11862	SW Sheridan St	SW Boones Ferry Rd	Design and implement bicycle facilities to fill in gaps in the Terwilliger Bikeway.	\$2,000,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	122nd Ave Corridor Safety and Transit Improvements	11868	NE Prescott St	SE Foster Rd	Construct multimodal corridor safety and access to transit improvements as well as transit priority treatments to reduce transit delay and improve transit reliability and travel times.	\$37,000,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	57th/Cully Safety Improvements	11845	Prescott/Cully	Klickitat/57th	Construct sidewalk infill, curb ramp upgrades, protected bike lane, and a signal rebuild at Fremont.	\$8,500,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	60th MAX Station Area Improvements	11320	60th Ave MAX Station Area	60th Ave MAX Station Area	Construct priority pedestrian and bicycle access to transit improvements in the 60th Ave MAX Station Area, as identified in the Growing Transit Communities Plan. Improve traffic safety on NE Halsey St.	\$9,500,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Brentwood-Darlington Safe Routes to School	11856	SE 52nd Ave	SE 87th Ave	Sidewalk infill behind existing curb on SE Duke St and SE Flavel St from 52nd Ave to 82nd Ave. Construct a neighborhood greenway on Knapp and Ogden from 52nd to 87th, with traffic calming and crossing improvements.	\$5,500,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Central City Multimodal Safety Improvements, Phase 2	11832	Portland Central City	Portland Central City	Construct high-priority bikeways, pedestrian improvements, and transit priority treatments in the Central City, identified through the Central City Multimodal Project planning phase.	\$10,000,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Division-Midway Connected Centers Project Phase 1	11859	Division-Midway Town Center	Division-Midway Town Center	Construct priority pedestrian and bicycle network improvements within and connecting to Division-Midway Town Center and nearby neighborhood centers, including projects identified in the Division-Midway Neighborhood Street Plan and the Growing Transit Communities Plan.	\$5,000,000	2023-2030	Yes



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Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	E Burnside Safety and Access to Transit	11858	82nd Ave	102nd Ave	Construct priority pedestrian and bicycle safety and access to transit improvements in the E Burnside corridor, as identified in the Growing Transit Communities Plan, including ITS and NextGen TSP.	\$9,000,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Flanders/Naito Crossing	10232	NW Flanders St & Naito Pkwy	NW Flanders St & Naito Pkwy	Construct a new at-grade crossing of Naito Parkway. This project will be coordinated with the railroad operator and ODOT Rail.	\$2,500,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	ODOT	Halsey/I-205 Overcrossing Trail	11647	NE 92nd Ave & Tillamook St	NE 102nd Ave & Halsey St	Sidewalk infill and bike lanes on 92nd from Tillamook to Halsey. Multi-use path on Halsey structure over I-205 to connect to Gateway and I-205 Path.	\$3,500,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Inner Holgate Blvd Corridor Improvements	10307	SE McLoughlin Blvd	SE 92nd Ave	Design and construct multimodal safety improvements along Holgate Blvd, including enhanced pedestrian crossings at regular intervals, bus stop improvements, lighting upgrades, bike network improvements, and signal upgrades. Reconstruct pavement in segments in poor condition along the corridor.	\$5,500,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Jade & Montavilla Connected Centers Project	11855	Jade District and Montavilla Neighborhoods	Jade District and Montavilla Neighborhoods	Construct multi-modal improvements on key pedestrian and bicycle routes within and connecting to the Jade District and Montavilla Neighborhood Centers.	\$7,000,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Killingsworth/Interstate Connected Centers Project, Phase 1	11846	Killingsworth/Interstate Town Center	Killingsworth/Interstate Town Center	Construct priority pedestrian and bicycle network improvements within and connecting to the Killingsworth / Interstate Town Center and nearby Neighborhood Centers.	\$5,000,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Lents Area Connected Centers Project, Phase 1	11316	Lents Town Center	Lents Town Center	Construct pedestrian and bicycle improvements to build out the active transportation network in and around Lents Town Center and other nearby Neighborhood Centers.	\$5,000,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	N Columbia Blvd Safety Improvements	10341	N Lombard St	N Argyle St	Improve safety and access by filling high-priority sidewalk gaps, adding pedestrian crossings, improving access to transit (supporting TriMet's proposed future bus line from N Lombard St to NE 60th Ave), and employing safety countermeasures to reduce motor vehicle crashes. Design and implement a protected bikeway or multi-use path along Columbia Blvd from N Lombard St to N Portsmouth Ave to fill a gap in the bikeway network.	\$8,000,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	N Interstate Ave Bike and Ped Safety Improvements	11843	N Russell St	N Argyle St	Enhance existing bike lanes and extend bike lanes to fill gaps along the corridor. Improve pedestrian safety at signalized intersections, especially at MAX station locations.	\$2,000,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	NE Columbia Blvd Safety Improvements	12321	N Argyle St	NE 60th Ave	Fill high-priority sidewalk gaps, adding pedestrian crossings, improving access to transit for proposed bus line from N Lombard to NE 60th and employ safety countermeasures to reduce motor vehicle crashes.	\$8,000,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	NE Halsey Safety and Access to Transit	10320	NE 67th Ave	NE 92nd Ave	Construct high-priority safety and access to transit improvements along the Halsey corridor, as identified in the Growing Transit Communities Plan. Elements include bicycle facilities on Halsey/82nd overpass, improvements to existing path under Halsey overpass west of MAX station, and neighborhood greenway connection to Tillamook.	\$5,000,000	2023-2030	Yes



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Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	North Portland Greenway Segment 1	11640	Kelley Point Park	N. Columbia Blvd	Construct the North Slough Bridge and build trails connecting south to Columbia Blvd and north to Marine Drive to fill the last remaining gaps in Segment 1 of the N Portland Greenway Trail.	\$5,500,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	North Portland Greenway Segment 2	11641	N. Columbia Blvd	Cathedral Park	Build a multi-use trail connecting Chimney Park, Pier Park, Baltimore Woods, Cathedral Park, and St Johns.	\$5,000,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	North Portland Greenway Trail: Columbia Blvd Bridge	11741	N Columbia Blvd at Chimney Park	N Columbia Blvd at Chimney Park	Construct a pedestrian/bicycle bridge over Columbia Blvd and adjacent connections. Connects North Portland Greenway Trail segments 1 and 2.	\$10,000,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Outer Alberta Neighborhood Greenway	11847	NE 72nd Ave	I-205 Path	Design and implement a neighborhood greenway, including connection through or around Sacajawea Park.	\$5,500,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Outer Holgate Blvd Corridor Improvements	11823	92nd Ave	136th Ave	Construct sidewalks and crossing improvements to facilitate pedestrian travel and access to transit. Enhance existing bicycle facilities and extend bicycle facilities from 130th to 136th.	\$4,500,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Outer Stark Safety and Access to Transit	10321	SE 111th	City Limits	Construct priority pedestrian and bicycle access to transit improvements in the Outer Stark corridor, as identified in the Safer Outer Stark Plan. Elements include improved pedestrian crossings, enhanced bikeways, transit stop improvements, transit priority improvements, lighting upgrades, and roadway design changes to improve traffic safety. Project includes repaving to address areas in poor condition.	\$21,500,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Outer Taylors Ferry Safety Improvements, Segment 1	10284	SW Capitol Hwy	SW 48th	Widen shoulders to provide bike lanes and construct a walkway for pedestrian travel and access to transit. Rebuild traffic signal.	\$11,500,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Prescott Multimodal Improvements	10311	NE 72nd Ave	I-205 Path	Install separated bike lanes on Prescott from 72nd Ave to I-205 Path. Construct sidewalk infill on Prescott from Sandy to 92nd.	\$5,500,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Red Electric Trail, Segment 1	12207	City Limits	SW Bertha Blvd	Provide east-west route for pedestrians and cyclists in SW Portland that connects the Fanno Creek Trail to the Hillsdale neighborhood.	\$11,500,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	SE 92nd Ave Safety Improvements	10271	SE Stark	City Limits	Design and implement bicycle facilities to fill all bikeway gaps along SE 92nd Ave. Enhance existing bike lanes. Fill sidewalk gaps and provide enhanced pedestrian crossings at regular intervals.	\$3,000,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Seventies Greenstreet and Bikeway	10220	NE Lombard St	SE Flavel St	Develop a combined pedestrian greenway and bike boulevard including crossing improvements from Lombard St to the Springwater Corridor.	\$11,500,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	St Johns Connected Centers Project	10182	St Johns Town Center	St Johns Town Center	Enhance pedestrian connectivity and access to transit, improve safety, improve sub-standard streets, add lighting and crossings, and construct bikeway connections within and around St Johns Town Center.	\$5,000,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Stark/Washington Multimodal Improvements	10319	SE 92nd	SE 111th	Build protected bike lanes, pedestrian crossings, and transit improvements in and around the Stark/Washington couplet in Gateway Regional Center.	\$12,500,000	2023-2030	Yes



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Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	ODOT	SW Macadam Ped/Bike Improvements	10309	SW Bancroft	County Line	Improve pedestrian and bicycle crossings of Macadam and connections to the Willamette Greenway Trail.	\$2,500,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Water Ave Corridor Improvements and Realignment	11786	SE Stark St	SE Caruthers St	From Stark to Clay, remove rails from roadway, repair pavement, build sidewalks, and provide an enhanced bikeway. South of Clay, realign SE Water Ave as shown in the OMSI Master Plan.	\$22,500,000	2023-2030	Yes
Freight	Multnomah County	Portland	Portland	Central Eastside Access and Circulation Improvements	11841	Central Eastside	Central Eastside	Improve access and circulation in the Central Eastside by adding new signals and crossings at Salmon & Grand, Salmon & MLK, Washington & Grand, Ankeny & Sandy, and 16th & Irving.	\$7,500,000	2023-2030	Yes
Freight	Multnomah County	Portland	Portland	Columbia Blvd Freight Improvements: Project Development	12004	NE 60th Ave	NE 82nd Ave	Alternatives analysis and project development to identify preferred street and intersection modifications to improve freight reliability and access to industrial properties. Analyze the feasibility and benefits of freight-only lanes to ensure improvements prioritize freight movement.	\$2,000,000	2023-2030	Yes
Roadway (Capital)	Multnomah County	Portland	Portland	148th Ave Corridor Improvements, Segment 1	10330	NE Halsey St	SE Powell Blvd	Construct safety and access to transit improvements from Halsey to Powell, including sidewalk infill, enhanced bike lanes, and crossings. Supports future bus service along the corridor.	\$8,000,000	2023-2030	Yes
Roadway (Capital)	Multnomah County	Portland	Portland	82nd Ave Corridor Improvements	11844	NE Lombard St	SE Clatsop St	Design and implement multimodal improvements to sidewalks, crossings, transit stops, striping, and signals to enhance ped/bike safety, access to transit, and transit operations. Address major asset needs including pavement, ADA ramps, and traffic signals.	\$150,000,000	2023-2030	Yes
Roadway (Capital)	Multnomah County	Portland	Portland	Cesar Chavez Corridor Improvements	10315	NE Sandy Blvd	SE Woodstock Blvd	Repair street, upgrade sidewalks, and add pedestrian/bicycle crossing improvements. Upgrade signals and make striping changes to improve traffic safety and transit operations. Improve access to transit and provide transit priority treatments. Project includes lane reconfiguration south of Powell Blvd to add a center turn lane and bus priority, including ITS and NextGen TSP.	\$14,000,000	2023-2030	Yes
Roadway (Capital)	Multnomah County	Portland	Portland	Columbia & Cully Intersection Improvements	10336	NE Cully Blvd & Columbia Blvd	NE Cully Blvd & Columbia Blvd	Reconstruct intersection to provide signalization, left turn pockets, enhancing turning radii and improving circulation for trucks serving expanding air cargo facilities south of Portland.	\$4,500,000	2023-2030	Yes
Roadway (Capital)	Multnomah County	Portland	Portland	Columbia/Alderwood Intersection Improvements	11570	NE Columbia Blvd & Alderwood Rd	Columbia/Alderwood	Improve intersection and install traffic signal at Columbia & Alderwood.	\$5,000,000	2023-2030	Yes
Roadway (Capital)	Multnomah County	Portland	Portland	Cornfoot Rd Corridor Improvements	10340	NE 47th Ave	NE Alderwood Rd	Improve roadway and intersections to improve freight operations. Construct a multi-use path on the north side of Cornfoot Rd to separate pedestrians and bicyclists from motor vehicle traffic. Install guardrails where needed.	\$7,000,000	2023-2030	Yes
Roadway (Capital)	Multnomah County	Portland	Portland	Gateway Local Street Improvements, Phase 2	10328	Gateway Regional Center, NE/SE	Gateway Regional Center, NE/SE	High priority local street and pedestrian improvements in regional center.	\$5,000,000	2023-2030	Yes
Roadway (Capital)	Multnomah County	Portland	ODOT	Inner Powell Blvd Corridor Improvements: Local Contribution to State-Owned Arterial	10259	SE 9th Ave	I-205	Retrofit existing street with multimodal safety improvements including enhanced pedestrian and bicycle crossings, pedestrian and bike activated signals, median islands with trees, redesign of selected intersections, and stormwater management facilities.	\$10,000,000	2023-2030	Yes



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Roadway (Capital)	Multnomah County	Portland	Portland	Inner W Burnside Corridor Improvements	11959	NW 15th Ave	NW 2nd Ave	Construct transportation improvements including pavement reconstruction, new and upgraded traffic signals, turn lanes, curb extensions, bicycle network improvements, transit priority and access improvements, and crossing improvements.	\$4,500,000	2023-2030	Yes
Roadway (Capital)	Multnomah County	Portland	ODOT	N Lombard Corridor Improvements: Local Contribution to State-owned Arterial	10299	N Richmond St	NE MLK Jr Blvd	Design and implement transportation improvements including signal upgrades, lane reconfiguration, enhanced crossings, in-roadway and/or parallel bikeways, and pedestrian improvements along the corridor. Improve pedestrian safety and accessibility of the crossing of I-5. Project will coordinate with ODOT to identify locations and design treatments.	\$5,000,000	2023-2030	Yes
Roadway (Capital)	Multnomah County	Portland	Portland	N Lombard St (formerly N Burgard Rd) Viaduct Replacement	11797	N Lombard St (Bridge over UPRR near T4)	N Lombard St (Bridge over UPRR near T4)	Replace the existing N Lombard St (formerly N Burgard Rd) Viaduct (#001) over the UPRR tracks. Completes one element of the larger Barnes to T4 Port project.	\$17,500,000	2023-2030	Yes
Roadway (Capital)	Multnomah County	Portland	Portland	NE Airport Way Safety and Access to Transit	11811	I-205	Portland City Limits	Construct priority pedestrian and bicycle access to transit improvements in the Airport Way corridor, as identified in the Growing Transit Communities Plan.	\$4,500,000	2023-2030	Yes
Roadway (Capital)	Multnomah County	Portland	Portland	NE MLK Jr Blvd Corridor Improvements	10302	NE Hancock St	NE Lombard St	Multimodal safety and access to transit improvements including signal timing upgrades, enhanced pedestrian crossings, access management, and transit priority.	\$4,500,000	2023-2030	Yes
Roadway (Capital)	Multnomah County	Portland	Portland	Outer Foster Corridor Safety Improvements	11860	SE 101st Ave	City Limits	Improve safety and access by filling high-priority sidewalk gaps, adding pedestrian crossings, enhancing safety of existing bike lanes, and employing safety countermeasures to reduce motor vehicle crash severity. Improve access to transit and transit priority in segments with transit service.	\$2,000,000	2023-2030	Yes
Roadway (Capital)	Multnomah County	Portland	Portland	Outer Glisan Corridor Improvements, Segment 1	10318	82nd Ave	NE 122nd	Retrofit street with new traffic signals, bicycle facilities, improved pedestrian facilities and crossings, street lighting, and other safety and access improvements. Implement EPASS recommendations.	\$5,500,000	2023-2030	Yes
Roadway (Capital)	Multnomah County	Portland	Portland	Outer Halsey Corridor Improvements	11849	114th	162nd	Construct enhanced crossings, enhance bicycle facilities, and redesign roadway to reduce crashes. Improve access to transit and transit priority.	\$3,000,000	2023-2030	Yes
Roadway (Capital)	Multnomah County	Portland	Portland	Post Office Blocks Transportation Improvements, Phase 1	11840	Post Office Blocks	Post Office Blocks	Extend Johnson and Park Streets through the Post Office Blocks redevelopment site. Add traffic signals at 9th/Everett and 9th/Glisan.	\$28,000,000	2023-2030	Yes
Roadway (Capital)	Multnomah County	Portland	Portland	SE Hawthorne Blvd Corridor Safety Improvements	11854	SE 12th Ave	SE 23rd Ave	Improve safety for all modes, including roadway redesign, crossings, and transit improvements.	\$2,500,000	2023-2030	Yes
Roadway (Capital)	Multnomah County	Portland	ODOT	South Portal Intersection Improvements	10164	Bancroft/Hood/Macadam	Bancroft/Hood/Macadam	Improve the South Portal to the North Macadam District (intersection of Bancroft, Hood, and Macadam) to address safety and capacity issues. Includes new extension of Lowell St.	\$11,500,000	2023-2030	Yes
Roadway (Capital)	Multnomah County	Portland	Portland	W Burnside Corridor Improvements	10250	NW 23rd Ave	NW 15th Ave	Design and construct corridor improvements including pavement reconstruction, sidewalk improvements, safer crossings, new traffic signals, transit priority improvements, and traffic management.	\$6,500,000	2023-2030	Yes

2023 Regional Transportation Plan
Draft Constrained Project List - 2023-2030



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Transit - Better Bus	Multnomah County	Portland	Portland	ETC: Portland Central City Portals Transit Enhancements	11761	Portland Central City	Portland Central City	Construct transit priority treatments to reduce transit delay and improve transit reliability and travel times.	\$5,000,000	2023-2030	Yes
Transit - Better Bus	Multnomah County	Portland	Portland	ETC: SE Hawthorne/Foster Ave Enhanced Transit Corridor	11834	Portland Central City	SE 97th Ave	Construct safety and access to transit improvements and transit priority treatments to reduce transit delay and improve transit reliability and travel times, including ITS and NextGen TSP.	\$4,000,000	2023-2030	Yes
Transit - High Capacity	Multnomah County	Portland	Portland	HCT: Portland Streetcar Operational Improvements	11783	Portland Central City	Portland Central City	Design and construct improvements along streetcar line to add transit capacity. Construct turnbacks where needed to improve operations.	\$4,000,000	2023-2030	Yes
Transit Capital - Other	Multnomah County	Portland	Portland	Passenger Ferry Pilot	12311	Cathedral Park	Riverplace	Ferry dock reinforcement/railings, boat build/lease to enable ferry service pilot with FTA Passenger Ferry Grant Program support.	\$12,000,000	2023-2030	Yes
Transportation Demand Management	Multnomah County	Portland	Portland	Portland Safe Routes to School, Phase 1	11127	N/A	N/A	Safe routes to school projects serving Title 1 schools within the City of Portland.	\$5,000,000	2023-2030	Yes
Transportation System Management (Technology)	Multnomah County	Portland	Portland	122nd Ave Corridor ITS Improvements	10198	NE Airport Way	SE Powell Blvd	Install ITS infrastructure (communication network, Next-Gen transit signal priority, truck priority detection, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system consistent with our policies of moving people and goods more effectively.	\$4,500,000	2023-2030	Yes
Transportation System Management (Technology)	Multnomah County	Portland	ODOT	Barbur Blvd ITS	11826	I-405	Portland City Limits	Install ITS infrastructure (Next-Gen transit signal priority and queue jumps, truck priority detection, CCTV cameras, and vehicle /pedestrian detectors).	\$2,000,000	2023-2030	Yes
Transportation System Management (Technology)	Multnomah County	Portland	Portland	ITS Network Cyber Security Enhancement	12211	N/A	N/A	Evaluate existing PBOT ITS network and upgrade system for resiliency.	\$2,500,000	2023-2030	Yes
Transportation System Management (Technology)	Multnomah County	Portland	Portland	SE Powell Blvd ITS Improvements	12213	SE Milwaukie Ave	SE 82nd Ave	Install ITS infrastructure (communication network, Next-Gen transit signal priority, CCTV cameras, and vehicle/bike/pedestrian detection system) and signal timing improvements for all road users.	\$6,500,000	2023-2030	Yes
Transportation System Management (Technology)	Multnomah County	Portland	Portland	SW Capitol Hwy / Beaverton Hillsdale Hwy ITS Improvements	12212	SW Barbur Blvd	City Limits	Install ITS infrastructure (communication network, Next-Gen transit signal priority, CCTV cameras, and vehicle/bike/pedestrian detection system) and signal timing improvements for all road users.	\$7,000,000	2023-2030	Yes
Transit - Better Bus	Multnomah County	TriMet	TriMet	ETC: East Burnside/SE Stark Enhanced Transit Project	12030	Central City Portland	Gresham Town Center	Planning, design and improvements for regional enhanced transit project.	\$2,000,000	2023-2030	Yes
Transit - Better Bus	Multnomah County	TriMet	TriMet	ETC: NE MLK Jr Blvd Enhanced Transit Project	12027	Central City Portland	N Vancouver Way and Jubitz	Planning, design and improvements for regional enhanced transit project.	\$2,000,000	2023-2030	Yes
Transit - Better Bus	Multnomah County	TriMet	TriMet	ETC: NE Sandy Blvd Enhanced Transit Project	12028	Central City Portland	Parkrose/Sumner Transit Center	Planning, design and improvements for regional enhanced transit project.	\$2,000,000	2023-2030	Yes
Transit - Better Bus	Multnomah County	TriMet	TriMet	ETC: SE Belmont Enhanced Transit Project	12033	Central City Portland	Gateway Transit Center	Planning, design and improvements for regional enhanced transit project..	\$2,000,000	2023-2030	Yes
Transit - Better Bus	Multnomah County	TriMet	TriMet	ETC: SE Powell Blvd Transit Project	12035	Central City Portland	TBD	Planning, design and improvements for regional enhanced transit project.	\$2,000,000	2023-2030	Yes
Transit - High Capacity	Multnomah County	TriMet	TriMet	HCT: 82nd Ave Transit Project	12029	Clackamas Town Center	TBD	Contingent on federal, state and local funding commitments, the 82nd Ave Transit Project will improve travel between Clackamas Town Center and important destinations in NE Portland with easier, faster and more reliable bus service as well as necessary safety and accessibility improvements, paving and signals.	\$300,000,000	2023-2030	Yes
Transit - High Capacity	Multnomah County	TriMet	Portland Streetcar, Inc	HCT: Streetcar Montgomery Park Extension	11319	NW Lovejoy/Northrup	Montgomery Park	Extend streetcar from NW Lovejoy/Northrup to Montgomery Park.	\$80,000,000	2023-2030	Yes
Transit Capital - Other	Multnomah County	TriMet	TriMet	MAX Blue Line Station Rehabilitation	12261	Hollywood Transit Center	Cleveland MAX Station, Gresham	Multi-year, multi-location state of good repair project to make critical updates and improvements at eastside MAX Blue Line stations and surrounding station areas.	\$28,700,000	2023-2030	Yes
Transit Operating Capital	Multnomah County	TriMet	TriMet	Bus: Center Street Bus Garage Improvements	11038	1851-1717 SE Center St, Portland	1851-1717 SE Center St, Portland	Improvements at Center Bus Garage.	\$5,600,000	2023-2030	Yes
Transit Operating Capital	Multnomah County	TriMet	TriMet	Bus: North Downtown Transit Mall Layover Terminal	12037	Central City Portland	Central City Portland	Terminal in northern portion of downtown Portland for bus layover.	\$13,500,000	2023-2030	Yes

2023 Regional Transportation Plan
Draft Constrained Project List - 2023-2030



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Transit Operating Capital	Multnomah County	TriMet	TriMet	Bus: Powell Bus Garage Improvements and ZEB transition	12291	9800 SE Powell Blvd, Portland	9800 SE Powell Blvd, Portland	Planning and design to support zero emissions bus improvements.	\$23,550,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Troutdale	Troutdale	Troutdale Sandy Riverfront Trail	12109	Gateway to the Gorge Visitor Center, Troutdale	I-84 bike/ped interchange	Project includes a 1/4 mile, 12-ft wide paved trail and three parks. The trail connects the existing I-84 pedestrian/bike interchange to downtown Troutdale through the urban renewal area along the Sandy River.	\$3,500,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County, Washington County	ODOT	ODOT	Jordan Road Trail	12293	I-84 Bridge	Entrance to Parking area	Paved multi-use path connection along Jordan Road paralleling the Sandy River	\$3,000,000	2023-2030	Yes
Transit - Better Bus	Multnomah County, Washington County	TriMet	TriMet	ETC: SW Beaverton-Hillsdale Hwy Enhanced Transit Project	12032	Central City Portland	Washington County (54 to BTC and 56 to Washington Square)	Planning, design and improvements for regional enhanced transit project.	\$2,000,000	2023-2030	Yes
Transit - High Capacity	Multnomah County, Washington County	TriMet	TriMet	HCT: MAX Red Line Improvements Project: Capital Construction	10922	Fairplex/Hillsboro Airport MAX	Portland Airport MAX	Capital construction to enable extension of Red Line service to the Hillsboro Airport/Fair Complex Station and improve reliability of the entire MAX light rail system. Project includes double-tracking and a new inbound Red Line station at Gateway Transit Center, double-tracking at Portland Airport, upgrades to signals and switches along the alignment, and purchase of new light rail vehicles needed to operate the extension and needed storage capacity at Ruby Junction to house the new vehicles.	\$68,000,000	2023-2030	Yes
Transit - High Capacity	Multnomah County, Washington County	TriMet	TriMet	HCT: Southwest Corridor Project Development	12322	Bridgeport Village, Tualatin	Downtown Portland	Project Development for High Capacity Transit project between Portland and Tualatin via Tigard.	\$4,000,000	2023-2030	Yes
Transit - High Capacity	Multnomah County, Washington County	Washington County	TriMet	HCT: Southwest Corridor Project Development Support	12301	Bridgeport Village, Tualatin	Downtown Portland	Project development to address traffic mitigation and access improvements for SW Corridor High Capacity Transit project between Portland and Tualatin via Tigard.	\$2,300,000	2023-2030	Yes
Roadway Maintenance and Preservation	Region-wide (all three counties)	Cities and counties	Cities and counties	Local Roadway Operations, Maintenance and Preservation: 2024-2030	12098	N/A	N/A	Local roadway operations, maintenance and preservation activities	\$3,441,327,000	2023-2030	Yes
Regional Activities	Region-wide (all three counties)	Metro	Metro	Corridor Investment Areas Activities for 2023-2030	11664	Regional	Regional	The RTP identifies mobility corridors and future high capacity transit capital investments needed to support the 2040 Growth Concept. Corridor investment areas activities focus on aligning investments around specific outcomes to support local and regional goals in locations with multijurisdictional interests. Investment areas activities include completing corridor refinement planning and developing multimodal projects in major transportation corridors identified in the RTP as well as developing shared investment strategies to align local, regional and state investments in economic investment areas that support the region's growth economy. Activities include ongoing involvement in local and regional transit and roadway project conception, funding, and design. Metro provides assistance to local jurisdictions for the development of specific projects as well as corridor-based programs identified in the RTP.	\$6,730,000	2023-2030	Yes
Regional Activities	Region-wide (all three counties)	Metro	Metro	Regional MPO Activities for 2023-2030	11103	Regional	Regional	Transportation planning, programming, monitoring and federal reporting that Metro must conduct in order to remain certified as an metropolitan planning organization (MPO) by the federal government for the region and be eligible to receive federal transportation funding dollars.	\$14,230,000	2023-2030	Yes
Transit Oriented Development	Region-wide (all three counties)	Metro	Metro	Regional TOD Investments for 2023-2030	10855	2040 Centers, Stations Areas and Corridors	2040 Centers, Stations Areas and Corridors	Metro's TOD program helps build climate-friendly communities near transit that prioritize the needs of people with low-incomes and communities of color. The core program activity is to provide financial incentives and acquire land to increase affordable housing opportunities in areas that are well-served by transit, particularly those where communities are at risk of gentrification and displacement.	\$35,510,000	2023-2030	Yes

2023 Regional Transportation Plan
Draft Constrained Project List - 2023-2030



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Transportation Demand Management	Region-wide (all three counties)	Metro	Metro	Regional Safe Routes to School Program Activities for 2023-2030	12021	Regional	Regional	Educational and encouragement activities that help children safely walk and roll to school. Funded through the Regional Travel Options program with programs and services provided directly by Metro staff and by local agency and non-profit organizations through grants and agreements.	\$5,400,000	2023-2030	Yes
Transportation Demand Management	Region-wide (all three counties)	Metro	Metro	Regional Travel Options (RTO) Program Activities for 2023-2030	11054	Regional	Regional	Education, services, and small capital projects that promote and make transit, bicycling, walking and ridesharing easier to use. Program elements are delivered by local government agencies, community non-profit organizations and colleges with US and Oregon Department of Transportation funding allocated by the Metro Regional Travel Options program. The program helps the region meet goals for increased access to jobs, education and services and to reduce motor vehicle miles traveled.	\$28,000,000	2023-2030	Yes
Transportation System Management (Technology)	Region-wide (all three counties)	Metro	Metro	Regional TSMO Corridors Priority Investments for 2023-2030	12024	Regional	Regional	As coordinated through the regional TSMO program, provide funding and secure discretionary grants for operators to work together to deploy safe, integrated corridor management with advanced technology in regional mobility corridors including decision support systems, real-time traveler information on route choice and estimated travel time that uses a variety of data sensors, software and systems (e.g., smart mobility hubs, internet of things, connected and automated vehicles). This also includes deployment of innovative technology systems, automated corridor management, and other active traffic management strategies.	\$9,420,000	2023-2030	Yes
Transportation System Management (Technology)	Region-wide (all three counties)	Metro	Metro	Regional TSMO Program Investments for 2023-2030	11104	Regional	Regional	Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving "big data" processing (PSU PORTAL) to support analyzing performance measures.	\$9,420,000	2023-2030	Yes
Bridge Maintenance and Preservation	Region-wide (all three counties)	ODOT	ODOT	Bridge Rehabilitation & Repair: 2023-2030	12092	Region-wide	Region-wide	Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity.	\$149,000,000	2023-2030	Yes
Pricing Programs	Region-wide (all three counties)	ODOT	ODOT	I-5 and I-205: Regional Mobility Pricing Project (PE, RW, UR, CN, OT)	12304	I-205 Glenn Jackson Bridge/I-5 Interstate Bridge	I-5 Boone Bridge	Apply congestion pricing on all lanes of Interstate-5 (I-5) and Interstate-205 (I-205) to manage travel demand and traffic congestion on these facilities in the Portland, Oregon metropolitan area in a manner that will generate revenue for transportation system investments.	\$400,000,000	2023-2030	Yes
Roadway Maintenance and Preservation	Region-wide (all three counties)	ODOT	ODOT	Culvert Replacement & Repair: 2023-2030	12093	Region-wide	Region-wide	Repair and replacement of culverts that have or are in danger of failure, do not provide adequate drainage or are a habitat barrier to Threatened & Endangered species that do not add motor vehicle capacity.	\$75,000,000	2023-2030	Yes
Roadway Maintenance and Preservation	Region-wide (all three counties)	ODOT	ODOT	Highway Pavement Maintenance: 2023-2030	12094	Region-wide	Region-wide	Pavement rehabilitation/repair projects includes overlays, slurry seals, full pavement replacement, and other minor roadway improvements (curb and gutters, adding/widening shoulders) that do not add motor vehicle capacity.	\$224,000,000	2023-2030	Yes
Roadway Operations	Region-wide (all three counties)	ODOT	ODOT	Safety & Operations Projects: 2023-2030	12095	Region-wide	Region-wide	Projects to improve safety and/or operational efficiencies such as pedestrian crossings, speed feedback signs, transit priority technology at signals on arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, sidewalks, bicycle lanes, and other improvements that do not add motor vehicle capacity.	\$349,000,000	2023-2030	Yes

2023 Regional Transportation Plan
Draft Constrained Project List - 2023-2030



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Active Transportation - Pedestrian/Bicycle	Region-wide (all three counties)	TriMet	TriMet	Access: Bike & Ride Facilities: Phase 1	11411	Regionwide	Regionwide	Provide and maintain secure bike parking facilities and enhancements at TriMet stations and stops.	\$2,000,000	2023-2030	Yes
Transit - Better Bus	Region-wide (all three counties)	TriMet	TriMet	ETC: Better Bus Program Phase 1	12283	N/A	N/A	Program for roadway treatments, transit signal priority and other transit roadway improvements	\$13,500,000	2023-2030	Yes
Transit - High Capacity	Region-wide (all three counties)	TriMet	TriMet	HCT: Optimization, Reliability and Station Improvements: Phase 1	12087	Regionwide	Regionwide	Improvements to HCT including optimizing and rehabilitating stations, station areas, and operational improvements including track, ties, signals and switches.	\$119,000,000	2023-2030	Yes
Transit Capital - Other	Region-wide (all three counties)	TriMet	To be determined	Access: Bus Stop and Access to Transit Improvements: Phase 1	11331	Regionwide	Regionwide	Transit stop, right of way, sidewalk, crossing and ADA improvements to support expansion of services and amenities.	\$2,000,000	2023-2030	Yes
Transit Maintenance	Region-wide (all three counties)	TriMet	TriMet	Transit Maintenance: Phase 1	12282	N/A	N/A	Maintenance of transit services, such as drivers, security, facilities and rolling stock.	\$1,255,980,000	2023-2030	Yes
Transit Operating Capital	Region-wide (all three counties)	TriMet	TriMet	Bus: Columbia Bus Base	11041	4421 NE Columbia Blvd Portland	4421 NE Columbia Blvd Portland	Design and Construction of new Zero Emission Fleet operations center.	\$250,000,000	2023-2030	Yes
Transit Operating Capital	Region-wide (all three counties)	TriMet	TriMet	Operating Capital: Equipment and Facilities: Phase 1	11335	N/A	N/A	Equipment and facilities to support system replacement, refurbishment, and growth.	\$37,550,000	2023-2030	Yes
Transit Operating Capital	Region-wide (all three counties)	TriMet	TriMet	Operating Capital: Fleet Vehicles: Phase 1	10928	N/A	N/A	Replacement and refurbishment of zero emission buses, articulated buses, light rail and LIFT vehicles.	\$694,600,000	2023-2030	Yes
Transit Operating Capital	Region-wide (all three counties)	TriMet	TriMet	Operating Capital: Information Technology: Phase 1	10927	N/A	N/A	Communication systems, information technology, cyber security and improvements to Hop.	\$68,000,000	2023-2030	Yes
Transit Operating Capital	Region-wide (all three counties)	TriMet	TriMet	Operating Capital: Safety and Security: Phase 1	11334	N/A	N/A	Safety and security enhancements, CCTV, Rail crossing enhancements	\$24,000,000	2023-2030	Yes
Transit Operating Capital	Region-wide (all three counties)	TriMet	TriMet	Transit Center and Layover improvements: Phase 1	12255	N/A	N/A	Program to improve, expand or create new transit centers or layover facilities.	\$20,900,000	2023-2030	Yes
Transit Oriented Development	Region-wide (all three counties)	TriMet	TriMet	Transit-Oriented Development: Phase 1	12271	N/A	N/A	Site acquisition, station area planning, activation or infrastructure improvements	\$2,000,000	2023-2030	Yes
Transit Service and Operations	Region-wide (all three counties)	TriMet	TriMet	STIF Regional Coordination Funds: Phase 1	12273	N/A	N/A	Pass through funds for regional shuttle services.	\$48,000,000	2023-2030	Yes
Transit Service and Operations	Region-wide (all three counties)	TriMet	TriMet	Streetcar STIF Funds: Phase 1	12275	N/A	N/A	Pass through funds for Portland Streetcar.	\$25,500,000	2023-2030	Yes
Transit Service and Operations	Region-wide (all three counties)	TriMet	TriMet	TriMet Operations: Phase 1	12096	Region-wide	Region-wide	Operations of transit services, such as drivers, security, facilities and rolling stock.	\$4,453,020,000	2023-2030	Yes
Transportation Demand Management	Region-wide (all three counties)	TriMet	TriMet	Access: Park & Ride Facilities: Phase 1	10988	Regionwide	Regionwide	Improvements or modifications to Park & Ride facilities.	\$2,000,000	2023-2030	Yes
Transportation Demand Management	Region-wide (all three counties)	TriMet	TriMet	TriMet Fare Discount Programs: Phase 1	12258	N/A	N/A	TriMet programs to provide discounted fares for eligible groups.	\$60,000,000	2023-2030	Yes
Active Transportation - Pedestrian	Washington County	Beaverton	Beaverton	Beaverton Access to Transit Sidewalk Infill	11888	Citywide	Citywide	Construct sidewalk where missing on arterials and collectors near transit (MAX stations and bus stops). Final project to complete: Laurelwood Avenue Sidewalk: Scholls Ferry to Laurelwood Court)	\$2,600,000	2023-2030	Yes
Active Transportation - Pedestrian	Washington County	Beaverton	ODOT	Canyon Road Multimodal Improvement: Hocken Ave to 117th Ave	11379	Hocken Avenue	117th Avenue	Construct a landscaped median for access control, enhanced midblock pedestrian crossings at Rose Biggi Ave, lighting, ADA ramp upgrades, crosswalk markings.	\$6,300,000	2023-2030	Yes
Active Transportation - Pedestrian	Washington County	Beaverton	Beaverton	Watson/Hall: Cedar Hills to Allen (Pedestrian Safety)	10646	Cedar Hills Boulevard	Allen Boulevard	Reconstruct intersections on Hall Boulevard, between Cedar Hills and Crescent St. Reconstruct intersections on Hall Boulevard and Watson Ave, between 5th St. and Allen Boulevard. Curb extensions, lighting, landscaping, ADA ramp upgrades, and benches.	\$4,100,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Beaverton	Beaverton	Allen Blvd Complete Street: Murray Blvd to OR 217 (Design)	11900	Murray Boulevard	OR Highway 217	Design a Complete Street along Alan Boulevard, between SW Murray Boulevard and OR Highway 217. The project is anticipated to include investments in sidewalks, bike lanes, signals, and vehicle turn lanes where needed.	\$2,300,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Beaverton	Beaverton	Denney Rd: OR 217 to Scholls Ferry (Ped/Bike/Turn Lanes)	10670	OR 217	Scholls Ferry Road	Construct bike lanes, sidewalks, and turn lanes where needed, along SW Denney Road, between OR 217 and Scholls Ferry Road.	\$10,000,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Beaverton	Beaverton	Downtown Loop Complete Street: Hall - Millikan Way to 1st	12121	Millikan Way	1st Street	Construct complete street on Hall Boulevard between Millikan Way and 1st Street with wider sidewalks, protected bike lanes, street trees, new signals and marked crosswalks.	\$13,700,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Beaverton	Beaverton	Downtown Loop Complete Street: Watson - Millikan Way to 1st	10664	Millikan Way	1st Street	Construct complete street on Watson Avenue between Millikan Way and 1st Street with wider sidewalks, protected bike lanes, street trees, new signals and marked crosswalks.	\$12,100,000	2023-2030	Yes

2023 Regional Transportation Plan
Draft Constrained Project List - 2023-2030



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOY dollars)	Time Period	Financially Constrained
Active Transportation - Pedestrian/Bicycle	Washington County	Beaverton	Beaverton	Downtown Loop Complete Street: Watson/Hall - Crescent to 5th	12125	Crescent Street	5th Street	Preliminary design and engagement for project to construct complete street with wider sidewalks, protected bike lanes, street trees, new signals and marked crosswalks.	\$2,800,000	2023-2030	Yes
Roadway (Capital)	Washington County	Beaverton	Beaverton	Barrows Rd: Tile Flat to Loon Dr (South Cooper Mtn Extension)	11892	Tile Flat Road	Loon Drive	Construct new three lane collector street with bike lanes, sidewalks, street trees, and lighting. (Partially Complete)	\$18,200,000	2023-2030	Yes
Roadway (Capital)	Washington County	Beaverton	P&W RR	Downtown Beaverton Railroad Crossing Safety: 5th to Hocken	12120	5th Ave.	Hocken Ave.	Construct new sidewalks and curb ramps, bike lanes, traffic signals, and rail safety equipment at six railroad crossings. Implement a railroad quiet zone.	\$9,000,000	2023-2030	Yes
Roadway (Capital)	Washington County	Beaverton	Beaverton	Hocken Ave: Canyon Rd to Farmington Rd (Railroad Crossing)	12127	Canyon Road	Farmington Rd	South bound, right turn lane extended, between Farmington Rd and Canyon Rd. Project includes sidewalk and railroad crossing safety treatments.	\$2,800,000	2023-2030	Yes
Roadway (Capital)	Washington County	Beaverton	Beaverton	McKernan Creek Parkway: Siler Ridge Lane to Kemmer Road	12129	Siler Ridge Lane	Kemmer Road	Design new collector street in Cooper Mountain area with shared use pathway adjacent to the street.	\$2,300,000	2023-2030	Yes
Roadway (Capital)	Washington County	Beaverton	Beaverton	Millikan Way Extension: Watson Avenue to Lombard Avenue	10620	Watson Avenue	Lombard Ave.	Construct new two-lane collector street between Watson Avenue and Lombard Street with protected bike lanes, sidewalks and street trees. Complete sidewalk gaps. Realign Millikan between Watson Avenue and Hall Boulevard.	\$15,000,000	2023-2030	Yes
Roadway (Capital)	Washington County	Beaverton	Beaverton	SW Mountainside Way: Scholls Ferry Rd to UGB (New Collector)	11893	Scholls Ferry Road	Urban Growth Boundary	Construct three lane collector road with bike lanes, sidewalk, street trees and lighting.	\$5,800,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Cornelius	Cornelius	Cornelius Citywide Sidewalk Infill	11246	City-wide	City-wide	Sidewalk infill on Heather St (8th Ave - 10th Ave); 4th Ave (3F Railroad - Barlow); and 26th Ave (Holladay - S. City Limits)	\$2,500,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Cornelius	Cornelius	S. 29th Boulevard Connection	11917	SW 345th Ave.	450 feet south of S. Dogwood St.	Construct new collector into Cornelius SE UGB expansion area.	\$5,100,000	2023-2030	Yes
Roadway (Capital)	Washington County	Cornelius	Cornelius	S. 29th Blvd. - Phase 2	11918	250 feet east of 345th Avenue	SW 345th Avenue	Create new intersection of S. 29th Blvd and SW 34th Avenue, improve passive rail crossing, and complete the eastern portion of S. 29th Blvd.	\$1,600,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Forest Grove	Forest Grove	Forest Grove Bike Lanes and Sidewalks Infill	12131	Forest Grove East City Limits	Forest Grove West City Limits	Enhance pedestrian and bicycle safety by infilling gaps and improve bike lane safety.	\$2,300,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Forest Grove	ODOT, Forest Grove	OR 8/Pacific/19th Corridor Safety and Complete Street	10779	Cornelius City Limits	Quince Street/OR 47	Retrofit the street from B Street to Cornelius City Limits including wider sidewalks, curb extensions, safer street crossings. Local match for TV Hwy HCT and Safety and Complete Street projects.	\$14,100,000	2023-2030	Yes
Roadway (Capital)	Washington County	Forest Grove	ODOT	OR 47/ Fernhill-Maple St. Intersection Improvements	11667	HWY 47	Fernhill-Maple	Construct intersection improvements to address safety issues at high crash intersection and improve access to employment area and regional recreational facility.	\$3,200,000	2023-2030	Yes
Roadway (Capital)	Washington County	Forest Grove	ODOT	OR 47/ Martin Road Intersection Improvements	11661	OR 47	Martin Road	Construct improvement (e.g. roundabout) at Highway 47 intersection with Holladay Street extension, Martin Road and 23rd Avenue extension. This project or a portion of the project is located outside the urban growth boundary.	\$3,000,000	2023-2030	Yes
Roadway (Capital)	Washington County	Forest Grove	ODOT, Forest Grove	Yew St / Adair St Intersection Improvements	11380	Yew St	Adair St	Construct intersection improvements at Yew Street/Adair and Yew Street/Baseline to improve safety.	\$3,200,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Hillsboro	Hillsboro	Davis Rd Turn Lanes and Bike/Ped Improvements	10838	Brookwood Ave	Century Blvd	Widen from three to five lanes by adding one general travel lane in each direction; project includes widening bridge over light rail; rebuild bike facilities as cycle track	\$5,800,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Hillsboro	ODOT	Downtown Hillsboro Access and Safety Improvements	10849	City-wide	City-wide	Improve pedestrian and bicycle facilities, safety, and access in the Hillsboro Downtown Regional Center; special attention to pedestrian and bicycle access across Hwy 8 one-way couplet (Oak St and Baseline St).	\$4,300,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Hillsboro	Hillsboro	Safe Routes to School Projects (Hillsboro)	11933	City -wide	City -wide	Implement Safe Routes to School projects around Hillsboro area Title I schools.	\$3,900,000	2023-2030	Yes
Roadway (Capital)	Washington County	Hillsboro	Hillsboro	194th Ave/Amberglen Pkwy Extension and Realignment	11277	Amberglen Pkwy	Cornell Rd	Construct three-lane realignment of Amberglen Pkwy with sidewalks and bike facilities; see AmberGlen "Crossroads" LPA	\$10,100,000	2023-2030	Yes
Roadway (Capital)	Washington County	Hillsboro	Washington County	198th Ave Widening and Bike/Ped Improvements	11386	TV Hwy	Alexander St	Widen roadway to five lanes (two through in each direction plus center turn lane) with bike/ped facilities; also see project 11390 - intersection improvements at TV Hwy & 198th	\$5,100,000	2023-2030	Yes
Roadway (Capital)	Washington County	Hillsboro	Washington County	209th Ave Widening and Improvements, Phase 1	10553	Alexander Street	Kinnaman Rd	Widen roadway from two/three lanes to five lanes; improve from rural to urban standard with bike facilities and sidewalks; improve intersections and railroad crossing; new signals at Blanton and Kinnaman; project to serve South Hillsboro UGB area	\$12,500,000	2023-2030	Yes

2023 Regional Transportation Plan
Draft Constrained Project List - 2023-2030



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOY dollars)	Time Period	Financially Constrained
Roadway (Capital)	Washington County	Hillsboro	Washington County	209th Ave Widening and Improvements, Phase 2	11752	Blanton St	Vermont St	Widen and improve road to five lanes with sidewalks and bike facilities; include bridge widening across Butternut Creek; intersection improvements include new roundabout at McInnis and new signals at Deline and Vermont	\$30,400,000	2023-2030	Yes
Roadway (Capital)	Washington County	Hillsboro	Hillsboro	25th Ave Realignment	12135	NE Beacon Ct	Evergreen Rd	Construct three-lane realignment away from airport Runway Protection Zone (RPZ); see HIO Master Plan; additional refinement needed for the two intersections of NE 25th and NE 15th Ave on Evergreen	\$9,600,000	2023-2030	Yes
Roadway (Capital)	Washington County	Hillsboro	Hillsboro	30th Ave Extension	11388	Evergreen Rd	Meek Rd	Construct three-lane road; include intersection improvements at Evergreen and Huffman	\$32,200,000	2023-2030	Yes
Roadway (Capital)	Washington County	Hillsboro	Hillsboro	Amberglen Parkway Extension	10825	Wilkins St	Stucki Ave (future extension)	Extend three-lane road with bike/ped facilities	\$3,800,000	2023-2030	Yes
Roadway (Capital)	Washington County	Hillsboro	Washington County	Brookwood Ave Extension	12142	250' south of Davis Rd	River Rd	Construct three-lane arterial with pedestrian and bicycle facilities; include bridge over Gordon Creek; include improvement from Davis to Oakhurst according to LPA	\$28,700,000	2023-2030	Yes
Roadway (Capital)	Washington County	Hillsboro	Hillsboro	Century Blvd Extension and Improvements (Baseline to Lois)	10818	Baseline Rd	Lois St	Construct three lane extension of Century from Main to Lois, including new segment to Borwick, realignment from Ariel to Lois, and bridge over Rock Creek	\$21,100,000	2023-2030	Yes
Roadway (Capital)	Washington County	Hillsboro	Washington County	Cornelius Pass Rd Extension, Phase 2	11920	Blanton St	Vermont St	Construct five-lane road extension with new intersections at Kinnaman, McInnis, Butternut Creek, Deline, and Vermont; bridge at Butternut Creek (bridge is part of MSTIP Bonding program)	\$25,400,000	2023-2030	Yes
Roadway (Capital)	Washington County	Hillsboro	Washington County	Cornell at Brookwood and NE 48th Intersections	11170	Brookwood	48th	Add second southbound through lane and extend receiving lane to Veterans Dr, second eastbound and westbound left-turn lanes, northbound right-turn lane; add westbound right-turn lane starting at Elam Young west to NE 48th	\$13,500,000	2023-2030	Yes
Roadway (Capital)	Washington County	Hillsboro	Hillsboro	Cornell Rd & 25th Ave Intersection Improvements	11169	Cornell Rd & 25th Ave	Cornell Rd & 25th Ave	Construct second southbound left-turn lane, convert northbound right to second northbound through, construct second northbound receiving lane; extend bike lanes on west leg for 300'; MSTIP-3d committed project	\$7,200,000	2023-2030	Yes
Roadway (Capital)	Washington County	Hillsboro	Washington County	Cornell Rd Realignment	12136	East of 34th	West of Brookwood	Realign Cornell Rd to avoid airport Runway Protection Zone (RPZ); see HIO Master Plan	\$9,400,000	2023-2030	Yes
Roadway (Capital)	Washington County	Hillsboro	Washington County	Evergreen Rd Turn Lanes at 15th & 25th	12138	NE 15th	NE 25th	Construct side-by-side lefts; include cost estimate of signal modification at NE 15th Ave	\$2,800,000	2023-2030	Yes
Roadway (Capital)	Washington County	Hillsboro	Hillsboro	Huffman St Extension, Phase 1	10821	Brookwood Pkwy	Sewell Rd	Widen to five lanes from Brookwood to Starr and three lanes from Starr to Sewell; preserve seven-lane right-of-way from Brookwood to Starr and five-lane right-of-way from Starr to Sewell; include intersection improvements at Brookwood	\$17,100,000	2023-2030	Yes
Roadway (Capital)	Washington County	Hillsboro	Hillsboro	Kinnaman Rd Extension	11272	Century Blvd & 67th Ave (future intersection)	209th Ave & Kinnaman intersection	Construct three-lane road extension through South Hillsboro including intersections at Cornelius Pass Rd, 209th Ave, and two intersecting neighborhood routes	\$12,500,000	2023-2030	Yes
Roadway (Capital)	Washington County	Hillsboro	Washington County	River Rd Urban Upgrade	12144	WHVS northern boundary	WHVS southern boundary	Widen and improve road to three-lane arterial standard with pedestrian and bicycle facilities; include arch culvert at Gordon Creek; include intersection controls at Pheasant and Brookwood	\$9,600,000	2023-2030	Yes
Roadway (Capital)	Washington County	Hillsboro	Hillsboro	Sewell Ave	12104	Evergreen	Meek Rd	Construct two-lane Commercial and Industrial Collector; alignment north of Waibel Creek to be determined	\$29,500,000	2023-2030	Yes
Roadway (Capital)	Washington County	Hillsboro	ODOT	TV Hwy & 198th Ave Intersection Improvements	11390	TV Hwy & 198th Ave	TV Hwy & 198th Ave	Five lane north-south through intersection: Construct southbound right-turn lane, second westbound left-turn lane, and convert northbound right-turn to shared through-right; widen north leg for second northbound receiving lane	\$6,000,000	2023-2030	Yes
Roadway (Capital)	Washington County	Hillsboro	Hillsboro	Walker Rd Extension and Realignment	11275	Amberwood Dr	Stucki Ave (future extension)	Construct three-lane extension of Walker from Overlook to Amberglen Pkwy realignment with bike facilities and sidewalks; see Amberglen "Crossroads" LPA	\$7,400,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	King City	King City	SW Elsner Road: Sidewalks, Cycletrack, Turn-lanes - Phase 1	12157	River Terrace Blvd.	SW Beef Bend Road	Improve with pedestrian and bike facilities from SW Roy Rogers Road to SW Beef Bend Road. 2-lane street with sidewalks and a one-way cycle track on each side to the Tualatin River Trail, then shared use path on west side and left-turn lanes where needed.	\$4,800,000	2023-2030	Yes

2023 Regional Transportation Plan
Draft Constrained Project List - 2023-2030



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOY dollars)	Time Period	Financially Constrained
Roadway (Capital)	Washington County	King City	King City	Fisher Rd. Extension - Phase 1	11946	Roy Rogers Rd.	150th Ave.	Construct new 2 lane Collector Rd with sidewalks bike lanes, street lighting and traffic signals at key intersections. Project is currently outside UGB, but was adopted as part of a concept plan for the area. The project or a portion of the project is outside the designated UGB.	\$10,400,000	2023-2030	Yes
Roadway (Capital)	Washington County	King City	King City	SW River Terrace Boulevard Corridor Extension	12101	SW Beef Bend Rd	SW Elsner Road	Construct a Collector Street with bike/ped facilities. 2-lane street with parking, sidewalks and a one-way cycle track on each side, with 3-lanes at the Beef Bend intersection. Improve the Beef Bend Road, Fischer Rd and Elsner Rd intersections with signals or roundabouts.	\$13,100,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Sherwood	ODOT	OR 99W Regional Trail Crossing	10707	SW Pacific Hwy. (west side)	SW Pacific Hwy. (east side)	Constructs separated grade crossing for Cedar Creek Trail (regional trail system) under SW Pacific Hwy (OR 99W).	\$23,900,000	2023-2030	Yes
Roadway (Capital)	Washington County	Sherwood	Sherwood	Oregon Street Improvements	10699	SW Murdock Rd	SW Langer Farms Pkwy	Widen existing substandard 2-lane road (no sidewalks, no median) to a 3-lane collector meeting current TSP standards (8' sidewalks, 5' landscape strip, 12' travel, 14' median, 12' travel, 5' landscape, 8' sidewalks, plus 2 on-street bike lanes or 4' added to each 8' sidewalk). On-street bike lanes vs. 2 multi-use paths TBD with future development.	\$9,600,000	2023-2030	Yes
Roadway (Capital)	Washington County	Sherwood	Sherwood	Tonquin Area East-West Collector	12046	SW 124th Avenue	SW Tonquin Road	Construct 3-lane collector status road between SW 124th Avenue and SW Tonquin Road through the Tonquin employment area to serve recent UGB annexation area.	\$14,800,000	2023-2030	Yes
Active Transportation - Pedestrian	Washington County	Tigard	Tigard	Downtown pedestrian improvements (urban renewal)	12167	Downtown Tigard	Downtown Tigard	Improve sidewalks, lighting, crossings, bus shelters and benches throughout Tigard Downtown.	\$2,300,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Tigard	Tigard	Fanno Creek Connections Project	10766	Woodard Park	Milton	Construct 3 new segments of the Fanno Creek Trail and make improvements to existing segment from Ash Ave to Hall Blvd.	\$11,800,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Tigard	Tigard	Templeton-Twality Safe Routes to School Improvements	12173	McDonald St	Sattler St	Improve pedestrian crossings, complete missing sidewalk segments, pave trail through East Butte Park.	\$2,300,000	2023-2030	Yes
Bridge (Capital)	Washington County	Tigard	Tigard	North Dakota St (Fanno Creek) Bridge Replacement	12170	North Dakota Street at Fanno Creek	North Dakota Street at Fanno Creek	Replace bridge, with bike lanes and sidewalk.	\$8,000,000	2023-2030	Yes
Bridge (Capital)	Washington County	Tigard	Tigard	Tigard St (Fanno Creek) Bridge Replacement.	11996	Tigard St at Fanno Creek	Tigard St at Fanno Creek	Replace bridge with bike lanes and sidewalk.	\$6,800,000	2023-2030	Yes
Roadway (Capital)	Washington County	Tigard	Tigard	72nd Ave. Improvements - 99W to Dartmouth	10755	99W	Dartmouth	Build complete street with separated cycletracks, sidewalks, and improved pedestrian crossings. Includes new bridge over Red Rock Creek.	\$17,100,000	2023-2030	Yes
Roadway (Capital)	Washington County	Tigard	Tigard	McDonald Street Improvements	11217	Hwy 99W	Hall Blvd	Widen roadway to a 3-lane complete street (with sidewalks, bike lanes, and center turn lanes where appropriate) and crossing enhancements at some locations.	\$28,100,000	2023-2030	Yes
Transit - High Capacity	Washington County	TriMet	TriMet	HCT: Tualatin Valley Highway Transit Project	11589	Forest Grove	Beaverton Transit Center	Planning, design and construction of Rapid Transit Project along Tualatin Valley Highway.	\$300,000,000	2023-2030	Yes
Transit Operating Capital	Washington County	TriMet	TriMet	Beaverton Transit Center Improvements	12254	Beaverton Transit Center, Beaverton	Beaverton Transit Center, Beaverton	Reconfigure, update and expand bus layover facilities and add zero emissions fleet charging infrastructure at TriMet's Beaverton Transit Center.	\$9,000,000	2023-2030	Yes
Transit Operating Capital	Washington County	TriMet	TriMet	Bus: Merlo Bus Garage Improvements and ZEB Transition: Phase 1	11037	16130 SW Merlo Rd, Beaverton	16130 SW Merlo Rd, Beaverton	Zero emissions bus charging infrastructure and improvements to support new fleet at Merlo bus garage.	\$52,000,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Tualatin	Tualatin	Nyberg Creek Greenway Trail - East	10745	65th	Martinazzi	Shared Use Path with boardwalk sections through wetland/natural areas. Trail will provide access to nature and jobs for communities of color, and English language learners. Includes grade-separated crossing under/over I-5.	\$5,100,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Tualatin	Tualatin	Phase 1: 65th Ave - Safety Improvements NB Turn Lane	11426	Tualatin River	I-205	To improve safety for residents and employees, add a share use path on one side of this roadway section. Include northbound right-turn lane on 65th at Borland.	\$6,800,000	2023-2030	Yes
Roadway (Capital)	Washington County	Tualatin	Washington County	Boones Ferry Capacity Improvements (TS Rd Intersection)	11422	Tualatin- Sherwood Road	Tualatin-Sherwood Road	Improve traffic capacity through the addition of turn lanes and increased stacking distance on northbound or southbound Boones Ferry to Tualatin-Sherwood Road. Possible turn lanes on Tualatin-Sherwood, and possible side street closure intersecting Boones.	\$11,400,000	2023-2030	Yes
Roadway (Capital)	Washington County	Tualatin	Tualatin	Herman Rd Widening (Cipole to 124th Ave)	10718	Cipole	124th Ave	Reconstruction: Widen to 3-lanes from Cipole to 124th.	\$11,400,000	2023-2030	Yes

2023 Regional Transportation Plan
Draft Constrained Project List - 2023-2030



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Active Transportation - Pedestrian/Bicycle	Washington County	Tualatin Hills Park & Recreation	Tualatin Hills Park & Recreation	Beaverton Creek Trail (Regional) Seg. #3 & #4	12043	THPRD Nature Park	S.W. Hocken Blvd.	Design & construct a 12' wide regional, multi-use trail connecting THPRD's trail system to Downtown Beaverton; improving safety, serving historically marginalized communities, filling a gap, and increasing access to jobs, transit, & 2040 Centers.	\$6,900,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Tualatin Hills Park & Recreation	Tualatin Hills Park & Recreation	Bridge crossing of Hwy. 26 by the Westside Trail	11211	Powerline Corridor North of Hwy 26 near NW Science Park Drive	Powerline Corridor South of Hwy. 26 near SW Greenbrier	Construct a 12' wide multi-use trail bridge over US-26 eliminating out of direction bike/ped routes along high-injury/crash corridors; serving historically marginalized communities & improving safety/access to transit, schools, jobs, & 2040 Centers.	\$19,900,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Tualatin Hills Park & Recreation	Tualatin Hills Park & Recreation	Westside Trail (Regional) Seg. 15 -17	11405	Bronson Creek just north of NW Kaiser Rd.	north side of Hwy. 26 just west of NW Science Park Dr.	Design & construct 12' wide multi-use regional trail linking the northern Westside Trail to the Westside Trail Bridge over US-26; improving safety, serving historically marginalized communities, and increasing access to jobs, schools, & 2040 Centers.	\$4,900,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Tualatin Hills Park & Recreation	Tualatin Hills Park & Recreation	Westside Trail (Regional) Segment #14	10810	South of Hwy 26 at Greenbrier Pkwy.	THPRD Nature Park	Design & construct a 12' wide regional trail connecting the southern Westside Trail at 158th Ave & Walker Rd to the Westside Trail Bridge over US-26; serving historically marginalized communities, and improving safety/access to jobs & retail hubs.	\$6,000,000	2023-2030	Yes
Active Transportation - Pedestrian	Washington County	Washington County	Washington County	Aloha Pedestrian Improvements	10608	Aloha Town Center	Aloha Town Center	Sidewalk infill and pedestrian crossing of 185th Ave. at Cascade Dr.	\$9,400,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Washington County	To be determined	Council Creek Regional Trail (East-West)	10806	Forest Grove	Hillsboro	Multi-use trail from the end of the Westside MAX light-rail line in Hillsboro, through Washington County, the City of Cornelius, and extending into the City of Forest Grove. The project or a portion of the project is outside the designated urban growth boundary.	\$39,800,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Washington County	Washington County	School Access Improvement Projects	11922	Washington County	Washington County	Add sidewalks, neighborhood bikeways, signage, crossings.	\$34,600,000	2023-2030	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	170th Ave. Improvements	10546	Merio Rd.	Alexander St.	Improve roadway to 3 lanes with left turn lanes at major intersections, enhanced pedestrian crossings, sidewalks, and bike lanes or cycle tracks.	\$38,700,000	2023-2030	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	205th Ave. Improvements	10592	Quatama Rd.	Baseline Rd.	Improve road to 3 lanes with bike lanes and sidewalks. Widen bridge over Beaverton Creek to four lanes with bike lanes and sidewalks.	\$33,000,000	2023-2030	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Alexander St. Improvements	10584	192nd Ave	178th Ave	Add sidewalks, lighting, streetscape features, protected bicycle lanes, intersection improvements at 185th Ave, turn lanes at major intersections.	\$23,700,000	2023-2030	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Basalt Creek Parkway	11470	Grahams Ferry Rd.	Boones Ferry Rd	Extend new 5 lane Arterial with bike lanes, sidewalks and street lighting.	\$74,000,000	2023-2030	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Blanton St. (198th to 209th)	12053	198th Ave	209th Ave	Construct two-lane road with sidewalk on south side and shared-use path on north side as a segment of the Tualatin Valley Trail, lighting, and turn-lane where necessary.	\$8,500,000	2023-2030	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Kaiser	11477	County Line	Springville Rd.	Improve from 2 to three lanes with sidewalks, bike lanes, street lighting, and community features	\$8,000,000	2023-2030	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Kaiser Improvements	10564	Springville Rd.	Bethany Blvd.	Improve from two to three lanes with bike lanes and sidewalks.	\$10,400,000	2023-2030	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Kinnaman Rd. Improvements	12183	209th Ave.	198th Ave.	Reconstruct with sidewalks, bike lanes and turn lanes at major intersections; consolidate offset intersection at 198th Ave.	\$6,800,000	2023-2030	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Roy Rogers Rd	11914	UGB	Chicken Creek Bridge	Improve roadway to 4-5 lanes, includes sidewalks and bike lanes. The project or a portion of the project is outside the designated urban growth boundary.	\$39,800,000	2023-2030	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Saltzman Rd	12192	Laidlaw Road	Bayonne Road	Improve to three lanes with bike lanes and sidewalks and realign roadway to the west including new structure over Bronson Creek, connecting to intersection of Laidlaw and 130th.	\$22,200,000	2023-2030	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Scholls Ferry Rd	11915	Tile Flat Rd.	Roy Rogers Rd.	Improve roadway to 5 lanes on south side, includes sidewalks and bike lanes. The project or a portion of the project is outside the designated urban growth boundary.	\$5,700,000	2023-2030	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Shackelford Rd	11458	West property line of Sato Elementary	Kaiser Rd.	Build new 3 lane road with bike/ped facilities, storm drainage, street lighting to serve North Bethany.	\$15,900,000	2023-2030	Yes

2023 Regional Transportation Plan
Draft Constrained Project List - 2023-2030



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Roadway (Capital)	Washington County	Washington County	Washington County	Springville Rd	11916	Kaiser Rd.	County Line	Improve south side from 2 lanes to 3 lanes with bike lanes and sidewalks.	\$8,000,000	2023-2030	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Springville Rd. Improvements	10565	PCC	Joss St.	Improve from 2 to 3 lanes with bike lanes and sidewalks.	\$13,700,000	2023-2030	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Thompson Rd	11581	Saltzman Rd.	Marcotte Rd.	Improve to three lanes with bike lanes and sidewalks.	\$6,400,000	2023-2030	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Thompson Rd Realignment	11463	Saltzman Rd.	Circle A Dr.	Realign as 3 lane arterial to address safety and reduce crashes, with sidewalks, bike and street lighting.	\$9,600,000	2023-2030	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Tile Flat Rd	11919	UGB	Scholls Ferry Rd.	Interim 3-lane and north side pedestrian/bicycle improvements. The project or a portion of the project is outside the designated urban growth boundary.	\$4,300,000	2023-2030	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Walker Rd. double left and right turn lanes: Butner to Park Way	12186	Butner	Park Way	Add double lefts and right turn lanes on all approaches at Walker/Murray intersection.	\$39,800,000	2023-2030	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Walker Rd. Improvements	11233	185th Ave.	173rd Ave.	Improve from two to five lanes with bike lanes and sidewalks.	\$30,700,000	2023-2030	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Walker Rd. Improvements - Ph. II	12189	Schendel	Butner	Improve to five lanes, including bicycle and pedestrian improvements.	\$28,400,000	2023-2030	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Walker Rd. widen to 5 lanes: Park Way to Westfield	12187	Park Way	Westfield	Improve to five lanes, including bicycle and pedestrian improvements.	\$39,800,000	2023-2030	Yes
Transit - Better Bus	Washington County	Washington County	ODOT	TV Hwy (and Canyon Rd) Corridor Safety and Access to Transit	11440	209th Ave.	107th Ave.	Bus stop improvements, ADA improvements, sidewalk infill, enhanced pedestrian crossings, signal priority, queue jumps.	\$2,700,000	2023-2030	Yes
Transportation System Management (Technology)	Washington County	Washington County	Washington County	Washington County ITS (Phase 1)	10605	County-wide	County-wide	Install advanced traffic management systems including adaptive signals, retrofit ADA ramps at traffic signals, communications, dynamic messaging signs, and surveillance and management equipment.	\$16,800,000	2023-2030	Yes
Roadway (Capital)	Washington County	Wilsonville	Wilsonville	Garden Acres Road Extension	10853	Day Road	Ridder Road	Construct three lane road extension with sidewalks and cycle track and reconstruct/reorient Day Road/Grahams Ferry Road/Garden Acres Road intersection.	\$22,800,000	2023-2030	Yes

2023 Regional Transportation Plan
Draft Constrained Project List - 2031-2045



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	ODOT	82nd Ave. Bike and Ped Safety Improvements	10018	Monterey Ave.	Sunnybrook Blvd.	Improve safety for bike and pedestrian system by completing gaps and implementing proven safety counter measures at identified locations within the corridor. Improve ADA accessibility.	\$2,840,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	ODOT	82nd Ave. Multi-Modal Improvements	10014	Clatsop Ave.	Monterey Ave.	Improve safety for bicyclists and pedestrians by implementing proven safety counter measures, widening to add sidewalks, lighting, central median, planting strips and landscaping.	\$23,520,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	82nd Drive Bike and Pedestrian Improvements	10022	Jennifer	Herbert Court	Improve safety for bicyclists and pedestrians by implementing proven safety counter measures and filling gaps in bikeways and pedestrian facilities.	\$6,102,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	Borland Rd: Tualatin to Stafford Rd	10043	Tualatin City Limits	Stafford Rd	Add paved shoulders and turn lanes at major intersections. The project or a portion of the project is outside the designated urban growth boundary.	\$13,830,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	Clackamas Industrial Area Bike/Ped Improvements (TSAP)	11772	Intersection of 106th Ave and OR 212	Intersection of Jennifer Rd and 122nd Ave	Improve intersection of 106th and OR 212, and Jennifer Drive and 122nd Ave to facilitate bike and pedestrian safety per county adopted TSAP, and provide ADA accessibility improvements as needed. Also improve intersection geometry to facilitate truck access to industrial park.	\$4,556,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	Clackamas Rd	11506	Johnson Road	Webster Road	Fill gaps in bikeways and pedestrian facilities including improvements to stormwater facilities and ADA accessibility as needed.	\$8,786,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	Concord Rd	11501	River Rd	Oatfield Rd	Fill gaps in bike and ped facilities as necessary including improvements to stormwater facilities and ADA accessibility. Main project segments are from Trolley Trail to McLoughlin Blvd, and from Harold Rd to Oatfield Rd.	\$11,389,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	Flavel Dr	11491	Alberta Ave	County boundary	Add bikeways to provide connection between Springwater/Powerline trail and bike facilities on Flavel Dr and 52nd Ave in Portland.	\$5,614,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	Fuller Rd. Improvements	10009	Otty Rd.	Johnson Creek Blvd.	Add pedestrian facilities, turn lanes, on-street parking, central median and landscaping, improve pedestrian treatments at intersections and improve ADA accessibility.	\$7,159,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	Harmony Road Improvements	10003	Linwood Ave	Fuller Rd	Add bikelanes and sidewalks where needed, including safety treatments at intersections and ADA accessibility improvements as necessary.	\$12,107,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	I-205 Multiuse Path from OR 224 to OR 212	11767	OR 224 - Sunrise Multi-use Path	OR 212 - I-205 Multi-use Path	Improve safety for bicyclists and pedestrians by filling a gap of approximately 1 mile in the I-205 Multi-use path and implementing proven safety counter measures, as well as creating connections to other regional multi-use paths and implementing ADA accessibility improvements as necessary.	\$10,251,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	Johnson Rd., Clackamas Rd., McKinley Rd.	10050	Lake Rd.	Hwy 212	Bikeway and pedestrian facilities fill, including safety treatments at intersections, stormwater improvements, and ADA accessibility improvements.	\$10,901,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	North Clackamas Par	North Clackamas Regional Parks Trail	11617	OR 213	Linwood Ave	Construct multi-use path from OR 213 to Linwood Ave through existing park, including ADA accessibility improvements as necessary.	\$3,183,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	Oatfield Road	12206	Park Ave	Courtney	Add bikelanes and sidewalks where needed, including safety treatments at intersections and ADA accessibility improvements as necessary.	\$5,044,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	North Clackamas Par	Phillips Creek Regional Trail	12103	SE Otty Rd and I-205 Bike Path	SE Sunnybrook Blvd and SE 82nd Avenue	Construct new shared multi-use trail	\$8,200,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	River Rd: Lark St to Courtney	11499	Lark St	Courtney	Improve safety on known high crash corridor by implementing proven safety counter measures, adding bicycle and pedestrian facilities including ADA accessibility features and improvements to stormwater.	\$11,552,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	River Rd: Oak Grove Blvd. to Risley Ave.	11500	Oak Grove Blvd	Risley Ave	Improving safety on known high crash corridor by implementing proven safety counter measures, filling gaps in bikeways and pedways networks including improvements to ADA accessibility and stormwater as necessary.	\$14,481,000	2031-2045	Yes

2023 Regional Transportation Plan
Draft Constrained Project List - 2031-2045



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOY dollars)	Time Period	Financially Constrained
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	Stafford Rd Improvements	10029	I-205	Rosemont Rd.	Add paved shoulders and turn lanes at major intersections. The project or a portion of the project is outside the designated urban growth boundary.	\$20,188,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	Sunrise Multi- use path Phase II	11668	122nd Ave	Rock Creek Junction	Improve safety for bicyclist and pedestrians by constructing a new multi use path from 122nd Ave to 172nd paralleling the Sunrise Phase 2 project.	\$14,528,000	2031-2045	Yes
Roadway (Capital)	Clackamas County	Clackamas County	ODOT	OR 212 Intersection Improvements	11670	172nd Ave	242nd Ave	Improve safety and reduce delay by making improvements as recommended in the Damascus Mobility Plan to the intersections of Sunnyside Rd/OR 212, Foster Rd/OR 212, 222nd Ave/OR 212 and 242nd Ave/OR 212.	\$39,862,000	2031-2045	Yes
Roadway (Capital)	Clackamas County	Clackamas County	Clackamas County	Stafford Rd Improvements	12205	I-205	Boeckman Rd / Advance Rd	Implement needed safety investments as identified in Road Safety Audit.	\$14,421,000	2031-2045	Yes
Transit Capital - Other	Clackamas County	Clackamas County	TriMet	Transportation demand management and transit supportive investments	11937	Countywide	Countywide	Implement Transportation Demand Management techniques and Transit supportive investments as identified in the Transit Development Plan, such as micro-transit, shuttles, mobility hubs, first and last mile options, shelters and park-and-rides	\$10,000,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Gladstone	Gladstone	Portland Avenue Multi-Modal Project Construction	12265	Clackamas Blvd	Jersey St	Implement the Portland Avenue Streetscape Plan, including wider sidewalks, lighting, marked crossings, bike lanes, and street reconstruction.	\$11,389,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Gladstone	Metro	Trolley Trail Bridge Phase I	11886	Portland Avenue in Gladstone	Clackamas River Trail, Oregon City	First phase of construction of the Trolley Trail Bridge between Gladstone and the Oregon City Willamette River Trail.	\$7,279,000	2031-2045	Yes
Active Transportation - Pedestrian	Clackamas County	Happy Valley	Happy Valley	169th Ave Sidewalk Infill: Sunnyside Rd - Stonybrook Ct	12198	Sunnyside Rd	Stonybrook Ct	Project performs sidewalk infill on east side of 169th Ave from Sunnyside Rd to Stonybrook Ct.	\$8,700,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Happy Valley	Happy Valley	Butler Buttes Trail	12320	Borges Rd	Scouters Mountain Trail by Voyageurs Lp and 172nd	New regional trail connects Springwater Trail in Gresham to Happy Valley, traversing Gabbert, Towle, and Butler buttes along the way.	\$3,600,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Happy Valley	Happy Valley	Clackamas Bluffs Trail	12319	Rock Creek Blvd	Richardson Creek Trail by OR 224	New regional trail in emerging urban area. Trail connects Sunrise Corridor Trail and Richardson Creek Trail.	\$5,700,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Happy Valley	Happy Valley	East Buttes Powerline Trail - Cheldelin to Sunnyside	12317	Cheldelin Rd	Sunnyside Rd	Multi-jurisdictional trail connecting Gresham and Clackamas River. Project connects Scouters Mountain Trail near 162nd Ave/Hagen Rd to Clackamas River Trail near OR 212/242 east of 132nd Ave.	\$4,900,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Happy Valley	Happy Valley	Mt. Scott/Scouter Mountain Loop: Segment 6	10070	Mount Scott Blvd./Ridgecrest Rd	Scott Creek drainage north of Sunnyside Rd	Project begins in Scott Creek drainage corridor north of Sunnyside Rd and runs north to end near Mt Scott Blvd/Ridgecrest Rd intersection. The proposed trail has separate routes for bicyclists and pedestrians.	\$18,400,000	2031-2045	Yes
Roadway (Capital)	Clackamas County	Happy Valley	Clackamas County	162nd Ave Extension South: Phase 1	10041	Rock Creek Blvd.	Hwy. 212	Extend 162nd Ave from Rock Creek Blvd to Hwy-212; construct new, 3 lane roadway with continuous left turn lane, sidewalks, bike lanes, intersection improvements at Hwy. 212/162nd on all four approaches. Project terminates at industrial employment sector. In addition, will improve safety on a High Injury Corridor.	\$12,100,000	2031-2045	Yes
Roadway (Capital)	Clackamas County	Happy Valley	Clackamas County	172nd-190th Connector: Phase 1 - Design	12193	172nd Ave	190th	Phase 1 design to construct connector between 172nd and 190th Ave using adopted alignment; project includes bike lanes, sidewalks and continuous left turn lane; important connector in n/s freight route alternative to I-205 between I-84 and Hwy-212.	\$5,400,000	2031-2045	Yes
Roadway (Capital)	Clackamas County	Happy Valley	Clackamas County	Foster Rd (Upper): Widening and Multimodal	10035	Cheldelin Rd	172nd 190th Connector	Widen two-lane minor arterial from the county line to the 172nd/190th connector, to include continuous left turn lane, sidewalks and bike lanes. Project segment length is 2,000 ft.	\$10,700,000	2031-2045	Yes
Roadway (Capital)	Clackamas County	Happy Valley	Happy Valley	Misty Drive Extension: 162nd - 169th	11271	162nd Ave.	169th	Construct new 3 lane road with continuous left turn lane, sidewalks, bike lanes, traffic signal and bridge over Rock Creek. Project location improves access to government services, urban and employment centers.	\$18,000,000	2031-2045	Yes
Roadway (Capital)	Clackamas County	Happy Valley	Happy Valley	Rock Creek Blvd: New Road and Multimodal	11135	172nd	177th Ave.	Construct new 3 lane road from 172nd Ave to 177th Ave. Facility improvements include signal modifications at 172nd with dedicated left and right turn lanes at the intersection, continuous left turn lane, sidewalks, and bike lanes.	\$11,400,000	2031-2045	Yes
Roadway (Capital)	Clackamas County	Happy Valley	Clackamas County	Sunnyside Rd East Extension	10076	SE 172nd Ave.	Foster Road	Construct new 5 lane road with continuous left turn lane, sidewalks, bike lanes, and roundabouts. Project component of Happy Valley Boulevard.	\$64,800,000	2031-2045	Yes



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Active Transportation - Pedestrian/Bicycle	Clackamas County	Lake Oswego	Lake Oswego	Bonita Rd Sidewalks and Bike Lanes	11607	Windfield Way	Carman Drive	1,300' long, 5.5' sidewalks and 6' bike lanes on both sides. Widening of roadway involves tree removals and loss of on-street parking. Continuation of improvements toward I-5 expected to be incorporated into SW Corridor project.	\$9,100,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Lake Oswego	Lake Oswego	Knaus Rd Pathways and Bike Lanes	11613	Boones Ferry Rd	Country Club Rd	4,000' long, 6' wide separated asphalt pathway and 5' wide bike lanes on both sides of roadway.	\$20,500,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Lake Oswego	Lake Oswego	South Shore Pathway	11396	Lakeview Blvd	McVey Ave	12,800' long, 6' wide separated asphalt pathway on south side of roadway. Retaining walls and storm water improvements required.	\$27,300,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Lake Oswego	Lake Oswego	Stafford Road Improvements	11936	South Shore Blvd	Rosemont Road	6,000' long, 6' bike lanes and 8' pedestrian facilities on each side of the roadway. Modification to intersections, installation of retaining walls and stormwater improvements required for widening.	\$18,200,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Lake Oswego	Lake Oswego	Tryon Creek Ped Bridge (@Tryon Cove Park)	11171	Foothills Park	Tryon Cove Park	500' long, 10' wide asphalt pathway completes a connection at the existing north end Foothills pathway with to Tryon Cove Park with a pedestrian bridge (per Foothills District Plan). Connects to future Willamette River Greenway Trail.	\$6,800,000	2031-2045	Yes
Roadway (Capital)	Clackamas County	Lake Oswego	Lake Oswego	4th Street Reconstruction	11609	4th/A Ave	4th/B Ave	450' long, 60' wide roadway reconstruction. 12' travel lanes, 8' parking lanes, 10' sidewalks.	\$5,200,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Milwaukie	Milwaukie	Group 10--19th Avenue Neighborhood Greenway Improvements	11622	Milwaukie Riverfront	River Rd at Sparrow St	19th Ave and Sparrow St Neighborhood Greenway Designate as a "neighborhood greenway" and install traffic-calming improvements. Project will improve bicycle and pedestrian network in an equity priority area and increase safety for cyclists and pedestrians. This would connect the south end of Kellogg Creek Trail to River Rd.	\$6,150,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Milwaukie	Milwaukie	Group 5--Stanley Avenue Neighborhood Greenway Improvements	10097	Springwater Trail	Railroad Ave	Stanley Ave Neighborhood Greenway Pedestrian aspect: Fill in sidewalk gaps on both sides of street. Bicycle aspect: Designate as a neighborhood greenway and install traffic-calming improvements. Stanley Ave Connectivity at King Rd = Enhance connection along Stanley Ave at King Rd. Stanley Ave Connectivity at Monroe St = Enhance connection along Stanley Ave at Monroe St. Group 5 projects increase connectivity and bicycle and pedestrian safety in an equity priority area.	\$15,717,000	2031-2045	Yes
Roadway (Capital)	Clackamas County	Milwaukie	ODOT	Group 4--Pedestrian Improvements at Hwy 224	11537	Harrison St	Freeman Way	Intersection Improvements at Hwy 224 and 37th Ave Consolidate the two northern legs of 37th Ave and International Way into one leg at Hwy 224. Intersection Improvements at Hwy 224 and Oak St Add left-turn lanes and protected signal phasing on Oak St approaches. Study of Pedestrian Crossings on Hwy 224 = Examine alternatives for improving pedestrian crossings at five intersections along Hwy 224 (Harrison St, Monroe St, Oak St, 37th Ave, Freeman Way). Intersection Improvements at Hwy 224 and Oak St = Improve pedestrian crossing. Intersection Improvements at Hwy 224 and 37th Ave = Improve pedestrian crossing. Hwy 224 Crossing Improvements at Oak and Washington St = Improve intersection crossing safety for bicyclists at Washington St and Oak St. Intersection Improvements at Hwy 224 and Freeman Way = Improve pedestrian crossing.	\$7,061,000	2031-2045	Yes

2023 Regional Transportation Plan
Draft Constrained Project List - 2031-2045



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Roadway (Capital)	Clackamas County	Milwaukie	Milwaukie	Harrison St Capacity Improvements	11542	32nd Ave	42nd Ave	Widen to standard three lane cross section.	\$8,656,000	2031-2045	Yes
Roadway (Capital)	Clackamas County	Milwaukie	Milwaukie	Linwood/Harmony Rd./ Lake Rd. Intersection	10000	Railroad Ave / Linwood Ave / Harmony Rd Intersection	Railroad Ave / Linwood Ave / Harmony Rd Intersection	Railroad crossing and intersection improvements based on further study of intersection operations including bikeways and pedestrian facilities to be undertake jointly by the City of Milwaukie and the County	\$48,517,000	2031-2045	Yes
Roadway (Capital)	Clackamas County	Milwaukie	ODOT	McLoughlin Blvd-River Rd Intersection Improvements	11539	Location-specific	Location-specific	Consolidate a single access point for the area at Bluebird St with full intersection treatment and signalization or add second northbound left-turn lane at River Rd. This project improves safety and reduces congestion in an equity priority area.	\$2,278,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	North Clackamas Par	North Clackamas Par	Clackamas River Greenway Trail	12318	SE 142nd Avenue & Clackamas Highway	82nd Drive & SE Hanson Court	4-mile continuous public regional trail along the Clackamas River. Acquisition, development, and management of a regional trail along the Clackamas river, within the Clackamas Industrial Area, which will provide access to employment.	\$39,600,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	North Clackamas Par	North Clackamas Par	Mt. Scott/Scouter Mountain Loop: Segment 4E (Powerline Corridor)	12252	SE Sunnyside Road & SE 142nd Avenue	Highway 212, between SE 132nd and SE 142nd.	Multi-jurisdictional trail connecting Gresham and Clackamas River. Project connects Sunnyside Road to Clackamas River Trail near OR 212/242 east of 132nd Ave.	\$6,700,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	North Clackamas Par	North Clackamas Par	Mt. Scott/Scouter Mountain Loop: Segment 5E	12251	I-205 bike/ped path / Sunrise Corridor Bike Path	Highway 212, between SE 132nd and SE 142nd.	A multi-use route within road right-of-way between the I-205 bike/ped path and the intersection of Highway 212 and SE 135th. Alignment follows Lawnfield, Mather, SE 122nd and Hubbard Road.	\$3,300,000	2031-2045	Yes
Throughways	Clackamas County	ODOT	ODOT	I-5 Boone Bridge and Seismic Improvement: SB Wilsonville Rd to Wilsonville-Hubbard Hwy (UR, CN, OT)	11990	Wilsonville Rd	Wilsonville-Hubbard Hwy	Replace Boone Bridge with a seismically resilient structure and add an auxiliary lane on SB I-5 from Wilsonville Road to the Wilsonville-Hubbard Highway (OR 551), preserving the current NB auxiliary lane, to address crashes due to short merging distances, closely spaced interchanges and frequently congested conditions both on and just south of the Boone Bridge. Bike/ped access will be determined. A portion of the project is outside the designated urban growth boundary.	\$670,000,000	2031-2045	Yes
Throughways	Clackamas County	ODOT	ODOT	OR 212/224 Sunrise Hwy Phase 2: SE 122nd to SE 172nd (CON)	11301	122nd Ave	172nd Ave.	Construct Phase 2 of the OR 212/224 Sunrise corridor, consisting of a 4-lane roadway from SE 122nd Ave to SE 172nd Ave, consistent with the FEIS/ROD.	\$331,000,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Oregon City	Clackamas County	Abernethy Road Bike & Pedestrian Improvements	11187	Redland Road	Washington Street	Add a bike lane to the south side. A shared-use path will be added on the north side. (TSP B8, S2)	\$3,420,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Oregon City	Oregon City	Holcomb Boulevard Bike & Pedestrian Improvements	10047	Abernethy Road	UGB	Complete sidewalk and bike lane gaps on both sides, improve street lighting, add four enhanced street crossings, install a speed warning system near Winston Drive and smooth out the curve near Long View Way. (TSP W6, W11, W12, W13, B9, B12, D16, C3, C4, C5, C6)	\$20,680,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Oregon City	Oregon City	Meyers/Beavercreek Shared-Use Path	11546	Morrie Drive	Beavercreek Road	Regional trail would generally follow the Power line alignment, beginning at the Oregon City Loop Trail, meander through a collection of residential neighborhoods on and off a collection of local roads, and into an essential Oregon City Business core area. (TSP S22)	\$4,790,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Oregon City	Oregon City	Molalla Avenue Bike & Pedestrian Improvements, Phase 2	10124	Holmes Lane	Beavercreek Road	Boulevard improvements including widening sidewalks, sidewalk infill, ADA accessibility, bike lanes, reconfigure travel lanes, add bus stop amenities. Also includes adaptive signal timing upgrades project (D1, W73 - Not shown in TSP Walking solutions map)	\$12,760,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Oregon City	Oregon City	Oregon City Loop Trail, Phase 1	10148	Buetel Road	Hwy 99E	Regional trail would generally follow the Oregon City UGB on a collection of local roads, through new development, along Power line right-of-way, and down the bluff to link up with the Promenade in downtown Oregon City. (TSP S23, S26, C17, S30, C21, S33, C22, C23, S34, C27, FF10, FF15, FF16) The project or a portion of the project is outside the designated urban growth boundary.	\$10,480,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Oregon City	Oregon City	Washington Street Bike & Pedestrian Improvements (South)	10120	Home Depot Drive	Abernethy Road	Complete the Boulevard project including stormwater low impact development design improvements, sidewalks, landscaping and street lighting. (TSP W5)	\$4,330,000	2031-2045	Yes

2023 Regional Transportation Plan
Draft Constrained Project List - 2031-2045



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Active Transportation - Pedestrian/Bicycle	Clackamas County	Oregon City	Oregon City	Willamette River Shared-Use Path	11186	S 2nd Street	UGB	Add a shared-use path along the railroad grade. Rehabilitate existing boardwalk between South 2nd Street and Hedges Street (TSP Project S37).	\$12,990,000	2031-2045	Yes
Roadway (Capital)	Clackamas County	Oregon City	Oregon City	Holly Lane Extension (North)	11545	Maple Lane Road	Thayer Road	Construct new 3 lane roadway, sidewalks, bike lanes, turn lanes to serve UGB expansion area. (TSP D57) The project or a portion of the project is outside the designated urban growth boundary.	\$10,940,000	2031-2045	Yes
Roadway (Capital)	Clackamas County	Oregon City	ODOT	Hwy 99E & I-205 SB Interchange Access	10144	Dunes Drive	I-205 SB Ramp Terminus	Dual left turn lanes on 99E approach to SB I-205 ramp, ramp widening to accommodate approach. (Closely related to TSP D75, D76 but not actually these projects)	\$6,040,000	2031-2045	Yes
Roadway (Capital)	Clackamas County	Oregon City	ODOT	OR 213 & Redland, Phase 2	10119	Redland Road	Redland Road Undercrossing	Add third through lane in both northbound & southbound directions. This is Phase 2 of the completed Jughandle Project. (TSP D79)	\$22,780,000	2031-2045	Yes
Roadway (Capital)	Clackamas County	Oregon City	ODOT	OR 99E & I-205 NB Interchange Access	11891	I-205 SB Ramp Terminus	I-205 NB Ramp Terminus	Dual left turn lanes on 99E approach to NB I-205 ramp, ramp widening to accommodate approach, dual left turn lanes from off ramp on to Hwy 99E SB, signal modifications. (Closely related to TSP D75, D76 but not actually these projects)	\$6,040,000	2031-2045	Yes
Transit Service and Operations	Clackamas County	SMART	SMART	SMART Service from Wilsonville to downtown Portland	11107	Wilsonville	Downtown Portland	Create bus commuter route from Wilsonville Transit Center to the Downtown Portland area.	\$5,377,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	West Linn	ODOT	OR 43 Multimodal Improvements - Holly St. to Mary S. Young State Park	10127	Holly St.	Mary S. Young State Park	Improve roadway with widening, turn lanes, street trees, signal interconnections, cycle tracks, and sidewalks.	\$50,339,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	West Linn	West Linn	Ostman Road/Blankenship Road Improvements	11748	Johnson Rd.	Willamette Falls Dr.	Provide congestion relief, address safety issues, and improve bike/ped connectivity	\$3,007,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	West Linn	West Linn	Rosemont Rd./Carriage Way Multimodal Project	11755	Suncrest Dr.	Carriage Way	Includes construction of multimodal improvements to including turn lanes, sidewalks, and bike lanes.	\$6,581,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	West Linn	West Linn	Salamo Bike and Ped Project	11754	Tannler Dr.	Barrington Dr.	Provide bike lanes/cycle tracks and sidewalks. Project will allow for connection with existing bike/ped facilities on a high traffic arterial and encourage alternative modes of transportation.	\$2,323,356	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	West Linn	West Linn	Sunset Bike and Ped Project	11756	Cornwall St.	Willamette Falls Dr.	Provide bike lanes/cycle tracks and sidewalks. Project will allow for connection with existing bike/ped facilities.	\$4,100,040	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	West Linn	West Linn	Willamette Falls Drive Multimodal Improvements - OR 43 to 10th St.	10128	OR 43	10th St.	Provide bike lanes/cycle tracks and sidewalks. This will provide a direct connection between commercial areas (including Downtown Oregon City).	\$23,188,000	2031-2045	Yes
Freight	Clackamas County	West Linn	To be determined	Willamette Falls Locks Repair Project	12090	Willamette Falls Locks	Willamette Falls Locks	Capital improvements needed to repair and reopen the Willamette Falls Locks to support freight transportation, tourism and recreation activities. The project includes structural and electrical repairs, seismic upgrades, and other elements.	\$45,556,000	2031-2045	Yes
Roadway (Capital)	Clackamas County	West Linn	Clackamas County	Stafford Rd./Childs Rd. Intersection Improvements	12073	Stafford Rd./Childs Rd. Intersection	Stafford Rd./Childs Rd. Intersection	Installation of traffic circle at existing intersection to improve traffic circulation and safety. Project was identified through the Clackamas County Road Safety Audit. This project or a portion of the project is located outside the urban growth boundary.	\$5,694,500	2031-2045	Yes
Roadway (Capital)	Clackamas County	West Linn	Clackamas County	Stafford Rd./Rosemont Rd. Improvements	12074	Rosemont Rd./Stafford Rd. intersection	I-205 interchange	Addition of paved shoulders per the Clackamas County Active Transportation Plan. Addition of turn lanes at major intersections. Project identified through Clackamas County Road Safety Audit. This project or a portion of the project is located outside the urban growth boundary.	\$4,555,600	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Wilsonville	Wilsonville	Boeckman Creek Trail	11555	Canyon Creek Park	Memorial Park	Construct multi-use trail along Boeckman Creek with connections to parks	\$5,100,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Wilsonville	Wilsonville	French Prairie Bicycle/Pedestrian/Emergency Bridge	10133	Boones Ferry Rd.	Butteville Rd..	New bicycle/pedestrian/emergency vehicle only bridge crossing the Willamette River. This project or a portion of the project is located outside the urban growth boundary.	\$36,300,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Wilsonville	Wilsonville	Ice Age Tonquin Trail (Segments 1, 2, 3 and 4)	10092	Washington/Clackamas County line	Boones Ferry Landing	Shared use path with some on-street portions consistent with Metro Ice Age Tonquin Trail Master Plan. The project or a portion of the project is outside the designated urban growth boundary.	\$22,600,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Wilsonville	Wilsonville	Wilsonville Town Center Cycle Track - Town Center Loop West to Memorial Drive	12201	SW Town Center Loop West	SW Memorial Drive	Construct two-way cycle track through Wilsonville Town Center.	\$3,800,000	2031-2045	Yes

2023 Regional Transportation Plan
Draft Constrained Project List - 2031-2045



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOY dollars)	Time Period	Financially Constrained
Roadway (Capital)	Clackamas County	Wilsonville	Wilsonville	Advance Road - Stafford to 60th: Complete Street	12200	SW Stafford Road	SW 60th Avenue	Widen to 3 lane section and add sidewalks and protected bike lanes. The project also adds a roundabout at the 60th Avenue intersection for traffic calming.	\$14,000,000	2031-2045	Yes
Roadway (Capital)	Clackamas County	Wilsonville	Wilsonville	Boones Ferry Road Extension	11764	Commerce Circle	Ridder Road	Construct 3-lane section with bike lanes and sidewalk	\$4,800,000	2031-2045	Yes
Roadway (Capital)	Clackamas County	Wilsonville	Wilsonville	Printer Parkway Urban Upgrade	11776	Parkway Avenue	Canyon Creek Road	Widen to 3 lane section at intersections and add sidewalks, bike lanes and multi-use path.	\$8,200,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County, Multnomah County	Lake Oswego	To be determined	Lake Oswego to Portland Trail	10087	Hwy 43/A Ave	Sellwood Bridge	3.15 mile multi-use pathway adjacent to existing Willamette Shore (rail) Line. Connects Lake Oswego to Portland at Sellwood Bridge. Part of the Willamette River Greenway Trail. Full construction cost to be shared by all agency partners. Initial costs shown for planning, engineering, and possible acquisitions.	\$22,800,000	2031-2045	Yes
Transit Service and Operations	Clackamas County, Washington County	SMART	SMART	SMART Service, Operations and Maintenance: 2031-2045	12324	N/A	N/A	Operations of transit services, such as drivers, security, facilities and rolling stock maintenance.	\$86,869,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Gresham	Gresham	162nd - I-84 RR Bridge: Reconstruct for Ped/Bike	10492	NE Russell Street	City Limits	Reconstruct RR bridge to accommodate sidewalks and bikeways.	\$6,300,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Gresham	Gresham	East Buttes Powerline Trail - Springwater to Cheldelin: New Multi-Use Path	10069	Springwater/Gresham-Fairview trail	Cheldelin Road	Construct new shared multi-use trail 14 ft. wide pervious asphalt.	\$6,400,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Gresham	Gresham	Kelley Creek Multi-Use Path - Springwater Trail to Rodlun Road	11074	Springwater Trail	Rodlun Road	Construct new shared multi-use trail 14ft. wide pervious asphalt	\$20,100,000	2031-2045	Yes
Roadway (Capital)	Multnomah County	Gresham	Gresham	172nd - Giese to Foster: Complete Buildout	10465	Giese Rd.	Foster Rd.	Upgrade street to urban standards with sidewalks and bikelanes.	\$27,900,000	2031-2045	Yes
Roadway (Capital)	Multnomah County	Gresham	Gresham	182nd - Powell and Division Intersections: Add Turn Lanes and Transit Supportive Design	10498	181st at Division	181st at Powell	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. Transit/Enhanced Transit Corridor supportive project.	\$4,100,000	2031-2045	Yes
Roadway (Capital)	Multnomah County	Gresham	Gresham	Burnside - 181st to 197th: Construct Boulevard Improvements	10421	181st	197th	Complete boulevard improvements: rain gardens, sidewalk enhancements, lighting.	\$19,100,000	2031-2045	Yes
Roadway (Capital)	Multnomah County	Gresham	Gresham	Burnside - Hogan to Powell: Safety Improvements	10522	Hogan	Powell	Boulevard safety improvements, including medians for access control, wider sidewalk and planter strip.	\$21,300,000	2031-2045	Yes
Roadway (Capital)	Multnomah County	Gresham	Gresham	Butler - Binford to Rodlun: Extend Road and Bridge Crossing	10471	Binford	Rodlun	Construct new Butler road extension and bridge crossing.	\$15,800,000	2031-2045	Yes
Roadway (Capital)	Multnomah County	Gresham	Gresham	Foster at Kelley Creek: Bridge Crossing in Pleasant Valley	10469	Foster Rd.	Kelley Creek	Reconstruct bridge crossing of Foster Road as bridge crossing for 172nd Avenue in Pleasant Valley area.	\$6,400,000	2031-2045	Yes
Roadway (Capital)	Multnomah County	Gresham	Gresham	Giese - 182nd to 172nd: Road, Bike, Ped Extension	10464	182nd	172nd	New extension of Giese Road, 182nd to 172nd.	\$28,600,000	2031-2045	Yes
Roadway (Capital)	Multnomah County	Gresham	Gresham	Giese - 182nd to 190th: Complete Buildout	10468	182nd Ave.	190th Ave.	Construct 3 lane street to urban standards with sidewalks and buffered bike lanes.	\$8,600,000	2031-2045	Yes
Roadway (Capital)	Multnomah County	Gresham	Gresham	Halsey - 162nd to City Limits: Safety Corridor	11683	162nd	City Limits	Halsey safety corridor - Sidewalk infill, lighting, mid-block crossings.	\$5,800,000	2031-2045	Yes
Roadway (Capital)	Multnomah County	Gresham	Gresham	Hogan - Powell to Burnside: Boulevard Design + Intersection Improvements	10512	Powell	Burnside	Improve east side to boulevard standards with center median, second travel lane, planter strip, and new sidewalk. Bike lane east side between Powell and Burnside.	\$9,900,000	2031-2045	Yes
Roadway (Capital)	Multnomah County	Gresham	Gresham	Hogan - Powell to Palmquist: Complete Buildout	10527	Powell	Palmquist	Improve to urban arterial standards with sidewalks and buffered bikelanes.	\$30,100,000	2031-2045	Yes
Active Transportation - Pedestrian	Multnomah County	Multnomah County	Multnomah County	ADA Curb Ramp Replacements: Tier 2	12243	N/A	N/A	Design and reconstruct all Tier 2 curb ramps not compliant with ADA standards in County right of way according to the County ADA Transition Plan.	\$11,600,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Multnomah County	Multnomah County	223rd Ave. (Sandy Blvd to 40 Mile Loop): Complete Street	10389	Sandy Blvd	40 Mile Loop	Improve 223rd Ave to major collector standards including 2 travel lanes, center turn lane/median, sidewalks, bicycle lanes; to address safety and reduce crashes the project will use proven safety countermeasures. Project includes replacing a culvert for fish passage. Replacement of RR bridge not included in this proposal (10394) (503U)	\$22,200,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Multnomah County	Multnomah County	Buxton Road- Historic Columbia River Highway to SE Cherry Park Rd: Bike and Crossing Improvements	12244	Historic Columbia River Highway	SE Cherry Park Rd	Add on-street bike lanes on Buxton Road between East Historic Columbia River Highway and SW Cherry Park Road and reconfigure existing crossings at SW 7th Street and at SW Cherry Park Road for walking and biking to be consistent with Safe Routes to School Action Plan. Install traffic signal at intersection of East Historic Columbia River Highway and Buxton Road. (508U, 542U)	\$3,800,000	2031-2045	Yes

2023 Regional Transportation Plan
Draft Constrained Project List - 2031-2045



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOY dollars)	Time Period	Financially Constrained
Active Transportation - Pedestrian/Bicycle	Multnomah County	Multnomah County	Multnomah County	Glisan St - 202nd Ave to 207th Ave: Complete Street	10386	202nd Ave./Gresham-Fairview Trail	207th Ave./Salish Ponds Natural Area	Reconstruct Glisan Street to provide multimodal connection between Gresham-Fairview Trail, Salish Ponds Natural Area, and area schools. Include bike lanes, sidewalks, and two travel lanes in each direction. Design green-street treatment for drainage improvements, including Fairview Creek culvert replacement. South side of Glisan St is in Gresham, north is City of Fairview. To address safety and reduce crashes the project will use proven safety countermeasures. (516U)	\$27,800,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Multnomah County	Multnomah County	NE 223rd Avenue: North Railroad Crossing Bridge Replacement	10394	2000' north of I-84	2000' north of I-84	Reconstruct railroad bridge on 223rd Ave, 2000' north of I-84 to accommodate wider travel lanes, sidewalks and bike lanes; to address safety and reduce crashes the project will use proven safety countermeasures. (504U)	\$31,400,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Multnomah County	Multnomah County	Scholls Ferry, SW (Humphrey - County line): Multimodal Improvements	10188	SW Humphrey	County Line	Complete street improvements based on the Scholls Ferry Concept Plan, including bicycle and pedestrian facilities and improved stormwater drainage. Project also includes intersection improvements at SW Patton Road for a dedicated left turn lane for the southbound direction, ADA ramp improvements, and signals with permissive / protective phasing. Project includes complete overlay from SW Thomas Street to Sheridan Court. (535U, 536U)	\$48,400,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Multnomah County	Multnomah County	Stark St - 257th Ave to Troutdale Rd: Complete Street	10382	257th Ave.	Troutdale Rd.	Reconstruct SE Stark Street between SW 257th Avenue and S Troutdale Road to minor arterial standards which includes filling gaps in bicycle lanes, sidewalks, and multimodal intersection improvements at SW 257th Avenue. Project also includes enhanced pedestrian crossings at SW Corbeth Lane, and at future regional trail crossing.	\$16,700,000	2031-2045	Yes
Bridge Maintenance and Preservation	Multnomah County	Multnomah County	Multnomah County	Broadway Bridge Limited Seismic Retrofit	12248	Willamette River	Willamette River	Limited seismic upgrades to ensure life safety and to prevent collapse of the bridge during a major earthquake (BUN-BR-06).	\$67,100,000	2031-2045	Yes
Bridge Maintenance and Preservation	Multnomah County	Multnomah County	Multnomah County	Broadway Bridge West Approach Structural Rehab and Paint	12245	Willamette River	Willamette River	Lead paint removal and repainting of west approach; structural concrete and steel repairs (BUN-BR-09)	\$37,900,000	2031-2045	Yes
Bridge Maintenance and Preservation	Multnomah County	Multnomah County	Multnomah County	Hawthorne Bridge Limited Seismic Retrofit	12247	Willamette River	Willamette River	Limited seismic upgrades to ensure life safety and to prevent collapse of the bridge during a major earthquake (BUN-HA-06).	\$65,100,000	2031-2045	Yes
Bridge Maintenance and Preservation	Multnomah County	Multnomah County	Multnomah County	Hawthorne Bridge Rehabilitation	10413	Willamette River	Willamette River	Strengthen load capacity (BUN-HA-08) and operating machinery, trunnion, and trunnion tower structural rehabilitation (BUN-HA-01)	\$30,800,000	2031-2045	Yes
Bridge Maintenance and Preservation	Multnomah County	Multnomah County	Multnomah County	Hawthorne Bridge Structural Rehab	12246	Willamette River	Willamette River	Span lock and live load shoe rehab (BUN-HA-02) and main river spans structural rehab (BUN-HA-10)	\$20,400,000	2031-2045	Yes
Bridge Maintenance and Preservation	Multnomah County	Multnomah County	Multnomah County	Morrison Bridge Rehabilitation: Phase 3	11958	Willamette River	Willamette River	Repave bridge asphalt approaches and upgrade drainage, repair concrete approach decks, and improve illumination (BUN-MO-07) and movable span bearing and span lock improvements (BUN-MO-02).	\$30,100,000	2031-2045	Yes
Freight	Multnomah County	Multnomah County	Multnomah County	Marine Dr - Interlachen to I-84: Freight and Multimodal Improvements	10401	Interlachen	I-84	Reconstruct Marine Drive to have a two-way, five-lane cross section. Project includes constructing sidewalks and bicycle lanes where there are currently gaps. (528U,529U,530U)	\$81,700,000	2031-2045	Yes
Roadway (Capital)	Multnomah County	Multnomah County	Multnomah County	172nd - Cheldelin to Foster: Complete Buildout & Roundabout	10466	Foster	Cheldelin Rd.	Upgrade street to urban standards with sidewalks, bikelanes, and add roundabout at 172nd/Foster.	\$17,200,000	2031-2045	Yes
Roadway (Capital)	Multnomah County	Multnomah County	Multnomah County	Wood Village Blvd: Intersection Safety	12249	Halsey St.	Glisan St	Evaluate and implement safety of intersections (both public and private roadways) on NE Wood Village Boulevard between Glisan Street and Halsey Street. (545U, 521U)	\$4,300,000	2031-2045	Yes
Transportation Demand Management	Multnomah County	Multnomah County	Multnomah County	East Multnomah County: Transportation Demand Management	12018	East Multnomah County	East Multnomah County	Targeted programs and outreach to reduce single occupant vehicle travel and provide more travel options for underserved community members.	\$3,300,000	2031-2045	Yes
Transportation System Management (Technology)	Multnomah County	Multnomah County	Multnomah County	238th/242nd Ave/Hogan Dr.: ACM with Adaptive Signal Timing	11300	Sandy	Palmquist	Improve arterial corridor operations by expanding traveler information and upgrading traffic signal equipment and timings, and making intersection improvements to lanes. Includes the ACM project with signal systems that automatically adapt to current arterial roadway conditions. (506U)	\$11,100,000	2031-2045	Yes



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Transportation System Management (Technology)	Multnomah County	Multnomah County	Multnomah County	257th/Kane Dr.: Arterial Corridor Management (ACM) w/ Adaptive Signal Timing	11299	I-84	Orient Dr.	Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide realtime and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions.	\$6,800,000	2031-2045	Yes
Transportation System Management (Technology)	Multnomah County	Multnomah County	Multnomah County	NE 207th Ave.: Arterial Corridor Management (ACM)	11297	Sandy	Glisan	Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide realtime and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions. (500U)	\$3,800,000	2031-2045	Yes
Transportation System Management (Technology)	Multnomah County	Multnomah County	Multnomah County	NE Glisan Street: Fairview Parkway to NE 242nd Avenue: Arterial Corridor Management (ACM)	12225	Fairview Parkway	NE 242nd Avenue	Install upgraded traffic signal controllers, enhance communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings at up to five (5) traffic signals. Provide realtime and forecasted traveler information. (517U)	\$5,100,000	2031-2045	Yes
Mega Project	Multnomah County	ODOT	ODOT	I-5 Interstate Bridge Replacement Program	10866	Victory Blvd.	Washington state line	Replace I-5/Columbia River bridges, add auxiliary lanes and improve interchanges on I-5, extend light rail transit from Expo Center to Vancouver, WA., add protected/buffered bikeways, cycletracks and a new trail/multiuse path or extension and implement variable rate tolling.	\$6,000,000,000	2031-2045	Yes
Throughways	Multnomah County	ODOT	ODOT	I-405 Operational Improvements	11974	Fremont Bridge	I-5	Construct operational improvements to address bottlenecks and improve safety on I-405. Specific improvements as identified in operational analysis, mobility corridor analysis, and refinement planning	\$98,000,000	2031-2045	Yes
Throughways	Multnomah County	ODOT	ODOT	I-5 Southbound Truck Climbing Lane	11984	Marquam Bridge	Multnomah Blvd	I-5 Truck Climbing Lanes SB (Marquam to Multnomah Blvd). Preliminary Engineering (PE) and Right-of-Way (ROW) and Construction (CON) phases.	\$203,000,000	2031-2045	Yes
Throughways	Multnomah County	ODOT	ODOT	I-84 Operational Improvements	11993	I-5	Troutdale	Construct improvements to address bottlenecks and improve safety on I-84. Specific improvements as identified in operational analysis, mobility corridor analysis and refinement planning	\$41,000,000	2031-2045	Yes
Active Transportation - Pedestrian	Multnomah County	Portland	Portland	Eastside MAX Station Pedestrian Improvements	10312	122nd Ave	162nd Ave	Retrofit existing streets along eastside MAX and at intersecting streets to include better sidewalks and crossings, curb extensions, bus shelters, and benches at 122nd, 148th, and 162nd stations.	\$7,000,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	102nd Ave Corridor Safety Improvements	12217	NE Weidler St	SE Washington St	Design and implement safety and access to transit improvements.	\$8,000,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Alderwood Path	10338	NE Cornfoot Rd	NE Columbia Blvd	Construct a multi-use path on the west side of Alderwood to separate pedestrians and bicyclists from motor vehicle traffic.	\$5,500,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Beaverton-Hillsdale Hwy Corridor Improvements	10279	SW Capitol Hwy	City Limits	Improve corridor safety and access to transit by adding a planted median, enhanced crossings at bus stops and other destinations, lighting improvements, and intersection redesigns.	\$6,500,000	2031-2045	Yes



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Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Broadway/Weidler Corridor Improvements	11646	Broadway Bridge	NE 24th Ave	Enhance existing bike lanes and improve pedestrian/bicycle crossings. Add traffic signals, improve signal timing, improve transit stops, provide transit priority treatments, and construct streetscape improvements.	\$19,500,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Cascade Station Trail	11837	Cascade Station	NE Alderwood Rd & Glass Plant Rd	Construct a multi-use path connecting Cascade Station to Alderwood via Glass Plant Rd, and add eastbound bike lane to Alderwood underneath I-205.	\$8,000,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Columbia Slough Trail Gaps	10234	Confluence of Columbia Slough and North Slough	NE 158th Ave	Close gaps in Columbia Slough Trail: North Slough to North Portland Rd; Vancouver to NE Elrod; NE Elrod to NE 47th Ave; I-205 to approx. NE 128th; NE 145th to 158th, Delta Park Trail.	\$11,000,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Cross-Levee Trail	11813	NE Marine Dr	NE Sandy Blvd	Construct a multi-use path, with crossing improvements at Sandy, Airport Way, and Marine Dr.	\$8,000,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Cully to Columbia Connector	11804	NE Lombard St	NE Columbia Blvd	Upgrade Cully Blvd to include curbs, drainage, sidewalks, and bike lanes. Improve safety for all modes at railroad crossing.	\$8,500,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Division-Midway Connected Centers Project, Phase 2	11824	Division-Midway Town Center	Division-Midway Town Center	Construct priority pedestrian and bicycle network improvements within and connecting to Division-Midway Town Center and nearby neighborhood centers.	\$10,000,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Fields Park Pedestrian / Bicycle Bridge	11780	NW Overton	NW Naito Pkwy	Construct a pedestrian/bicycle bridge over the railroad tracks and Naito Pkwy.	\$15,500,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Foster Rd Corridor Improvements, Phase 2	11817	SE Powell Blvd	SE 90th Ave	Construct remaining elements from the Foster Rd Transportation and Streetscape Plan, including curb extensions along the corridor, bikeway improvements, and roadway widening or lane reconfiguration at 82nd/Foster in order to extend bike lanes through intersection.	\$4,500,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Gateway 99th/96th Streetscape Improvements	10205	SE Stark St	SE Market St	Construct streetscape improvements including wider sidewalks, lighting, street trees, center turn lane, bike lanes, and new signals.	\$9,500,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Gateway Pacific St Streetscape Improvements	10204	99th Ave	102nd Ave	Construct streetscape improvements including wider sidewalks, lighting, street trees, center turn lane, bike lanes, and new signals.	\$16,500,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Halsey/Weidler Safety and Access to Transit	11851	NE 100th Ave	NE 122nd Ave	Construct the Halsey/Weidler area active transportation improvements identified in the Growing Transit Communities Plan to provide safe access to schools and transit.	\$11,000,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Hollywood Town Center Safety Improvements	10268	Hollywood Town Center	Hollywood Town Center	Implement multimodal safety improvements including traffic signals, restriping, improved pedestrian crossings, and connections to transit center.	\$15,500,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	ODOT	I-405 South Portland Crossing Improvements	11787	SW Harbor Dr	SW Broadway	Improve opportunities for people walking and bicycling to cross I-405 on Harbor Dr, Naito Pkwy, 1st, 4th, 5th, 6th, and Broadway.	\$11,000,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	I-84 Path Extension	11850	I-205 Path	NE 122nd Ave	Construct a multi-use path using existing bridge from I-205 Path to NE Fremont St and a two-way bikeway along the south side of NE Fremont St connecting to I-84 Path at 122nd, with sidewalk infill on the north side of NE Fremont St.	\$15,500,000	2031-2045	Yes

2023 Regional Transportation Plan
Draft Constrained Project List - 2031-2045



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Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Inner Capitol Hwy Corridor Improvements	10273	SW Terwilliger	SW Sunset	Construct sidewalks, crossing improvements for access to transit, and bike improvements, and install left turn lane at the Capitol/Burlingame intersection.	\$6,000,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Inner E Burnside Corridor Improvements	11816	12th Ave	82nd Ave	Improve multimodal safety and access along the E Burnside corridor, including bikeway network improvements, enhanced crossings, roadway safety redesign, and transit access and priority improvements, including ITS and NextGen TSP.	\$25,000,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Inner Milwaukie Streetscape Improvements	11818	Gideon	Mall	Design and implement streetscape improvements to enhance sidewalks, lighting, crossings, transit stops, and signals.	\$8,000,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Inner NE Glisan St Corridor Safety Improvements	12231	NE 60th Ave	NE 82nd Ave	Design and implement safety and access to transit improvements.	\$8,000,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Killingsworth/Interstate Connected Centers Project, Phase 2	11805	Killingsworth / Interstate Town Center	Killingsworth / Interstate Town Center	Construct priority pedestrian and bicycle network improvements within and connecting to the Killingsworth / Interstate Town Center and nearby Neighborhood Centers.	\$10,000,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Lents Area Connected Centers Project, Phase 2	12009	Lents Town Center	Lents Town Center	Construct pedestrian and bicycle improvements to build out the active transportation network in and around Lents Town Center and other nearby Neighborhood Centers.	\$10,000,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Lents Town Center Improvements, Phase 2	10186	SE 94th Ave	SE 101st Ave	Enhance bike facilities and implement Lents Town Center Business District Transportation Plan with new traffic signals, pedestrian amenities, wider sidewalks, pedestrian crossings, and street lighting.	\$5,000,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Marine Dr Trail Gaps	10206	I-5	NE 122nd Ave.	Construct remaining gaps in the Marine Dr Trail, including two gaps in the Bridgeton area and one from 112th Ave to 122nd Ave. Coordinate with Army Corps of Engineers levee project and I-5 Bridge Replacement project to fill some of these gaps in the Bridgeton and East Columbia areas.	\$11,000,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Markham School Pedestrian/Bicycle Overpass	10286	I-5 near Markham School	I-5 near Markham School	Construct pedestrian path and bridge over Barbur Blvd. and I-5 to connect SW Alfred and SW 52nd to the rear of Markham School.	\$31,000,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	ODOT	Multnomah Viaduct Safety Improvements	11830	Multnomah Blvd, SW (I-5 Crossing)	Multnomah Blvd, SW (I-5 Crossing)	Construct new bicycle and pedestrian facilities at or parallel to Multnomah Blvd viaduct crossing I-5.	\$8,000,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	N Argyle Corridor Improvements	10219	Columbia Blvd	Denver Ave	Design and implement pedestrian and bicycle facilities on N Argyle from N Columbia Blvd to N Denver Ave. Construct safety and connectivity improvements at the Columbia, Brandon, and Denver intersections.	\$5,000,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	NE 82nd Ave to PDX Airport Corridor Improvements	11803	Alderwood	Lombard	Construct pedestrian and bicycle facilities and other safety improvements. Includes a portion of NE 82nd Ave under ODOT ownership from just south of NE Lombard St to just south of the Columbia Slough.	\$8,000,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	NE Killingsworth St Corridor Safety Improvements	11940	NE MLK Jr Blvd	NE Lombard St	From MLK Jr Blvd to 42nd Ave, add enhanced pedestrian crossings at regular intervals to improve safety and access to transit. From 42nd Ave to Lombard St, redesign roadway to enhance existing bicycle facilities, add and enhance pedestrian crossings, construct transit stop improvements, and support safety and access to transit.	\$8,000,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	NE Prescott Safety Improvements	11806	I-205	NE 122nd Ave	Construct bicycle facilities, sidewalks, and crossing improvements for pedestrian and bicycle safety and to improve access to transit.	\$4,500,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	North Hayden Island Drive	11632	Burlington Northern Rail Bridge	Hayden Island	Construct a multi-use path on one side of N Hayden Island Dr, and install pedestrian/bicycle crossing improvements.	\$8,000,000	2031-2045	Yes

2023 Regional Transportation Plan
Draft Constrained Project List - 2031-2045



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOY dollars)	Time Period	Financially Constrained
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	North Portland Greenway Segment 3	11642	Cathedral Park	Swan Island	Build a multi-use trail connecting the Cathedral Park with Swan Island via University of Portland and Willamette Cove.	\$32,500,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	North Portland Greenway Segment 4	11643	Swan Island	N. Going St	Build a multi-use trail connecting Waud Bluff Trail to N Going Street through Swan Island.	\$11,500,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	North Portland Greenway Segment 5	11644	N. Going St	N. Tillamook/ Interstate	Build a multi-use trail along the Albina Yard connecting Swan Island to the Rose Quarter.	\$16,000,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	ODOT	NW Bridge Ave Multi-use Path	11814	St Helens Rd	St Johns Bridge	Construct a multi-use path along Bridge Avenue between both St Helens Rd intersections.	\$8,000,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Outer Glisan Corridor Improvements, Segment 2	10203	NE 122nd	City Limits	Retrofit street with new traffic signals, bicycle facilities, improved pedestrian facilities and crossings, street lighting, transit priority, and other safety and access to transit improvements.	\$4,500,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Post Office Blocks Transportation Improvements, Phase 2	11795	NW 9th to Broadway; NW Lovejoy to Hoyt	NW 9th to Broadway; NW Lovejoy to Hoyt	Extend the Green Loop through the Broadway Corridor redevelopment site from North Park Blocks to Broadway Bridge. Enhance existing bike lanes along Broadway and Lovejoy viaducts.	\$11,000,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Red Electric Trail, Segment 2	10354	SW Bertha Blvd	Willamette Park	Provide east-west route for pedestrians and cyclists in SW Portland that connects the Hillsdale neighborhood to the Willamette Greenway Trail.	\$15,500,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Sixties Neighborhood Greenway	11821	NE Sacramento St	Springwater Trail	Design and implement a neighborhood greenway, with traffic calming and enhanced crossings as needed.	\$8,000,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Slavin Rd Ped/Bike Improvements	11829	SW Barbur Blvd	SW Corbett Ave	Build a pedestrian and bicycle connection on Slavin Road from Barbur to Corbett, and construct an improved pedestrian/bicycle crossing of Barbur at the Capitol Hwy on-ramp.	\$8,000,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Springwater Gap Trail	10159	SE Linn St	SE 19th Ave.	Construct trail-with-rail multi-use path between Linn and 19th to fill in the "Springwater Gap."	\$15,500,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Sullivan's Gulch Trail: Jonesmore Segment	11808	NE 62nd Ave	NE 92nd Ave	Construct a multi-use trail for pedestrians and bicycles along Broadway and Jonesmore adjacent to the I-84 sound wall, with an improved crossing of 74th Avenue. Provide neighborhood greenway bikeway connections west to 62nd & Hancock and east to 92nd & Schuyler.	\$4,500,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Sunset Blvd Ped/Bike Improvements	10280	SW Dosch	SW 18th Dr.	Construct a pedestrian walkway and climbing bike lane.	\$5,000,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	SW 30th/Hume/31st Pedestrian and Bike Improvements	12091	SW Capitol Highway	SW Barbur Boulevard	Construct a pedestrian walkway and bicycle facilities	\$6,000,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	SW Multnomah Blvd Ped/Bike Improvements, Phase 2	11351	SW 31st Ave	SW 40th Ave	Provide separated pedestrian and bicycle facilities, along with stormwater management facilities.	\$2,000,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	SW Pomona/64th Ped/Bike Improvements	11825	Pomona & 61st	Barbur & 64th	Construct sidewalks and bicycle facilities.	\$8,000,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Swan Island Active Transportation Improvements	11197	Various roadways on Swan Island	Various roadways on Swan Island	Improve access and mobility on Swan Island by constructing the recommended bikeway and trail network in the Portland Bicycle Plan for 2030, including an improved bikeway connection from Basin to Going Ct.	\$10,000,000	2031-2045	Yes

2023 Regional Transportation Plan
Draft Constrained Project List - 2031-2045



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	ODOT	Upper I-405 Trail	11792	SW Water	SW 4th	Design and implement a pedestrian and bicycle connection along the I-405 off-ramp to 4th & Lincoln. Supports future Green Loop project.	\$6,000,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	ODOT	US 26 Multi-use Path	11831	Canyon Ct	Canyon Rd	Design and implement a multi-use path.	\$8,000,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	ODOT	West Portland Connected Centers Project	10287	West Portland Town Center	West Portland Town Center	Construct high-priority bikeways, pedestrian improvements, and transit priority treatments in and around West Portland Town Center.	\$10,000,000	2031-2045	Yes
Bridge (Capital)	Multnomah County	Portland	Portland	Kittridge Bridge Seismic Retrofit	10244	NW Kittridge/Yeon Bridge	NW Kittridge/Yeon Bridge	Retrofit existing seismically vulnerable bridge (#010) across railroad tracks to ensure emergency response and access to petroleum supplies located along the Willamette River in the event of an earthquake.	\$31,000,000	2031-2045	Yes
Bridge (Capital)	Multnomah County	Portland	BNSF	N Lombard St Bridge Replacement	12234	Lombard St, N (over railroad cut)	Lombard St, N (over railroad cut)	Replace existing structurally-deficient, weight-restricted bridge (owned by BNSF) over railroad cut.	\$31,000,000	2031-2045	Yes
Freight	Multnomah County	Portland	Portland	Cathedral Park Quiet Zone	10375	Cathedral Park UPRR Tracks, N	Cathedral Park UPRR Tracks, N	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.	\$13,000,000	2031-2045	Yes
Freight	Multnomah County	Portland	Portland	Columbia Blvd Freight Improvements: Design/Construction	10376	NE 60th Ave.	NE 82nd Ave.	Construct street and intersection modifications to improve safety, freight reliability, and access to industrial properties, based on results of project development (RTP ID #12004).	\$53,500,000	2031-2045	Yes
Freight	Multnomah County	Portland	Portland	Columbia Blvd over Columbia Way and Railroad Bridge Replacements	10331	N Columbia Blvd over Columbia Way and BNSF railroad	N Columbia Blvd over Columbia Way and BNSF railroad	Replace the three existing bridges that carry N Columbia Blvd over to N Columbia Way and the BNSF Railroad, to improve seismic resiliency and address the risk of future weight restrictions.	\$31,000,000	2031-2045	Yes
Freight	Multnomah County	Portland	Portland	Columbia Blvd Over-Dimensional Freight Improvement	11801	N Columbia Blvd at railroad bridge near I-5	N Columbia Blvd at railroad bridge near I-5	Reconstruct the UP Railroad Bridge over Columbia Blvd with a type that has more clearance underneath to enable more over-dimensional freight movement. Alternatively, lower the roadway underneath the railroad bridge (potentially requires moving a jet-fuel line).	\$31,000,000	2031-2045	Yes
Freight	Multnomah County	Portland	Portland	Columbia Blvd Pedestrian Overpass Removal	11800	N Columbia Blvd west of N Midway Ave	N Columbia Blvd west of N Midway Ave	Remove the pedestrian overpass to enable the use of Columbia Blvd as an over-dimensional freight route.	\$3,000,000	2031-2045	Yes
Freight	Multnomah County	Portland	Portland	Marine Dr & 33rd Intersection Improvements	10337	Marine Dr & 33rd Ave, NE	Marine Dr & 33rd Ave, NE	Construct a signal or roundabout to improve safety and freight movements.	\$9,500,000	2031-2045	Yes
Freight	Multnomah County	Portland	Portland	NE 60th Ave Rail Undercrossing Improvements	12312	Columbia	Lombard	Improve the NE 60th Ave Rail Undercrossing to improve vertical clearance for freight movement and to provide pedestrian and bicycle facilities.	\$31,000,000	2031-2045	Yes
Freight	Multnomah County	Portland	ODOT	NE Lombard & 33rd Ave Ramp Redesign	12209	NE Lombard St	NE 33rd St.	Redesign ramps and intersections from Lombard to 33rd to reduce motor vehicle speeds, address turning conflicts, and consolidate access points. Close one ramp and signalize remaining. Provide a pedestrian and bicycle connection from Lombard to 33rd Ave.	\$8,000,000	2031-2045	Yes
Roadway (Capital)	Multnomah County	Portland	Portland	148th Ave Corridor Improvements, Segment 2	12214	NE Airport Way	NE Sacramento St	Widen 148th Ave roadway to three lanes, with pedestrian and bicycle facilities and crossings, from Airport Way to Sacramento St.	\$15,500,000	2031-2045	Yes
Roadway (Capital)	Multnomah County	Portland	Portland	B-H Hwy/Bertha/Capitol Hwy Improvements	10274	Intersection B-H Hwy/Bertha/Capitol Hwy	B-H Hwy/Bertha/Capitol Hwy	Redesign intersection to improve safety.	\$3,000,000	2031-2045	Yes
Roadway (Capital)	Multnomah County	Portland	Portland	Burnside/Skyline Intersection Improvements	10166	Intersection NW Burnside/ Skyline Rd.	Intersection NW Burnside/ Skyline Rd.	Construct intersection improvements at both legs of the double intersection to improve safety for all modes.	\$4,000,000	2031-2045	Yes

2023 Regional Transportation Plan
Draft Constrained Project List - 2031-2045



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOY dollars)	Time Period	Financially Constrained
Roadway (Capital)	Multnomah County	Portland	Portland	Capitol Hwy Bridge Seismic Retrofit	11828	Capitol Hwy, SW (over Barbur and along hillside)	Capitol Hwy, SW (over Barbur and along hillside)	Retrofit existing seismically vulnerable bridge over Barbur (#139) and semi-viaduct along hillside (#140) to ensure emergency response and economic recovery in the event of an earthquake.	\$31,000,000	2031-2045	Yes
Roadway (Capital)	Multnomah County	Portland	Portland	Capitol/Vermont/30th Intersection Improvements	10272	SW Vermont St & 30th Ave	SW Vermont St & 30th Ave	Realign the Capitol/Vermont/30th intersection and provide sidewalks, bike lanes, and drainage improvements.	\$4,500,000	2031-2045	Yes
Roadway (Capital)	Multnomah County	Portland	ODOT	Columbia/MLK Intersection Improvements, Phase 2	11877	Columbia/MLK	Columbia/MLK	Intersection and signalization improvements with a dedicated northbound right turn lane, a second dedicated southbound left turn lane, wider sidewalks adjacent to the roadway, and improvements to the geometry of the existing southbound through/right turn lane.	\$15,500,000	2031-2045	Yes
Roadway (Capital)	Multnomah County	Portland	Portland	Interstate-Larrabee Overpass	10242	N Interstate/Larrabee Bridge	N Interstate/Larrabee Bridge	Remove the existing weight-restricted, low-clearance, poor-condition Interstate to Larrabee southbound flyover ramp (Bridge #153) and replace with a new overpass including a multi-use path to connect the future N Portland Greenway Trail to the Broadway Bridge. Assess the costs and benefits of providing vehicle access on the new structure as part of project development.	\$31,000,000	2031-2045	Yes
Roadway (Capital)	Multnomah County	Portland	Portland	Marine Dr Corridor Safety Improvements	11864	N. Columbia Blvd	NE 33rd Dr	Improve corridor safety along Marine Dr, including improvements to address speeding and lane departure issues. From Bridgeton Rd to 33rd Dr, coordinate with the Army Corps of Engineers, Port of Portland, and Metro on street design changes associated with Levee projects and filling the Marine Drive Trail gap along this segment of the corridor.	\$8,000,000	2031-2045	Yes
Roadway (Capital)	Multnomah County	Portland	Portland	Moody Ave Extension	11869	Bancroft	Hamilton	Extend SW Moody Ave and the streetcar line from Bancroft to Hamilton Ct to improve circulation and transit access within the South Waterfront Neighborhood.	\$75,000,000	2031-2045	Yes
Roadway (Capital)	Multnomah County	Portland	Portland	NE 105th/Holman Corridor Improvements	11812	NE 102nd & Killingsworth	NE Holman St & 112th	Improve roadway and add pedestrian and bicycle facilities to enhance multimodal safety and access along 105th and Holman. Construct a roadway connection on NE Killingsworth from 102nd to 105th to improve connectivity for all modes.	\$22,000,000	2031-2045	Yes
Roadway (Capital)	Multnomah County	Portland	Portland	NE 12th Ave Bridge Replacement	10243	NE 12th/Lloyd Blvd Bridge	NE 12th/Lloyd Blvd Bridge	Replace the existing fracture critical and seismically deficient 12th Ave bridge (Bridge #025) over I-84 and railroad tracks with a new structure. Provide multimodal transportation improvements on the new structure.	\$46,500,000	2031-2045	Yes
Roadway (Capital)	Multnomah County	Portland	Portland	NE 158th Ave Corridor Improvements	11852	NE Sandy Blvd	NE Airport Way	Widen roadway and fill gaps in center turn lane, bicycle facilities, curbs, and sidewalks to improve safety and access to transit.	\$6,500,000	2031-2045	Yes
Roadway (Capital)	Multnomah County	Portland	Portland	NE 162nd Ave Corridor Improvements	11848	Sandy Blvd	Portland City Limits	Widen roadway with pedestrian and bicycle facilities and crossings, from Sandy Blvd to I-84.	\$11,000,000	2031-2045	Yes
Roadway (Capital)	Multnomah County	Portland	Portland	NE 33rd Ave Bridge Replacement	11807	33rd Ave, NE (over railroad tracks and Columbia Blvd)	33rd Ave, NE (over railroad tracks and Columbia Blvd)	Replace the existing seismically vulnerable 33rd Ave bridge (#009) over railroad tracks and provide pedestrian and bicycle facilities on the new structure. Improve and signalize the intersection of 33rd & Columbia, and remove the seismically vulnerable, fracture critical ramp over Columbia (#009A). Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$46,500,000	2031-2045	Yes



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Roadway (Capital)	Multnomah County	Portland	Portland	NE Broadway Corridor Improvements	11943	NE 24th Ave	NE 42nd Ave	Construct traffic signals, enhanced crossings, transit priority treatments, and traffic safety improvements. Provide an enhanced bikeway along the corridor, within or parallel to the roadway.	\$11,000,000	2031-2045	Yes
Roadway (Capital)	Multnomah County	Portland	ODOT	NE Lombard Corridor Safety Improvements: Local Contribution to State-owned Arterial	11865	NE MLK Jr Blvd	NE Sandy Blvd	Construct safety improvements to reduce rear end and lane departure crashes, including improvements at Lombard/11th rail crossing to address crash history. Upgrade existing bicycle facilities east of 11th Ave and extend an in-roadway or parallel bikeway along the corridor west of 11th Ave. Rebuild and add new traffic signals. Improve ped/bike safety at I-205 interchange. Project will coordinate with ODOT to identify locations and design treatments.	\$5,000,000	2031-2045	Yes
Roadway (Capital)	Multnomah County	Portland	Portland	North Portal Street Improvements	11782	SW Water	SW Bond	Improve access into the northern end of the North Macadam District by improving SW Corbett and SW Sheridan Street, including their connections with SW Kelly Way, SW Harbor Drive, and SW River Parkway.	\$20,500,000	2031-2045	Yes
Roadway (Capital)	Multnomah County	Portland	ODOT	NW St Helens Rd Corridor Safety Improvements: Local Contribution to State-owned Arterial	11815	107th	Kittridge	Design and implement pedestrian and bicycle facilities and improve traffic safety for all modes.	\$5,000,000	2031-2045	Yes
Roadway (Capital)	Multnomah County	Portland	ODOT	Outer Sandy Blvd Corridor Improvements: Local Contribution to State-owned Arterial	11810	I-205	Portland City Limits	Widen street to three lanes with a sidewalk and bike lanes from 141st Ave to Portland City Limits. Improve safety for all modes in the Parkrose main street segment.	\$5,000,000	2031-2045	Yes
Roadway (Capital)	Multnomah County	Portland	Portland	Sandy Blvd Corridor Safety Improvements	10180	NE 14th	I-205	Design and implement multimodal corridor improvements including pedestrian lighting, new and enhanced crossings, new or modified signals, transit stop upgrades, transit priority treatments, bicycle network improvements, access management, and roadway design changes to improve traffic safety.	\$11,000,000	2031-2045	Yes
Roadway (Capital)	Multnomah County	Portland	Portland	SE Yamhill / Taylor Couplet	11793	SE Water	SE Grand	Improve traffic safety and capacity by converting Yamhill and Taylor to couplet operation between Water and Grand Ave, including new traffic signals at Yamhill / MLK, Yamhill / Grand, and Taylor / Water. As part of the project, reconfigure the ramp from Belmont viaduct to MLK.	\$6,500,000	2031-2045	Yes
Roadway (Capital)	Multnomah County	Portland	Portland	Southern Triangle Access Improvements	10237	Powell (12th/Ross Island Bridge)	Hawthorne Bridge (railroad mainline)	Improve vehicle access to the Southern Triangle district from eastbound Powell Blvd, and improve vehicle access from CEID to westbound Powell and southbound I-5.	\$8,500,000	2031-2045	Yes
Roadway (Capital)	Multnomah County	Portland	ODOT	SW Broadway Traffic Improvements	11788	SW Grant	SW 5th	Make improvements on SW Broadway and/or other city streets to reduce the vehicle queue on the I-405 SB Exit Ramp that connects to SW Broadway.	\$4,500,000	2031-2045	Yes
Roadway (Capital)	Multnomah County	Portland	Portland	SW Terwilliger Corridor Improvements, Segment 1	11827	SW Taylors Ferry	SW Palater	Construct sidewalks and bicycle facilities. Redesign intersection of Terwilliger & Boones Ferry to improve safety for all modes.	\$8,500,000	2031-2045	Yes
Roadway (Capital)	Multnomah County	Portland	Portland	Tacoma Main Street Improvements	11820	Sellwood Bridge	McLoughlin Blvd	Implement boulevard design based on Tacoma Main Street study recommendations and incorporate McLoughlin Neighborhoods Project recommendations.	\$8,000,000	2031-2045	Yes

2023 Regional Transportation Plan
Draft Constrained Project List - 2031-2045



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Roadway (Capital)	Multnomah County	Portland	Portland	Vista Bridge Renovation	11789	Vista Bridge, SW	Vista Bridge, SW	Renovate and strengthen the structurally deficient Vista Bridge (Bridge #036).	\$31,000,000	2031-2045	Yes
Transit - Better Bus	Multnomah County	Portland	Portland	ETC: Inner North Portland Enhanced Transit Corridor Improvements	11833	Portland Central City	N Lombard St	Construct safety and access to transit improvements and transit priority treatments to reduce transit delay and improve transit reliability and travel times on Vancouver, Williams, Mississippi, and Albina, including NextGen TSP.	\$5,000,000	2031-2045	Yes
Transit - Better Bus	Multnomah County	Portland	Portland	ETC/Rose Lanes Transit Improvement Fund	12232	N/A	N/A	Construct safety and access to transit improvements and transit priority treatments to reduce transit delay and improve transit reliability and travel times.	\$5,000,000	2031-2045	Yes
Transportation Demand Management	Multnomah County	Portland	Portland	Portland Citywide TDM Strategy	12078	Citywide	Citywide	Develop and implement a citywide Transportation Demand Management (TDM) strategy to reduce motor vehicle trip demand.	\$10,000,000	2031-2045	Yes
Transportation Demand Management	Multnomah County	Portland	Portland	Portland Safe Routes to School, Phase 2	11779	N/A	N/A	Safe routes to school projects serving Title 1 schools within the City of Portland.	\$10,000,000	2031-2045	Yes
Transportation System Management (Technology)	Multnomah County	Portland	Portland	Central City Traffic Transportation System Management	10264	Central City	Central City	Implement Central City TSM improvements to arterials.	\$6,500,000	2031-2045	Yes
Transportation System Management (Technology)	Multnomah County	Portland	Portland	Gateway Regional Center TSM	10327	Gateway Regional Center, NE/SE	Gateway Regional Center, NE/SE	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.	\$4,000,000	2031-2045	Yes
Transportation System Management (Technology)	Multnomah County	Portland	Portland	Going St Connected/Automated Vehicle Connection	11796	Swan Island Industrial Area	I-5	Design and construct a Connected/Automated Vehicle connection between Swan Island and I-5.	\$10,000,000	2031-2045	Yes
Transportation System Management (Technology)	Multnomah County	Portland	Portland	Grand/MLK Lloyd District Traffic Signals	11794	NE Lloyd Blvd	NE Broadway	Construct traffic signals along Grand/MLK couplet in the Lloyd District.	\$8,000,000	2031-2045	Yes
Transportation System Management (Technology)	Multnomah County	Portland	Portland	I-405 Corridor ITS Improvements	10266	SW Clay	NW Glisan	ITS improvements at six signals between Clay and Glisan including communications infrastructure and closed circuit TV cameras for remote monitoring and control of traffic flow.	\$2,500,000	2031-2045	Yes
Transportation System Management (Technology)	Multnomah County	Portland	Portland	Marine Drive ITS	10346	N Terminal Hg Rd	NE 185th Ave.	Install ITS infrastructure (communication network, Next-Gen transit signal priority, truck priority detection, queue detection warning system, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system consistent with our policies of moving people and goods more effectively.	\$4,500,000	2031-2045	Yes
Transportation System Management (Technology)	Multnomah County	Portland	Portland	N/NE Lombard St ITS	12218	N Columbia Blvd	NE MLK Jr Blvd	Install ITS infrastructure (communication network, Next-Gen transit signal priority, CCTV cameras, and vehicle/bike/pedestrian detection system) and signal timing improvements for all road users.	\$11,500,000	2031-2045	Yes
Transportation System Management (Technology)	Multnomah County	Portland	Portland	NW Northrup Traffic Signals	11791	NW 11th Ave.	NW 16th Ave.	Construct traffic signals along Northrup at 11th, 12th, 13th, 14th, and 16th to improve traffic flow and transit operations.	\$8,000,000	2031-2045	Yes
Transportation System Management (Technology)	Multnomah County	Portland	Portland	NW Yeon Ave / St Helens Rd (Hwy 30) ITS Improvements	12230	NW Nicolai St	NW 107th Ave	Install ITS infrastructure (communication network, Next-Gen transit signal priority, CCTV cameras, and vehicle/bike/pedestrian detection system) and signal timing improvements for all road users.	\$3,000,000	2031-2045	Yes

2023 Regional Transportation Plan
Draft Constrained Project List - 2031-2045



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Transportation System Management (Technology)	Multnomah County	Portland	Portland	Portland TSMO Maintenance and Improvements to implement Regional TSMO Plan	12086	Citywide	Citywide	Implement projects city wide consistent with the regional TSMO strategy and local plans, including priorities identified in PBOT ETC Plan and 2040 Freight Plan, including both maintenance/replacement or enhancements of signals and software to support improvements on arterial streets to better manage traffic flow and provide greater priority to transit and freight movement.	\$35,000,000	2031-2045	Yes
Transportation System Management (Technology)	Multnomah County	Portland	Portland	Rivergate ITS	10373	N Lombard St	Rivergate Industrial Area	Install ITS infrastructure (communication network, Next-Gen transit signal priority, truck priority detection, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system consistent with our policies of moving people and goods more effectively.	\$4,000,000	2031-2045	Yes
Transportation System Management (Technology)	Multnomah County	Portland	Portland	S Macadam Ave ITS	12236	S Bancroft Ave	Sellwood Bridge	Install ITS infrastructure (communication network, Next-Gen transit signal priority, CCTV cameras, and vehicle/bike/pedestrian detection system) and signal timing improvements for all road users.	\$4,000,000	2031-2045	Yes
Transportation System Management (Technology)	Multnomah County	Portland	Portland	Sandy Blvd ITS	10301	NE Couch St	NE 82nd Ave	Install ITS infrastructure (communication network, Next-Gen transit signal priority, truck priority detection, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system consistent with our policies of moving people and goods more effectively.	\$4,500,000	2031-2045	Yes
Transportation System Management (Technology)	Multnomah County	Portland	Portland	SE Stark St ITS Improvements	12237	SE 82nd Ave	City Limits	Install ITS infrastructure (communication network, Next-Gen transit signal priority, CCTV cameras, and vehicle/bike/pedestrian detection system) and signal timing improvements for all road users.	\$3,500,000	2031-2045	Yes
Transportation System Management (Technology)	Multnomah County	Portland	Portland	W Burnside St/Rd ITS Improvements	12238	Naito Pkwy	SW Tichner Dr	Install ITS infrastructure (communication network, Next-Gen transit signal priority, CCTV cameras, and vehicle/bike/pedestrian detection system) and signal timing improvements for all road users.	\$2,500,000	2031-2045	Yes
Transportation System Management (Technology)	Multnomah County	Portland	ODOT	Water/Yamhill Traffic Signal	11839	SE Water and Yamhill	SE Water and Yamhill	Construct traffic signal at Water/Yamhill to improve safety and capacity at freeway off-ramp.	\$3,000,000	2031-2045	Yes
Transit - High Capacity	Multnomah County	TriMet	TriMet	HCT: Steel Bridge Transit Bottleneck Project Development	12050	Central City (West)	Central City (East)	Project Development to analyze Central City transit capacity and identify preferred options to address transit bottlenecks, delays, layover needs and improve transit speed, reliability, travel times and regional mobility. Include analysis of a potential tunnel option.	\$67,500,000	2031-2045	Yes
Transit Operating Capital	Multnomah County	TriMet	TriMet	Bus: Powell Bus Garage Improvements and ZEB Transition Construction	12279	9800 SE Powell Blvd, Portland	9800 SE Powell Blvd, Portland	Expand bus operations, maintenance and storage facility to accommodate larger fleet and make zero emissions bus improvements.	\$226,700,000	2031-2045	Yes
Transit Operating Capital	Multnomah County	TriMet	TriMet	Center Street Zero Emission Bus Transition: Phase 2	12277	1851-1717 SE Center St, Portland	1851-1717 SE Center St, Portland	Zero emissions bus improvements and expansion to support zero emissions fleet at Center Street Bus Garage.	\$192,000,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Multnomah County	Troutdale	Troutdale	Troutdale 2nd Street Ped/Bike Bridge	12108	SW Halsey ST	SW 2nd ST and SW Kendall Ave	Construct a pedestrian/bicycle bridge over 257th, a high-crash corridor. The project will connect the Halsey corridor project to downtown Troutdale bicycle/pedestrian facilities. Project emerged from 2020-2040 Town Center Plan, adopted in the 2022 amendment of the 2014 Transportation System Plan	\$4,555,600	2031-2045	Yes
Throughways	Multnomah County, Washington County	ODOT	ODOT	US 26 (Sunset Highway) Operational Improvements	11971	I-405	West MPO Boundary	Construct Improvements to address bottlenecks and improve safety on US 26 (Sunset Highway) Specific improvements as identified in operational analysis, mobility corridor analysis, and refinement planning.	\$98,000,000	2031-2045	Yes
Transit - High Capacity	Multnomah County, Washington County	TriMet	TriMet	HCT: Southwest Corridor: PD, Engineering and ROW	12292	Bridgeport Village, Tualatin	Downtown Portland	Project Development, Engineering and Right of Way for High Capacity Transit project between Portland and Tualatin via Tigard.	\$855,000,000	2031-2045	Yes

2023 Regional Transportation Plan
Draft Constrained Project List - 2031-2045



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOY dollars)	Time Period	Financially Constrained
Active Transportation - Pedestrian/Bicycle	Multnomah County, Washington County	Tualatin Hills Park & Recreation	Tualatin Hills Park & Recreation	Westside Regional Trail Segment #19	11967	Westside Trail at NW Skycrest Parkway	THPRD Eastern Boundary at NW 124th Ave.	Design and construct a 12' wide regional, multi-use trail segment connecting THPRD and Portland trail systems, completing a gap, serving historically marginalized communities, improving safety, increasing access to jobs, schools, and 2040 centers.	\$4,900,000	2031-2045	Yes
Transit - High Capacity	Multnomah County, Washington County	Washington County	TriMet	HCT: Southwest Corridor Engineering and ROW Support	12300	Bridgeport Village, Tualatin	Downtown Portland	Support SW Corridor engineering and right-of-way for High Capacity Transit project between Portland and Tualatin via Tigard.	\$20,700,000	2031-2045	Yes
Roadway Maintenance and Preservation	Region-wide (all three counties)	Cities and counties	Cities and counties	Local Roadway Operations, Maintenance and Preservation: 2031-2045	12323	N/A	N/A	Local roadway operations, maintenance and preservation activities	\$9,885,862,000	2031-2045	Yes
Regional Activities	Region-wide (all three counties)	Metro	Metro	Corridor Investment Areas Activities for 2031-2045	11964	Regional	Regional	The RTP identifies mobility corridors and future high capacity transit capital investments needed to support the 2040 Growth Concept. Corridor investment areas activities focus on aligning investments around specific outcomes to support local and regional goals in locations with multijurisdictional interests. Investment areas activities include completing corridor refinement planning and developing multimodal projects in major transportation corridors identified in the RTP as well as developing shared investment strategies to align local, regional and state investments in economic investment areas that support the region's growth economy. Activities include ongoing involvement in local and regional transit and roadway project conception, funding, and design. Metro provides assistance to local jurisdictions for the development of specific projects as well as corridor-based programs identified in the RTP.	\$16,080,000	2031-2045	Yes
Regional Activities	Region-wide (all three counties)	Metro	Metro	Regional MPO Activities for 2031-2045	11745	Regional	Regional	Transportation planning, programming, monitoring and federal reporting that Metro must conduct in order to remain certified as a metropolitan planning organization (MPO) by the federal government for the region and be eligible to receive federal transportation funding dollars.	\$33,990,000	2031-2045	Yes
Transit Oriented Development	Region-wide (all three counties)	Metro	Metro	Regional TOD Investments for 2031-2045	11977	2040 Centers, Stations Areas and Corridors	2040 Centers, Stations Areas and Corridors	Metro's TOD program helps build climate-friendly communities near transit that prioritize the needs of people with low-incomes and communities of color. The core program activity is to provide financial incentives and acquire land to increase affordable housing opportunities in areas that are well-served by transit, particularly those where communities are at risk of gentrification and displacement.	\$84,830,000	2031-2045	Yes
Transportation Demand Management	Region-wide (all three counties)	Metro	Metro	Regional Safe Routes to School Program Activities for 2031-2045	12022	Regional	Regional	Educational and encouragement activities that help children safely walk and roll to school. Funded through the Regional Travel Options program with programs and services provided directly by Metro staff and by local agency and non-profit organizations through grants and agreements.	\$12,870,000	2031-2045	Yes
Transportation Demand Management	Region-wide (all three counties)	Metro	Metro	Regional Travel Options (RTO) Program Activities for 2031-2045	12010	Regional	Regional	Education, services, and small capital projects that promote and make transit, bicycling, walking and ridesharing easier to use. Program elements are delivered by local government agencies, community non-profit organizations and colleges with US and Oregon Department of Transportation funding allocated by the Metro Regional Travel Options program. The program helps the region meet goals for increased access to jobs, education and services and to reduce motor vehicle miles traveled.	\$66,900,000	2031-2045	Yes

2023 Regional Transportation Plan
Draft Constrained Project List - 2031-2045



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Transportation System Management (Technology)	Region-wide (all three counties)	Metro	Metro	Regional TSMO Corridors Priority Investments for 2031-2045	12025	Regional	Regional	As coordinated through the regional TSMO program, provide funding and secure discretionary grants for operators to work together to deploy safe, integrated corridor management with advanced technology in regional mobility corridors including decision support systems, real-time traveler information on route choice and estimated travel time that uses a variety of data sensors, software and systems (e.g., smart mobility hubs, internet of things, connected and automated vehicles). This also includes deployment of innovative technology systems, automated corridor management, and other active traffic management strategies.	\$22,600,000	2031-2045	Yes
Transportation System Management (Technology)	Region-wide (all three counties)	Metro	Metro	Regional TSMO Program Investments for 2031-2045	12013	Regional	Regional	Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving "big data" processing (PSU PORTAL) to support analyzing performance measures.	\$22,600,000	2031-2045	Yes
Bridge Maintenance and Preservation	Region-wide (all three counties)	ODOT	ODOT	Bridge Rehabilitation & Repair: 2031-2045	12294	Region-wide	Region-wide	Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity.	\$441,000,000	2031-2045	Yes
Roadway Maintenance and Preservation	Region-wide (all three counties)	ODOT	ODOT	Culvert Replacement & Repair: 2031-2045	12295	Region-wide	Region-wide	Repair and replacement of culverts that have or are in danger of failure, do not provide adequate drainage or are a habitat barrier to Threatened & Endangered species that do not add motor vehicle capacity.	\$221,000,000	2031-2045	Yes
Roadway Maintenance and Preservation	Region-wide (all three counties)	ODOT	ODOT	Highway Pavement Maintenance: 2031-2045	12298	Region-wide	Region-wide	Pavement rehabilitation/repair projects includes overlays, slurry seals, full pavement replacement, and other minor roadway improvements (curb and gutters, adding/widening shoulders) that do not add motor vehicle capacity.	\$662,000,000	2031-2045	Yes
Roadway Operations	Region-wide (all three counties)	ODOT	ODOT	Safety & Operations Projects: 2031-2045	12299	Region-wide	Region-wide	Projects to improve safety and/or operational efficiencies such as pedestrian crossings, speed feedback signs, transit priority technology at signals on arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, sidewalks, bicycle lanes, and other improvements that do not add motor vehicle capacity.	\$882,000,000	2031-2045	Yes
Throughways	Region-wide (all three counties)	ODOT	ODOT	I-5 Freight Operational Improvements	11991	Columbia River	South MPO Boundary	Construct improvements to address bottlenecks and improve safety on I-5. Specific improvements as identified in operational analysis, mobility corridor analysis and refinement planning.	\$358,000,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Region-wide (all three counties)	TriMet	TriMet	Access: Bike & Ride Facilities: Phase 2	11594	N/A	N/A	Provide secure bike parking facilities and enhancements at TriMet stations and stops.	\$2,000,000	2031-2045	Yes
Transit - Better Bus	Region-wide (all three counties)	TriMet	TriMet	ETC: Better Bus Program Phase 2	12284	N/A	N/A	Program for roadway treatments, transit signal priority and other transit roadway improvements	\$30,000,000	2031-2045	Yes
Transit - High Capacity	Region-wide (all three counties)	TriMet	TriMet	HCT: Optimization, Reliability and Station Improvements: Phase 2	12269	N/A	N/A	Improvements to HCT including optimizing and rehabilitating stations, station areas, and operational items including track, signals and switches.	\$255,000,000	2031-2045	Yes
Transit - High Capacity	Region-wide (all three counties)	TriMet	TriMet	HCT: Project Development for Future HCT	12285	N/A	N/A	Project Development for Rapid Transit Project	\$40,000,000	2031-2045	Yes
Transit Capital - Other	Region-wide (all three counties)	TriMet	TriMet	Access: Bus Stop and Access to Transit Improvements: Phase 2	11230	N/A	N/A	Transit stop, right of way, sidewalk, crossing and ADA improvements to support expansion of services and amenities.	\$10,000,000	2031-2045	Yes
Transit Maintenance	Region-wide (all three counties)	TriMet	TriMet	Transit Maintenance: Phase 2	12297	N/A	N/A	Maintenance of transit services, such as drivers, security, facilities and rolling stock.	\$3,698,200,000	2031-2045	Yes
Transit Operating Capital	Region-wide (all three counties)	TriMet	TriMet	Bus: 5th Bus Base Land Acquisition	12280	N/A	N/A	Land acquisition and planning of a 5th bus base to support growth of TriMet bus service.	\$80,000,000	2031-2045	Yes



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOY dollars)	Time Period	Financially Constrained
Transit Operating Capital	Region-wide (all three counties)	TriMet	TriMet	Operating Capital: Equipment and Facilities: Phase 2	11338	N/A	N/A	Equipment and facilities to support system replacement, refurbishment, and growth.	\$130,464,000	2031-2045	Yes
Transit Operating Capital	Region-wide (all three counties)	TriMet	TriMet	Operating Capital: Fleet Vehicles: Phase 2	10999	Regionwide	Regionwide	Replacement, refurbishment and/or expansion of zero emission buses, articulated buses, light rail and LIFT vehicles.	\$2,364,900,000	2031-2045	Yes
Transit Operating Capital	Region-wide (all three counties)	TriMet	TriMet	Operating Capital: Information Technology Phase 2	10998	Regionwide	Regionwide	Communication systems, information technology, cyber security and improvements to Hop.	\$145,710,000	2031-2045	Yes
Transit Operating Capital	Region-wide (all three counties)	TriMet	TriMet	Operating Capital: Safety & Security: Phase 2	11016	N/A	N/A	Safety and security enhancements, CCTV, Rail crossing enhancements	\$5,067,643,000	2031-2045	Yes
Transit Operating Capital	Region-wide (all three counties)	TriMet	TriMet	Transit Center and Layover Improvements: Phase 2	12256	N/A	N/A	Program to improve, expand or create new transit centers or layover facilities.	\$62,000,000	2031-2045	Yes
Transit Oriented Development	Region-wide (all three counties)	TriMet	TriMet	Transit-Oriented Development: Phase 2	12272	N/A	N/A	Site acquisition, station area planning, activation or infrastructure improvements	\$5,000,000	2031-2045	Yes
Transit Service and Operations	Region-wide (all three counties)	TriMet	TriMet	STIF Regional Coordination Funds: Phase 2	12274	N/A	N/A	Pass through funds for regional shuttle services.	\$140,000,000	2031-2045	Yes
Transit Service and Operations	Region-wide (all three counties)	TriMet	TriMet	Streetcar STIF Funds: Phase 2	12276	N/A	N/A	Pass through funds for Portland Streetcar.	\$66,600,000	2031-2045	Yes
Transit Service and Operations	Region-wide (all three counties)	TriMet	TriMet	TriMet Operations: Phase 2	12296	N/A	N/A	Operations of transit services, such as drivers, security, facilities and rolling stock.	\$13,021,800,000	2031-2045	Yes
Transportation Demand Management	Region-wide (all three counties)	TriMet	TriMet	Access: Park & Ride Facilities: Phase 2	12079	N/A	N/A	Additions or modifications to existing Park & Ride lots.	\$2,000,000	2031-2045	Yes
Transportation Demand Management	Region-wide (all three counties)	TriMet	TriMet	TriMet Fare Discount Programs: Phase 2	12268	N/A	N/A	TriMet programs to provide discounted fares for eligible groups.	\$90,000,000	2031-2045	Yes
Active Transportation - Bicycle	Washington County	Beaverton	Beaverton	173rd Avenue: Walker Road to Cornell Road (Bikeway)	12052	Walker Road	Cornell Road	Restriping (removing center turn lane) and construction of protected bike lane.	\$11,400,000	2031-2045	Yes
Active Transportation - Bicycle	Washington County	Beaverton	Beaverton	Hall Boulevard: 12th to Allen Blvd (Bike Lanes/Turn Lanes)	10669	12th Street	Allen Boulevard (approximately 600 ft south)	Construct bike lanes and turn lanes on Hall Boulevard, between 12th Street and Allen Boulevard.	\$12,500,000	2031-2045	Yes
Active Transportation - Bicycle	Washington County	Beaverton	Beaverton	Hall Boulevard: Cedar Hills Blvd to Crescent St (Bike Lanes)	10663	Cedar Hills Boulevard	Crescent Street	Construct bike lanes	\$12,500,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Beaverton	Beaverton	Allen Boulevard Complete Street: Murray Blvd to Menlo Drive	12110	Murray Boulevard	Menlo Dr.	Construct complete street: sidewalks, street trees, bike lanes, lighting, signals, and turn lanes, where needed.	\$38,900,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Beaverton	Beaverton	Downtown Loop Complete Street: Hall Boulevard - 1st to 5th	12123	1st Street	5th Street	Construct complete street on Hall Boulevard, between 1st Street and 5th Street, with wider sidewalks, protected bike lanes, street trees, new signals and marked crosswalks.	\$29,300,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Beaverton	Beaverton	Downtown Loop Complete Street: Watson Ave - 1st to 5th	12122	1st Street	5th Street	Construct complete street on Watson Avenue between 1st Street and 5th Street with wider sidewalks, protected bike lanes, street trees, new signals and marked crosswalks.	\$29,300,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Beaverton	ODOT	OR 8: Canyon Rd Complete Street: Hocken to 117th (Design)	12113	Hocken Ave.	117th Ave./Broadway St.	Preliminary Design and engagement for a complete street on Canyon Road, from Hocken Ave. to 117th Ave. Wider sidewalks, street trees, bikes lanes, signal and intersection, lighting, and landscaped median investments. Explore jurisdictional transfer.	\$3,300,000	2031-2045	Yes
Bridge (Capital)	Washington County	Beaverton	Beaverton	Hall Boulevard Bridge Reconstruction (Beaverton Creek)	12100	Crescent Street	Crescent Connection MUP	Construct new roadway bridge with wider sidewalks and protected bike lanes. Reconstruct intersection with SW Crescent Avenue/Crescent Connection multiuse path and replace traffic signal.	\$26,000,000	2031-2045	Yes
Roadway (Capital)	Washington County	Beaverton	Beaverton	Cedar Hills Boulevard/Canyon Road Intersection (Reconfiguration)	12117	Cedar Hills Boulevard/Canyon Road	Cedar Hills Boulevard/Canyon Road	Construct new signal; Add NB and SB left turn lanes on Cedar Hills Blvd; add EB left turn lane on Canyon road; add sidewalks and ramps. Eliminate left turning movements around the Broadway jughandle; add protection for cyclists on SW Broadway St.	\$9,800,000	2031-2045	Yes
Roadway (Capital)	Washington County	Beaverton	Beaverton	Cedar Hills/Dawson Way/Westgate (Intersection Realignment)	10618	Rose Biggi Avenue	Cedar Hills Boulevard	Construct realignment of Dawson Way/SW Westgate Drive at Cedar Hills Boulevard. Add turn lanes at intersection. Construct sidewalks on SW Westgate Drive and on-street bikeway (sharrows) on Westgate Drive and Dawson Way.	\$21,600,000	2031-2045	Yes
Roadway (Capital)	Washington County	Beaverton	Beaverton	Farmington Road/Cedar Hills Boulevard (Add Turn Lanes)	11895	Farmington Road/Cedar Hills Boulevard	Farmington Road/Cedar Hills Boulevard	At intersection of Farmington Road and Cedar Hills Boulevard, construct southbound double left turn lanes and southbound right turn lane. Restripe southbound through lanes as side-by-side left turn lanes. Construct second eastbound left turn lane.	\$8,100,000	2031-2045	Yes

2023 Regional Transportation Plan
Draft Constrained Project List - 2031-2045



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Roadway (Capital)	Washington County	Beaverton	Beaverton	Hall Blvd/Allen Blvd Intersection (add turn lanes)	11896	Hall Boulevard/Allen Boulevard	Hall Boulevard/Allen Boulevard	Construct eastbound and westbound right turn lanes, and northbound and southbound double left turn lanes at the intersection of Hall Boulevard and Allen Boulevard.	\$6,800,000	2031-2045	Yes
Roadway (Capital)	Washington County	Beaverton	Beaverton	McKernan Creek Parkway: Siler Ridge Lane to Kemmer Road	12128	Siler Ridge Lane	Kemmer Road	Construct new collector street in Cooper Mountain area with shared use pathway adjacent to the street.	\$19,500,000	2031-2045	Yes
Active Transportation - Pedestrian	Washington County	Cornelius	ODOT	TV Highway Pedestrian Infill	10805	Cornelius east city limits	Cornelius west city limits	Build out sidewalk gaps on TV Hwy. in Cornelius.	\$6,200,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Cornelius	Cornelius	19th/20th Avenue	11249	Council Creek	Between S. Ginger and S. Heather Streets	Improve to collector standards by building out sidewalk gaps, creating bike facilities, and improving rail crossing.	\$11,200,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Cornelius	Cornelius	Davis Street Sidewalks and Bike Signage	11245	10th Ave	19th Ave	Add sidewalks on south side of this collector street. Also add bike markings (sharrows) and bike signage.	\$7,500,000	2031-2045	Yes
Roadway (Capital)	Washington County	Cornelius	Cornelius	345th Avenue Traffic Signals and Crossing Gates	10802	TV Hwy (OR 8)	S. 29th Blvd.	Install traffic signals at intersection of Hwy 8 and SW 345th Avenue and install crossing gates and signals at SW 345th railroad crossing between Baseline and S. 29th Blvd.	\$4,600,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Forest Grove	Washington County	Gales Creek Road Improvement	11973	Thatcher Road	Forest Gale Drive/Willamina Avenue	To enhance the pedestrian safety by connecting gaps, improve bike lane safety, some storm drainage and road improvements.	\$3,300,000	2031-2045	Yes
Roadway (Capital)	Washington County	Forest Grove	Forest Grove	David Hill Road Improvement	10784	Thatcher Road	West UGB	Improve David Hill Road west of Thatcher Road to collector road standards to improve pedestrian and bicycle safety and improve multimodal access from nearby neighborhoods to community park.	\$22,800,000	2031-2045	Yes
Roadway (Capital)	Washington County	Forest Grove	Forest Grove	Heather Industrial Connector	12132	Mountain View	Poplar Street	Construct collector road to improve circulation	\$3,300,000	2031-2045	Yes
Roadway (Capital)	Washington County	Forest Grove	ODOT	OR 47 at David Hill Road Intersection Roundabout Improvement	11948	David Hill Road	Highway 47	Add an additional second circulating lane to the existing roundabout to provide separation for northbound left turning and through traffic as well as a separate lane for southbound turns.	\$5,700,000	2031-2045	Yes
Roadway (Capital)	Washington County	Forest Grove	ODOT	OR 47 at Purdin Rd/Verboort Rd Roundabout Improvement	11950	Highway 47	Purdin Road/Verboort Road	Add a northbound right turn slip lane on the south leg of the roundabout and a southbound right turn slip lane on the south leg of the roundabout to the overall roundabout intersection. The project or a portion of the project is outside the designated urban growth boundary.	\$9,100,000	2031-2045	Yes
Roadway (Capital)	Washington County	Forest Grove	Forest Grove	Thatcher Road Improvement	10773	David Hill Road	Gales Creek Road	Improve Thatcher Road to arterial design standards and improve intersection with Gales Creek Road.	\$26,500,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Hillsboro	Hillsboro	15th Ave Bike/Ped Improvements	11165	Sunrise Ln	Evergreen Rd	Improve road to urban standards and construct missing sidewalks and bike facilities	\$8,300,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Hillsboro	Hillsboro	25th Ave Bike/Ped Gaps	11166	Intel Jones Farm/Hillsboro Fire Station 5 driveway	Evergreen Rd	Improve to three-lane urban arterial standards	\$6,800,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Hillsboro	Hillsboro	25th Ave Turn Lanes and Bike/Ped Improvements	11905	Cornell Rd	Griffin Oaks St	Widen to add concrete center turn lane and improve sidewalks and bike facilities	\$18,400,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Hillsboro	Hillsboro	Century Blvd Turn Lanes and Bike/Ped Gaps (Baseline to Alder)	10819	Baseline Rd	Alder St	Complete missing urban sections including sidewalks, bike facilities, and center turn lane where appropriate	\$4,600,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Hillsboro	To be determined	Crescent Park Greenway - Brookwood Overcrossing	12133	Brookwood Parkway	Brookwood Parkway	Grade-separated over-crossing of Crescent Park Greenway at Brookwood Parkway	\$6,000,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Hillsboro	Hillsboro	Elam Young Pkwy Bike/Ped Improvements	12137	Cornell (West)	Cornell (East)	Construct sidewalks on inside loop; need widening at intersections to accommodate bike lanes; stripe bike lanes as part of pavement management program south of light rail tracks; future cycle track	\$5,200,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Hillsboro	Hillsboro	Reedville Trail (South Segment)	11462	Tualatin Valley Highway	Rosedale Rd	Construct multi-use trail along BPA Pearl-Keeler power line corridor	\$13,700,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Hillsboro	Hillsboro	Sunrise Ln Bike/Ped Improvements	11163	Jackson School Rd	25th Ave	Widen and improve road to urban standards with sidewalks and bike facilities; construct missing sidewalks	\$20,500,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Hillsboro	Hillsboro	Walker Rd Turn Lanes and Bike/Ped Improvements	10823	Cornelius Pass Rd	206th Ave	Complete three-lane urban upgrade including center turn lane, sidewalks and bike lanes	\$8,000,000	2031-2045	Yes
Roadway (Capital)	Washington County	Hillsboro	Washington County	209th Ave Widening and Improvements, Phase 3	11753	Vermont St	Farmington Rd	Widen and improve road to five lanes with sidewalks and bike facilities; improve culvert at Rosedale Creek; improve intersections including new signal at Murphy and modified signal at Rosedale	\$25,700,000	2031-2045	Yes

2023 Regional Transportation Plan
Draft Constrained Project List - 2031-2045



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Roadway (Capital)	Washington County	Hillsboro	Hillsboro	25th Ave Extension	11906	Evergreen Rd	Jackson School Rd	Construct three-lane road; also see 25th Ave realignment project (22-003)	\$19,200,000	2031-2045	Yes
Roadway (Capital)	Washington County	Hillsboro	Hillsboro	Century Blvd Improvements (South Hillsboro)	11394	Kinnaman Rd	Rosedale Rd	Widen road to three-lane collector standard; include roundabout at Kinnaman, bridge over Butternut Creek and box culvert at tributary south of Rosa; include intersection improvements at Rosedale and signal at Murphy	\$84,000,000	2031-2045	Yes
Roadway (Capital)	Washington County	Hillsboro	Washington County	Cornelius Pass Rd Extension, Phase 3	11921	Vermont St	Rosedale Rd	Construct five-lane road extension with new intersections at Murphy and Rosedale; box culvert at south tributary of Butternut Creek	\$24,700,000	2031-2045	Yes
Roadway (Capital)	Washington County	Hillsboro	Hillsboro	Hillsboro Safety Action Projects	11932	City-wide	City-wide	Implement projects as identified in the Hillsboro Transportation Safety Action Plan to improve safety at locations with high fatal and/or serious crashes.	\$10,900,000	2031-2045	Yes
Roadway (Capital)	Washington County	Hillsboro	Hillsboro	Huffman St Extension, Phase 2	11890	NW 273rd	Jackson School Rd	Construct three-lane road, preserve five-lane right-of-way (cost estimate represent higher cost option of Waible Creek alternative alignment with roundabout at Jackson School Road)	\$38,100,000	2031-2045	Yes
Roadway (Capital)	Washington County	Hillsboro	Washington County	Jackson School Rd Improvements	11907	Evergreen Rd	Storey Creek (UGB)	Widen and improve road to three-lane arterial standard; sidewalk on UGB side only; cycle track on east side and buffered bike lane on west side; additional refinement needed for future intersections with Huffman and 25th Ave extension	\$15,100,000	2031-2045	Yes
Roadway (Capital)	Washington County	Hillsboro	Hillsboro	Murphy Rd Construction	11384	Century Blvd	209th Ave	Construct new three-lane road with new intersections at Century, Cornelius Pass, and 209th Ave	\$24,200,000	2031-2045	Yes
Roadway (Capital)	Washington County	Hillsboro	Hillsboro	Rosedale Rd Turn Lanes and Bike/Ped Improvements	11911	Century Blvd (229th Ave)	209th Ave	Widen and improve road to three-lane collector standard; box culvert at Rosedale Creek east and west crossings	\$26,500,000	2031-2045	Yes
Roadway (Capital)	Washington County	Hillsboro	Hillsboro	Stucki Ave Extension and Realignment	11276	206th Ave	Walker Rd	Construct three-lane extension with new intersections at Gibbs, Wilkins extension, Amberglen extension, and 205th; see AmberGlen "Crossroads" LPA	\$45,100,000	2031-2045	Yes
Roadway (Capital)	Washington County	Hillsboro	ODOT	US 26 at NE 185th Eastbound On-Ramp Widening	12148	185th	US 26 Eastbound	Widen on-ramp to two full lanes and allow shared right-turn from outside northbound through lane on 185th	\$4,400,000	2031-2045	Yes
Roadway (Capital)	Washington County	Hillsboro	Hillsboro	Veterans Dr Extension	12140	Brookwood	Belknap	Construct three-lane extension east of Brookwood to connect to Elam Young Pkwy via Belknap Ct; require bridge over Dawson Creek; improve Belknap Ct to two-lane collector standard and remove on street parking to accommodate bike lanes	\$26,400,000	2031-2045	Yes
Transit - Better Bus	Washington County	Hillsboro	ODOT	OR 8: TV Highway Transit Access and Multimodal Safety	10846	Maple St	Cornelius Pass Rd	Provide bike/ped improvements and safety and lighting improvements. Local match for TV Hwy HCT and Safety and Complete Street projects.	\$45,600,000	2031-2045	Yes
Transit Capital - Other	Washington County	Hillsboro	TriMet	Transit Stop Enhancements (Hillsboro)	11381	City-wide	City-wide	Provide citywide improvements to transit stops including landing pads, shelters, and other amenities.	\$8,500,000	2031-2045	Yes
Transportation System Management (Technology)	Washington County	Hillsboro	Hillsboro	Communications (ITS) Projects	11931	City-wide	City-wide	Install fiber, ITS, and other communications equipment and devices for improved signal coordination.	\$2,600,000	2031-2045	Yes
Active Transportation - Pedestrian	Washington County	King City	ODOT	King City Sidewalk Infill	11692	1000' west of SW Royalty Pkwy	SW Beef Bend Rd.	Add sidewalks.	\$3,300,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	King City	King City	OR 99W Connector Trail: OR 99W to south side of Tualatin River	12152	OR 99W N of Tualatin River	OR 99W S of Tualatin River	Construct a shared-use path from Tualatin River Trail (TRT) to SW Versailles Road along west side of OR 99W, from the TRT under 99W to fire signal along east side of 99W, & Construct bike/Ped crossing of the Tualatin River along the west side of OR 99W.	\$3,300,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	King City	King City	SW Elsner Road Sidewalks, Cycletrack, Turn-lanes - Phase 2	12156	SW Roy Rogers Road	River Terrace Blvd	Improve with pedestrian and bike facilities from SW Roy Rogers Road to SW Beef Bend Road. 2-lane street with sidewalks and a one-way cycle track on each side to the Tualatin River Trail, then shared use path on west side and left-turn lanes where needed.	\$6,800,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	King City	King City	Westside Trail: Segment 1	11947	Beef Bend Rd.	Tualatin River	Construct a shared-use path for bike/ped w/ connections to adjacent streets. Includes crossing of the Tualatin Rv. Realigns 137th Avenue to connect with Colyer Way with intersection improvements. Install an enhanced bike/ped crossing at the Fischer & Capulet intersections.	\$13,200,000	2031-2045	Yes

2023 Regional Transportation Plan
Draft Constrained Project List - 2031-2045



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Roadway (Capital)	Washington County	King City	Washington County	137th Avenue Corridor: Beef Bend Rd to Fischer Rd ext.	12154	SW Beef Bend Rd	SW Fischer Road Extension	Improve to include pedestrian (Neighborhood Pedestrian Overlay) and bike facilities (Neighborhood Bicycle Overlay). Cost assumes a 2-lane street, a sidewalk on the west side and shared lane markings for bikes, with 3-lanes provided at the SW Beef Bend intersection.	\$14,000,000	2031-2045	Yes
Roadway (Capital)	Washington County	King City	King City	154th Ave New Collector	12149	SW Beef Bend Rd	New E-W Collector (KT Blvd)	Construct a Collector Street with pedestrian and bike facilities. 2-lane street with parking, sidewalks on both sides, with 3-lanes provided at the SW Beef Bend intersection.	\$6,500,000	2031-2045	Yes
Roadway (Capital)	Washington County	King City	King City	Fisher Rd. Extension - Phase 2	12150	154th Ave	147th Ave	Construct new 2 lane Collector Rd with sidewalks bike lanes, street lighting and traffic signals at key intersections. Project is currently outside UGB, but was adopted as part of a concept plan for the area. The project or a portion of the project is outside the designated UGB.	\$19,800,000	2031-2045	Yes
Roadway (Capital)	Washington County	King City	King City	Fisher Rd. Extension - Phase 3	12151	147th Ave	King Lear Way	Construct new 2 lane Collector Rd with sidewalks bike lanes, street lighting and traffic signals at key intersections. Project is currently outside UGB, but was adopted as part of a concept plan for the area. The project or a portion of the project is outside the designated UGB.	\$5,400,000	2031-2045	Yes
Roadway (Capital)	Washington County	King City	King City	SW 150th Avenue Corridor Improvements	12155	SW Beef Bend Rd	New E-W Collector	Construct a Collector Street with pedestrian and bike facilities. 2-lane street with parking, a shared-use path on the west side and a sidewalk on the east side, with 3-lanes provided at the SW Beef Bend intersection.	\$7,200,000	2031-2045	Yes
Throughways	Washington County	ODOT	ODOT	I-5 Northbound Braided Ramps I-205 to Nyberg	11989	I-205	Nyberg Rd	Replace the inside merge at I-205 entrance by constructing braided ramps.	\$98,000,000	2031-2045	Yes
Throughways	Washington County	ODOT	ODOT	I-5 Northbound: Auxiliary Lane Extension Nyberg to Lower Boones Ferry - Phase 2	11402	Nyberg Rd. Interchange	Lower Boones Ferry Rd. Interchange	Extend existing auxiliary lane. This is Phase 2 (RTP ID 11583 is Phase 3 further north).	\$26,000,000	2031-2045	Yes
Throughways	Washington County	ODOT	ODOT	OR 217 Southbound Braided Ramps Beaverton-Hillsdale Hwy to Allen Blvd	11988	Beaverton-Hillsdale Hwy	Allen Blvd	Design and construct braided ramps on southbound OR 217 at Canyon Rd and Beaverton Hillsdale Hwy, including expanded bridge.	\$203,000,000	2031-2045	Yes
Active Transportation - Pedestrian	Washington County	Sherwood	ODOT	OR 99W Pedestrian Improvements	10706	UGB Northern Boundary	UGB Southern Boundary	Pedestrian upgrades. Completes pedestrian links along 99W from north to south end of city limits. Includes ADA upgrades as required at intersection and local connections. Assumes bike lanes already provided along OR 99W (SW Pacific Highway).	\$3,300,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Sherwood	Sherwood	Cedar Creek Trail	10701	SW Oregon St	SW Roy Rogers Rd	Regional trail between OR 99W (Pacific Highway) & SW Edy Rd and SW Edy Rd to SW Roy Rogers Rd, all-phases including additional Plan Development, Design, ROW Acquisition, Construction, Construction Administration, Inspections.	\$15,800,000	2031-2045	Yes
Roadway (Capital)	Washington County	Sherwood	Sherwood	Baler Way Extension	11404	SW Langer Farms Parkway	SW Tualatin-Sherwood Road	Extend SW Baler Way (3-lane collector) between SW Tualatin-Sherwood Road and SW Langer Farms Parkway, possibly SW Pacific Highway depending upon results of widening of SW Tualatin-Sherwood Road project by Washington County.	\$4,400,000	2031-2045	Yes
Roadway (Capital)	Washington County	Sherwood	Sherwood	Brookman Road Improvements	10682	SW Pacific Highway	SW Ladd Hill Rd.	Arterial road between OR 99W and SW Ladd Hill Road, all-phases including additional Plan Development, Design, ROW Acquisition, Construction, Construction Administration, Inspections.	\$34,800,000	2031-2045	Yes
Roadway (Capital)	Washington County	Sherwood	Sherwood	Edy Rd Improvments	10692	SW Elwert Rd	SW Cherry Orchards Pl.	Reconstruct road to 3-lane collector standards w/ sidewalks and bike lanes. Partial Washington County jurisdictions and assumed to become City's jurisdiction upon completion of project.	\$21,200,000	2031-2045	Yes
Roadway (Capital)	Washington County	Sherwood	Sherwood	Langer Farms Parkway Extension	12044	SW Pacific Hwy	SW Roy Rogers Rd	Extends SW Langer Farms Parkway (3-lane collector street) west across OR 99W to serve undeveloped land within city limits and UGA expansion areas.	\$7,300,000	2031-2045	Yes
Roadway (Capital)	Washington County	Sherwood	To be determined, W	Oregon-Tonquin Intersection Improvements	10674	SW Oregon Street	SW Tonquin Rd	Reconstruct and realign three leg intersection with a roundabout (partial two-lane roundabout) approx 400 feet northeast of existing roundabout at SW Oregon St & Murdock Rd. ROW, PE, design & construction.	\$4,100,000	2031-2045	Yes

2023 Regional Transportation Plan
Draft Constrained Project List - 2031-2045



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Roadway (Capital)	Washington County	Sherwood	Sherwood	Sherwood Blvd Improvements	10691	SW Century Dr.	SW 3rd St.	Reconstruct road to 3-lane arterial standards. Median/turn lane, landscape strip, ADA compliant sidewalks. Reconstruct intersection at 3rd St to increase capacity. Assume SW Century Drive improved by development and/or local funds.	\$4,700,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Tigard	Tigard	Fanno Creek Trail Gap (Bonita to Cook Park)	12088	Bonita Road	Durham Park	Complete regional trail gap.	\$15,900,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Tigard	Tigard	Hunziker St Sidewalks	12001	Near 7585 Hunziker	72nd Ave	Add sidewalk and bike lane on north side of Hunziker from current sidewalk end (near 7585 Hunziker) to 72nd Ave.	\$4,900,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Tigard	Tigard	OR 217 Ped-Bike Crossing at SW 95th Ave	12168	Oak Street	Shady Lane	Construct a new Highway 217 overcrossing for active transportation users connecting Metzger Neighborhood and WSRC area with the Greenburg Neighborhood, Tigard Heritage Trail, Fanno Creek Trail, and Downtown Tigard.	\$24,400,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Tigard	Tigard	SW 95th Ave Ped/Bike Rail Undercrossing at Commercial St and Heritage Trail	12171	SW 95th Ave	Tigard Heritage Trail	Build a railroad undercrossing for pedestrians and bicycles west of Pacific Highway (OR99W), connecting Grant Ave with 95th Ave.	\$8,100,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Tigard	Tigard	Tigard Triangle multi-modal Improvements (urban renewal)	10760	Tigard Triangle	Tigard Triangle	Upgrade and improve roads, improve sidewalks, lighting, crossings, implement curbside management strategies, bus shelters and benches throughout the Tigard Triangle.	\$17,900,000	2031-2045	Yes
Bridge (Capital)	Washington County	Tigard	ODOT	Hall Blvd/Fanno Creek Bridge	12003	Over Fanno Creek in Tigard	Over Fanno Creek in Tigard	Replace bridge with new bridge meeting current standards with sidewalks and bike lanes.	\$13,700,000	2031-2045	Yes
Roadway (Capital)	Washington County	Tigard	Tigard	Atlanta Street Extension to 74th Ave	11408	74th Ave	69th Ave	Extend Atlanta Street west to 74th Ave.	\$16,600,000	2031-2045	Yes
Roadway (Capital)	Washington County	Tigard	ODOT	Hall Blvd. Improvements - Locust to Durham	11220	Locust	Durham	Build protected bike facilities, complete sidewalks on both sides of the road, and provide new and improved pedestrian crossings throughout the corridor. Maximum roadway cross section of 3 lanes away from intersections. Combine and coordinate with ODOT State of Good Repair project and potential Washington County project north of SW Locust.	\$32,500,000	2031-2045	Yes
Roadway (Capital)	Washington County	Tigard	ODOT	Hall/Hunziker/Scoffins Intersection Realignment	11223	Hall Blvd.	Intersection with Hunziker & Scoffins	Realign offset intersection to cross intersection to alleviate congestion and safety issues.	\$17,900,000	2031-2045	Yes
Roadway (Capital)	Washington County	Tigard	Tigard	Tiedeman Ave Complete Street	11998	Greenburg Rd	Walnut St.	Following the completion of a circulation study, construct the identified projects to improve circulation and bring the roadways up to urban standards with complete bicycle and pedestrian facilities.	\$32,500,000	2031-2045	Yes
Roadway (Capital)	Washington County	Tigard	Tigard	Walnut Street Improvements	11229	Tiedeman Ave	Hwy 99W	Build complete street with sidewalks and bike lanes on both sides and ped crossing improvements; may include turn lane approaching Hwy 99W.	\$16,900,000	2031-2045	Yes
Transit Operating Capital	Washington County	TriMet	TriMet	Bus: Merlo Bus Garage Expansion and ZEB Transition: Phase 2	12278	16130 SW Merlo Rd, Beaverton	16130 SW Merlo Rd, Beaverton	Improvements at Merlo Bus Garage and to support ZEB transition and larger vehicles	\$167,000,000	2031-2045	Yes
Active Transportation - Pedestrian	Washington County	Tualatin	ODOT	OR 99W Sidewalks (S. to N. City Limits)	10743	South City Limits	North City Limits	Install sidewalks on both sides of 99W from Cipole to Tualatin River.	\$3,300,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Tualatin	Washington County	Boones Ferry Safety Improvements (Bridgeport to Tualatin Rd)	11961	Bridgeport Road	Tualatin Road	Provide mid-block crossings, buffered bike lane or shared use path.	\$4,900,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Tualatin	Tualatin	Ice Age Tonquin Trail (Segment 17)	11427	112th	Tualatin / Boones Ferry	Construct shared-use path consistent with Metro Ice Age Tonquin Trail Master Plan.	\$16,300,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Tualatin	Tualatin	Martinazzi Safety Improvements (Warm Springs to TS Rd)	11428	Warm Springs	Tualatin-Sherwood	To improve safety for employees and residents, add bike lanes or other improvements for pedestrians, cyclists, and vehicle flow/safety on this section of roadway.	\$4,900,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Tualatin	Tualatin	Norwood Street Sidewalks and Bike Lanes	11431	Boones Ferry Road	East City Limits	Add sidewalks and bike lanes, upgrade to urban standards.	\$4,900,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Tualatin	Tualatin	Tualatin River Pathway	10744	Eastern city limits	Western city limits	Fill in system gaps from eastern city limits to western city limits.	\$8,100,000	2031-2045	Yes
Roadway (Capital)	Washington County	Tualatin	Tualatin	Boones Ferry Rd Upgrade (Norwood to I-5)	11419	Norwood	I-5	Upgrade to urban standards and add sidewalks.	\$16,300,000	2031-2045	Yes
Roadway (Capital)	Washington County	Tualatin	Washington County	Cipole Street Reconstruction (OR 99W - Tualatin-Sherwood)	10717	OR 99W	Tualatin-Sherwood	Reconstruct/widen to 3 lanes from 99W to Tualatin-Sherwood Road and include shared-use path for the Ice Age Tonquin Trail. The project or a portion of the project is outside the UGB.	\$16,300,000	2031-2045	Yes
Roadway (Capital)	Washington County	Tualatin	Washington County	Grahams Ferry Rd Upgrade (SW Ibach to Helenius)	11962	SW Ibach Road	Helenius Road	Upgrade SW Grahams Ferry Road to roadway standards between SW Ibach Road and Helenius Road.	\$13,000,000	2031-2045	Yes
Roadway (Capital)	Washington County	Tualatin	Tualatin	Helenius Upgrade to Urban Standards (109th to Grahams Ferry)	11430	109th	Grahams Ferry Road	Upgrade to urban standards.	\$4,900,000	2031-2045	Yes

2023 Regional Transportation Plan
Draft Constrained Project List - 2031-2045



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Roadway (Capital)	Washington County	Tualatin	Tualatin	Myslony Widening (Hedges Creek to 124th Ave)	10716	Hedges Creek	124th Ave	Reconstruct/widen from 112th to 124th to fill system. Improve the intersection of 124th and Myslony.	\$8,100,000	2031-2045	Yes
Roadway (Capital)	Washington County	Tualatin	ODOT	Nyberg On-Ramp Lane and Safety Enhancement	11420	I-5 on-ramp	I-5 on-ramp	Add an additional on-ramp lane for vehicles traveling westbound on SW Nyberg Street to I-5 northbound (northeast quadrant of the Nyberg Interchange). Reduce the pedestrian island and improve illumination to enhance safety.	\$5,400,000	2031-2045	Yes
Roadway (Capital)	Washington County	Tualatin	Tualatin	Teton Ave Safety Improvements (Tualatin Rd to Avery)	10738	Tualatin	Avery	Safety and active transportation improvements: Widen Teton to three lanes, add bike lanes. Add right-turn lanes from NB Teton to WB T/S Road. Signalize intersection of Teton/Tualatin Rd. Add SB turn-pocket at Teton/Avery and signalize intersection.	\$9,800,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Tualatin Hills Park &	Tualatin Hills Park &	Beaverton Creek Trail (Regional) Seg. #1 & #2	10811	SW 194th Ave.	Westside Trail at THPRD Nature Park	Design & construct a 12' wide regional multi-use trail segment connecting City of Hillsboro and THPRD trail systems; improving safety, completing a gap, serving historically marginalized communities, and increasing access to jobs, schools, & transit.	\$16,300,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Tualatin Hills Park &	To be determined	McKernan Creek Trail	12106	SW Rigert Rd. at Summercrest Park	SW Grabhorn Rd. north of SW Tile Flat Rd.	Plan, design, and construct a 12' wide multi-use regional trail from Summercrest Park to SW Grabhorn Rd. serving the urbanizing Cooper Mountain area; improving safety, access to jobs, and linking the area to the regional trail network	\$21,500,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Tualatin Hills Park &	Tualatin Hills Park &	North Johnson Creek Trail	11966	Cedar Mill Creek Trail at Foege Park	SW Miller Rd.	Design & construct a 10'-12' wide multi-use community trail providing a safe alternative to high-injury corridors and connecting a high-density MAX light-rail station community, 2040 Centers, jobs, and other regionally connected trail systems.	\$16,600,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Tualatin Hills Park &	To be determined	Reedville Trail - South	12107	SW Grabhorn Rd. at SW Stonecreek Dr.	SW Grabhorn Rd. at South Cooper Loop Trail	Plan, design, & construct a 12' wide multi-use regional trail connecting the Reedville Trail - North segment at SW Grabhorn Rd. & SW Stone Creek Dr to the South Cooper Loop & McKernan Creek regional trails, improving safety/access to new urban areas.	\$6,500,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Tualatin Hills Park &	Tualatin Hills Park &	Waterhouse Community Trail Connection, Segment 9	11942	THPRD boundary	SW Springville Rd. just west of Sickle Terr.	Design & construct a short but significant 10' wide multi-use trail to connect a fast-growing urban area to the Rock Creek Regional Trail; serving historically marginalized communities, improving safety, and increasing access to jobs & 2040 Centers.	\$4,100,000	2031-2045	Yes
Active Transportation - Bicycle	Washington County	Washington County	ODOT	Beaverton-Hillsdale Hwy Bike Lanes	11925	OR 217	Multnomah County Line	Completes 12,000 feet of bike lanes.	\$4,600,000	2031-2045	Yes
Active Transportation - Bicycle	Washington County	Washington County	Washington County	Butner Road Bike Lanes	10614	Cedar Hills Blvd.	Park Way	Completes 7800 feet of bike lanes to transit corridor.	\$16,400,000	2031-2045	Yes
Active Transportation - Bicycle	Washington County	Washington County	Washington County	Cornell Road Bike Lanes	10613	Saltzman Rd.	119th Ave.	Completes 1750 feet of bike lanes in town center.	\$3,300,000	2031-2045	Yes
Active Transportation - Bicycle	Washington County	Washington County	Washington County	Saltzman Road Bike Lanes	10610	Cornell Rd.	Barnes Rd.	Complete 950 feet of bike lanes in town center.	\$3,300,000	2031-2045	Yes
Active Transportation - Bicycle	Washington County	Washington County	Washington County	Science Park Drive Bike Lanes	10609	Murray Blvd.	Cornell Rd.	Complete 3,600 feet of bike lanes in town center.	\$10,300,000	2031-2045	Yes
Active Transportation - Bicycle	Washington County	Washington County	Washington County	Washington County Neighborhood Bikeways (Ph. 1)	11239	County-wide	County-wide	12 miles of neighborhood bikeways (bike boulevards) on low-traffic streets throughout unincorporated urban Washington County, including enhanced at-grade crossings of arterials.	\$18,200,000	2031-2045	Yes
Active Transportation - Pedestrian	Washington County	Washington County	Washington County	92nd Avenue Pedestrian Improvements	11089	Allen Blvd.	Garden Home Rd.	Completes 3800 feet of sidewalk improvements to transit corridor.	\$9,600,000	2031-2045	Yes
Active Transportation - Pedestrian	Washington County	Washington County	Washington County	Oak St (Butternut to 179th) Sidewalks	12057	Butternut Dr	179th Ave	Add sidewalks between Butternut Dr and 179th Ave.	\$3,400,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Washington County	Washington County	95th Ave. Ped/Bike Connection	10589	Morrison St.	Barnes Rd.	Pedestrian/bicycle pathway, lighting, bridge over Johnson Creek.	\$22,800,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Washington County	Washington County	Alexander St (192nd to 209th) Bike Lanes and Sidewalks	12062	192nd Ave	209th Ave	Add bike lanes, sidewalks and turn lanes where appropriate.	\$18,200,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Washington County	Washington County	Locust Avenue Bike Lanes and Sidewalks	10611	Hall Blvd.	72nd Ave.	Completes 1650 feet of bike lanes and missing sidewalks in regional center.	\$8,100,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Washington County	Washington County	Meadow Dr/Downing St (Murray to Walker) Bike Lanes and Sidewalks	12059	Murray Blvd	Walker Rd	Add bike lanes, sidewalks and turn lanes where appropriate.	\$17,700,000	2031-2045	Yes

2023 Regional Transportation Plan
Draft Constrained Project List - 2031-2045



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Active Transportation - Pedestrian/Bicycle	Washington County	Washington County	Washington County	Metzger Area Sidewalks and Bikeways	11465	Metzger Area	Metzger Area	Washington Dr. sidewalks (Taylor's Ferry to Hall), Accessways, Oak St. sidewalks/bike lanes (Hall to 72nd).	\$29,300,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Washington County	Washington County	Rigert Rd (185th Ave to 170th Ave) Bike Lanes and Sidewalks	12067	185th Ave	170th Ave	Add bike lanes, sidewalks and turn lanes where appropriate	\$23,900,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Washington County	Washington County	Safe Access to Priority Transit Corridors	11468	add area	add area	Conduct project development, preliminary/system engineering, design, and construct enhanced pedestrian crossings Countywide on priority transit corridors.	\$22,800,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Washington County	Washington County	Sunset TC Station Community Pedestrian Improvements	10607	Sunset TC Station Community	Sunset TC Station Community	Sidewalks, pedestrian crossings, accessways, ped/bike bridges over creeks.	\$14,600,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Washington County	Washington County	To be determined	Westside Trail: Segment 2	11484	Tigard City Limit	Beef Bend Rd.	Multi-use trail following BPA powerline.	\$10,400,000	2031-2045	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	174th Ave. Improvements	10548	Meadowgrass Ln.	Bronson Rd.	Add turn lanes, bike lanes and sidewalks	\$20,500,000	2031-2045	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	175th Ave (Kemmer Rd to Rigert Rd)	12066	Kemmer Rd	Rigert Rd	Add bike lanes, sidewalks and turn lanes where appropriate.	\$23,900,000	2031-2045	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	175th Ave.	12179	Barrows Rd.	Weir Rd.	Improve substandard curve, add bike lanes, sidewalks and turn lanes where appropriate.	\$35,800,000	2031-2045	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	185th Ave (Farmington to Gassner)	12061	Farmington Rd.	Gassner Rd.	Add bike lanes, sidewalks, and turn lanes where appropriate.	\$36,400,000	2031-2045	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	185th Avenue sidewalks and bike lanes: Kinnaman to Farmington	11480	Kinnaman Rd.	Farmington Rd.	Improve from two lanes to three lanes with bike lanes and sidewalks - interim improvement.	\$52,100,000	2031-2045	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	197th/198th Ave. Improvements	10586	Baseline Rd	Tualatin Valley Highway	Add sidewalks, bike lanes, lighting, turn lanes at major intersections.	\$46,700,000	2031-2045	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	80th Avenue Complete Street	11578	Oleson Rd	Oak St	Add sidewalks, bike lanes, lighting, turn lanes at major intersections.	\$31,400,000	2031-2045	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Barnes Rd. Improvements	10579	Cedar Hills Blvd	118th	Construct sidewalks on north side.	\$7,800,000	2031-2045	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Beef Bend Rd	11577	Roy Rogers	OR 99W	Improve to three lanes with bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary.	\$95,500,000	2031-2045	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Blanton St. (170th to 198th)	12180	170th Ave.	198th Ave.	Improve two-lane road with sidewalks, raised protected bike lanes, lighting, and turn-lane where necessary (near-term segment of Tualatin Valley Trail).	\$35,100,000	2031-2045	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Boones Ferry Improvements	11487	Basalt Creek East-West Arterial	Day Rd.	Improve from 3 lanes to 5 lanes with bike lanes, sidewalks and street lighting.	\$12,700,000	2031-2045	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Cornell @ 143rd Improvements	10549	143rd Ave.	Science Park Dr.	Realign 143rd with Science Park Dr. @ Cornell as a 4-way signalized intersection.	\$30,100,000	2031-2045	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Cornell and 185th Intersection Improvements	11737	185th Ave.	Cornell Rd	Intersection improvements to maintain or improve mobility, safety and transit reliability. Prioritize near-term TSMO improvements and transit priority (TSP, queue bypass and BAT lanes).	\$50,800,000	2031-2045	Yes
Roadway (Capital)	Washington County	Washington County	ODOT	Farmington Rd. realignment and widening, sidewalks, bike lanes,	10560	170th	209th	Widen by 2 to 3 lanes with turn lanes at major intersections, bike lanes, sidewalks, access management, realignment of Rosa/179th intersection.	\$111,600,000	2031-2045	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Garden Home Rd Improvements	11481	92nd	Oleson Rd.	Improvements to enhance safety, and bike / ped accessibility.	\$21,800,000	2031-2045	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Gassner Rd (Grabhorn Rd to 185th Ave) Bike Lanes and Sidewalks	12069	Grabhorn Rd	185th Ave	Add bike lanes, sidewalks and turn lanes where appropriate.	\$27,300,000	2031-2045	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Glencoe Rd. Improvements	10591	Evergreen Rd.	Jackson Ave.	Improve to three lanes with bike lanes and sidewalks.	\$63,100,000	2031-2045	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Grabhorn Rd	12181	Tile Flat Rd.	Farmington Rd	Interim 3-lane and east side pedestrian/bike improvements. Realign two 90 degree curves.	\$48,800,000	2031-2045	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Grabhorn Rd	12182	Tile Flat Rd.	add entent	Construct intersection improvements.	\$11,400,000	2031-2045	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Greenburg Road	10612	Hall Blvd.	OR 217	Upgrades roadway to up to 5-lane urban standard with 3400 feet of bike lanes and sidewalks in regional center.	\$32,500,000	2031-2045	Yes
Roadway (Capital)	Washington County	Washington County	ODOT	Hall Blvd. Improvements	11739	Oleson Rd.	Locust	Improve to 2/3-lane cross section with bike lanes and sidewalks.	\$33,500,000	2031-2045	Yes
Roadway (Capital)	Washington County	Washington County	ODOT	Hall Blvd. Improvements	10595	Scholls Ferry Rd.	Oleson Rd.	Improve to five lanes with bike lanes and sidewalks.	\$5,900,000	2031-2045	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Jenkins Rd. Improvements	11464	Murray Blvd.	Cedar Hills Blvd.	Improve from 3 lanes to 5 lanes with bike lanes, sidewalks and street lighting.	\$24,100,000	2031-2045	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Johnson St. Improvements	10585	Cornelius Pass Rd	185th Ave	Add sidewalks, bike lanes, lighting, turn lanes as needed.	\$22,800,000	2031-2045	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Kaiser/143rd Ave. Improvements	10563	Bethany Blvd.	Cornell Rd.	Improve from two to three lanes with bike lanes and sidewalks.	\$45,600,000	2031-2045	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Kinnaman Rd. Improvements	10593	198th Ave.	Farmington Rd.	Reconstruct with sidewalks, bike lanes and turn lanes at major intersections; consolidate offset intersection at 198th Ave.	\$48,800,000	2031-2045	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Laidlaw Improvements	11466	Skycrest Pkwy.	Lakeview Dr.	Straighten curves, improve to 3 lanes with bike lanes and sidewalks.	\$24,100,000	2031-2045	Yes

2023 Regional Transportation Plan
Draft Constrained Project List - 2031-2045



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Roadway (Capital)	Washington County	Washington County	Washington County	Laidlaw Improvements	11471	Saltzman Rd.	County Line	Improve to three lanes with bike lanes and sidewalks.	\$12,400,000	2031-2045	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Merlo/158th Improvements	10578	170th Ave.	Jenkins Rd.	Improve roadway to five lanes with bike lanes and sidewalks with an off-street multi-use trail on the south side to close gap for Beaverton Creek Trail.	\$11,400,000	2031-2045	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Miller Hill Rd (Farmington to Gassner) Bike Lanes and Sidewalks	12058	Farmington Rd	Gassner Rd	Add bike lanes, sidewalks and turn lanes where appropriate.	\$19,400,000	2031-2045	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	OR 10: Oleson Rd. Improvement Ph. 1	10545	Oleson Rd. south of OR10	Oleson Rd. at Scholls Ferry	Realign Oleson Rd. 500 feet to east and reconfigure Oleson intersections with OR10 and Scholls Ferry Rd. to address safety and reduce crashes.	\$91,100,000	2031-2045	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Rigert Rd (170th Ave to 155 Ave) Bike Lanes	12068	170th Ave	155th Ave	Add bike lanes, and turn lanes where appropriate.	\$5,200,000	2031-2045	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Saltzman Rd	11476	Thompson Rd.	Bauer Woods Dr.	Improve to three lanes with bike lanes and sidewalks.	\$22,100,000	2031-2045	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Saltzman Rd	11451	Bayonne Road	Thompson Rd.	Improve to three lanes with bike lanes and sidewalks.	\$8,100,000	2031-2045	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Scholls Ferry Improvements	10577	Allen Blvd.	Beaverton-Hillsdale Hwy.	Improve roadway from two to three lanes with bike lanes and sidewalks.	\$54,700,000	2031-2045	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Scholls Ferry Rd. Improvements	11452	SW Pleasant Valley Road	SW Teufel Hill Road	Realign curves to improve safety and reduce crashes. The project or a portion of the project is outside the designated urban growth boundary.	\$10,400,000	2031-2045	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Shackelford Rd	11459	Kaiser Rd.	Eleanor Ave.	Build new 3 lane road with bike/ped facilities, storm drainage, street lighting to serve North Bethany.	\$13,700,000	2031-2045	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Taylor's Ferry (65th Ave to Washington Dr)	12065	65th Ave.	Washington Dr.	Add bike lanes, sidewalks, and turn lanes where appropriate.	\$34,200,000	2031-2045	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Taylor's Ferry Extension	10567	Oleson Rd.	Washington Dr.	Construct new two lane extension with bike lanes and sidewalks	\$10,700,000	2031-2045	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Tile Flat Rd	12184	Existing improvement extents in South Cooper Mountain	Grabhorn	Interim 3-lane and north side pedestrian/bike improvements	\$9,800,000	2031-2045	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Walker and 185th Intersection Improvements	11738	185th Ave.	Walker Rd.	Intersection improvements to maintain or improve mobility, safety and transit reliability. Prioritize near-term TSMO improvements and transit priority (TSP, queue bypass and BAT lanes).	\$50,800,000	2031-2045	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Walker Rd. Improvements	10569	Amberglenn Pkwy.	185th Ave.	Improve from two to five lanes to address congestion and safety, reduce crashes, with bike lanes and sidewalks.	\$42,600,000	2031-2045	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	Walker Rd. Improvements	12188	Westfield	123rd	Improve Cedar Hills/Walker to include double lefts and right-turn lanes on all approaches.	\$32,500,000	2031-2045	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	West Union Rd.	10575	Cornelius Pass Rd.	185th Ave.	Improve from two to five lanes with bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary.	\$50,100,000	2031-2045	Yes
Roadway (Capital)	Washington County	Washington County	Washington County	West Union Rd. Improvements	10571	185th Ave.	143rd Ave.	Improve to five lanes from 185th to Laidlaw and from two to three lanes from Laidlaw to 143rd Ave, with bike lanes and sidewalks.	\$66,100,000	2031-2045	Yes
Throughways	Washington County	Washington County	ODOT	Jackson School Road Traffic Signal	11454	US 26 and Jackson School Road	US 26 and Jackson School Road	Signalize ramp intersections. The project or a portion of the project is outside the designated urban growth boundary.	\$3,300,000	2031-2045	Yes
Transit - Better Bus	Washington County	Washington County	Washington County	ETC: Line 48 (Cornell/Barnes) safe access/enhanced transit corridor	12063	Sunset Transit Center	Hillsboro Transit Center	Improvements to enhance safety, and bike / ped accessibility including ADA improvements, sidewalk infill, enhanced pedestrian crossings, transit priority (TSP, queue bypass and BAT lanes) and bus stop improvements.	\$48,800,000	2031-2045	Yes
Transit - Better Bus	Washington County	Washington County	Washington County	ETC: Line 52 (185th and Farmington) safe access/enhanced transit	12064	PCC Rock Creek	Beaverton Transit Center	Improvements to enhance safety, and bike / ped accessibility including ADA improvements, sidewalk infill, enhanced pedestrian crossings, transit priority (TSP, queue bypass and BAT lanes) and bus stop improvements.	\$48,800,000	2031-2045	Yes
Transit - Better Bus	Washington County	Washington County	ODOT	TV Highway Safe Access to Transit	11441	Cornelius Pass Rd.	160th Ave.	Enhanced station access (ADA, bike lanes and sidewalk infill), lighting, access management, and intersection safety. Local match for TV Hwy HCT and Safety and Complete Street projects.	\$70,000,000	2031-2045	Yes
Transit - High Capacity	Washington County	Washington County	Washington County	HCT: 185th Avenue/MAX Grade Separation	11045	185th Avenue	Baseline Road	Grade separate 185th Avenue/Baseline Road intersection and MAX line. Match funding only.	\$27,700,000	2031-2045	Yes
Transportation System Management (Technology)	Washington County	Washington County	Washington County	Washington County ITS (Phase 2)	11475	County-wide	County-wide	Install advanced traffic management systems including adaptive signals, retrofit ADA ramps at traffic signals, communications, dynamic messaging signs, and surveillance and management equipment.	\$23,900,000	2031-2045	Yes
Roadway (Capital)	Washington County	Wilsonville	ODOT	Boones Ferry / I-5 off ramp improvements	11489	SB I-5 off ramp	Boones Ferry Rd	Construct second right-turn lane.	\$2,400,000	2031-2045	Yes



RTP Investment											
Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Roadway (Capital)	Washington County	Wilsonville	Wilsonville	Day Road Improvements	11243	Grahams Ferry Rd.	Boones Ferry Rd.	Widen street from 3 to 5 lanes with buffered bike lanes, sidewalks and street lighting. Improve structural integrity for increased freight traffic and provide congestion relief. Sidewalk infill and creation of Tonquin Trail multi-use path spur will reduce pedestrian and vehicle conflicts. Bike buffers will reduce bicycle and freight conflicts.	\$24,100,000	2031-2045	Yes
Roadway (Capital)	Washington County	Wilsonville	Washington County	Grahams Ferry Road Improvements	10588	Day Road	Basalt Creek Parkway	Widen Grahams Ferry Road to 3 lanes, with protected bike lanes, sidewalks and transit facilities. Protected bike lanes will reduce bicycle and freight conflicts.	\$30,100,000	2031-2045	Yes



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	North Clackamas Park	Bike and Pedestrian Bridge across the Willamette River	10085	Milwaukie City Limit	Abernethy Bridge	Provide an active transportation connection across the Willamette River by providing a new bike/ped bridge across the river	\$69,961,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	Borland Rd: Stafford Rd to West Linn City Limits	11618	Stafford Rd	West Linn City Limits	Add paved shoulders. The project or a portion of the project is outside the designated urban growth boundary.	\$20,257,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	Jennings Ave: Oatfield to Webster Rd.	11517	Oatfield Road	Webster Road	Improve safety by implementing proven safety counter measures, and widen to 2-lane urban minor arterial standard with bikeway and pedestrian facilities to fill existing system gaps.	\$32,540,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	Linwood Ave Capacity Improvements (north)	11538	Johnson Creek Blvd	Monroe St	Widen to standard three lane cross section. This project improves safety and connectivity in an equity priority area.	\$15,932,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	Rusk Rd Bike/Ped Improvements (TSAP)	11769	Aldercrest Road	OR 224	Provide bicycle and pedestrian improvements on Rusk Road between Aldercrest Rd and OR 224 to improve safety, fill an important system gap and provide ADA accessibility improvements as needed.	\$13,911,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	Webster Rd Safety Sidewalks, Bike Lanes	11518	OR 224	Gladstone	Fill gaps in bikeways and pedestrian facilities, improve access to school, provide bike/ped safety counter measures at key intersections and improve ADA accessibility.	\$39,374,000	2031-2045	No
Roadway (Capital)	Clackamas County	Clackamas County	Clackamas County	82nd Dr. Improvements	10023	Hwy 212	Strawberry Lane Intersection	Improve safety by implementing proven safety counter measures on known high crash corridor, widening to a consistent 4 lane cross section and include bike/ped improvement and ADA accessibility improvements as necessary. Not including intersection improvements at Strawberry Lane.	\$41,977,000	2031-2045	No
Roadway (Capital)	Clackamas County	Clackamas County	Clackamas County	Beavercreek Rd Phase 3B	12038	Meyers Rd	Urban Growth Boundary	Widen to four lanes and complete bike lane and sidewalks on both sides.	\$40,675,000	2031-2045	No
Roadway (Capital)	Clackamas County	Clackamas County	Clackamas County	Johnson Creek Blvd. Improvements	10002	55th Ave	82nd Ave.	Implement proven safety counter measures and widen to 3 lanes with bikeways and pedestrian facilities from 55th Ave to 82nd Ave to improve safety, improving freight access to industrial area and increasing accessibility for historically marginalized communities.	\$40,025,000	2031-2045	No
Roadway (Capital)	Clackamas County	Clackamas County	ODOT	Johnson Creek Blvd. Interchange Improvements	10001	JCB/I-205 interchange	JCB/I-205 interchange	Increase safety at interchange by implementing proven safety counter measures, and improve interchange operations by adding a loop ramp and northbound on-ramp; realign southbound off-ramp and install dual right-turn lanes.	\$16,949,000	2031-2045	No
Roadway (Capital)	Clackamas County	Clackamas County	Clackamas County	Redland Road	10057	Abernethy Road	UGB	Improve Redland Road to urban standards, adding left turn lanes at major intersections, upgrading two bridges and completing sidewalk gaps on west/south side between Abernethy and Anchor Way, north side between Anchor and Livesay, and both sides from Livesay to the UGB (Oregon City TSP Projects D91, W7, W17, W18).	\$30,019,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Clackamas County	Gladstone	Metro	Trolley Trail Bridge Phase 2	11887	Portland Ave, Gladstone	Clackamas River Trail, Oregon City	Second phase of construction of the Trolley Trail Bridge across the Clackamas River from Gladstone to Oregon City.	\$10,338,000	2031-2045	No
Active Transportation - Pedestrian	Clackamas County	Happy Valley	Clackamas County	152nd Ave Sidewalk Infill: City Limits - OR 212	12314	South of Sedona Dr	OR-212	Project adds sidewalks on both sides of 152nd Ave, from the Happy Valley City limits south of Sedona Drive to OR-212. Project fills gap in regional on-street pedestrian network.	\$3,200,000	2031-2045	No
Active Transportation - Pedestrian	Clackamas County	Happy Valley	Clackamas County	Monner Rd Sidewalk Infill: 147th Ave - 162nd Ave	12315	147th Ave	162nd Ave	Performs sidewalk infill on both sides of Monner Rd from 147th to 162nd Ave.	\$9,800,000	2031-2045	No
Active Transportation - Pedestrian	Clackamas County	Happy Valley	Happy Valley	OR 224 Sidewalk Infill: Eckert Lane - City Limits	12302	Eckert Ln	City limits north of Grand St	Provides sidewalks in urbanizing area, between Eckert Lane and north of Grand.	\$6,300,000	2031-2045	No
Active Transportation - Pedestrian	Clackamas County	Happy Valley	ODOT	OR 224 Sidewalk Infill: Eckert Lane Intersection	12303	South of OR 212/224 Interchange	Eckert Ln	Sidewalk infill on east side of OR 224 at Eckert Lane.	\$3,500,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Clackamas County	Happy Valley	Happy Valley	Hubbard Rd	11508	122nd Ave	132nd Ave	Fill gaps in pedestrian facilities and improve ADA facilities as needed. In addition, will improve facilities in an Equity Priority Area.	\$4,000,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Clackamas County	Happy Valley	Happy Valley	Mt. Scott/Scouter Mountain Loop: Segment 2	12316	Clatsop Rd	Hagen Rd	Completes Segment 2 of Mt. Scott/Scouters Mountain Trail Loop. Segment includes (1) signed bicycle route, south of Clatsop on SE 162nd and Vradenburg and (2) bike/ped route from Buttes Natural Area to Scouters Mountain and the existing Powerline Trail.	\$34,600,000	2031-2045	No



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Roadway (Capital)	Clackamas County	Happy Valley	Happy Valley	145th Ave/147th Ave	10036	Clatsop St.	Monner Rd.	Widen 145th/147th Ave to include continuous left turn lane, sidewalk and bike lane infill. Project provides safe route between residential and recreational land uses.	\$15,500,000	2031-2045	No
Roadway (Capital)	Clackamas County	Happy Valley	Happy Valley	162nd Ave Extension North	10040	Clatsop St.	Scouters Mountain Rd	Extend 162nd Ave from Clatsop to Scouters Mountain Rd, including two through lanes, left turn lanes, sidewalks, bike lanes and traffic signal. Project creates direct connection between circuitous bike/ped parkways, travel alternative to 172nd Ave arterial.	\$13,400,000	2031-2045	No
Roadway (Capital)	Clackamas County	Happy Valley	Clackamas County	172nd-190th Connector: Phase 2 - Construction	12194	172nd Ave	190th	Public right-of-way acquisition and construction to build new, 5-lane connector between 172nd and 190th. Project includes bike lanes, sidewalks and continuous left turn lane; important connector in n/s freight route alternative to I-205 between I-84 and Hwy-212	\$40,700,000	2031-2045	No
Roadway (Capital)	Clackamas County	Happy Valley	Clackamas County	Foster Rd (Middle): Widening and Multimodal	11669	172nd 190th Connector	Sunnyside Rd Extension (Happy Valley Blvd)	Widen two-lane minor arterial from the 172nd/190th connector to Sunnyside Road east (Happy Valley Blvd), to include continuous left turn lane, sidewalk and multi-use path. Project segment is 10,700 feet in length and includes proposed roundabouts.	\$36,400,000	2031-2045	No
Roadway (Capital)	Clackamas County	Happy Valley	Happy Valley	Mt. Scott Blvd - Widening and Multimodal	10082	Happy Valley City Limits	129th Ave	Widen Mt. Scott Blvd. facilities to three lanes, with continuous left turn lane, sidewalks and bike lanes.	\$44,800,000	2031-2045	No
Active Transportation - Bicycle	Clackamas County	Lake Oswego	ODOT	OR 43 (State St) Bike Lanes	11172	Terwilliger Blvd	McVey Rd	5,500' long widening for bike lanes, NB and SB. NHS/AASHTO/ODOT stds apply. Improve access and connectivity to the Foothills area.	\$22,800,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Clackamas County	Lake Oswego	Lake Oswego	Bryant Rd bike lanes/pathway	11087	Boones Ferry Rd	Childs Rd	7,500' long widening for 6' bike lanes, 6' sidewalk/pathway, both sides. Railroad crossing reconstruction; retaining wall needed at crossing.	\$36,400,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Clackamas County	Lake Oswego	ODOT	OR 43 Pathway: LO to West Linn	11397	Oak St	Arbor Dr	Implement the design plan for an active transportation corridor along Hwy 43 consistent with the Connecting Clackamas Plan.	\$43,300,000	2031-2045	No
Active Transportation - Pedestrian	Clackamas County	Milwaukie	ODOT	McLoughlin Blvd Sidewalks	10098	Harrison St	UPRR	Fill in sidewalk gaps on both sides of street to increase pedestrian safety and access to equity priority area.	\$12,983,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Clackamas County	Milwaukie	Milwaukie	Group 3--Improved Bike/Ped Connections to Springwater Trail near Tacoma Station	11174	Various Locations	Various Locations	29th/Harvey/40th Neighborhood Greenway Designate as a neighborhood greenway and install traffic-calming improvements. Improved Connection from Springwater Trail to Pendleton Site (Ramps) Construct ramps to improve existing connection of Springwater Trail to Pendleton site at Clatsop St. (TSAP) Improved Connection from Springwater Trail to Pendleton Site (Widened Undercrossing) = Widen existing undercrossing to improve connection of Springwater Trail to Pendleton site at Clatsop St. (TSAP). Improved Connection from Springwater Trail to Tacoma Station = Construct stairs to connect Springwater Trail to Tacoma station. (TSAP) Improved Connection from Springwater Trail to Pendleton Site (Tunnel) = Construct tunnel under Springwater Trail to improve connection to Pendleton site at Clatsop St. (TSAP) Improved Connection from Springwater Trail to McLoughlin Blvd = Construct stairs or other facility to connect Springwater Trail to west side of McLoughlin Blvd. (TSAP) Springwater Trail Completion = Contribute to regional project to complete Springwater Trail ("Sellwood Gap") along Ochoco St. Bicycle/Pedestrian Improvements to Main St - Construct multiuse path or other improved bike/ped facilities on Main St to provide safer connection between downtown and Tacoma station. (TSAP). - Phase 1 Committed = Downtown to Ochoco.	\$20,272,000	2031-2045	No



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Active Transportation - Pedestrian/Bicycle	Clackamas County	Milwaukie	Milwaukie	Group 9--Downtown Pedestrian Improvements	10100	Downtown	Downtown	Group 9 – Downtown Pedestrian Improvements Downtown Streetscape Improvements Install sidewalk bulbouts, lighting, and pedestrian amenities. Downtown Parking Signage Install wayfinding and identification signage at McLoughlin Blvd intersections and around public parking lots. Downtown Public Parking Lot Improvements – Upgrade and maintain off-street public parking facilities with improved landscaping and lighting.	\$31,434,000	2031-2045	No
Roadway (Capital)	Clackamas County	Milwaukie	ODOT	Group 11--Intersection Improvements in North Industrial Area	11623	Ochoco St	Harrison St	Signage and Intersection Improvements at McLoughlin Blvd and Ochoco St Establish signage for trucks and improve intersection. (TSAP). Intersection Improvements at McLoughlin Blvd and 17th Ave Prohibit left-turn movement from 17th Ave to northbound McLoughlin Blvd and include in Hwy 224 & Hwy 99E Refinement Plan. Intersection Improvements at Main St and Mailwell Dr = Upgrade intersection turning radii to better accommodate freight movements. Projects will improve freight mobility in an equity priority area.	\$5,239,000	2031-2045	No
Roadway (Capital)	Clackamas County	Milwaukie	Milwaukie	Public Parking Structure	11175	Location-specific	Location-specific	Construct 3- to 4-story public parking structure with retail at ground floor for visitor/employee parking.	\$33,484,000	2031-2045	No
Transit Capital - Other	Clackamas County	Milwaukie	Milwaukie	Downtown Milwaukie Transit Center Improvements	11536	Location-specific	Location-specific	Construct new bus layover facility outside of the downtown core.	\$2,506,000	2031-2045	No
Throughways	Clackamas County	ODOT	ODOT	I-205 Operational Improvements	11992	Columbia River	I-5	Construct improvements to address bottlenecks and improve safety on I-205. Specific improvements as identified in operational analysis, mobility corridor analysis and refinement planning.	\$40,000,000	2031-2045	No
Throughways	Clackamas County	ODOT	ODOT	OR 212/224 Sunrise Project Phase 3	12020	I-205	172nd Ave	Construct remaining improvements in the Sunrise Corridor consistent with the FEIS/ROD. Construction may take place in multiple future phases. Evaluate and implement improvements to address bicycle and pedestrian needs, which will be identified.	\$939,000,000	2031-2045	No
Active Transportation - Pedestrian	Clackamas County	Oregon City	Oregon City	Linn Avenue Pedestrian Improvements	11760	Jackson Street/5th Street	Warner Milne Road	Construct Linn Avenue pedestrian improvements including sidewalk infill or multi-use path for safety and to connect pedestrian generators. (TSP D19, FF24, FF27, W62, W63, W77, W78, C19, C28, C31, C32, S52)	\$13,220,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Clackamas County	Oregon City	Oregon City	Barlow Road Shared-Use Trail	10150	Abernethy Road	UGB	Add a shared-use path on the west/south side of Redland Road, along the north side of the gully from the Redland/Livesay to Holcomb/Oak Tree intersection, and from Holcomb to Ames Street. Install enhanced crossings at Redland Road and Holcomb Blvd (TSP S6, S9, S10, S11, C5, C7).	\$10,480,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Clackamas County	Oregon City	Oregon City	Beaver Lake Shared-Use Trail	10149	Holly Lane Extension / Loder Road	Oregon City UGB	Add a shared-use path on the east side of the Holly Lane extension between Loder Road and Meadow Lane and on the north side of the Meyers Road extension between the Holly Lane extension and the UGB. (TSP S16, S19)	\$4,560,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Clackamas County	Oregon City	Oregon City	Division Street Bike & Pedestrian Improvements	11627	7th Street	18th Street	Boulevard improvements including widening sidewalks, sidewalk infill, ADA accessibility, bike lanes, add bus stop amenities. (TSP D80, W70, B60)	\$6,380,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Clackamas County	Oregon City	Oregon City	Maple Lane Road Bike & Pedestrian Improvements	11626	UGB	Beavercreek Road	Boulevard improvements including widening sidewalks, sidewalk infill, ADA accessibility, bike lanes, reconfigure travel lanes, add bus stop amenities. Intersection improvements (roundabouts) at Holly Lane & Walnut Grove Way. (TSP D37, D38, D84, W23, B21, C9)	\$5,790,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Clackamas County	Oregon City	Oregon City	Newell Creek Canyon/Holly Lane Shared-Use Path	10147	Hwy 213 and Redland Road	Maple Lane Road	Add a shared-use path along the west side of the gully between the Redland/Livesay and Holly/Donovan intersection and then along Holly Lane between Donovan and Maple Lane. Will require a bridge over the gully south of Redland Road (TSP Project S12, S13). The project or a portion of the project is outside the designated urban growth boundary.	\$11,390,000	2031-2045	No



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Active Transportation - Pedestrian/Bicycle	Clackamas County	Oregon City	Oregon City	OR 99E Pedestrian Overcrossing	11552	Willamette River	McLoughlin Promenade	Construct a pedestrian and bicycle bridge over Highway 99E, connecting the McLoughlin Promenade to the Willamette Falls Shared-Use Path.	\$14,810,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Clackamas County	Oregon City	Oregon City	Washington Street Bike & Pedestrian Improvements (North)	11548	11th Street	7th Street	Boulevard improvements including widening sidewalks, sidewalk infill, ADA accessibility, bike lanes, reconfigure travel lanes, add bus stop amenities. (TSP D28 & D92 plus 50% of D1)	\$3,650,000	2031-2045	No
Roadway (Capital)	Clackamas County	Oregon City	Oregon City	Holly Lane Extension (South)	11550	Thayer Road	Meyers Road	New 3 lane roadway, sidewalks, bike lanes, turn lanes to serve UGB expansion area. (TSP D58)	\$10,940,000	2031-2045	No
Roadway (Capital)	Clackamas County	Oregon City	Oregon City	Regional Center Road Extension	11543	Washington Street/Home Depot Driveway	Abernethy Road	Construct new 3 lane roadway, sidewalks, bike lanes, turn lanes to serve a Regional Center. (TSP D63, 55)	\$29,620,000	2031-2045	No
Roadway (Capital)	Clackamas County	Oregon City	Clackamas County	South End Road	11551	Partlow Road	UGB	Street improvements including lane reconfigurations, sidewalks, ADA accessibility, bike lanes, street lighting, and travel lanes. (TSP D89, D33, D23, D41, D42) The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	\$17,540,000	2031-2045	No
Transportation System Management (Technology)	Clackamas County	Oregon City	Oregon City	City Wide Transportation System Management & Operations	11630	Citywide	N/A	Bldv traffic surveillance, integrated corridor management, weather information systems, advanced warning systems, speed warning systems, school zone flashers. (TSP D2-D6, D9, D10, D13-D26)	\$12,530,000	2031-2045	No
Transit - High Capacity	Clackamas County	SMART	P&W RR	HCT: WES Expansion to Salem	11751	Wilsonville	Salem	WES service expansion from Wilsonville to Salem	\$34,167,000	2031-2045	No
Transit Operating Capital	Clackamas County	SMART	SMART	SMART Property Acquisition for In-Town Turnaround	11749	Wilsonville Road	Wilsonville Road	Obtain property to create easier crosstown turnarounds for local bus service	\$18,222,400	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Clackamas County	Tualatin	Clackamas County	Borland Road (65th Ave to Tualatin City Limits)	11553	City Limits	SW 65th Ave	Upgrade to urban standards and fill sidewalk gaps. The project or a portion of the project is outside the designated urban growth boundary as of March 2014. Project includes PE, ROW, Environmental and Construction. Add paved shoulders and turn lanes at major intersections.	\$8,100,000	2031-2045	No
Roadway (Capital)	Clackamas County	Wilsonville	Wilsonville	Boeckman Rd./I-5 Overcrossing Improvements	10132	Boberg Rd.	Parkway Ave.	Widen Boeckman Road bridge over I-5 to 4 lanes. Add bike/pedestrian connections to regional trail system. Road has had a serious crash. Bikes and pedestrians travel on the road adjacent to freight in existing conditions.	\$35,900,000	2031-2045	No
Roadway (Capital)	Clackamas County	Wilsonville	ODOT	Boones Ferry Road Urban Upgrade Phase 1	11765	Ridder Road	Boeckman Road	Widen to 3 lanes and construct bike lanes and sidewalks. Existing road has had two serious injuries. Project will create left turn pockets to reduce minor crashes. Complete sidewalk will remove pedestrian conflict from roadway.	\$13,400,000	2031-2045	No
Roadway (Capital)	Clackamas County	Wilsonville	ODOT	Boones Ferry Road Urban Upgrade Phase 2	11778	Barber Street	Wilsonville Road	Widen to 3-lane urban section with buffered bike lanes. Existing road has had two serious injuries. Project will create left turn pockets to reduce minor crashes. Complete sidewalk will remove pedestrian conflict from roadway.	\$13,400,000	2031-2045	No
Roadway (Capital)	Clackamas County	Wilsonville	Wilsonville	Brown Road Extension Phase 2	11557	Wilsonville Road	Kinsman Road	New connection between Wilsonville Road/ Brown Road intersection and Kinsman Road	\$8,000,000	2031-2045	No
Roadway (Capital)	Clackamas County	Wilsonville	Wilsonville	Weideman Road Extension - East	11771	Canyon Creek Road	Stafford Road	Construct new road with sidewalks and buffered bike lanes. This project or a portion of the project is located outside the urban growth boundary.	\$20,000,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Clackamas County, Multnomah County	ODOT	ODOT	I-205 Multi Use Path	11985	Glen Jackson Bridge	82nd Drive (southern terminus)	Improve crossings and access to I-205 MUP at Parkrose Transit Center, Glisan, Burnside, Stark, Washington, Springwater Trail, Johnson Creek/Flavel, Crystal Springs, Clackamas Town Center, and other locations, as needed.	\$20,000,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Multnomah County	Gresham	Gresham	17th - Kane to East City Limit: Bike/Ped Improvements	11680	Kane	East City Limit Boundary	17th Ave: Kane to Gresham east city boundary Bike/Ped Improvements	\$4,800,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Multnomah County	Gresham	Gresham	182nd - Giese to Cheldelin: Complete Buildout	10541	Giese	Cheldelin	Improve 182nd to collector standards.	\$28,600,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Multnomah County	Gresham	Gresham	Division - 257th/Kane to City Limits: Complete Buildout	10422	257th Ave.	City limits	Improve to community street standards, including bikelanes.	\$9,600,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Multnomah County	Gresham	TriMet, Gresham	Rockwood Town Center at 181st: Max Station Enhancements	11098	181st LRT Station	Local streets to LRT station	Improve sidewalks, lighting, crossings, bus shelters, benches at 181st LRT station, on Stark St. and other intersecting streets.	\$21,600,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Multnomah County	Gresham	Gresham	Towle - Butler to Binford Lake: Ped/Bike/Intersection Improvements	10461	Butler	Binford Lake	Construct sidewalks, bike lanes and intersection improvements.	\$8,000,000	2031-2045	No
Bridge (Capital)	Multnomah County	Gresham	Gresham	190th - Highland Bridge	12239	200' south of SW 11th	Linneman Ave	Reconstruct and widen bridge to five lanes with sidewalks and bike lanes.	\$26,000,000	2031-2045	No



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Roadway (Capital)	Multnomah County	Gresham	Gresham	181st at Stark and Sandy Intersections: Add Turn Lanes	10497	Sandy	Stark	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.	\$4,600,000	2031-2045	No
Roadway (Capital)	Multnomah County	Gresham	Gresham	190th - Richey to Cheldelin: Complete Buildout	12263	30th	Cheldelin	Improve existing road to major arterial standards, signalize 190th at Giese, Butler, Richey, Cheldelin.	\$42,100,000	2031-2045	No
Roadway (Capital)	Multnomah County	Gresham	Gresham	190th/Highland - Linneman to 30th: Complete Buildout	10431	Linneman Ave	30th	Reconstruct and widen street to 5 lanes with sidewalks and bike lanes.	\$52,100,000	2031-2045	No
Roadway (Capital)	Multnomah County	Gresham	Gresham	202nd/Birdsdale - Division and Stark Intersections: Add Turn Lanes	10450	Division	at Stark	Division: SB, EB turn lanes. At Stark: add 2nd NB LT lane and exclusive RT lane.	\$3,300,000	2031-2045	No
Roadway (Capital)	Multnomah County	Gresham	Gresham	Burnside - Cleveland to Hogan: Complete Boulevard Design	12241	Cleveland	Hogan	Boulevard safety improvements, including medians for access control, wider sidewalk and planter strip.	\$18,000,000	2031-2045	No
Roadway (Capital)	Multnomah County	Gresham	Gresham	Burnside - Eastman to Cleveland: Complete Boulevard Design	12240	Eastman	Cleveland	Boulevard safety improvements, including medians for access control, wider sidewalk and planter strip.	\$20,000,000	2031-2045	No
Roadway (Capital)	Multnomah County	Gresham	Gresham	Division - Kelly to Burnside: Boulevard Improvements	10433	Kelly	Burnside	Complete boulevard design improvements, medians for safety, wider sidewalk and buffered bicycle lanes.	\$25,000,000	2031-2045	No
Roadway (Capital)	Multnomah County	Gresham	Gresham	Giese - Jenne to 172nd: New Roadway, Bike/Ped Facilities	10463	Jenne	172nd	New north extension of Foster.	\$37,300,000	2031-2045	No
Roadway (Capital)	Multnomah County	Gresham	Gresham	Hogan - Burnside to Division: Complete Buildout	11603	Burnside	Division	Build out of Hogan to major arterial cross-section. Includes two travel lanes, center turn lane, multi-use path on the west side, bike lane and sidewalk on the east side.	\$20,000,000	2031-2045	No
Roadway (Capital)	Multnomah County	Gresham	Gresham	Hogan - Palmquist to Rugg: Complete Buildout (to arterial standards)	10417	Palmquist	Rugg Rd.	Complete project development and construct new principal arterial connection with multi-use path.	\$82,300,000	2031-2045	No
Roadway (Capital)	Multnomah County	Gresham	Gresham	Hogan - Stark to Burnside: Complete Buildout	10416	Stark	Burnside	Interim capacity improvements and access controls.	\$46,300,000	2031-2045	No
Roadway (Capital)	Multnomah County	Gresham	Gresham	Orient - South City limits to Kane Dr: Complete Buildout	10430	South City Limits	Kane Dr	Upgrades to arterial 4 lane standards.	\$21,800,000	2031-2045	No
Roadway (Capital)	Multnomah County	Gresham	Gresham	Powell Valley Rd. - Burnside to 282nd: Complete Buildout	10429	Burnside	282nd. Ave.	Improve Powell Valley to complete build out, with sidewalks and bike lanes.	\$35,500,000	2031-2045	No
Roadway (Capital)	Multnomah County	Gresham	Gresham	Regner - Roberts to Southern City Limits: Complete Buildout	10427	Roberts	Southern City Limits	Brings to minor arterial standard, adds pedestrian, bicycle facilities, improves Regner/Butler intersection by adding NB left-turn pocket and signaling intersection.	\$70,900,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Multnomah County	Multnomah County	Multnomah County	Historic Columbia River Hwy - NE 244th Avenue to NE Halsey Street: Complete Street	10391	244th Ave.	Halsey St.	Reconstruct West Historic Columbia River Highway from NE 244th Avenue to NE Halsey Street, including two travel lanes, a center turn lane or median, bicycle lanes and sidewalks. Reconstruction of the railroad overcrossing is not included in this project	\$25,200,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Multnomah County	Multnomah County	Multnomah County	SE Cochran Road: SE Troutdale Road to Gresham / Troutdale City Limits	12226	Gresham / Troutdale City Limits	SE Troutdale Road	Fully reconstruct SE Cochran Road between SE Troutdale Road and the Gresham / Troutdale City Limits to major collector standards with two travel lanes, a center lane/median, sidewalks, and bicycle lanes.	\$8,200,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Multnomah County	Multnomah County	Multnomah County	Stark St - Troutdale Rd to Evans Ave: Complete Street	10406	Troutdale Rd	Evans Ave	Reconstruct SE Stark Street between S Troutdale Road and SE Evans Avenue to two travel lanes, a center turn lane or median, sidewalks, and bicycle lanes. Project includes signal upgrades at the intersection of SE Stark Street and SW Evans Avenue for enhanced pedestrian safety. (538U)	\$4,400,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Multnomah County	Multnomah County	Multnomah County	Troutdale Road (SE Stark to SE Strebin): Complete Street	12242	SE Stark St	SE Strebin St	Reconstruct S Troutdale Road between SE Stark Street and SE Strebin Road to three lanes, with two travel lanes, center turn lane or median, bicycle lanes and sidewalks. Project includes pavement overlay.	\$10,500,000	2031-2045	No
Freight	Multnomah County	Multnomah County	Multnomah County	Marine Drive and 223rd Ave Intersection: Freight and Multimodal Improvements	11600	Marine Drive at 223rd	Marine Drive at 223rd	Widen and improve intersection at NE Marine Drive and NE 223rd Avenue to accommodate freight traffic and provide bicycle and pedestrian facilities. Project includes reconstructing and upsizing a significant culvert under the intersection. (531U)	\$30,300,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Multnomah County	ODOT	ODOT	I-5 Multi-Use Path	11983	Hayden Island Drive	Victory Blvd	Construct improvements to the I-5 MUP in Jantzen Beach to bring path up to current standards, improve safety, and improve access to the I-5 Columbia River Bridge. Improve ped. crossings at Tomahawk Island Drive and Hayden Island Drive.	\$20,000,000	2031-2045	No



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Throughways	Multnomah County	ODOT	ODOT	I-5 Northbound: Lower Boones Ferry to Carman Auxiliary Lane Extension - Phase 3	11583	Lower Boones Ferry Rd. Interchange	Carman Dr. Interchange	Extend existing auxiliary lane between the Lower Boones Ferry Road interchange and the Carman Drive interchange. This is Phase 3 (RTP ID 11402 is Phase 2 further south). Evaluate and implement improvements to address bicycle and pedestrian needs, which will be identified.	\$49,000,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Multnomah County	Port of Portland	Port of Portland	PIC Ped/Bike Network	10368	Mt. Hood MAX Station	NE Alderwood Road	Construct bike and pedestrian facilities as shown in the CS/PIC Plan District.	\$2,820,000	2031-2045	No
Freight	Multnomah County	Port of Portland	Portland	Marine Dr. Improvement Phase 2	10379	BNSF grade crossing on Marine Drive	BNSF grade crossing on Marine Drive	Construct rail overcrossing on Marine Dr.	\$23,107,000	2031-2045	No
Freight	Multnomah County	Port of Portland	Port of Portland	SW Quad Access	10363	NE 33rd Ave.	SW Quad	Provide street access from 33rd Ave. into SW Quad.	\$14,330,000	2031-2045	No
Freight	Multnomah County	Port of Portland	Port of Portland	T6 Second Entrance from Marine Drive	11306	N. Bybee Lake Rd.	N. Pacific Gateway	Construct 2nd entrance from Marine Drive and internal rail overcrossing to Terminal 6. I.	\$29,100,000	2031-2045	No
Freight	Multnomah County	Port of Portland	Port of Portland	T6 Suttle Road entrance	11307	Terminus of N. Suttle Road	Terminal 6	Access to the east end of Terminal 6 off the terminus of Suttle Road.	\$7,300,000	2031-2045	No
Freight	Multnomah County	Port of Portland	Troutdale	Troutdale Airport Master Plan Transportation Improvements	11743	Sundial Road	Swigert Way/Graham Road	Implement transportation improvements developed as part of the Troutdale Airport Master Plan	\$11,400,000	2031-2045	No
Roadway (Capital)	Multnomah County	Port of Portland	Port of Portland	82nd Ave./Airport Way Grade Separation	10362	82nd Avenue/Airport Way Intersection	82nd Avenue/Airport Way intersection	Grade-separate Eastbound Airport Way over 82nd Avenue to reduce intersection signal phase competition, merge northbound left-turners with westbound traffic without a traffic signal and reduce cross traffic exposure for bicycling and walking across Airport Way.	\$119,490,000	2031-2045	No
Roadway (Capital)	Multnomah County	Port of Portland	Multnomah County	Sundial Road Improvements	11190	Sundial Road	North of Marine Drive	Construct signal and turn lanes at Graham Road/Sundial Road intersection. Complete sidewalk gaps on Sundial Road	\$7,600,000	2031-2045	No
Active Transportation - Bicycle	Multnomah County	Portland	Portland	Boones Ferry Rd Bikeway	10308	SW Terwilliger	Portland City Limits	Design and implement bicycle facilities.	\$15,500,000	2031-2045	No
Active Transportation - Pedestrian	Multnomah County	Portland	Portland	N Mississippi Streetscape Improvements	11876	Fremont	Skidmore	Construct streetscape improvements to enhance the area as a Pedestrian District.	\$15,500,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	122nd Ave Safety Improvements: NE Marine to SE Foster	12307	NE Marine Dr	SE Foster Rd	Add proven safety countermeasures (sidewalks, crossings, lighting) to roadway to reduce severe injury and fatal crashes	\$69,000,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Albina Vision Improvements	12310	Albina Vision Study Area	Albina Vision Study Area	Improvements to include: bus stop enhancements (wider platforms, bus pads, improved shelters and lighting), public art, placemaking elements (distinctive materials, special lighting, public spaces, planted medians and street trees), safer marked crossings, improved bikeways, pedestrian scale street lighting and sidewalk extensions	\$69,000,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	ODOT	Barbur Blvd Walking and Biking Improvements	12313	I-405	Barbur Transit Center	Build continuous high quality sidewalks, bike facilities and crossings on Barbur between I-405 and the Barbur Transit Center.	\$69,000,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Belmont Streetscape Improvements	10292	SE 25th	SE 43rd	Design and implement streetscape improvements to enhance sidewalks, lighting, crossings, transit stops, and signals.	\$15,500,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Flavel Dr Roadway Improvements	10222	SE 45th	Clatsop	Fully improve street from SE 45th to Clatsop Street with travel lanes, curbs, swales, sidewalks, and separated in-roadway bicycle facilities from 52nd to Clatsop.	\$16,000,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Green Loop/Central City in Motion Improvements	12308	Green Loop	Green Loop	Transit priority, protected bikeway and crossing treatments to make it easier and safer to take transit, walk and bike in the Central City and help implement the Green Loop vision identified in the 2035 Comp Plan.	\$69,000,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	ODOT	Inner Powell Blvd Corridor Improvements: Additional Local Contribution to State-owned Arterial	12229	Willamette River	I-205	Add sidewalks, lighting, enhanced pedestrian crossings and parallel greenway connections to reduce severe injury and fatal crashes.	\$69,000,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	N Killingsworth St Corridor Improvements	10294	N Interstate Ave	N Greeley	Design and implement streetscape and safety improvements to enhance sidewalks, lighting, crossings, transit stops, and signals. Reconstruct pavement where it is in poor condition.	\$15,500,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	NE 162nd Ave Complete Street Improvements	12309	NE Sandy Blvd	NE Glisan St	Add turn lanes, and improved/ continuous curbs, sidewalks, lighting, bike and stormwater facilities.	\$69,000,000	2031-2045	No



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	NE Fremont Streetscape Improvements	10293	NE 42nd	NE 52nd	Design and implement streetscape improvements to enhance sidewalks, lighting, crossings, transit stops, and signals.	\$15,500,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	NW 13th Ave Ped/Bike Bridge	11790	NW Raleigh	NW Naito Pkwy	Construct a pedestrian and bicycle bridge over the railroad tracks to connect the North Pearl District to Naito and the waterfront.	\$15,500,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	NW Marshall Pedestrian/Bicycle Bridge	11784	NW 9th	NW Naito Pkwy	Construct a pedestrian/bicycle bridge over the railroad tracks, potentially connecting to Broadway Bridge.	\$15,500,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Outer Milwaukie Streetscape Improvements	10295	SE Yukon	SE Tacoma	Design and implement streetscape improvements to enhance sidewalks, lighting, crossings, transit stops, and signals.	\$15,500,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Outer Taylors Ferry Safety Improvements, Segment 2	11883	48th	City Limits	Widen shoulder to provide bicycle climbing lane and construct a walkway for pedestrian travel and access to transit.	\$15,500,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	ODOT	Portland to Milwaukie Trail	11198	Various roadways following the PMLR alignment	Various roadways following the PMLR alignment	Construct a shared-use path along SE McLoughlin Blvd from 17th Ave to the Springwater Corridor Trail. This project will be coordinated with ODOT to determine the alignment along McLoughlin Blvd.	\$31,000,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Reedway Ped/Bike Overcrossing	11819	SE 23rd Ave	SE 28th Ave	Construct a pedestrian/bicycle overcrossing of McLoughlin Blvd, light rail, and railroad tracks.	\$54,500,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	SE 13th Ave Streetscape Improvements	11882	Malden	Tacoma	Plan and implement streetscape and transportation improvements, including crossing improvements, to increase opportunities to walk and enhance the main street character.	\$15,500,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	Portland	Sullivan's Gulch Trail, Segment 1	11323	Eastbank Esplanade	NE 21st	Multi-use path along Sullivan's Gulch. Project requires the use of Union Pacific right-of-way to be feasible, otherwise an alternate alignment will need to be developed.	\$87,000,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	UPRR	Sullivan's Gulch Trail, Segment 2	11878	21st Ave	Hollywood Transit Center	Construct a multi-use trail for pedestrians and bicycles within the Banfield (I-84) Corridor from 21st Ave to the Hollywood Transit Center. Project requires the use of Union Pacific right-of-way to be feasible, otherwise an alternate alignment will need to be developed.	\$65,500,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Multnomah County	Portland	UPRR	Sullivan's Gulch Trail, Segment 3	11879	Hollywood Transit Center	Broadway	Construct a multi-use trail for pedestrians and bicycles within the Banfield (I-84) Corridor from the Hollywood Transit Center to Broadway. Project requires the use of Union Pacific right-of-way to be feasible, otherwise an alternate alignment will need to be developed.	\$78,000,000	2031-2045	No
Freight	Multnomah County	Portland	Portland	Going/Greeley Interchange Improvements	11871	N Going/Greeley	N Going/Greeley	Redesign Going/Greeley interchange including climbing lane on Going to improve truck movement between Swan Island, Lower Albina, and I-5.	\$39,000,000	2031-2045	No
Roadway (Capital)	Multnomah County	Portland	Portland	Capitol Hwy / Bertha Blvd Bridge Replacement	11884	Capitol Hwy, SW (bridge over Bertha Blvd)	Capitol Hwy, SW (bridge over Bertha Blvd)	Replace existing weight-restricted bridge over Bertha Blvd (#081) with a new structure with improved vertical clearance.	\$23,500,000	2031-2045	No
Roadway (Capital)	Multnomah County	Portland	Portland	Capitol Hwy / Multnomah Blvd Bridge Replacement	11885	Capitol Hwy, SW (bridge over Multnomah Blvd)	Capitol Hwy, SW (bridge over Multnomah Blvd)	Replace existing weight-restricted bridge over Multnomah Blvd (#082) with a new structure.	\$39,000,000	2031-2045	No
Roadway (Capital)	Multnomah County	Portland	Portland	Clatsop Street Extension	10536	SE 162nd Ave	Portland City Limits	Extend street east into Pleasant Valley based on the Pleasant Valley Implementation Plan.	\$15,500,000	2031-2045	No
Roadway (Capital)	Multnomah County	Portland	Portland	Halsey St Bridge Seismic Retrofit	10316	NE Halsey/I-84	NE Halsey/I-84	Retrofit existing seismically vulnerable bridge across I-84 (#021) to ensure emergency response and economic recovery in the event of an earthquake.	\$23,500,000	2031-2045	No



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Roadway (Capital)	Multnomah County	Portland	BNSF	N Fessenden St Bridge Replacement	11872	Fessenden St, N (over railroad cut)	Fessenden St, N (over railroad cut)	Replace existing structurally-deficient, weight-restricted bridge (owned by BNSF) over railroad cut.	\$31,000,000	2031-2045	No
Roadway (Capital)	Multnomah County	Portland	BNSF	N Willamette Blvd Bridge Replacement	11873	Willamette Blvd, N (over railroad cut)	Willamette Blvd, N (over railroad cut)	Replace existing structurally-deficient, weight-restricted bridge (owned by BNSF) over railroad cut.	\$31,000,000	2031-2045	No
Roadway (Capital)	Multnomah County	Portland	Portland	Parkrose Connectivity Improvements, NE	10288	105th	109th	Supplement access route for commercial properties in Parkrose by improving 109th from Sandy to Killingsworth and Killingsworth from 109th to 105th, serving truck access functions, pedestrian, and bike connections.	\$15,500,000	2031-2045	No
Roadway (Capital)	Multnomah County	Portland	Portland	Pleasant Valley Foster Rd Extension	10347	SE Jenne Rd	SE Giese Rd.	Design and implement multimodal improvements based on the Pleasant Valley Implementation Plan recommendations.	\$8,000,000	2031-2045	No
Roadway (Capital)	Multnomah County	Portland	ODOT	Ross Island Bridgehead Improvements	10235	SW Naito Parkway	SW Barbur	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. This project will be coordinated with ODOT and with the Southwest Corridor Project, and will consider impacts to ODOT facilities including Naito Parkway and the Ross Island Bridge.	\$156,000,000	2031-2045	No
Roadway (Capital)	Multnomah County	Portland	Portland	W Burnside/Couch St Couplet Project	10171	Burnside Bridge	W 15th	Implements a one-couplet design including new traffic signals, widened sidewalks, curb extensions, bike lanes, on-street parking and street trees. This project will be coordinated with ODOT to address potential impacts to the I-405 interchanges, overcrossings and ramps.	\$156,000,000	2031-2045	No
Roadway (Capital)	Multnomah County	Portland	BNSF	Willbridge Industrial Area Rail Overcrossing	11117	NW Balboa	NW St Helens Rd	Provide an alternative crossing of the BNSF Railroad to improve connectivity and safety between US 30 and the industrial properties served by NW Front Avenue in the Willbridge area of the NW Industrial District.	\$46,500,000	2031-2045	No
Transit - High Capacity	Multnomah County	Portland	Portland	HCT Strategy, Tier 2 Improvements: Additional Local Contribution from Reg/State/Fed funding	12306	N/A	N/A	Improvements to improve transit speed, reliability, station access, amenities and rider experience; including enhancements to transit stations, and bus priority/queue bypass lanes, ITS and NextGen TSP investments from additional regional, state or federal funding that is in line with Strategic revenue forecast	\$69,000,000	2031-2045	No
Transit Capital - Other	Multnomah County	Portland	Portland	Union Station, Phase 3	11870	Union Station	Union Station	Core building improvements, operational improvements, and railyard improvements for Union Station.	\$327,000,000	2031-2045	No
Transit - High Capacity	Multnomah County	TriMet	TriMet	HCT: Burnside/Stark Corridor High Capacity Transit	12286	Beaverton	Gresham	Project development of high capacity transit options and construction and implementation of high capacity transit from Beaverton to Gresham on the Burnside/Stark corridor.	\$162,700,000	2031-2045	No
Transit - High Capacity	Multnomah County	TriMet	TriMet	HCT: Lombard/Cesar Chavez Corridor High Capacity Transit	12288	St. Johns	Milwaukie	Project development of high capacity transit options and construction and implementation of high capacity transit from St. Johns to Milwaukie on the Lombard/Cesar Chavez corridor.	\$162,700,000	2031-2045	No
Transit - High Capacity	Multnomah County	TriMet	TriMet	HCT: Martin Luther King Corridor High Capacity Transit	12287	Hayden Island	Downtown Portland	Project development of high capacity transit options and construction and implementation of high capacity transit from Hayden Island to Downtown Portland on the Martin Luther King Boulevard corridor.	\$162,700,000	2031-2045	No
Transit - High Capacity	Multnomah County	TriMet	ODOT	HCT: Steel Bridge Transit Bottleneck Capital Construction	10921	NW 1st and NW Everett, Portland	N Interstate and N Multnomah, Portland	Construction to address transit bottleneck at the Steel Bridge and Rose Quarter.	\$5,696,000,000	2031-2045	No
Transit - High Capacity	Multnomah County	TriMet	Portland Streetcar, Inc	HCT: Streetcar Johns Landing	11639	SW Lowell	Willamette Park	Corridor Alternatives Analysis, public outreach, planning, design, engineering, and construction for future streetcar extension from Portland to Johns Landing. Potential future construction.	\$150,000,000	2031-2045	No
Transit - High Capacity	Multnomah County	TriMet	Portland	HCT: Streetcar Lovejoy to Hollywood Extension	11102	NE Grand Ave	Hollywood Town Center	Extend streetcar along NE Broadway/Weidler corridor to Hollywood Town Center.	\$159,446,000	2031-2045	No



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Active Transportation - Pedestrian/Bicycle	Multnomah County, Washington County	Tigard	Tigard	Red Rock Creek Greenway Trail	12008	Dartmouth/217 area along Red Rock Ck	I-5 / 64th Ave	New trail parallel along Red Rock Ck in the Triangle from Near Dartmouth/217 to I-5.	\$6,800,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Multnomah County, Washington County	Tualatin Hills Park & Recreation	Tualatin Hills Park & Recreation	Bethany Creek Community Trail #2	11945	Waterhouse Trail at Abbey Creek	Rock Creek/Westside Trail intersection south of Springville Rd.	Design, & construct a 10' wide multi-use trail connecting new urban area residents to the Waterhouse, Westside, and Rock Creek Trail networks, serving historically marginalized communities & improving safety/access to jobs, schools, and 2040 Centers.	\$2,800,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Multnomah County, Washington County	Tualatin Hills Park & Recreation	Tualatin Hills Park & Recreation	Bonny Slope West Trail	12105	NW Laidlaw Rd. at NW Saltzman Rd.	NW Cornell Rd. at Cedar Mill Creek	Plan, design, and construct a 10' wide paved, multi-use community trail. The off-street facility provides a safer alternate to on-street travel and increases access to 2040 regional centers near historically marginalized communities.	\$19,200,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Region-wide (all three counties)	ODOT	ODOT	Active Transportation Critical Connections Region-Wide	11982	Region-wide	Region-wide	Construct improvements to address gaps and deficiencies in the regional active transportation network on ODOT facilities. Specific projects to be determined based on ODOT Region 1 Active Transportation Needs Inventory.	\$198,000,000	2031-2045	No
Transportation System Management (Technology)	Region-wide (all three counties)	ODOT	ODOT	Active Traffic Management (ATM) & Connected & Automated Vehicles (CAV) Region-wide Phase 1	11584	N/A	N/A	Deploy ATM recommendations from the ODOT Active Traffic Management Strategy. Specific projects to be determined. Deploy Connected, Automated and Electric Vehicle strategies.	\$46,000,000	2031-2045	No
Transportation System Management (Technology)	Region-wide (all three counties)	ODOT	ODOT	Active Traffic Management (ATM) and Connected and Automated Vehicles (CAV) Region-wide Phase 2	11980	Region-wide	Region-wide	Deploy ATM recommendations from the ODOT Active Traffic Management Strategy. Perform enhancements to existing infrastructure and deploy new infrastructure to support CAV applications. Specific projects to be determined.	\$20,000,000	2031-2045	No
Transit Operating Capital	Region-wide (all three counties)	TriMet	TriMet	Bus: 5th Bus Base Design and Construction	12281	N/A	N/A	Construction of a 5th Bus Base	\$350,000,000	2031-2045	No
Active Transportation - Bicycle	Washington County	Beaverton	Beaverton	6th St: Murray Boulevard to Erickson Avenue (Bike Lanes)	10665	Murray Boulevard	Erickson Avenue	Construct bike lanes along 6th Street, between Murray Boulevard and Erickson Avenue.	\$8,600,000	2031-2045	No
Active Transportation - Bicycle	Washington County	Beaverton	Beaverton	Baseline Road: 158th Avenue to Jenkins Road (Bike Lanes)	12051	158th Avenue	Jenkins Road	Install bike lanes along SW Baseline Road, between 158th Avenue and SW Jenkins Road.	\$11,400,000	2031-2045	No
Active Transportation - Bicycle	Washington County	Beaverton	Beaverton	Farmington Road: Hocken Ave to OR Highway 217 (Bike Lanes)	10668	Hocken Avenue	OR Highway 217	Construct bike lanes along Farmington Road, between Hocken Avenue and OR Highway 217	\$30,600,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Beaverton	Beaverton	Allen Blvd: OR 217 to Western (ped/bike/signals/turn lanes)	10633	OR Highway 217	Western Avenue	Add sidewalks, street trees, bike lanes, traffic signals, and turn lanes along Allen Boulevard, from OR217 to Western Avenue.	\$15,300,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Beaverton	Beaverton	Allen Boulevard Complete Street: Hall Boulevard to King Boulevard	12112	Hall Blvd.	King Blvd.	Construct complete street along Allen Boulevard, between Hall Boulevard and King Boulevard. Project includes sidewalks, street trees, bike lanes, lighting, signals, turn lanes where needed.	\$38,900,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Beaverton	Beaverton	Allen Boulevard Complete Street: Menlo Drive to Hall Boulevard	12111	Menlo Dr.	Hall Blvd.	Construct complete street along Allen Boulevard, between Menlo Drive and Hall Boulevard. Project includes sidewalks, street trees, bike lanes, lighting, signals, and turn lanes where needed.	\$38,900,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Beaverton	Beaverton	Cedar Hills Blvd: Walker to Farmington (ped/bike/turn lanes)	10634	Walker Road	Farmington Road	Construct sidewalks, bike lanes, and turn lanes where needed, along Cedar Hills Boulevard, between Walker Road and Farmington Road.	\$46,000,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Beaverton	Beaverton	Denney Rd: Hall Blvd to OR 217 (Ped/Bike/Turn Lanes)	12118	Hall Blvd.	OR 217	Construct bike lanes, sidewalks, and turn lanes where needed along SW Denney Road, between Hall Boulevard and OR 217.	\$17,100,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Beaverton	Beaverton	Downtown Loop Complete Street: 5th Street – Watson to Hall	12119	Watson Avenue	Hall Boulevard	Construct complete street on 5th Street, between Watson Avenue and Hall Boulevard, with wider sidewalks and protected bike lanes to make bikeway to bikeway connection. Plant street trees.	\$3,300,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Beaverton	Beaverton	Downtown Loop: Watson/Hall - Crescent St to Millikan Ave	12124	Crescent Street	Millikan Way	Construct complete street on Watson Avenue and Hall Boulevard, between Crescent Street and Millikan Way with wider sidewalks, protected bike lanes, street trees, new signals and marked crosswalks. Remove third lane on Hall Blvd.	\$32,500,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Beaverton	Beaverton	Millikan Way: 141st to Hocken (turn lanes, bike, sidewalks)	10636	141st Avenue	Hocken Avenue	Add buffered bike lanes, sidewalks, turn lanes, and signalize as warranted along Millikan Way, from 141st Avenue to Hocken Avenue.	\$6,300,000	2031-2045	No



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Active Transportation - Pedestrian/Bicycle	Washington County	Beaverton	ODOT	OR 8: Canyon Rd - Cedar Hills to Hall Blvd (Complete Street)	12114	Cedar Hills Blvd	Hall Blvd	Construct complete street on OR 8, between Cedar Hills Boulevard and Hall Boulevard. Include wider sidewalks with street trees, bikes lanes, signal and intersection treatments, lighting, landscaped median islands. Explore jurisdictional transfer.	\$32,500,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Beaverton	ODOT	OR 8: Canyon Rd - Hall Blvd to 117th Ave (Complete Street)	12116	Hall Blvd	117th Ave./Broadway St.	Construct complete street on OR 8, between Hocken Avenue and 117th Avenue. Include wider sidewalks with street trees, bike lanes, signal and intersection treatments, lighting, landscaped median islands. Explore jurisdictional transfer.	\$81,400,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Beaverton	ODOT	OR 8: Canyon Rd - Hocken to Cedar Hills (Complete Street)	12115	Hocken Ave.	Cedar Hills Blvd	Construct complete street on OR 8, between Hocken Avenue and Cedar Hills Boulevard. Include wider sidewalks with street trees, bike lanes, signal and intersection treatments, lighting, landscaped median islands. Explore jurisdictional transfer.	\$40,700,000	2031-2045	No
Roadway (Capital)	Washington County	Beaverton	Beaverton	141st Ave/142nd Ave: TV Hwy to Farmington Rd (Realignment)	10631	Tualatin Valley Highway	Farmington Road	Realign intersection of 141st Avenue/142nd Avenue and OR 8: Tualatin Valley Highway. Add signals and turn lanes as warranted. Construct sidewalks and bike lanes on 142nd Avenue (Tualatin Valley Highway to Farmington Road).	\$16,100,000	2031-2045	No
Roadway (Capital)	Washington County	Beaverton	Beaverton	Center St: Hall Blvd to Cabot St (turn lanes and sidewalks)	10628	Hall Boulevard	Cabot Street/OR Highway 217	Add turn lanes where needed along Center Street, between Hall Boulevard and Cabot Street. Construct sidewalks on the south side of the 113th Avenue and Cabot Street.	\$14,200,000	2031-2045	No
Roadway (Capital)	Washington County	Beaverton	Beaverton	Millikan Way Extension: Lombard Avenue to 114th Avenue	12130	Lombard Ave.	114th Ave.	Construct new two-lane street from Lombard to 114th Avenue with protected bike lanes, sidewalks and street trees.	\$12,000,000	2031-2045	No
Roadway (Capital)	Washington County	Beaverton	Beaverton	Rose Biggi Ave Extension: Tualatin Valley Highway to Broadway St	10625	Tualatin Valley Highway	Broadway Street	Extend Rose Biggi Avenue, between OR:8 Tualatin Valley Highway and Broadway Street, by constructing a new two-lane collector street with on-street bikeway, on-street parking, sidewalks, and street trees.	\$7,300,000	2031-2045	No
Transportation System Management (Technology)	Washington County	Beaverton	ODOT, Beaverton	OR 10: Beaverton-Hillsdale/Farmington Rd (access/signals)	11894	Murray Boulevard	Scholls Ferry Road	Combine and or close approximately 100 driveways, and upgrade/add approximately 19 adaptive traffic signals along OR: 10 Beaverton-Hillsdale Highway/Farmington Road.	\$7,500,000	2031-2045	No
Roadway (Capital)	Washington County	Cornelius	Forest Grove	Holladay Street Extension - West	10795	4th Ave	Yew St.	Construct new collector.	\$6,000,000	2031-2045	No
Roadway (Capital)	Washington County	Cornelius	Cornelius	N. 29th Avenue	11251	3F Railroad	Baseline	Improve to collector standards including sidewalks.	\$10,300,000	2031-2045	No
Transportation Demand Management	Washington County	Cornelius	Cornelius	Cornelius Park & Ride	10807	10th Ave	26th Ave	Build park & ride facilities at 10th and 26th Avenue.	\$4,100,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Forest Grove	To be determined	Council Creek Regional Trail: North-South Segment	11479	Banks	Forest Grove	Multi-use trail from Forest Grove through Washington County, the City of Banks, connecting to the Banks-Vernonia State Trail. The project or a portion of the project is outside the designated urban growth boundary.	\$61,700,000	2031-2045	No
Roadway (Capital)	Washington County	Forest Grove	ODOT	OR 47/ B St. Intersection Improvements	11662	OR 47	B Street	Construct intersection improvements (e.g. lighting and improved traffic control) to address safety issues at high crash intersection. The project or a portion of the project is outside the designated urban growth boundary.	\$4,600,000	2031-2045	No
Roadway (Capital)	Washington County	Forest Grove	Washington County	Thatcher Road Improvement - Phase 2	12191	Purdin Road	Purdin Road	Improve Thatcher Road to arterial design standards.	\$16,300,000	2031-2045	No
Transit - High Capacity	Washington County	Forest Grove	TriMet	HCT: Forest Grove HCT Extension	10771	Hillsboro	Forest Grove	Assess high capacity transit options including BRT connecting Forest Grove with Hillsboro. Identify and evaluate alternatives, prepare preliminary design options and cost estimates, begin initial environmental review for preferred alternative, acquire necessary ROW, construct initial facilities such as transit signal priority and enhanced bus stops.	\$68,300,000	2031-2045	No
Active Transportation - Pedestrian	Washington County	Hillsboro	ODOT	OR 8: SW Baseline St Sidewalk Gaps	12145	SW 17th	Dennis	Complete missing north side sidewalks and curbs; south side gaps included in ODOT 2021-2024 STIP (project 21608)	\$2,000,000	2031-2045	No
Active Transportation - Pedestrian	Washington County	Hillsboro	ODOT	OR 8: SW Oak St Sidewalk Gaps	12147	SW 17th	Dennis	Complete missing sidewalks and curb	\$2,100,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Hillsboro	Hillsboro	Beaverton Creek Trail	10850	Reedville Trail (North Segment)	SW 194th Ave	Design and construct Hillsboro segment of multi-use trail.	\$9,100,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Hillsboro	Hillsboro	Bronson Creek Trail	11889	Beaverton Creek Trail at 206th Ave	185th Ave	Design and construct Hillsboro segment of multi-use trail.	\$4,600,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Hillsboro	Hillsboro	Crescent Park Greenway	11485	Jackson School Rd	Cornelius Pass Rd	Multi-use trails and bike/ped crossings connecting North Hillsboro industrial area, Hillsboro stadium, Fred Meyer, Rock Creek Trail, Oregon Electric Railway Trail and Cornelius Pass Road multi-use path; part of larger Crescent Park Greenway plan	\$29,100,000	2031-2045	No



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Active Transportation - Pedestrian/Bicycle	Washington County	Hillsboro	Hillsboro	Jacobson Rd Turn Lanes and Bike/Ped Improvements	11150	Helvetia Rd	Century Blvd	Complete three-lane cross section with center turn lane, sidewalks, and bike facilities; restrict intersection at Helvetia Rd to right-in, right-out with future connection and improvement to Schaaf	\$14,600,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Hillsboro	Hillsboro	Minter Bridge Rd Bike/Ped Improvements	11282	River Rd	Morgan Rd (UGB)	Improve west side to complete two-lane urban standards; include intersection improvement at Minter Bridge & River	\$12,900,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Hillsboro	ODOT	OR 219: S 1st Ave Complete Street Improvements	12141	Railroad	Wood St/Jackson Bottom Entrance	Construct sidewalks and bike facilities	\$8,600,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Hillsboro	Washington County	Oregon Electric Railway Trail: US 26 Crossing	11913	Cornelius Pass Rd Multi-Use Path at US 26	Power Line Trail at Rock Creek Blvd	Construct US 26 trail over-crossing near Cornelius Pass Rd interchange; include connecting trail segments at either end to connect to Cornelius Pass Rd multi-use path and Rock Creek Trail ("Power Line Trail") at Rock Creek Blvd.	\$11,400,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Hillsboro	Hillsboro	Reedville Trail (North Segment)	11461	Wilkins St	Tualatin Valley Highway	Construct multi-use trail along BPA Pearl-Keeler power line corridor.	\$15,100,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Hillsboro	Hillsboro	Rock Creek Trail Extension	10851	Rock Creek Trail at River Road	Rock Creek Trail at Wilkins St	Design and construct multi-use trail; connect to existing segments of Rock Creek Trail.	\$13,300,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Hillsboro	Hillsboro	Rood Bridge Rd Bike/Ped Improvements	11161	River Rd	Pipers Dr (UGB)	Improve to two-lane urban standards with sidewalks and bike facilities	\$16,100,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Hillsboro	Hillsboro	Tualatin Valley Trail (Turf-to-Surf Trail)	11483	Century Blvd	Shaw St	Construct South Hillsboro/Reedville segment of Tualatin Valley Trail along south side of Portland & Western Railroad corridor.	\$13,500,000	2031-2045	No
Roadway (Capital)	Washington County	Hillsboro	Washington County	Brookwood Pkwy Widening	11140	Ihly Wy	Cornell Rd	Widen from three to five lanes by adding one general travel lane in each direction; project includes widening bridge over light rail; rebuild bike facilities as cycle track	\$33,000,000	2031-2045	No
Roadway (Capital)	Washington County	Hillsboro	Hillsboro	Century Blvd Extension and Over-Crossing at US 26	10831	Bennett St	Wagon Wy	Construct 3-lane, grade-separated over-crossing across US 26; cost estimate based on 3-lane bridge structure; design bridge abutments to accommodate five travel lanes if needed; reconstruct segment to Wagon Drive as 3-lane Commercial Collector	\$64,100,000	2031-2045	No
Roadway (Capital)	Washington County	Hillsboro	Hillsboro	Dennis Ave Emergency Access Extension	12146	Wood	UP Railroad ROW (north side)	Construct Dennis Ave extension and railroad crossing to serve as emergency secondary access for Wood St	\$5,200,000	2031-2045	No
Roadway (Capital)	Washington County	Hillsboro	Washington County	Evergreen Rd Widening and Bike/Ped Improvements	10836	Glencoe Rd	15th Ave	Widen roadway from three to five lanes to match Evergreen cross section east of NE 15th; sidewalks on UGB side (south) only; include intersection improvements at Evergreen & Glencoe, Jackson School (west), and Jackson School (east)	\$31,200,000	2031-2045	No
Roadway (Capital)	Washington County	Hillsboro	Hillsboro	Hazeltine Ave	12143	Brookwood Extension	WHVS southern boundary	Construct three-lane road (two alignments based on Brookwood alternatives); cost estimate represents higher total cost WHVS alignment option (Alternative 1)	\$6,300,000	2031-2045	No
Roadway (Capital)	Washington County	Hillsboro	Washington County	Helvetia Rd Turn Lanes and Bike/Ped Improvements	11149	Schaaf Rd	West Union Rd	Widen road to three-lane arterial standard; stripe center turn lane at Schaaf and Pubols for southbound left turn lane; complete east side sidewalks to Jacobson; sidewalk on UGB side (east) only; preserve five-lane right-of-way for future growth	\$19,000,000	2031-2045	No
Roadway (Capital)	Washington County	Hillsboro	Hillsboro	Meek Rd Improvements, Phase 1	11387	Sewell Rd	Starr Blvd	Construct three-lane road; include intersection improvements at Evergreen and Huffman	\$41,700,000	2031-2045	No
Roadway (Capital)	Washington County	Hillsboro	Hillsboro	Schaaf Rd Reconstruction	11147	Helvetia Rd	New north-south collector	Reconstruct gravel road to three-lane collector	\$17,700,000	2031-2045	No
Roadway (Capital)	Washington County	Hillsboro	Hillsboro	Starr Blvd Reconstruction and Improvements, Phase 2	11364	Huffman St (future extension)	Meek Rd	Complete three-lane improvements to interim two-lane road with center turn lane, sidewalks, and bike facilities; include intersection improvements at Starr & Evergreen, Huffman, and Meek	\$28,300,000	2031-2045	No
Roadway (Capital)	Washington County	Hillsboro	ODOT	TV Hwy & River Rd Intersection Improvements	11392	TV Hwy & River Rd	TV Hwy & River Rd	Construct eastbound right-turn lane and second northbound left-turn lane; include railroad crossing modification	\$7,500,000	2031-2045	No
Roadway (Capital)	Washington County	Hillsboro	ODOT	US 26 & 185th Ave Interchange Refinement and Implementation	11279	US 26 & 185th	US 26 & 185th	Conduct interchange refinement study and implementation.	\$60,500,000	2031-2045	No
Roadway (Capital)	Washington County	Hillsboro	Washington County	West Union Rd Widening and Improvements	11341	Helvetia Rd	Cornelius Pass Rd	Widen road to three-lane arterial standard from Helvetia to Century and five-lane from Century to Cornelius Pass; preserve five-lane right-of-way from Helvetia to Century; include intersection improvements at Helvetia, Century, and Cornelius Pass	\$67,800,000	2031-2045	No
Roadway (Capital)	Washington County	Hillsboro	Hillsboro	Wilkins St Extension	10829	Amberglenn Pkwy	Stucki Ext.	Construct three-lane extension with new intersections at Amberglenn Pkwy and Stucki extension	\$7,300,000	2031-2045	No



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Roadway Operations	Washington County	Hillsboro	Washington County	Cornell Rd Safety and Access Management	10824	Main St	17th	Long-term access management and safety improvements; future intersection improvements and accommodations at Grant and Lincoln to be determined	\$6,500,000	2031-2045	No
Throughways	Washington County	Hillsboro	ODOT	US 26 Widening - Brookwood to Cornelius Pass	11393	Brookwood Pkwy/Helvetia Rd	Cornelius Pass Rd	Widen Sunset Hwy from four to six lanes by adding one general travel lane in each direction; include interchange ramp improvements at Brookwood eastbound and westbound ramps	\$79,600,000	2031-2045	No
Transit - High Capacity	Washington County	Hillsboro	Hillsboro	HCT: AmberGlen/North Hillsboro Streetcar, Phase 1	11278	Quatama MAX Station	Proposed "Evergreen Transit Center" (at Evergreen & 194th)	Construct high capacity transit from Quatama MAX station through AmberGlen/Tanasbourne Regional Center; provide local match funding to leverage federal funds; also see project 11573.	\$173,600,000	2031-2045	No
Transit - High Capacity	Washington County	Hillsboro	Hillsboro	HCT: AmberGlen/North Hillsboro Streetcar, Phase 2	11573	Proposed "Evergreen Transit Center" at Evergreen & 194th	Hillsboro Stadium, Intel Ronler Acres, Orenco Station	Extend high capacity transit from AmberGlen/Tanasbourne Regional Center to Hillsboro stadium, Intel Ronler Acres, and Orenco Station; provide local match funding to leverage federal funds; also see project 11278	\$86,900,000	2031-2045	No
Transit - High Capacity	Washington County	Hillsboro	ODOT	HCT: Sunset Highway High Capacity Transit	11912	Sunset Transit Center	Fair Complex/Hillsboro Airport MAX Station	Study and implementation of high capacity transit from Sunset Transit Center to Fair Complex/Hillsboro Airport MAX Station via US 26.	\$113,900,000	2031-2045	No
Transit Capital - Other	Washington County	Hillsboro	TriMet	Hillsboro Central Transit Center Expansion	12134	Hillsboro Central TC/SE 3rd Ave	Hillsboro Central TC/SE 4th Ave	Expand Hillsboro Central/SE 3rd Ave Transit Center	\$4,100,000	2031-2045	No
Active Transportation - Pedestrian	Washington County	King City	King City	OR 99W Plan and Pedestrian Improvements: SW Beef Bend to Tualatin River	12153	SW Beef Bend Rd	Tualatin River	Study the OR 99W Corridor through King City, along with Tigard and other neighboring agencies, to develop a corridor-wide improvement plan. Construct pedestrian facilities and buffer from the vehicle travel way. Provide enhanced crossings at key intersections.	\$15,600,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	King City	King City	Tualatin River Trail: River Lane to OR 99W	12159	SW River Lane	OR 99W	Construct a shared-use path from the planned S. Kingston Terrace Trail to SW River Lane. Connect path through King City Community Park to SW River Lane. Construct a shared-use path from OR 99W to SW 131st Avenue.	\$11,100,000	2031-2045	No
Throughways	Washington County	ODOT	ODOT	I-5/OR 217 Interchange Phase 2	11302	I-5/OR 217 Interchange	N/A	I-5/OR 217 Interchange Phase 2 - southbound OR 217 to southbound I-5 entrance ramp; southbound I-5 exit to Kruse Way loop ramp. Evaluate and implement improvements to address bicycle and pedestrian needs, which will be identified.	\$105,000,000	2031-2045	No
Throughways	Washington County	ODOT	ODOT	OR 217 Capacity Improvements	11582	US 26 (Sunset Hwy)	I-5	Construct a 6-lane freeway with aux lanes between entrance and exit ramps and complete interchange reconstruction with ramp and overcrossing improvements per 2000 OR217 Corridor Study and 2005 Metro Highway 217 Corridor Study. Evaluate and implement improvements to address bicycle and pedestrian needs, which will be identified.	\$814,000,000	2031-2045	No
Throughways	Washington County	ODOT	ODOT	OR 217 Interchange, Safety, and Operational Improvements	11978	US 26 (Sunset Highway)	I-5	Design and construct improvements to OR 217 between US 26 and I-5 interchange to improve safety, reliability and mobility. Evaluate and implement improvements to address bicycle and pedestrian needs, which will be identified.	\$148,000,000	2031-2045	No
Throughways	Washington County	ODOT	ODOT	OR 217 Northbound Auxiliary Lane Extension Scholls Ferry to Allen/Denney	11976	Scholls Ferry Road	Allen/Denney Interchange	Extend OR217 auxiliary lane from Scholls Ferry to Allen/Denney by filling in the existing auxiliary lane and modifying related ramp connections. Evaluate and implement improvements to address bicycle and pedestrian needs, which will be identified.	\$99,000,000	2031-2045	No
Active Transportation - Pedestrian	Washington County	Sherwood	Sherwood	Pedestrian Links to Schools & Town Center	10703	Various	Various	Pedestrian upgrades, new sidewalks, sidewalk infill at: Sunset, Division, Edy, Elwert, Meinecke, Pine, Roy, Ladd Hill, Timbrel, Washington, Willamette, Old Pacific Hwy.	\$16,600,000	2031-2045	No
Roadway (Capital)	Washington County	Sherwood	Sherwood	Arrow Street Improvements: Langer Farms Prkwy to Gerda Lane	10700	SW Langer Farms Parkway	SW Gerda Lane	Reconstruct 3-lane collector street to TSP standards between SW Langer Farms Parkway and SW Gerda Lane.	\$18,700,000	2031-2045	No
Roadway (Capital)	Washington County	Sherwood	To be determined, O	Brookman Road Intersection Realignment	12047	SW Pacific Highway	SW Brookman Road	Realigns and relocates the SW Brookman Road intersection with SW Pacific Highway (OR 99W) to accommodate the expansion of SW Brookman Road for future development.	\$35,300,000	2031-2045	No
Roadway (Capital)	Washington County	Sherwood	Sherwood	Cedar Brook Way: Elwert to 99W	10684	99W	Elwert Rd	Construct collector status road between SW Elwert Rd @ intersection with SW Handley St and SW Pacific Hwy (OR 99W).	\$13,700,000	2031-2045	No



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Roadway (Capital)	Washington County	Sherwood	Sherwood	Century-Langer Intersection Capacity and Safety Improvements	11660	Century Dr	Langer Dr	Improve intersection capacity and safety. Possible roundabout at Century Dr. Restrict Langer movements to right-in/right-out, possible EB left-in. In TSP. Can be combined with RTP 10691.	\$4,700,000	2031-2045	No
Roadway (Capital)	Washington County	Sherwood	To be determined	Edy-Elwert Intersection Improvements	12045	SW Elwert Road	SW Edy Road	Reconstruct Edy/Elwert intersection and approach roads to arterial standards (roundabout or signal, elevate roadway to increase site distance, etc.).	\$5,900,000	2031-2045	No
Roadway (Capital)	Washington County	Sherwood	Sherwood	Elwert Road Improvements	10681	SW Handley St	SW Edy Rd	Construct arterial status roadway between new roundabout (~800' NW of Pacific Hwy) and SW Edy Rd.	\$17,100,000	2031-2045	No
Roadway (Capital)	Washington County	Sherwood	Sherwood	Ladd Hill Road Improvements	10693	SW Sunset Blvd	UGB Southern Boundary (SW Brookman Rd)	Widen SW Ladd Hill Road to 3-lane collector street standards between SW Sunset Blvd and UGB southern boundary, potentially between SW Brookman Rd improvements.	\$14,300,000	2031-2045	No
Roadway (Capital)	Washington County	Sherwood	Sherwood	Old Town Arterials-Collectors	10689	SW 3rd St	SW Willamette St	Complete arterials and collector streets within old town overlay per City TSP.	\$13,200,000	2031-2045	No
Roadway (Capital)	Washington County	Sherwood	Sherwood	Pine St Phase 2	11614	SW Division St	SW Sunset Blvd	Reconstruct SW Pine St to the 2-lane collector standard per City TSP. Existing street is 2-lanes w/ non-ADA compliant sidewalks and this project will improve storm drainage and address ADA issues, but not add any capacity increasing features.	\$4,700,000	2031-2045	No
Roadway (Capital)	Washington County	Sherwood	Sherwood	Sunset Blvd.	10698	SW Aldergrove Ave	SW Eucalyptus Lane	Reconstruct road to 3 lane arterial standards in sections not already to TSP section for arterial. Fix vertical crest sight distance issue at Pine St intersection. Possible signal or roundabout at Sunset/Main/Ladd Hill and complete streets to west of SW Main St.	\$18,900,000	2031-2045	No
Active Transportation - Bicycle	Washington County	Tigard	Tigard	Tigard Neighborhood Greenway Bicycle Improvements	11221	City-wide	City-wide	Make spot improvements on key low-volume, low speed through-routes to facilitate bike & pedestrian travel; identify them as bike/pedestrian neighborhood greenway routes.	\$9,800,000	2031-2045	No
Active Transportation - Pedestrian	Washington County	Tigard	Tigard	Pedestrian Improvements	11226	Multiple locations	Multiple locations	Fill gaps in sidewalk & pedestrian network.	\$20,700,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Tigard	Tigard	121st Ave Complete Street - phase 2	12006	Walnut St	North Dakota St	Build complete street with bicycle and pedestrian facilities from Walnut to N Dakota.	\$13,700,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Tigard	Tigard	72nd Ave. Buffered Bikeways and Sidewalks: Bonita to Durham	10757	Bonita Road	Durham Road	Complete street upgrade with buffered bikeways and complete sidewalks.	\$13,200,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Tigard	Tigard	72nd Ave. Improvements - Dartmouth to OR 217	12163	Dartmouth	HWY 217	Widen to 4/5 lanes, with one travel lane in each direction, one flex travel/parking lane, protected bike lanes and sidewalks.	\$26,000,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Tigard	Tigard	72nd Ave. Improvements - Hwy 217 to Bonita	10756	Hwy 217	Bonita Road	Widen to 3 lanes with bikeways and sidewalks.	\$26,500,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Tigard	Tigard	Ash Ave Ped/Bike Bridge	12165	Burnham Street	Commerical Street	Design and construct grade-separated pedestrian and bicycle bridge connecting Ash Ave across railroad.	\$16,300,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Tigard	Tigard	Ash Ave Trail Connection	12166	Walnut Place	Fanno Creek Trail	Creates new active transportation connection from Walnut Pl east of Pacific Highway (OR99W) to Ash Ave, connecting to the Fanno Creek Trail.	\$14,600,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Tigard	Tigard	Bull Mountain Rd Sidewalks	12002	Roshak Rd	Hwy 99W	Complete gaps in sidewalks and bike lanes from Benchview Terrace (Tigard City Limits) to Hwy 99W.	\$11,400,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Tigard	ODOT	Hunziker & Sandburg sidepath to Kruse Way Bike/Ped Bridge	12016	Hunziker Rd and Sandburg St	Kruse Way Trail	Bike/Ped Trail and bridge from Hunziker Rd and Sandburg St to Kruse Way Trail in Lake Oswego.	\$11,400,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Tigard	Tigard	Neighborhood Trails & Regional Trail Connections	11227	Multiple locations	Multiple locations	Construct high priority neighborhood trails to regional trails, sidewalks & transit.	\$8,100,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Tigard	Tigard	OR 217 Ped/Bike Overcrossing	12169	Tigard Triangle	Downtown	Construct a new Highway 217 overcrossing for active transportation users connecting the Tigard Triangle with Downtown Tigard. May be coordinated with the Southwest Corridor Light Rail and the Red Rock Creek Trail planning efforts.	\$17,900,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Tigard	Tigard	Regional Trail Gap Closure and Improvements	12172	Multiple sections on Fanno, Wash Sq Loop, and Westside Trails	Multiple sections on Fanno, Wash Sq Loop, and Westside Trails	Infill gaps and improve deficiencies in regional trail network. Affected trails include Fanno Creek, Washington Square Loop, Tigard-Lake-O, and Westside Trails.	\$16,300,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Tigard	Tigard	Tigard Safe Routes to School Projects	12000	City-wide	City-wide	Pedestrian upgrades, new sidewalks, new bike lanes, sidewalk infill on Tigard Streets facilitating walking and biking to school.	\$6,800,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Tigard	Tigard	Tigard-Lake-O-Red Rock Creek-Fanno Creek Rail Overcrossing	12175	Wall St	Tigard Public Library	Construct new bike and pedestrian overcrossing.	\$16,300,000	2031-2045	No



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Active Transportation - Pedestrian/Bicycle	Washington County	Tigard	Tigard	Washington Square Regional Center Greenbelt Shared Use Path	10763	Hall Blvd.	OR 217	Complete WSRC shared-use path.	\$4,400,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Tigard	Tigard	Washington Square Regional Center Pedestrian Improvements	10749	Washington Square local street connections	Washington Square local street connections	Improve sidewalks, lighting, crossings, bus shelters, and benches in the Washington Square area.	\$4,100,000	2031-2045	No
Roadway (Capital)	Washington County	Tigard	Tigard	74th Ave extension in Triangle	11999	End of 74th from 99W	Hermosa/Beveland	Extend 74th Ave at 99W south to Hermosa/Beveland. Street to include two travel lanes, bicycle lanes, parallel parking, sidewalks, and street trees with a 70-foot right-of-way.	\$10,700,000	2031-2045	No
Roadway (Capital)	Washington County	Tigard	Tigard	Downtown Circulation Plan Implementation	11225	Downtown Tigard	Between Hwy. 99W, Hall & Fanno Creek	Acquire ROW, construct streets and streetscape improvements in downtown Tigard.	\$9,800,000	2031-2045	No
Roadway (Capital)	Washington County	Tigard	Tigard	Greenburg Road Improvements - N Dakota to Cascade	10748	Hwy 217	North Dakota	Build complete street with separated cycle tracks and sidewalks.	\$35,000,000	2031-2045	No
Roadway (Capital)	Washington County	Tigard	ODOT	OR 99W Improvements Design Phase	10770	64th Ave.	King James Pl.	Intersection improvements to maintain or improve mobility and safety for TPR compliance and upgrading pedestrian crossings.	\$11,400,000	2031-2045	No
Roadway (Capital)	Washington County	Tigard	ODOT	Pacific Highway (OR99W) Corridor Plan Construction	11666	64th Ave.	King James Pl	Safety and mobility improvements, ETC treatments, boulevard treatments, improved sidewalks and bike facilities, pedestrian crossings, and access management from I-5 to King James Pl.	\$62,000,000	2031-2045	No
Roadway (Capital)	Washington County	Tigard	Tigard	Upper Boones Ferry Complete Street and Intersection	10768	Interstate 5	South of Durham Rd	Capital project to implement preferred design resulting from circulation and connectivity study.	\$32,500,000	2031-2045	No
Roadway (Capital)	Washington County	Tigard	Tigard	Washington Square Connectivity Improvements	10746	Washington Square local street connections	Washington Square local street connections	Increase local street connections at Washington Square Center based on recommendations in regional center plan.	\$3,300,000	2031-2045	No
Transit - Better Bus	Washington County	Tigard	ODOT	ETC: OR 99W Transit Supportive Treatments	12176	SW 64th Ave	Durham Road	Support existing high frequency bus service on the Pacific Highway (OR99W) corridor by implementing transit treatments such as bus queue bypass lanes and transit signal priority at key intersections.	\$9,800,000	2031-2045	No
Transit - Better Bus	Washington County	Tigard	ODOT, Tigard	ETC: Tigard Transit Access and Signal Priority Improvements	12012	City -wide	City-wide	Access to transit and other improvements such as improved stations and station access; possible queue jumps and signal preemption.	\$6,200,000	2031-2045	No
Transportation System Management (Technology)	Washington County	Tigard	Tigard	Tigard Triangle Adaptive Signals	12174	Tigard Triangle	Tigard Triangle	Upgrade signals throughout the Tigard Triangle with adaptive signal coordination technology.	\$5,700,000	2031-2045	No
Transit - High Capacity	Washington County	TriMet	TriMet	HCT: Beaverton-Hillsdale Highway Corridor High Capacity Transit	12290	Beaverton	Portland	Project development of high capacity transit options and construction and implementation of high capacity transit from Beaverton to Portland on the Beaverton-Hillsdale Highway corridor.	\$162,700,000	2031-2045	No
Transit - High Capacity	Washington County	TriMet	TriMet	HCT: Southwest Corridor: Capital Construction	11587	Bridgeport Village, Tualatin	Downtown Portland	Capital construction of High Capacity Transit project between Portland and Tualatin via Tigard.	\$4,000,000,000	2031-2045	No
Transit - High Capacity	Washington County	TriMet	TriMet	HCT: SW 185th Corridor High Capacity Transit	12289	Bethany	Beaverton	Project development of high capacity transit options and construction and implementation of high capacity transit from Bethany to Beaverton on the SW 185th/Farmington corridor.	\$162,700,000	2031-2045	No
Active Transportation - Bicycle	Washington County	Tualatin	Tualatin	Nyberg Rd Bike Lanes: Tualatin-Sherwood Rd to 65th	10739	Tualatin-Sherwood	65th	Add bike lanes on Nyberg from Tualatin-Sherwood to 65th.	\$8,100,000	2031-2045	No
Active Transportation - Pedestrian	Washington County	Tualatin	Tualatin	Sagert St I-5 Overpass Sidewalks Safety Improvements	11429	I-5	I-5	To improve safety for residents and employees, add sidewalks on I-5 bridge overpass.	\$8,100,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Tualatin	Tualatin	108th Avenue Pedestrian and Bicycle Bridge	10742	Tualatin River Greenway Trail - South Bank of the Tualatin River	Tualatin River Greenway Trail - North Bank of the Tualatin River	Pedestrian/bike bridge over Tualatin River and connecting paths.	\$18,200,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Tualatin	Tualatin	I-5 Shared-use Path (Lower Boones Ferry to Norwood)	11432	Lower Boones Ferry Road	Norwood	Construct shared-use path parallel to I-5.	\$34,200,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Tualatin	Tualatin	Ice Age Tonquin Trail (Segments 12 and 13)	11597	Cipole	Tualatin River	Construct shared-use path consistent with Metro Ice Age Tonquin Trail Master Plan. The project or a portion of the project is outside the designated urban growth boundary.	\$35,500,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Tualatin	Tualatin	Ice Age Tonquin Trail (Segments 18 & 19)	12190	112th	Tualatin / Boones Ferry	Construct shared-use path consistent with Metro Ice Age Tonquin Trail Master Plan.	\$36,600,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Tualatin	Tualatin	Saum Creek Greenway (Sagert St to Tualatin River)	11433	Sagert	Tualatin River	Construct a shared-use path.	\$5,200,000	2031-2045	No



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Active Transportation - Pedestrian/Bicycle	Washington County	Tualatin	Tualatin	Westside Trail Pedestrian and Bicycle Bridge	11435	Cipole	North of Tualatin River	Multi-use trail and bridge over the Tualatin River connecting Westside Trail and Ice Age Tonquin Trail. The project or a portion of the project is outside the designated urban growth boundary.	\$20,700,000	2031-2045	No
Roadway (Capital)	Washington County	Tualatin	ODOT	Boones Ferry Rd Widening (Martinazzi to Lower Boones Ferry)	10712	Martinazzi	Lower Boones Ferry	Reconstruction/widen to 5-lanes from Martinazzi to Lower Boones Ferry Road.	\$16,300,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Tualatin Hills Park &	Tualatin Hills Park &	Bronson Creek Trail (Community)	10809	Bronson Creek Park Cornell Rd. (THPRD)	NW Laidlaw Rd. at NW Saltzman Rd.	Design & construct a 10'-12' wide, community trail connecting Cornell Rd at 173rd Ave to the Westside Trail that will serve historically marginalized communities and improve access to 2040 Centers, jobs, transit & other regionally significant trails.	\$19,200,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Tualatin Hills Park &	Tualatin Hills Park &	South Cooper Loop Trail	11944	SW Grabhorn Rd. just north of Scholls Ferry Rd.	SW 175th Ave	Design and construct a 12' wide regional multi-use trail serving the emerging South Cooper Mountain community.	\$8,900,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Tualatin Hills Park &	Tualatin Hills Park &	South Johnson Creek Trail Seg. 5	12072	S.W. Davis Rd at S.W. 152nd Ave.	S.W. Hart Rd at Lowami Hart Woods	Construct a 10' wide community trail to provide road separated connections with in the community.	\$4,100,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Tualatin Hills Park &	Tualatin Hills Park &	Tualatin Valley Trail Seg #3 to #5 (Turf to Surf Regional Trail)	11941	160th Ave./Westside Trail	Beaverton Creek Trail at SW 5th St & SW Lombard Ave	Plan, design, & build three 12' wide regional multi-use trail segments connecting Washington County's surf-to-turf trail to Downtown Beaverton; improving safety, serving historically marginalized communities, & increasing access to jobs & transit.	\$15,500,000	2031-2045	No
Active Transportation - Bicycle	Washington County	Washington County	ODOT	Canyon Road and 110th Bike Lanes	11926	Beaverton-Hillsdale Hwy.	91st Ave	Completes 7,000 feet of bike lanes.	\$5,700,000	2031-2045	No
Active Transportation - Bicycle	Washington County	Washington County	Washington County	Washington County Neighborhood Bikeways (Ph. 2)	12049	Washington County	Washington County	9 miles of neighborhood bikeways (bike boulevards) on low-traffic streets throughout unincorporated urban Washington County, including enhanced at-grade crossings of arterials.	\$13,700,000	2031-2045	No
Active Transportation - Pedestrian	Washington County	Washington County	Washington County	111th / Rainmont Rd / 113th Avenue Sidewalks	11473	McDaniel Rd	Cornell Rd	Construct sidewalks.	\$21,800,000	2031-2045	No
Active Transportation - Pedestrian	Washington County	Washington County	Washington County	Leahy Road Sidewalks	11575	Cornell Rd.	Barnes Rd.	Construct sidewalks.	\$6,200,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Washington County	Hillsboro	206th Ave Bike/Ped Improvements	11158	Baseline Rd	Rock Rd	Complete sidewalk gaps and construct bike lanes.	\$7,300,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Washington County	Washington County	Barnes Road Ped/Bike Overcrossing	12070	North of Barnes	Sunset Transit Center	Grade separated pedestrian/bicycle over-crossing at Barnes Rd.	\$13,700,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Washington County	Washington County	Bike lanes and sidewalks on collectors and arterials (Wash Co)	12039	Countywide	Countywide	Complete 35 miles of bike lanes and sidewalks on County arterials and collectors.	\$143,200,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Washington County	To be determined	Tualatin Valley Trail (Turf-to-Surf Trail)	12185	SW 160th Ave.	198th Ave.	Design & construct a 12' wide regional multi-use trail on north side of Shaw St. includes half-signals at crossings of 160th Ave, 170th Ave and 185th Ave.	\$38,100,000	2031-2045	No
Bridge (Capital)	Washington County	Washington County	Washington County	Shackelford Rd Bridge	11457	add extent	add extent	Build new 3 lane road with bike/ped facilities, storm drainage, street lighting to serve North Bethany. The project or a portion of the project is outside the designated urban growth boundary.	\$35,500,000	2031-2045	No
Roadway (Capital)	Washington County	Washington County	Washington County	113th Ave	11474	McDaniel Rd	Rainmont Rd	Construct new 2 lane Collector Rd with sidewalks bikelanes and street lighting.	\$14,600,000	2031-2045	No
Roadway (Capital)	Washington County	Washington County	Washington County	119th Avenue Improvements	11579	McDaniel Rd	Cornell Rd.	Add sidewalks, bike lanes, lighting, turn lanes at major intersections.	\$29,100,000	2031-2045	No
Roadway (Capital)	Washington County	Washington County	Washington County	124th Ave Improvements	11469	Tualatin-Sherwood Rd.	Grahams Ferry Rd	Improve 124th from 2 lanes to 5 lanes with bike lanes and sidewalks.	\$34,000,000	2031-2045	No
Roadway (Capital)	Washington County	Washington County	Washington County	160th Ave Improvements	11472	Tualatin Valley Highway	Farmington Rd	Improve to three lanes with bike lanes and sidewalks and construct off-street trail between TV Highway and Blanton Street to close gap on Westside Trail.	\$36,300,000	2031-2045	No
Roadway (Capital)	Washington County	Washington County	Washington County	185th Ave. Complete Street	10582	Farmington Rd.	Blanton St.	Improve as a five-lane complete street with center turn lane, planter strip, lighting, bike lanes and sidewalks	\$29,400,000	2031-2045	No
Roadway (Capital)	Washington County	Washington County	Washington County	185th Avenue Improvements	11478	Shackelford Rd.	Springville Rd.	Improve from two lanes to three lanes with bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary.	\$81,400,000	2031-2045	No
Roadway (Capital)	Washington County	Washington County	Washington County	Barnes Rd. Improvements	10573	Leahy Rd.	Multnomah. Co. Line	Improve from two to three lanes to address congestion and safety, with bike lanes and sidewalks.	\$42,000,000	2031-2045	No
Roadway (Capital)	Washington County	Washington County	Washington County	Barnes Rd. Improvements	10572	St. Vincent's Hosp. entrance	Leahy Rd.	Improve from two to five lanes with bike lanes and sidewalks.	\$21,600,000	2031-2045	No



RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Roadway (Capital)	Washington County	Washington County	Washington County	Brookman Rd	11930	OR 99W	Ladd Hill Rd	Improve to 4/5 lane arterial standard.	\$45,600,000	2031-2045	No
Roadway (Capital)	Washington County	Washington County	Washington County	Bull Mountain Rd	11576	Roy Rogers Rd.	OR 99W	Improve to three lanes with bike lanes and sidewalks.	\$82,200,000	2031-2045	No
Roadway (Capital)	Washington County	Washington County	Washington County	Butner Rd. Improvements	10580	Murray Blvd.	Cedar Hills Blvd.	Improve to 3 lanes with bike lanes and sidewalks.	\$44,900,000	2031-2045	No
Roadway (Capital)	Washington County	Washington County	Washington County	Cornell Improvements	10559	Hwy. 26	Murray Blvd.	Improve Cornell from three to five lanes with bike lanes and sidewalks.	\$56,900,000	2031-2045	No
Roadway (Capital)	Washington County	Washington County	Washington County	Cornell Road	11574	107th	County Line	Improve from 2 to three lanes with sidewalks, bike lanes, street lighting, and community features.	\$50,800,000	2031-2045	No
Roadway (Capital)	Washington County	Washington County	Washington County	Cornell/Cornelius Pass Intersection	10552	Cornell/Cornelius Pass Intersection	Cornell/Cornelius Pass Intersection	Prioritize near-term TSMO improvements. Intersection improvements (and/or other reasonable replacement improvements) are to be implemented and prioritized as funding allows, following completion of congestion management process documentation.	\$51,300,000	2031-2045	No
Roadway (Capital)	Washington County	Washington County	Washington County	Day Rd Overcrossing	11490	Boones Ferry Rd	Elligsen Rd	Extend new 4-lane overcrossing over I-5 from Boones Ferry Rd to Elligsen Rd. The project or a portion of the project is outside the designated urban growth boundary.	\$106,900,000	2031-2045	No
Roadway (Capital)	Washington County	Washington County	Washington County	East-West Arterial Overcrossing	11436	Boones Ferry Rd	East of I-5	Extend new 4-lane overcrossing over I-5 from Boones Ferry Rd to 65th and Stafford Rd. The project or a portion of the project is outside the designated urban growth boundary.	\$92,100,000	2031-2045	No
Roadway (Capital)	Washington County	Washington County	Washington County	Grahams Ferry Road (Helenius to Tonquin)	11923	Helenius St	Tonquin Rd	Improve roadway to 3 lanes, includes sidewalks and bike lanes.	\$9,100,000	2031-2045	No
Roadway (Capital)	Washington County	Washington County	Washington County	Grahams Ferry Road (Tonquin to Day)	11924	Tonquin Rd.	Day Rd.	Improve roadway to 5 lanes, includes sidewalks and bike lanes.	\$13,700,000	2031-2045	No
Roadway (Capital)	Washington County	Washington County	Washington County	I-5/99W Connector Southern Arterial (ROW and Construction)	10598	OR 99W	I-5	Purchase ROW. Construct 2/3 lane arterial with bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary.	\$318,900,000	2031-2045	No
Roadway (Capital)	Washington County	Washington County	Washington County	I-5/99W Connector Southern Arterial Widening	11340	OR 99W	Boones Ferry Rd.	Improve road from three lanes to five lanes to address congestion. The project or a portion of the project is outside the designated urban growth boundary.	\$232,300,000	2031-2045	No
Roadway (Capital)	Washington County	Washington County	Washington County	McDaniel Rd sidewalks, bike lanes, turn lanes	11580	119th Ave.	County Line	Add sidewalks, bike lanes, lighting, turn lanes at major intersections.	\$50,800,000	2031-2045	No
Roadway (Capital)	Washington County	Washington County	Washington County	Murray/TV Hwy. Intersection	10557	Farmington Rd.	TV Hwy.	Intersection improvement at TV Hwy. and Farmington with Murray Blvd.	\$60,500,000	2031-2045	No
Roadway (Capital)	Washington County	Washington County	ODOT	OR 10: Oleson Rd. Improvement Ph. 2	11460	Beaverton-Hillsdale Hwy.	Oleson Rd. and Scholls Ferry	Beaverton-Hillsdale/Oleson/Scholls Ferry Phase 2 improvements to project 10545 to address safety and reduce crashes.	\$91,100,000	2031-2045	No
Roadway (Capital)	Washington County	Washington County	Washington County	Scholls Ferry Rd. Improvements	10596	Hwy. 217	121st Ave.	Widen to seven lanes with bike lanes and sidewalks.	\$47,800,000	2031-2045	No
Roadway (Capital)	Washington County	Washington County	Washington County	Shackelford Rd	11456	185th Ave.	Bridge	Build new 3 lane road with bike/ped facilities, storm drainage, street lighting to serve North Bethany. The project or a portion of the project is outside the designated urban growth boundary.	\$29,100,000	2031-2045	No
Roadway (Capital)	Washington County	Washington County	ODOT, Beaverton	Walker Rd (Cedar Hills to OR 217)	12054	123rd	OR 217	Improve to five lanes, including bicycle and pedestrian improvements.	\$56,900,000	2031-2045	No
Throughways	Washington County	Washington County	ODOT	OR 217/72nd Ave. Interchange Improvements	10599	OR 217/72nd Avenue	OR 217/72nd Avenue	Complete interchange reconstruction with additional ramps and bridge structure replacement.	\$48,500,000	2031-2045	No
Transit - Better Bus	Washington County	Washington County	TriMet	Transit Priority on Frequent Service Routes (Washington County)	11970	County-wide	County-wide	Enhanced transit priority spot treatments (queue jumps, bypass and BAT lanes) along planned frequent service routes.	\$113,900,000	2031-2045	No
Transportation System Management (Technology)	Washington County	Washington County	Washington County	Washington County ITS/TSMO (Strategic)	11446	County-wide	County-wide	Conduct project development, preliminary/system engineering, design, construct, and integrate ITS projects Countywide on key freight, transit, and commuter corridors.	\$36,400,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Washington County	Wilsonville	Washington County	Elligsen Road Urban Upgrade	11798	Parkway Center Drive	65th	Reconstruct street to 3 lanes with buffered bike lanes and sidewalks. The project will install sidewalks and bike lanes to remove bikes and pedestrians from vehicle travel lanes. The project has had two serious crashes. The project or a portion of the project is outside the designated UGB.	\$13,700,000	2031-2045	No
Roadway (Capital)	Washington County	Wilsonville	Wilsonville	Java Road Connection and Signal	11809	Grahams Ferry Road	Garden Acres Road	Construct new Java Road with buffered bike lanes and sidewalks, disconnect Clutter Street from Grahams Ferry Road, and install traffic signal at Grahams Ferry Road.	\$3,400,000	2031-2045	No

Memo

Date: March 31, 2023
 To: Transportation Policy Alternatives Committee (TPAC) and interested parties
 From: John Mermin, Metro
 Subject: 2023 Regional Transportation Plan (RTP) – Summary of edits to the RTP network Maps

PURPOSE

The purpose of this memo is to provide an updated report on the recommended changes to the RTP network maps. At the June 3, 2022 TPAC meeting, local jurisdictions were asked to review the RTP maps and identify any proposed changes based on local plans completed since the adoption of the 2018 RTP. At the July 7, 2022 TPAC meeting Metro shared a memo with all changes requested. Since that initial review several jurisdictions have requested additional changes and other edits emerged from the HCT strategy update and revisions to TriMet’s revised Forward Together work. This memo includes all of the requested changes and staff recommendations for the 2023 RTP update.

The adopted maps from Chapter 3 of the 2018 RTP are viewable [here](#).

The updated draft maps for the 2023 RTP are viewable [here](#)¹:

The changes summarized below are considered “housekeeping” changes to ensure consistency between local plans and the RTP. Proposed changes should be based on adopted local Transportation System Plans (TSP), Comprehensive plans, Corridor or Area plans, and be consistent with RTP network classifications. At the end of the memo (beginning on p.44) there are tables showing requested changes that are not recommended by Metro staff, along with a rationale.

Requested edits were reviewed by the following staff:

- John Mermin, john.mermin@oregonmetro.gov – Bicycle, Pedestrian, Motor Vehicle network maps
- Ally Holmqvist, ally.holmqvist@oregonmetro.gov – Transit network map
- Tim Collins, tim.collins@oregonmetro.gov – Freight network map
- Lake McTighe, lake.mctighe@oregonmetro.gov – Regional Design Classifications map

Please contact the staff listed above if you have questions about any of the map changes.

RTP Network Maps



Together, the facilities designated on the RTP network maps define the planned regional transportation system – an integrated and interconnected system that supports planned 2040 Growth Concept land uses and provides travel options to achieve the goals, objectives and policies of the RTP.

¹ Click on the eyeball next to “RTP projects” (to make that layer invisible, as it is set to be the default layer visible.) Click on the eyeball next to “Draft 2023 RTP Networks” (to make that layer visible). Click on the triangle next to “Draft 2023 RTP Networks” (to see the list of various modal layers). Click on the eyeball next to “transit” (to make that layer invisible, as it is set as the default layer). Click on the eyeball next to the layer you would like to make visible. If you don’t see the lines appear on the map, that means you need to zoom in further.

Recommended changes**Regional Design Classifications Map (Figure 3.7)**

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
Oak Grove Blvd	River Rd to Oatfield Rd	Unclassified	Community Street	Metro – consistency with MV classification/ 2040 designation
Flavel Dr	Johnson Creek Blvd to County line	Unclassified	Community Street	Metro – consistency with MV classification/ 2040 designation
SE 92nd Ave	County line to Johnson Creek Blvd	Unclassified	Community Street	Metro – consistency with MV classification/ 2040 designation
SE 92 nd Ave	County line to SE Flavel (in Portland)	Unclassified	Community Street	Metro – consistency with MV classification/ 2040 designation
Rupert Dr	Oak Grove Blvd to Oak Grove Blvd	Unclassified	Community Street	Metro – consistency with MV classification/ 2040 designation
SE 97th / Lawnfield Rd / Minuteman Way / Clackamas Rd / 102nd Ave	Sunnybrook Blvd to OR 212	Unclassified	Community Street	Metro – consistency with MV classification/ 2040 designation
Childs Rd	County boundary to Pilkington Rd	Unclassified	Community Street	Metro – consistency with MV classification/ 2040 designation
Pilkington Rd	Childs Rd to Boones Ferry Rd	Unclassified	Community Street	Metro – consistency with MV classification/ 2040 designation
Clackamas Rd.	Johnson Rd to Webster Rd	unclassified	Community Street	Metro – consistency with MV classification/ 2040 designation
River Rd	Mcloughlin Blvd (Milwaukie) to Mcloughlin Blvd (Gladstone)	Unclassified	Community Street	Metro – consistency with MV classification/ 2040 designation
Jennings Ave	River Rd to OR99E	Unclassified	Community Street	Metro – consistency with MV classification/

2023 Regional Transportation Plan (RTP) – Summary of housekeeping changes to the 2023 RTP Network Maps

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
				2040 designation
Terwilliger Blvd	From County boundary to OR43	Unclassified	Community Street	Metro – consistency with MV classification/ 2040 designation
Terwilliger Blvd	Clackamas County line to SW Boones Ferry Rd	Unclassified	Community Street	Metro – consistency with MV classification/ 2040 designation
Tillstrom Rd	Foster Rd to 242nd Ave	Unclassified	Community Street	Metro – consistency with MV classification/ 2040 designation
172nd Ave	Hemrich Rd to County boundary	Unclassified	Regional Street	Metro – consistency with MV classification/ 2040 designation
Concord Rd	OR99E to SE Oatfield Rd	Unclassified	Community Street	Metro – consistency with MV classification/ 2040 designation
Beavercreek Rd	Warner-Milne Rd to Molalla Ave	Unclassified	Community Street	Metro – consistency with MV classification/ 2040 designation
SE Armstrong Ct	OR212 to 172nd Ave	Unclassified	Community Street	Metro – consistency with MV classification/ 2040 designation
Central Point Rd	UGB to Warner-Parrott	Unclassified	Community Street	Metro – consistency with MV classification/ 2040 designation
SW Miley Rd	I-5 interchange to NE Airport Rd	Unclassified	Regional Street	Metro – consistency with MV classification/ 2040 designation
Redland Rd	OR213 to UGB	Community Street	Regional Street	Metro – consistency with MV classification/ 2040 designation
SE 152nd Ave	SE Sunnyside Rd to OR 212	Unclassified	Community Street	Metro – consistency with MV classification/ 2040 designation

2023 Regional Transportation Plan (RTP) – Summary of housekeeping changes to the 2023 RTP Network Maps

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
Holcomb Boulevard	Redland Rd to UGB	Unclassified	Community Street	Metro – consistency with MV classification and 2040 designation
Meyers Rd	Leland Rd to OR 213	Unclassified	Community Street	Metro – consistency with MV classification and 2040 designation
Beavercreek Rd	Warner Milne Rd to Molalla Avenue	Unclassified	Community Street	Metro – consistency with MV classification and 2040 designation
NE Columbia Pkwy	NE Columbia Blvd to NE Killingsworth St	Unclassified	Industrial Street	Metro - Consistency with MV classification and 2040 designation
NE Columbia Blvd	NE Columbia Pkwy to NE Killingsworth St	Regional Street	Unclassified	Metro - Consistency with MV classification and 2040 designation
NW Bridge Ave	NW St Helens Rd to NW St Helens Rd	Unclassified	Regional Street	Metro - Consistency with MV classification and 2040 designation
NE 37th Ave	NE Broadway to NE Sandy Blvd	Unclassified	Regional Street	Metro - Consistency with MV classification and 2040 designation
NE Halsey St	NE Cesar E. Chavez Blvd to NE Sandy Blvd	Unclassified	Regional Boulevard	Metro - Consistency with MV classification and 2040 designation
NE Halsey St	NE Cesar E. Chavez Blvd to I-84 off ramp	Community Boulevard	Regional Boulevard	Metro - Consistency with its MV classification and 2040 designation

2023 Regional Transportation Plan (RTP) – Summary of housekeeping changes to the 2023 RTP Network Maps

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
NE Cesar E. Chavez Blvd	NE Sandy Blvd to NE Broadway	Unclassified	Regional Street	Metro - Consistency with MV classification and 2040 designation
NE Sandy Blvd	E Burnside St to NE Couch St	Regional Street	Unclassified	Metro - Consistency with MV classification and 2040 designation
NE 14th Ave	E Burnside St to NE Couch St	Unclassified	Regional Street	Metro - Consistency with MV classification and 2040 designation
NE Sullivan St	NE 28 th to I-84	Freeway	Unclassified	Portland TSP
65th Ave	between Borland Rd and Sagert St	Unclassified	Community Street	Metro – consistency with MV classification/ 2040 designation
SW Teton Ave	Existing terminus to SW Herman Rd (tiny gap in line work)	Unclassified	Community Street	Metro – consistency with MV classification/ 2040 designation
SW Gerda Ln	between SW Galbreath Dr and SW Tualatin-Sherwood Rd	Unclassified	Community Street	Metro – consistency with MV classification/ 2040 designation
NW 174th Ave extension	NW Bronson Rd to NW Cornell Rd at NW 173rd Ave	Unclassified	Community Street (proposed)	Metro – consistency with MV classification/ 2040 designation

Regional Design Classifications Map (Figure 3.7)*(edits processed since the July 7 TPAC summary memo)*

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
Wilsonville Rd	I-5 to east edge of town center boundary	Community Boulevard	Regional Boulevard	Metro Staff – consistency with motor vehicle classification and 2040 designation
Wilsonville Rd	East edge of town center boundary to Stafford Rd	Community Street	Regional Street	Metro Staff – consistency with motor vehicle classification and

2023 Regional Transportation Plan (RTP) – Summary of housekeeping changes to the 2023 RTP Network Maps

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
				2040 designation
SW Tile Flat Rd	SW Grahborn Rd to SW Kobbe Dr	None	Community Street	Metro staff – Consistency with Motor Vehicle Classification and 2040 designation
SW Grabhorn Rd	SW Tile Flat Rd to SW Farmington Rd	None	Community Street	Metro staff – Consistency with Motor Vehicle Classification and 2040 designation
SW Fischer Rd extension	99W to Roy Rogers Rd	None	Community Street / Proposed Community	Washington County TSP

Motor Vehicle Network Map (Figure 3.13)

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
Oak Grove Blvd	River Rd to Oatfield Rd	Unclassified	Minor Arterial	Clackamas County TSP
Flavel Dr	Johnson Creek Blvd to County line	Unclassified	Minor Arterial	Clackamas County TSP
SE 92 nd Ave	County line to Johnson Creek Blvd	Unclassified	Minor Arterial	Clackamas County TSP
SE 92 nd Ave	County line to SE Flavel (in Portland)	Unclassified	Minor Arterial	Metro - To be consistent with Clackamas County's proposed change south of County boundary
Rupert Dr	Oak Grove Blvd to Oak Grove Blvd	Unclassified	Minor Arterial	Clackamas County TSP
SE 97th / Lawnfield Rd / Minuteman Way / Clackamas Rd / 102 nd Ave	Sunnybrook Blvd to OR 212	Unclassified	Minor Arterial	Clackamas County TSP
Childs Rd	County boundary to Pilkington Rd	Unclassified	Minor Arterial	Clackamas County TSP
Pilkington Rd	Childs Rd to Boones Ferry Rd	Unclassified	Minor Arterial	Clackamas County TSP
Childs Rd	City boundary to Stafford Rd	Unclassified	Arterial Outside UGB	Clackamas County TSP
Clackamas Rd.	Johnson Rd to Webster Rd	Unclassified	Minor Arterial	Metro - To be consistent with new regional pedestrian network classification
River Rd	Mcloughlin Blvd (Milwaukie) to Mcloughlin Blvd (Gladstone)	Unclassified	Minor Arterial	Clackamas County TSP
Jennings Ave	River Rd to OR99E	Unclassified	Minor Arterial	Clackamas County TSP
Terwilliger Blvd	From County boundary to OR43	Unclassified	Minor Arterial	Clackamas County TSP
Terwilliger Blvd	Clackamas County line to SW Boones Ferry Rd	Unclassified	Minor Arterial	Metro - consistency with Clackamas County TSP. PBOT Will flag

2023 Regional Transportation Plan (RTP) – Summary of housekeeping changes to the 2023 RTP Network Maps

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
				for upgrading classification in next Portland TSP update
Tillstrom Rd	Foster Rd to 242 nd Ave	Unclassified	Minor Arterial	Clackamas County TSP
172 nd Ave	Hemrich Rd to County boundary	Unclassified	Minor Arterial	Clackamas County TSP
Concord Rd	OR99E to SE Oatfield Rd	Unclassified	Minor Arterial	Clackamas County TSP
Beavercreek Rd	Warner-Milne Rd to Molalla Ave	Unclassified	Minor Arterial	Clackamas County TSP
SE Armstrong Ct	OR212 to 172 nd Ave	Unclassified	Minor Arterial	Clackamas County TSP
Central Point Rd	UGB to Warner-Parrott	Unclassified	Minor Arterial	Clackamas County TSP
Springwater Rd	Clackamas River to OR224	Shown on map as “Arterial outside UGB”	Major Arterial	Clackamas County TSP
SW Miley Rd	I-5 interchange to NE Airport Rd	Unclassified	Major Arterial	Clackamas County TSP
Redland Rd	OR213 to UGB	Shown on map as “Arterial outside UGB”	Major Arterial	Clackamas County TSP
SE 152 nd Ave	SE Sunnyside Rd to OR 212	Unclassified	Minor Arterial	Metro - To be consistent with new Regional Pedestrian Network classification
Holcomb Blvd	Redland Rd to UGB	Unclassified	Minor Arterial	Oregon City TSP
S Meyers Rd	Leland Rd to OR 213	Unclassified	Minor Arterial	Oregon City TSP
Beavercreek Rd	Warner Milne Rd to Molalla Ave	Unclassified	Minor Arterial	Oregon City TSP
SW 65 th Ave	between SW Borland Rd and SW Sagert St	Unclassified	Minor arterial	Washington County TSP
NE Columbia Pkwy	NE Columbia Blvd to NE Killingsworth St	Unclassified	Major Arterial	Portland TSP
NE Columbia Blvd	NE Columbia Pkwy to NE Killingsworth St	Major Arterial	Unclassified	Portland TSP
NW Bridge Ave	NW St Helens Rd to NW St Helens Rd	Unclassified	Major Arterial	Portland TSP
NE 37 th Ave	NE Broadway to NE Sandy Blvd	Unclassified	Major Arterial	Portland TSP
NE Halsey St	NE Cesar E. Chavez Blvd to NE Sandy Blvd	Unclassified	Major Arterial	Portland TSP

2023 Regional Transportation Plan (RTP) – Summary of housekeeping changes to the 2023 RTP Network Maps

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
NE Cesar E. Chavez Blvd	NE Sandy Blvd to NE Broadway	Unclassified	Major Arterial	Portland TSP
NE Sandy Blvd	E Burnside St to NE Couch St	Major Arterial (proposed)	Unclassified	Portland TSP
NE 14th Ave	E Burnside St to NE Couch St	Unclassified	Major Arterial	Portland TSP
NE Sullivan St	NE 28th Ave to I-84	Throughway	Unclassified	Portland TSP
65 th Ave	between Borland Rd and Sagert St	Unclassified	Minor arterial	Washington County TSP
SW Teton Ave	Existing terminus to SW Herman Rd (tiny gap in line work)	Unclassified	Minor arterial	Washington County TSP
SW Gerda Ln	between SW Galbreath Dr and SW Tualatin-Sherwood Rd	Unclassified	Minor arterial	Washington County TSP
NW 174th Ave extension	NW Bronson Rd to NW Cornell Rd at NW 173rd Ave	Unclassified	Minor arterial (proposed)	Washington County TSP
SW Chinook St	east of SW Tualatin Rd	Minor arterial	Unclassified	Washington County TSP
NW 143rd Ave	South of NW Cornell Rd	Minor arterial	Unclassified	Washington County TSP
SW Elwert Rd / SW Kruger Rd intersection area	SW Elwert Rd / SW Kruger Rd intersection area	Minor arterial	Minor arterial (alignment correction)	Washington County TSP
SW Barrows Rd	east of SW 175th Ave	Minor arterial	Minor arterial (alignment correction)	Washington County TSP
SE Cornelius Pass Rd	south of Tualatin Valley Hwy	Major Arterial	Major Arterial (alignment correction)	Washington County TSP
SW Kinnaman Rd	SW 202nd Ave to SW 198th Ave	Minor arterial	Minor arterial (alignment correction)	Washington County TSP
SE Kinnaman Rd	South Hillsboro	Minor arterial	Minor arterial (alignment correction)	Washington County TSP
NW Shackelford Rd	North Bethany	Minor arterial	Minor arterial (alignment correction)	Washington County TSP

Regional Motor Vehicle Classifications Map (Figure 3.13)

(edits processed since the July 7 TPAC summary memo)

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
Wilsonville Rd	I-5 to Stafford Rd	Minor Arterial	Major Arterial	Metro Staff
Stafford Rd	Wilsonville Rd to UGB	Arterial outside UGB	Major Arterial	Metro Staff
SW 175 th Ave	SW Weir St to SW Cooper Mt Ln	None	Minor Arterial	Washington County TSP
SW Tile Flat Rd	SW Grabhorn Rd to SW Kobbe Dr	None	Minor Arterial	Washington County TSP
SW Grabhorn Rd	SW Tile Flat Rd to SW Farmington Rd	None	Minor Arterial	Washington County TSP
SW Fischer Rd extension	99W to Roy Rogers Rd	None	Minor Arterial / Proposed Minor Arterial	Washington County TSP
All Throughway routes that travel outside of the Urban Growth Boundary		Throughway	Highway Outside of UGB	Metro Staff

Regional Transit Network Map (Figure 3.16)

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
Clackamas County Connects Shuttle Service - Oregon City	Throughout Oregon City	Unclassified	Transit Shuttle	Clackamas County Transit Development Plan
Clackamas County Connects Shuttle Service - Oregon City	Throughout Clackamas Industrial Area and Clackamas Town Center	Unclassified	Transit Shuttle	Clackamas County Transit Development Plan
NW Swigert Way	NW Sundial Rd to NW Graham Rd	Unclassified	Regional Bus	The TRIP Shuttle is now in operation and does a full loop using Graham, Sundial, and Swigert
Cutter and Leverman	Swan Island off of Basin Ave	Unclassified	Regional Bus	The Swan Island Shuttle and Trimet Line 85 show a slightly different route on Swan Island

2023 Regional Transportation Plan (RTP) – Summary of housekeeping changes to the 2023 RTP Network Maps

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
				than on the RTP map. Also we aren't sure if Frequent Bus is the correct designation for this route.
Alderwood, Cornfoot, Columbia	South of PDX	Community/Jobs Connector zone	Regional Bus	The ACCESS shuttle now has a route and will be operating soon.
NE 21st Ave	NE Broadway to NE Fremont St	Frequent Bus	Unclassified	Mislabeled
NE 24th Ave	NE Broadway to NE Fremont St	Unclassified	Frequent Bus	Mislabeled
NE Killingsworth St	NE Martin Luther King Jr Blvd to NE 27th Ave	Unclassified	Frequent Bus	Portland/TriMet SEP
NE 29th Ave	NE Skidmore St to NE Prescott St	Frequent Bus	Unclassified	Portland/TriMet SEP
NE 30th Ave	NE Alberta St to NE Killingsworth St	Enhanced Transit Connector	Add Frequent Bus and keep ETC	Current Service
NE Skidmore St	NE 27th Ave to NE 29th Ave	Unclassified	Frequent Bus	Portland/TriMet SEP
NE 27th Ave	NE Skidmore St to NE Prescott St	Unclassified	Frequent Bus	Portland/TriMet SEP
NE Cully Blvd	NE Prescott to NE Portland Highway (BYP 30B)	Unclassified	Frequent Bus	Portland/TriMet SEP
NE Portland Highway (BYP 30B)	NE Cully Blvd to NE Killingsworth St	Unclassified	Frequent Bus	Portland/TriMet SEP
NE Shaver St	NE 102nd Ave to NE 141st Ave	Frequent Bus	Regional Bus	Portland/TriMet SEP
NE 141st Ave	NE Shaver to NE Rose Pkwy	Frequent Bus	Regional Bus	Portland/TriMet SEP
NE Rose Pkwy	NE 141st to NE 148th Ave	Frequent Bus	Regional Bus	Portland/TriMet SEP
NE 111th Ave	NE Halsey to NE Morris St	Frequent Bus	Regional Bus	Portland/TriMet SEP
NE Morris St	NE 111th Ave to NE 117th Ave	Frequent Bus	Regional Bus	Portland/TriMet SEP
NE Stanton St	NE 117th Ave to NE 122nd Ave	Frequent Bus	Regional Bus	Portland/TriMet SEP
NE San Rafael St	NE 122nd Ave to NE 132nd Ave	Frequent Bus	Regional Bus	Portland/TriMet SEP
NE 132nd Ave	NE San Rafael St to	Frequent Bus	Regional Bus	Portland/TriMet

2023 Regional Transportation Plan (RTP) – Summary of housekeeping changes to the 2023 RTP Network Maps

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
	NE Sacramento St			SEP
NE Sacramento St	NE 132nd Ave to NE 148th Ave	Frequent Bus	Regional Bus	Portland/TriMet SEP
NE 14th Ave	E Burnside to NE Sandy Blvd	Frequent Bus	Unclassified	Mislabeled
NE 16th Ave	E Burnside to NE Sandy Blvd	Unclassified	Frequent Bus	Mislabeled
N Hayden Meadows Dr	N Whitaker Rd to N Union Ct	Enhanced Transit Connector	Frequent Bus	TriMet already changed route of Line 6 to this route
NW 23rd Ave	NW Vaughn St to NW Wilson St	Frequent Bus	Unclassified	Route was in SEP, but TriMet chose a different route for Line 24
NW Wilson St	NW 23rd Ave to NW 21st Ave	Frequent Bus	Unclassified	Route was in SEP, but TriMet chose a different route for Line 24
NW 21st Ave	NW Wilson St to NW Vaughn St	Frequent Bus	Unclassified	Route was in SEP, but TriMet chose a different route for Line 24
NW Vaughn St	NW 21st Ave to NW 18th Ave	Frequent Bus	Unclassified	Route was in SEP, but TriMet chose a different route for Line 24
NW 20th Ave	NW Vaughn St to NW Thurman St	Frequent Bus	Unclassified	Route was in SEP, but TriMet chose a different route for Line 24
NW 19th Ave	NW Vaughn St to NW Thurman St	Frequent Bus	Unclassified	Route was in SEP, but TriMet chose a different route for Line 24
NW 18th Ave	NW Vaughn St to NW Thurman St	Frequent Bus	Unclassified	Route was in SEP, but TriMet chose a different route for Line 24
NW Raleigh St	NW 23rd Ave to NW 21st Ave	Frequent Bus	Unclassified	TriMet no longer planning bus service on Raleigh
NW Raleigh St	NW 21st Ave to NW 18th Ave	Regional Bus	Unclassified	TriMet no longer planning bus

2023 Regional Transportation Plan (RTP) – Summary of housekeeping changes to the 2023 RTP Network Maps

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
				service on Raleigh
NW 16th Ave	W Burnside St to NW Couch St	Frequent Bus	Unclassified	Mislabeled
NW Couch St	NW 16th Ave to NW 14th Ave	Frequent Bus	Unclassified	Mislabeled
NW 15th Ave	W Burnside St to NW Couch St	Frequent Bus	Unclassified	Mislabeled
NW 14th Ave	W Burnside St to NW Couch St	Frequent Bus	Unclassified	Mislabeled
SW 14th Ave	SW Washington St to W Burnside St	Frequent Bus	Unclassified	Mislabeled
NW 13th Ave	W Burnside St to NW Couch St	Frequent Bus	Unclassified	Mislabeled
SW 13th Ave	SW Washington St to W Burnside St	Frequent Bus	Unclassified	Mislabeled
NW Couch St	NW 13th Ave to NW 12th Ave	Frequent Bus	Unclassified	Mislabeled
NW 12th Ave	W Burnside St to NW Couch St	Frequent Bus	Unclassified	Mislabeled
SW 12th Ave	SW Washington St to W Burnside St	Frequent Bus	Unclassified	Mislabeled
SW 12th Ave	SW Washington St to SW Harvey Milk St	Regional Bus	Unclassified	Mislabeled
SW Washington St	SW 14th Ave to SW 11th Ave	Frequent Bus	Unclassified	Mislabeled
NW Couch St	NW 11th Ave to NW 6th Ave	Frequent Bus	Unclassified	Mislabeled
NW Couch St	NW 5th Ave to NW 4th Ave	Frequent Bus	Unclassified	Mislabeled
NW Couch St	NW 3rd Ave to NW 2nd Ave	Frequent Bus	Unclassified	Mislabeled
SW 4th Ave	SW Pine St to W Burnside St	Frequent Bus	Unclassified	Mislabeled
SW 4th Ave	SW Pine St to W Burnside St	Regional Bus	Unclassified	Mislabeled
NW 4th Ave	W Burnside St to NW Couch St	Frequent Bus	Unclassified	Mislabeled
SW 3rd Ave	SW Pine St to W Burnside St	Frequent Bus	Unclassified	Mislabeled
NW 3rd Ave	W Burnside St to NW Couch St	Frequent Bus	Unclassified	Mislabeled
NW 2nd Ave	W Burnside St to NW Couch St	Frequent Bus	Unclassified	Mislabeled
SW Alder St	SW 2nd Ave to SW	Unclassified	Frequent Bus	Recent change to

2023 Regional Transportation Plan (RTP) – Summary of housekeeping changes to the 2023 RTP Network Maps

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
	19th Ave			route of Line 15
SW Salmon St	SW 2nd Ave to SW 18th Ave	Frequent Bus	Regional Bus	Recent change to route of Line 15
SW 2nd Ave	SW Salmon St to SW Alder St	Frequent Bus	Regional Bus	Recent change to route of Line 15
SE Umatilla St	SW 13th Ave to SE 17th Ave	Unclassified	Frequent Bus	Existing bus route
SW Linn St	SW 13th Ave to SE 17th Ave	Unclassified	Frequent Bus	Existing bus route
SE 13th Ave	SE Andover Pl to SE Linn St	Frequent Bus	Unclassified	No bus service existing or planned on this street
SE Andover Pl	SE 13th Ave to SE 17th Ave	Frequent Bus	Unclassified	No bus service existing or planned on this street
SE Ochoco St	SE 17th Ave to SE Moores St	Frequent Bus	Unclassified	No bus service existing or planned on this street
SE Reed College Pl	SE Crystal Springs Blvd to SE Woodstock Blvd	Frequent Bus	Unclassified	No bus service existing or planned on this street
SE 32nd Ave	SE Crystal Springs Blvd to SE Woodstock Blvd	Unclassified	Frequent Bus	Existing bus route
NE Halsey St	NE 41st Ave to NE 47th Ave	Unclassified	Frequent Bus	TriMet announced revised routing on this street
NE 42nd Ave	NE Broadway to NE Tillamook St	Enhanced Transit Connector?	Frequent Bus	Existing bus route
NE Tillamook St	NE 42nd Ave to NE 43rd Ave	Regional Bus	Unclassified	No bus service existing or planned on this street
NE 43rd Ave	NE Tillamook St to NE Broadway	Regional Bus	Unclassified	No bus service existing or planned on this street
N Russell	N Kerby Ave to N Williams Ave	Unclassified	Frequent Bus	Existing bus route
N Kerby Ave	N Russell to N Cook St	Unclassified	Frequent Bus	Existing bus route

2023 Regional Transportation Plan (RTP) – Summary of housekeeping changes to the 2023 RTP Network Maps

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
NW Thurman St	NW 21st Ave to NW 23rd Ave	Regional Bus	Frequent Bus	Portland Northwest in Motion
NW 21st Ave	NW Thurman St to NE Everett St	Regional Bus	Frequent Bus	Portland Northwest in Motion
NW Everett St	NW 6th Ave to NW 21st Ave	Regional Bus	Frequent Bus	Portland Northwest in Motion
NW Glisan St	NW 6th Ave to NW 21st Ave	Regional Bus	Frequent Bus	Portland Northwest in Motion
NW Roosevelt St	NE 23rd Ave to NW 26th Ave	Unclassified	Streetcar	Portland Montgomery Park to Hollywood Transit and Land Use Development Study
NW Wilson St	NW 23rd Ave to NW 27th Ave	Unclassified	Streetcar	Portland Montgomery Park to Hollywood Transit and Land Use Development Study
NW 23rd Ave	NW Northrup to NW Roosevelt St	Unclassified	Streetcar	Portland Montgomery Park to Hollywood Transit and Land Use Development Study

Regional Transit Network Map (Figure 3.16)

(edits processed since the July 7 TPAC memo)

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
N Columbia Blvd	N Columbia Way to 99E	None	Regional Bus	Forward Together
N Lombard St	N Roberts Way to	None	Regional Bus	Forward

2023 Regional Transportation Plan (RTP) – Summary of housekeeping changes to the 2023 RTP Network Maps

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
	N Columbia Blvd			Together/Portland TSP
NE Fremont St	NE 122nd Ave to NE Shaver St	None	Regional Bus	Forward Together
SE 99th Ave	NE Glisan St to SE Stark St	None	Regional Bus	Forward Together/Portland TSP
SE 112th Ave	SE Division St to SE Harold	None	Regional Bus	Forward Together/Portland TSP
SE Woodstock	SE 52nd to SE 91st Ave	None	Regional Bus	Forward Together/Portland TSP
SE Flavel St	SE 72nd to SE 82nd St	None	Regional Bus	Forward Together/Portland TSP
SE 72nd Ave	SE Harold St to SE Flavel St	None	Regional Bus	Forward Together
NW Thurman St	NW Gordon St to NW 29th Ave	None	Regional Bus	Forward Together/Portland TSP
SW Garden Home Road	SW 69th Ave to SW Capitol Hwy	None	Regional Bus	Forward Together/Portland TSP
NE 33rd Drive	NE Columbia to NE Sunderland	None	Regional Bus	Forward Together/Portland TSP
Hwy 30	NE Columbia to NE Killingsworth	None	Regional Bus	Forward Together/Portland TSP
SE 7th St	SE Hawthorne Blvd to Se 8th Ave	None	Regional Bus	Forward Together/Portland TSP
NW Thurman	NW 29th	None	Regional Bus	Forward Together/Portland TSP
SW 35th Ave	SW Huber St to SW Stephenson St	None	Regional Bus	Forward Together
SW Stephenson St	SW 35th Ave to SW Boones Ferry Rd	None	Regional Bus	Forward Together
S Terwilliger Blvd	S Palater Rd to Hwy 43	None	Regional Bus	Forward Together
SE 136th Ave	SE Holgate Blvd to SE Harold St	None	Regional Bus	Forward Together
SE Jenne Rd	SE Powell Blvd to SE Foster Rd	None	Regional Bus	Forward Together
Hwy 211	SE 362nd to US 26	None	Bus service outside MPA	Forward Together
NE Glisan St/SE Cherry Park Rd	NE 181st to SW 257th	None	Regional Bus	Forward Together/Service Enhancement Plan
NE 223rd/Fairview Ave	NE Sandy to Glisan St	None	Regional Bus	Forward Together/EMC
NE 201st Ave/NE 202nd/NW Birdsdales	NE Sandy to NE Powell	None	Regional Bus	Forward Together
SE Hogan Ave	NE Division to US	None	Regional Bus	Forward Together

2023 Regional Transportation Plan (RTP) – Summary of housekeeping changes to the 2023 RTP Network Maps

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
	26			
SW Butler Rd	SW Pleasant View Drive to SW Towie Ave	None	Regional Bus	Service Enhancement Plan
SW Towie Ave	SW Binford Parkway to Sw Butler Rd	None	Regional Bus	Service Enhancement Plan
SW Pleasant View Drive	SW Binford Parkway to Sw Butler Rd	None	Regional Bus	Service Enhancement Plan
SE Washington St	SE 21st Ave to SE 34th Ave	None	Regional Bus	Forward Together/Clackamas County Transit Development Plan
SE 34th Ave	SE Washington St to SE Lake Rd	None	Regional Bus	Forward Together/Clackamas County Transit Development Plan
SE Webster Rd	SE Lake Rd to SE Thiessen Rd	None	Regional Bus	Forward Together/Clackamas County Transit Development Plan
SE Thiessen Rd	SE Oatfield Rd to SE Webster Rd	None	Regional Bus	Forward Together/Clackamas County Transit Development Plan
SE Johnson Rd	SE Thiessen Rd to SE Clackamas Rd	None	Regional Bus	Forward Together/Clackamas County Transit Development Plan
SE McKinley Ave	SE Johnson Rd to Hwy 212	None	Regional Bus	Forward Together/Clackamas County Transit Development Plan
Caldwell Rd	SE Oatfield Rd to Abernathy Lane	None	Regional Bus	Forward Together
SE Strawberry Lane	SE Webster Rd to SE 82nd Drive	None	Regional Bus	Forward Together
Day St	SW Garden Acres Rd to SW Boones Ferry Rd	None	Regional Bus	Forward Together/Clackamas County Transit Development Plan
SW Graham Ferry Rd	Day St to SW Clutter Rd	None	Regional Bus	Forward Together/Clackamas County Transit Development Plan

2023 Regional Transportation Plan (RTP) – Summary of housekeeping changes to the 2023 RTP Network Maps

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
SW Clutter Rd	SW Graham Ferry Rd to Sw 95th Ave	None	Regional Bus	Forward Together/Clackamas County Transit Development Plan
SW Dartmouth St	99W to Sw 72nd Ave	None	Regional Bus	Forward Together/Service Enhancement Plan
SW 72nd Ave	SW Dartmouth St to Sw Boones Ferry Rd	None	Regional Bus	Forward Together/Service Enhancement Plan /Washington County Transit Development Plan
SW Scholls Ferry Rd	SW Tear Blvd to SW Murray Blvd	None	Regional Bus	Forward Together/Service Enhancement Plan
SW Hart Rd	Sw 155th Ave to Sw Hall Blvd	None	Regional Bus	Forward Together
SE Alexander St	Se 67th Ave to Tv Highway	None	Regional Bus	Forward Together/Service Enhancement Plan /Washington County Transit Development Plan
SE Lois St	SE Century to SE Cornelius Pass Rd	None	Regional Bus	Forward Together
SW Rock Rd	SE Cornelius Pass Rd to NW Delamere Terrace	None	Regional Bus	Forward Together
SW Hart Rd	Sw 155th to SW Murray Blvd	None	Regional Bus	Forward Together/Washington County Transit Development Plan
NW 6th Avenue	NW Irving Street to SW Madison Street	Future HCT	HCT - Rapid Bus	FX 2 Division Transit
NW Irving Street	NW 5th Avenue to NW 6th Avenue	Future HCT	HCT - Rapid Bus	FX 2 Division Transit
SW 5th Street	SW Harrison St to NW Irving St	Future HCT	HCT - Rapid Bus	FX 2 Division Transit
SW Harrison Street	S Harbor to SW 6th St	Future HCT	HCT - Rapid Bus	FX 2 Division Transit
SE Tilikim Way	SE 7th Avenue to S Harbor/SW Harrison St	Future HCT	HCT - Rapid Bus	FX 2 Division Transit
SE 7th Avenue	SE Tilikim Way to SE Division Avenue	Future HCT	HCT - Rapid Bus	FX 2 Division Transit
SE 8th Avenue	SE 7th Avenue to SE Division St	Future HCT	HCT - Rapid Bus	FX 2 Division Transit

2023 Regional Transportation Plan (RTP) – Summary of housekeeping changes to the 2023 RTP Network Maps

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
SE Division St	SE 8th Avenue to NE Hood Avenue	Future HCT	HCT - Rapid Bus	FX 2 Division Transit
NE Hood Avenue	SE 8th Avenue to NE Hood Avenue	Future HCT	HCT - Rapid Bus	FX 2 Division Transit
SE 182nd Avenue	NE Division St to NE 10th Drive	Future HCT	HCT - Rapid Bus	FX 2 Division Transit
Tualatin Valley Highway	SW Lombard Avenue to SE 3rd Avenue	Future HCT	HCT in Progress	TV Highway Transit Project
SE 3rd Avenue	SE Washington to Tualatin Valley Highway	Future HCT	HCT in Progress	TV Highway Transit Project
NE Sandy Boulevard	NE 8nd Avenue to Parkrose TC/96th Avenue	Frequent Bus	HCT in Progress	82nd Avenue Transit Project
82nd Avenue	NE Sandy Boulevard to Highway 224	Future HCT	HCT in Progress	82nd Avenue Transit Project
SE 181st Avenue	SE Yamhill St	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
Highway 43	S Hamilton Court to B Avenue	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
B Avenue	Highway 43 to 4th St	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
4th St	B Avenue to A Avenue	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
A Avenue	Highway 43 to 4th St	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
Highway 43	A Avenue to I-205	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
I-205	Hwy 43 to 99E	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
Highway 99E	I-205 to 11th St/Oregon City TC	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
SW Lombard Avenue	Beaverton TC to S Center St	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
SW Center St	SW Hall Boulevard to SW Lombard Avenue	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
SW Hall Boulevard	SW Cedar Hills Boulevard to SW Center St	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
SW Cedar Hills Boulevard	SW Barnes Road to SW Hall Boulevard	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
SW Barnes Road/SW & E Burnside	SW Cedar Hills Boulevard to SE	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy

2023 Regional Transportation Plan (RTP) – Summary of housekeeping changes to the 2023 RTP Network Maps

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
	102nd Avenue			
SE 102nd Avenue	E Burnside to SE Washington St	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
SE Washington St	SE 102nd to SE Stark St	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
SE Stark St	SE Washington St to NE Kane Drive	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
NE Kane Drive	SE Stark St to NE Division St	Frequent Bus/Future HCT	Frequent Bus/Future HCT	2023 RTP HCT Strategy
NE Division St	NE Kelly Avenue to NE Kane Drive	Frequent Bus/Future HCT	Frequent Bus/Future HCT	2023 RTP HCT Strategy
NE Kelly Avenue	NE Division St to Gresham Central TC	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
N Lombard St/US 30	N Roberts Avenue to NE Martin Luther King Jr Boulevard	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
NE Martin Luther King Jr Boulevard	US 30/N Lombard St to NE Dekum St	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
NE Dekum St	NE Martin Luther King Jr. Boulevard to NE 33rd Avenue	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
NE Columbia Boulevard	NE 33rd Avenue to NE 42nd Avenue	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
NE 42nd Avenue/NE 41st Avenue	NE Columbia Boulevard to NE Tillamook St	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
NE Tillamook St	NE 42nd Avenue to NE 43rd Avenue	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
NE 43rd Avenue	NE Tillamook St to NE Broadway	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
NE Broadway	NE 42nd Avenue to NE 43rd Avenue	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
NE 42nd Avenue	NE Broadway to NE Halsey St	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
NE Halsey St	NE Cesar Chavez to NE 42nd Avenue	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
NE Cesar Chavez Boulevard	NE Halsey St to SE Woodstock Boulevard	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
SE Woodstock Boulevard	SE Cesar Chavez to SE 46th Avenue	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
SE 46th Avenue/SE	SE Woodstock	Frequent	Frequent	2023 RTP HCT Strategy

2023 Regional Transportation Plan (RTP) – Summary of housekeeping changes to the 2023 RTP Network Maps

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
45th Avenue/SE 45th Place	Boulevard to SE 32nd Avenue	Bus	Bus/Future HCT	
SE 32nd Avenue	SE 45th Place/SE Johnson Creek Boulevard to SE Harrison St	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
SE Harrison St	Se 32nd Avenue to SE Main St	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
SE Main St	SE Harrison St to SE Monroe St	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
SE Monroe St	SE Main St to SE 21st Avenue	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
N Center Avenue	N Tomahawk Island Drive to N Hayden Island Drive	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
N Hayden Island Drive	N Center Avenue to I-5	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
I-5	N Jantzen Drive to 99E	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
99E/MLK Jr Boulevard	N Marine Drive to N Vancouver Way	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
N Vancouver Way	99E to N Schmeer Road/99E-MLK Jr Boulevard	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
99E/MLK Jr Boulevard	N Schmeer Road to NE San Rafael St	Frequent Bus/Future Streetcar	Frequent Bus/Future HCT	2023 RTP HCT Strategy
NE/SE Grand Avenue	NE San Rafael St to SE Hawthorne Boulevard	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
SE Hawthorne Boulevard/SW Madison Street	SW 6th Avenue to SE Grand Avenue	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
SE 6th Avenue	SW Madison Street to SW Columbia Street	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
SW Columbia Street	SW Jefferson Street to SW 6th Avenue	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
NW Springville Road	NW 185th to NW 181st Avenue	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
NW/SW 185th	NW Springville Road to SW Edgeway	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
SW Edgeway	SW 185th to	Frequent	Frequent	2023 RTP HCT Strategy

2023 Regional Transportation Plan (RTP) – Summary of housekeeping changes to the 2023 RTP Network Maps

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
	Willow Creek TC	Bus	Bus/Future HCT	
SW 185th	SW Edgeway to Farmington Road	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
Farmington Road	SW 185th to SW Lombard Avenue	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
SW Lombard Avenue	Beaverton TC to SW Farmington Road	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
WES/Portland & Western Railroad	SW Lombard Avenue to SE Barbur (just shy)	Commuter Rail	Commuter Rail/Future HCT	2023 RTP HCT Strategy
Portland & Western Railroad	SW Hall Boulevard to SW Scholls Ferry Road	Commuter Rail	Commuter Rail/Future HCT	2023 RTP HCT Strategy
SW Hall Boulevard	Tualatin Valley Highway to Portland & Western Railroad	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
NW/SW 6th Avenue	NW Everett Street to US 26	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
US 26	SW 6th Avenue to SW 4th Avenue	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
SW 4th Avenue/SW Barbur Avenue	US 26 to SW Capitol Hwy	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
SW Capitol Hwy/SW Vermont Street	SW 30th Avenue to SW Barbur Boulevard	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
SW 30th Avenue/SW Capitol Highway	SW Vermont Street to Hidalgo Street	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
N Channel Avenue/N Going Street	N Channel Avenue to N Greeley Avenue	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
N Greeley Avenue	N Killingsworth to N Going Street	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
N Killingsworth Street	N Greeley Avenue to NE Martin Luther King Jr Boulevard	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
NE Martin Luther King Jr Boulevard	NE Killingsworth to NE Alberta Street	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
NE Alberta Street	NE Martin Luther King Jr. Boulevard to NE 30th Avenue	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
NE 30th Avenue	NE Killingsworth to NE Alberta Street	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
NE Killingsworth/US	NE 30th Avenue to	Frequent	Frequent	2023 RTP HCT Strategy

2023 Regional Transportation Plan (RTP) – Summary of housekeeping changes to the 2023 RTP Network Maps

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
30	NE Sandy Boulevard (E of I-205)	Bus	Bus/Future HCT	
NE Sandy Boulevard	Us 30 to Parkrose TC	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
SW 5th Avenue	W Burnside Street to SW Harrison Street	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
SW Harrison Street	Sw 5th to SW Naito Parkway	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
SW Naito Parkway/S Barbur Boulevard	SW Harrison Street to SW Capitol Highway	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
SW Capitol Hwy	S Barbur Boulevard to SW Beaverton Hillsdale Hwy	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
SW Beaverton Hillsdale Hwy/Hwy 10	SW Lombard Avenue to S Barbur Boulevard	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
SW Lombard Avenue	Beaverton TC to SW Beaverton Hillsdale Hwy	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
NE Broadway	NE 43rd Avenue to NE 47th Avenue	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
NE 47th Avenue	NE Broadway to NE Halsey Street	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
NE Halsey Street	NE 47th Avenue to NE Weidler Street	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
NE Weidler Street	NE Halsey Street to NE Halsey Street (between 101st and 114th)	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
NE Halsey Street	NE Weidler Street (near 114th Ave) to W Columbia River Hwy/ SW 257th	Frequent Bus	Frequent Bus/Future HCT	2023 RTP HCT Strategy
SW 257th	W Columbia River Hwy to NW Frontage Road	Regional Bus/Future HCT	Regional Bus/Future HCT	2023 RTP HCT Strategy
NW Frontage Road	NE Marine Drive/Frontage Road to SW 257th	Regional Bus	Regional Bus/Future HCT	2023 RTP HCT Strategy
Portland & Western Railroad/SW Herman Road	SW Sunset Boulevard to WES	Future HCT	None	2023 RTP HCT Strategy
NW 23rd Avenue	NE Vaughn to NW	Frequent	Frequent	2023 RTP HCT

2023 Regional Transportation Plan (RTP) – Summary of housekeeping changes to the 2023 RTP Network Maps

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
	Northrup	Bus	Bus/Future Streetcar	Strategy/Montgomery Park Land Use and Transit Plan
NE Roosevelt Street	NE 26th to NE 23rd Avenue	None	Future Streetcar	2023 RTP HCT Strategy/Montgomery Park Land Use and Transit Plan
NW Wilson Street	NW 23rd to NW 20th	Future Streetcar	Remove	2023 RTP HCT Strategy/Montgomery Park Land Use and Transit Plan
NW 20th Street	NW Wilson Street to NW Vaughn Street	Future Streetcar	Remove	2023 RTP HCT Strategy/Montgomery Park Land Use and Transit Plan
NW Vaughn Street	NW 20th Avenue to NW 18th Avenue	Future Streetcar	Remove	2023 RTP HCT Strategy/Montgomery Park Land Use and Transit Plan
NW 18th Avenue	NW Vaughn Street to NW Lovejoy Street	Future Streetcar	Remove	2023 RTP HCT Strategy/Montgomery Park Land Use and Transit Plan
NW 19th Avenue	NW Vaughn Street to NW Lovejoy Street	Future Streetcar	Remove	2023 RTP HCT Strategy/Montgomery Park Land Use and Transit Plan
I-205	SR 14 to Gateway TC	Various	Add Future HCT	2023 RTP HCT Strategy/SW RTC Clark County 2019 RTP
BNSF & Union Pacific N/S (Amtrak/HSR)	NW 20th Avenue (WA) to Hwy 214 (Woodburn)	Intercity HSR	Intercity Passenger Rail/Future HSR	2018 RTP/2020 Oregon State Rail Plan
Union Pacific E/W	BNSF NS/North Portland Road to west edge of regional boundary (ends in ID)	None	Intercity Passenger Rail	2020 Oregon State Rail Plan/FRA Application
W/E/SE Mill Plain Boulevard	Broadway Street to SE 188th (Mill Plain TC)	Frequent Bus	HCT - Rapid Bus	Mill Plain BRT
Washington Street	E 15th Street to E 8th Street	Frequent Bus	HCT - Rapid Bus	Mill Plain BRT
Broadway Street	E Mill Plain Boulevard to E 8th Street	Frequent Bus	HCT - Rapid Bus	Mill Plain BRT

2023 Regional Transportation Plan (RTP) – Summary of housekeeping changes to the 2023 RTP Network Maps

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
E 8th Street	Washington Street to Broadway Street	Frequent Bus	HCT - Rapid Bus	Mill Plain BRT
E 15th Street	Washington Street to E Mill Plain Boulevard	Frequent Bus	HCT - Rapid Bus	Mill Plain BRT
E McLoughlin Boulevard	Washington Street to Fort Vancouver Way	Frequent Bus	HCT - Rapid Bus	Fourth Plain BRT
Washington Street	E McLoughlin Boulevard to E 8th Street	Frequent Bus	HCT - Rapid Bus	Fourth Plain BRT
Broadway Street	E McLoughlin Boulevard to E 8th Street	Frequent Bus	HCT - Rapid Bus	Fourth Plain BRT
E 8th Street	Washington Street to Broadway Street	Frequent Bus	HCT - Rapid Bus	Fourth Plain BRT
Fort Vancouver Way	E McLoughlin Boulevard to E Fourth Plain Boulevard	Frequent Bus	HCT - Rapid Bus	Fourth Plain BRT
E Fourth Plain Boulevard	Fort Vancouver Way to NE Thurston Way	Frequent Bus	HCT - Rapid Bus	Fourth Plain BRT
NE Thurston Way	NE Vancouver Mall Loop to E Fourth Plain Boulevard	Frequent Bus	HCT - Rapid Bus	Fourth Plain BRT
NE Vancouver Mall Loop	NE Vancouver Mall Drive to NE Fourth Plain	Frequent Bus	Future HCT	C-TRAN Service Plan/SW RTC Clark County 2019 RTP
NE Fourth Plain	NE Vancouver Mall Drive to NE 162nd	Frequent Bus	Future HCT	C-TRAN Service Plan/SW RTC Clark County 2019 RTP
NE 162nd Avenue	NE Fourth Plain Boulevard to SE Mill Plain Boulevard	Frequent Bus	Future HCT	C-TRAN Service Plan/SW RTC Clark County 2019 RTP
SE Mill Plain Boulevard	NE 162nd to SE 188th (Mill Plain TC)	Frequent Bus	Future HCT	C-TRAN Service Plan/SW RTC Clark County 2019 RTP
Broadway Street/Hwy 99	NE 139th Street to E 8th Street	Frequent Bus	Future HCT	C-TRAN Service Plan/SW RTC Clark County 2019 RTP
Washington Street	E McLoughlin to E 8th Street	Frequent Bus	Future HCT	C-TRAN Service Plan/SW RTC Clark County 2019 RTP
E 8th Street	Washington Street	Frequent	Future HCT	C-TRAN Service

2023 Regional Transportation Plan (RTP) – Summary of housekeeping changes to the 2023 RTP Network Maps

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
	to Broadway Street	Bus		Plan/SW RTC Clark County 2019 RTP
E 15th Street	Washington Street to E Mill Plain Boulevard	Frequent Bus	Future HCT	C-TRAN Service Plan/SW RTC Clark County 2019 RTP
139th Avenue	Salmon Creek Park and Ride to 29th Avenue	Frequent Bus	Future HCT	C-TRAN Service Plan/SW RTC Clark County 2019 RTP
29th Avenue	139th Street to NE 30th Avenue	Frequent Bus	Future HCT	C-TRAN Service Plan/SW RTC Clark County 2019 RTP

Regional Freight Network Map (Figure 3.21)

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
OR 211	OR 224 to US 26	Unclassified	Freight route outside MPA boundary	Clackamas County TSP
Molalla Avenue	Beavercreek Rd to OR 213	Unclassified	Roadway Connector	Oregon City TSP
Loder Rd	Beavercreek Rd to Meyers Rd	Unclassified	Roadway Connector	Oregon City TSP
NE Columbia Pkwy	NE Killingsworth to NE Columbia Blvd	Unclassified	Roadway Connector	Portland TSP
NE Killingsworth St (ramp)	NE Killingsworth (WB) to NE Columbia Blvd	Roadway Connector	Unclassified	Portland TSP
NE Columbia Blvd	NE 92nd Dr to NE Columbia Parkway	Roadway Connector	Unclassified	Portland TSP
N Argyle Way	N Interstate Ave to N Columbia Blvd	Unclassified	Roadway Connector	Portland TSP
N Denver Ave	N Argyle St to N Columbia Blvd	Unclassified	Roadway Connector	Portland TSP
SE Holgate Blvd	SE 24th Ave to SE 26th Ave	Unclassified	Roadway Connector	Portland TSP
N Going Ct	N Greeley Ave to N Going St (WB)	Unclassified	Regional Intermodal Connector (only ramps)	Portland TSP
N Going St (ramp)	N Going St (EB) to N Greeley Ave	Unclassified	Regional Intermodal Connector (only ramps)	Portland TSP
N Going St (ramp)	N Going St to I5 (NB)	Unclassified	Regional Intermodal Connector (only ramps)	Portland TSP
N Going St (ramp)	I5 (NB) to N Going St	Unclassified	Regional Intermodal Connector (only ramps)	Portland TSP
Rail line	North of TV Hwy between Forest Grove and 1st Ave	Branch line	Unclassified	Washington County TSP - abandoned and being converted to the Council Creek Trail
Rail line	Along Farmington Rd between Watson Ave	Branch line	Show as single track	Washington County TSP

2023 Regional Transportation Plan (RTP) – Summary of housekeeping changes to the 2023 RTP Network Maps

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
	and Lombard Ave			
Highway 6	US 26 interchange area	Unclassified	Freight route outside MPA boundary	Washington County TSP
Highway 47	US 26 interchange area	Unclassified	Freight route outside MPA boundary	Washington County TSP
Cornell Rd	US 26 interchange area	Unclassified	Roadway connector	Washington County TSP
Murray Blvd	US 26 interchange area	Unclassified	Roadway connector	Washington County TSP
Canyon Rd	OR 217 interchange area	Unclassified	Roadway connector	Washington County TSP
72nd Ave	OR 217 interchange area	Unclassified	Roadway connector	Washington County TSP
OR 217	US 26 interchange area	Unclassified	Main Roadway Route	Washington County staff
Broadway St	Canyon Rd to Watson Ave - Remove line on insert map between OR 8 and OR 10.	Roadway connector	Unclassified	Washington County TSP
Allen Blvd	West of OR 217	Roadway connector	Unclassified	Washington County TSP
Denney Rd	West of OR 217	Roadway connector	Unclassified	Washington County TSP
Hall Blvd	Nimbus Ave to OR 217	Roadway connector	Unclassified	Washington County TSP
Cornell Rd	Cornelius Pass Rd to 158th Ave	Unclassified	Roadway connector	Washington County TSP
Upper Boones Ferry Rd	72nd Ave to I-5	Unclassified	Roadway connector	Washington County TSP

Regional Freight Network Map (Figure 3.21)

(edits processed since the July 7 TPAC summary memo)

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
NE 238th Ave	I-84 to Holladay St	Future Roadway Connector	Roadway Connector	Multnomah County staff - 238th Dr Improvement Project has been implemented and can now be used for freight

2023 Regional Transportation Plan (RTP) – Summary of housekeeping changes to the 2023 RTP Network Maps

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
				travel
Rail line	Rail spur north of Cornelius Pass Rd	Branch line	Unclassified	Remove Abandoned rail spur south of branch line running east/west - Washington County staff
Rail line	north of Tualatin Valley Hwy near 160th Ave	Branch line	Branch line	Keep N/S rail spur through Employment area. Remove Abandoned rail yard and rail line from yard to end of rail line east of Murray Blvd.– Washington County staff
Rail line	Rail line south of Washington Square along Tigard St	Branch line	Branch line	Abandoned rail spur – Washington County staff - Remove rail spur from Tiedemann to Grant St.
Rail line	Rail line along SW 72nd Ave. south of Cardinal Ln	Branch line	Unclassified	Abandoned rail spur – Washington County staff - Remove rail spur that crosses SW 72nd
Rail line	Rail line west side of I-5 south of upper Boones Ferry	Branch line	Unclassified	Abandoned rail spur – Washington County staff - Remove rail spur between SW 72nd and I-5.
Bridgeport Rd / Lower Boones Ferry Rd	Boones Ferry to I-5	Roadway connector	Unclassified	Washington County TSP
Boones Ferry Rd	Bridgeport Rd to Tualatin-Sherwood Rd	Roadway connector	Unclassified	Washington County TSP

2023 Regional Transportation Plan (RTP) – Summary of housekeeping changes to the 2023 RTP Network Maps

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
SW 185th	US26 to OR8	Unclassified	Roadway connector	Washington County TSP
All Freight routes outside UGB		Freight routes outside MPA	Freight routes outside UGB	Metro Staff

Regional Bicycle Network Map (Figure 3.24)

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
SW 5th Ave	SW Alger Ave to SW Western Ave	Unclassified	Regional Bicycle Parkway	Beaverton Active Transportation Plan
SW Jamieson Rd	SW Beaverton-Hillsdale Highway to SW Scholls Ferry	Unclassified	Regional Bicycle Parkway	Beaverton Active Transportation Plan
SE 93rd Ave	From SE Sunnybrook Blvd to SE Sunnyside Rd	Unclassified	Regional bikeway	Clackamas County Active Transportation Plan
Butteville Rd	From French Prairie Bridge west to county line	Unclassified	Regional bikeway	Clackamas County Active Transportation Plan
Mountain Rd	From Stafford Rd south to Metro planning area boundary	Unclassified	Regional bikeway	Clackamas County Active Transportation Plan
Scouters Mountain Trail	SE Vradenburg Rd segment from SE Clatsop St. south to planned trail segment at Boy Scout Camp	Unclassified	Regional bikeway	Clackamas County Active Transportation Plan
Tillstrom Rd	Foster Rd to 242 nd Ave	Unclassified	Regional Bikeway	Metro - consistency with MV classification
SE Yamhill	SE 181 st to SE 187 th	Unclassified	Regional Bikeway	Gresham TSP
SE Yamhill	SE 187 th to SE 190 th	Unclassified	Regional Bicycle Parkway	Gresham TSP
SE 187 th	SE Stark to SE Yamhill	Unclassified	Regional Bicycle Parkway	Gresham TSP
SE 190 th	SE Stark to SE Yamhill	Regional Bicycle	Unclassified	Gresham TSP

2023 Regional Transportation Plan (RTP) – Summary of housekeeping changes to the 2023 RTP Network Maps

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
		Parkway		
SE Stark	SE 187 th to SE 190 th	Regional Bicycle Parkway	Regional Bikeway	Gresham TSP
Meyers Rd	OR 213 to UGB	Unclassified	Regional Bikeway	Metro - Consistency with MV classification
New multi-use path	PDX Airport max station to NE 82 nd Way	Unclassified	Regional Bikeway	Port Transportation Improvement Plan
NE Airport Way	PDX Airport to NE 82 nd Way	Regional Bikeway	Unclassified	Port Transportation Improvement Plan
N Willamette Blvd	N Ida Ave to N Richmond Ave	Regional Bikeway	Bicycle Parkway	Metro-funded RFFA project extends to Richmond. City plans to update TSP to reflect this.
NE 7th Ave	NE Tillamook St to NE Sumner St	Regional Bicycle Parkway	Regional Bikeway	Lloyd to Woodlawn Project Plan
NE 9th Ave	NE Mason St to NE Sumner St	Regional Bikeway	Regional Bicycle Parkway	Lloyd to Woodlawn Project Plan
NE 92nd Dr	NE Killingsworth St to Alderwood Trail	Unclassified	Regional Bikeway	Columbia / Lombard Plan
NE Alberta St	NE 92nd Ave to I-205 Multiuse Path (new I-205 Overcrossing)	Unclassified	Regional Bikeway (Proposed)	Columbia / Lombard Plan
SE Woodward St	SE 77th Ave to SE 82nd Ave	Regional Bicycle Parkway	Unclassified	Connected Centers Plan – Jade and Rosewood
SE 82nd Ave	SE Brooklyn St to SE Woodward St	Regional Bicycle Parkway	Unclassified	Connected Centers Plan – Jade and Rosewood
SE 82nd Ave	SE Tibbetts St to SE Brooklyn St	Unclassified	Regional Bicycle Parkway	Connected Centers Plan – Jade and Rosewood
SE Tibbetts St	SE 77th Ave to SE 82nd Ave	Unclassified	Regional Bicycle Parkway	Connected Centers Plan – Jade and Rosewood

2023 Regional Transportation Plan (RTP) – Summary of housekeeping changes to the 2023 RTP Network Maps

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
SE 77th Ave	SE Tibbetts St to SE Woodward St	Unclassified	Regional Bicycle Parkway	Connected Centers Plan – Jade and Rosewood
NE 32nd Ave	NE Broadway to NE Tillamook St	Unclassified	Regional Bikeway	Portland TSP
NE Hancock St	NE 32nd Ave to NE 43rd Ave	Unclassified	Regional Bikeway	Portland TSP
NE Tillamook St	NE 38th Ave to NE 42nd Ave	Regional Bicycle Parkway	Regional Bikeway	Portland TSP
NE 42nd Ave	NE Hancock St to NE Tillamook St	Regional Bicycle Parkway	Regional Bikeway	Portland TSP
Columbia Slough Trail / NE Cornfoot Rd	NE 47th Ave to NE Alderwood Rd	Two Regional Bikeway alignments shown parallel to each other	One regional bikeway (the alignment on north side of Cornfoot Rd has been prioritized)	Columbia Lombard Plan
NE 11th Ave	NE Lombard St to Columbia Slough Trail	Unclassified	Regional Bikeway	Columbia Lombard Plan
NW Flanders St (bridge)	NW 15th Ave to NW 16th Ave	Unclassified	Regional Bicycle Parkway	Bridge has been constructed
S. Johnson Creek trail (C9 on THPRD map)	TV Highway to SW Scholls Ferry Rd	Unclassified	Regional Bikeway	THPRD Trails Functional Plan
North Johnson Creek Trail (C7 on THPRD map)	SW Miller Rd and W Stark St to the Cedar Mill Creek Trail and Sunset Transit Center	Unclassified	Regional Bicycle Parkway	THPRD Trails Functional Plan
Beaverton Creek Trail (R4 on THPRD map)	Alignment update to Seg. 1 and 2: Where these trail segments intersect 170th, the trail turns north along SW 170th and loops around to meet the Westside Trail at the SW 158th Ave/SW Merlo Rd MAX station. Currently the map shows the trail running through the Tualatin Hills Nature	No change to classification	No change to classification	THPRD Trails Functional Plan

2023 Regional Transportation Plan (RTP) – Summary of housekeeping changes to the 2023 RTP Network Maps

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
	Park, which does not accurately represent the Beaverton Creek Trail alignment THPRD will be working to design/build			
Bonny Slope West Trail (C3 on THPRD map)	Bronson Creek Trail at NW Saltzman & Laidlaw Rd to the Cedar Mill Creek Trail at NW Cornell Rd and NW 118th Ave	Unclassified	Regional Bicycle Parkway	THPRD Trails Functional Plan
174th Ave extension	Between Bronson Rd to Cornell Rd at 173rd Ave	Unclassified	Regional Bikeway (proposed)	Metro - consistency with MV classification

Regional Bicycle Network Map (Figure 3.24)
(Edits processed since the July 7 TPAC memo)

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
Reedville Trail	The loop section of the Reedville trail serving Cooper Mountain is missing. This segment runs from just west of SW Farmington Rd just north of SW Riggs Rd to the South Cooper Loop Trail via SW Grabhorn Rd.	Unclassified	Regional Bikeway	THPRD Trails Functional Plan
SW 95 th Ave	SW Oak St to Fanno Creek Trail (including new bike/ped bridge over 217 and new rail undercrossing just north of Tigard Heritage trail)	Unclassified	Regional Bikeway	Tigard TSP
SW Oak St	SW Greenburg to SW Hall	Unclassified	Regional Bikeway	Tigard TSP
Locust St extension to Fanno Creek Trail	SW Greenburg to Fanno Creek Trail	Regional Bikeway	Unclassified	Tigard TSP
Ash Ave Trail Connection	Walnut Pl east of Pacific Highway 99 to Ash Ave /Fanno creek	Unclassified	Proposed Regional Bikeway	Tigard TSP

2023 Regional Transportation Plan (RTP) – Summary of housekeeping changes to the 2023 RTP Network Maps

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
	trail connector			
Red Rock Creek Trail	Red Rock Creek Alignment from SW 64th and Pacific Highway to proposed HWY 217 Ped/Bike bridge (Hampton to Hunziker)	Unclassified	Proposed Regional Bikeway	Tigard TSP update
SW Fischer Rd extension	99W to Roy Rogers Rd	None	Regional Bikeway / Proposed Regional Bikeway	Washington County TSP
Clackamas River Trail	Hwy 212/224 interchange to Springwater Bridge	None	Proposed Regional Bikeway	Happy Valley TSP
Clackamas Bluffs Trail	Sunrise Corridor Trail to Richardson Creek Trail	None	Proposed Regional Bikeway	Happy Valley TSP
Phillips Creek Greenway Trail	I-205 trail to N. Clackamas Greenway trail	None	Proposed Regional Bikeway	N. Clackamas Parks and Recreation District Trails Master Plan

Regional Pedestrian Network Map (Figure 3.26)

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
SE 152nd Ave	SE Sunnyside Rd to OR 212	Unclassified	Regional Pedestrian Corridor	Clackamas County TSP
SE River Rd	From Mcloughlin Blvd (Milwaukie) to Mcloughlin Blvd (Gladstone)	Unclassified	Regional Pedestrian Corridor	Clackamas County TSP
Clackamas Rd	Johnson Rd to Webster Rd	Unclassified	Regional Pedestrian Corridor	Clackamas County TSP
Oak Grove Blvd	River Rd to Oatfield Rd	Unclassified	Regional Pedestrian Corridor	Metro - consistency with MV classification
Tillstrom Rd	Foster Rd to 242nd Ave	Unclassified	Regional Pedestrian Corridor	Metro - consistency with MV classification
SE 92nd Ave	County line to Johnson Creek Blvd	Unclassified	Regional Pedestrian Corridor	Metro - consistency with MV classification
SE 92 nd Ave	County line to SE Flavel (in Portland)	Unclassified	Regional Pedestrian Corridor	Metro – consistency with MV classification
SE 97th / Lawnfield Rd / Minuteman Way/ Clackamas Rd / 102nd Ave	Sunnybrook Blvd to OR 212	Unclassified	Regional Pedestrian Corridor	Metro - consistency with MV classifications
Springwater Rd	Clackamas River to OR224	Unclassified	Regional Pedestrian Corridor	Metro - consistency with MV classification
Childs Rd	County boundary to Pilkington Rd	Unclassified	Regional Pedestrian Corridor	Consistency with MV classification
Pilkington Rd	Childs Rd to Boones Ferry Rd	Unclassified	Regional Pedestrian Corridor	Consistency with MV classification
Unidentified dashed line	185 th to Fairview Parkway	Regional Pedestrian Corridor (proposed)	Unclassified	Gresham TSP
Holcomb Blvd	Redland Rd to UGB	Unclassified	Regional Pedestrian Corridor	Metro - Consistency with MV classification
Redland Rd	OR 213 to UGB	Unclassified	Regional Pedestrian	Metro - consistency with

2023 Regional Transportation Plan (RTP) – Summary of housekeeping changes to the 2023 RTP Network Maps

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
			Corridor	MV classification
S Meyers Rd	Leland Rd to OR 213	Unclassified	Regional Pedestrian Corridor	Oregon City TSP
NE 21st Ave	NE Broadway to NE Fremont St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NE 24th Ave	NE Broadway to NE Fremont St	Unclassified	Regional Pedestrian Parkway	Metro – consistency with change to transit network map
NE 29th Ave	NE Skidmore St to NE Prescott St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NE 30th Ave	NE Alberta St to NE Killingsworth St	Unclassified	Regional Pedestrian Parkway	Metro – consistency with change to transit network map
NE Skidmore St	NE 27th Ave to NE 29th Ave	Unclassified	Regional Pedestrian Parkway	Metro – consistency with change to transit network map
NE 27th Ave	NE Skidmore St to NE Prescott St	Unclassified	Regional Pedestrian Parkway	Metro – consistency with change to transit network map
NE Shaver St	NE 102nd Ave to NE 141st Ave	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NE 141st Ave	NE Shaver to NE Rose Pkwy	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NE Rose Pkwy	NE 141st to NE 148th Ave	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NE 111th Ave	NE Halsey to NE Morris St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NE Morris St	NE 111th Ave to NE 117th Ave	Regional Pedestrian	Unclassified	Metro – consistency with

2023 Regional Transportation Plan (RTP) – Summary of housekeeping changes to the 2023 RTP Network Maps

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
		Parkway		change to transit network map
NE Stanton St	NE 117th Ave to NE 122nd Ave	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NE San Rafael St	NE 122nd Ave to NE 132nd Ave	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NE 132nd Ave	NE San Rafael St to NE Sacramento St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NE Sacramento St	NE 132nd Ave to NE 148th Ave	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
N Hayden Meadows Dr	N Whitaker Rd to N Union Ct	Unclassified	Regional Pedestrian Parkway	Metro – consistency with change to transit network map
NW 23rd Ave	NW Vaughn St to NW Wilson St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NW Wilson St	NW 23rd Ave to NW 21st Ave	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NW 21st Ave	NW Wilson St to NW Vaughn St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NW Vaughn St	NW 21st Ave to NW 18th Ave	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NW 20th Ave	NW Vaughn St to NW Thurman St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NW 19th Ave	NW Vaughn St to NW Thurman St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map

2023 Regional Transportation Plan (RTP) – Summary of housekeeping changes to the 2023 RTP Network Maps

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
NW 18th Ave	NW Vaughn St to NW Thurman St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NW Raleigh St	NW 23rd Ave to NW 21st Ave	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NW 16th Ave	W Burnside St to NW Couch St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NW Couch St	NW 16th Ave to NW 14th Ave	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NW 15th Ave	W Burnside St to NW Couch St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NW 14th Ave	W Burnside St to NW Couch St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
SW 14th Ave	SW Washington St to W Burnside St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NW 13th Ave	W Burnside St to NW Couch St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
SW 13th Ave	SW Washington St to W Burnside St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NW Couch St	NW 13th Ave to NW 12th Ave	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NW 12th Ave	W Burnside St to NW Couch St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
SW 12th Ave	SW Washington St to W Burnside St	Regional Pedestrian	Unclassified	Metro – consistency with

2023 Regional Transportation Plan (RTP) – Summary of housekeeping changes to the 2023 RTP Network Maps

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
		Parkway		change to transit network map
SW Washington St	SW 14th Ave to SW 11th Ave	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NW Couch St	NW 11th Ave to NW 6th Ave	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NW Couch St	NW 5th Ave to NW 4th Ave	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NW Couch St	NW 3rd Ave to NW 2nd Ave	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
SW 4th Ave	SW Pine St to W Burnside St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NW 4th Ave	W Burnside St to NW Couch St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
SW 3rd Ave	SW Pine St to W Burnside St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NW 3rd Ave	W Burnside St to NW Couch St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
NW 2nd Ave	W Burnside St to NW Couch St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
SW Alder St	SW 2nd Ave to SW 19th Ave	Unclassified	Regional Pedestrian Parkway	Metro – consistency with change to transit network map
SW Salmon St	SW 2nd Ave to SW 18th Ave	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map

2023 Regional Transportation Plan (RTP) – Summary of housekeeping changes to the 2023 RTP Network Maps

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
SW 2nd Ave	SW Salmon St to SW Alder St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
SE Umatilla St	SE 13th Ave to SE 17th Ave	Unclassified	Regional Pedestrian Parkway	Metro – consistency with change to transit network map
SW Linn St	SW 13th Ave to SE 17th Ave	Unclassified	Regional Pedestrian Parkway	Metro – consistency with change to transit network map
SE 13th Ave	SE Andover Pl to SE Linn St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
SE Andover Pl	SE 13th Ave to SW 17th Ave	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
SE Ochoco St	SE 17th Ave to SE Moores St	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
SE Reed College Pl	SE Crystal Springs Blvd to SE Woodstock Blvd	Regional Pedestrian Parkway	Unclassified	Metro – consistency with change to transit network map
SE 32nd Ave	SE Crystal Springs Blvd to SE Woodstock Blvd	Unclassified	Regional Pedestrian Parkway	Metro – consistency with change to transit network map
NE Halsey St	NE 41st Ave to NE 47th Ave	Unclassified	Regional Pedestrian Parkway	Metro – consistency with change to transit network map
NE 42nd Ave	NE Broadway to NE Tillamook St	Unclassified	Regional Pedestrian Parkway	Metro – consistency with change to transit network map
N Russell	N Kerby Ave to N Williams Ave	Unclassified	Regional Pedestrian Parkway	Metro – consistency with change to transit network map
N Kerby Ave	N Russell to N Cook St	Unclassified	Regional Pedestrian	Metro – consistency with

2023 Regional Transportation Plan (RTP) – Summary of housekeeping changes to the 2023 RTP Network Maps

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
			Parkway	change to transit network map
NW Thurman St	NW 21st Ave to NW 23rd Ave	Unclassified	Regional Pedestrian Parkway	Metro – consistency with change to transit network map
NW 21st Ave	NW Thurman St to NE Everett St	Unclassified	Regional Pedestrian Parkway	Metro – consistency with change to transit network map
NW Everett St	NW 6th Ave to NW 21st Ave	Unclassified	Regional Pedestrian Parkway	Metro – consistency with change to transit network map
NW Glisan St	NW 6th Ave to NW 21st Ave	Unclassified	Regional Pedestrian Parkway	Metro – consistency with change to transit network map
S. Johnson Creek trail (C9 on THPRD map)	TV Highway to SW Scholls Ferry Rd	Unclassified	Regional Pedestrian Corridor	THPRD Trails Functional Plan
North Johnson Creek Trail (C7 on THPRD map)	SW Miller Rd and W Stark St to the Cedar Mill Creek Trail and Sunset Transit Center	Unclassified	Regional Pedestrian Parkway	THPRD Trails Functional Plan
Beaverton Creek Trail (R4 on THPRD map)	Alignment update to Seg. 1 and 2: Where these trail segments intersect 170th, the trail turns north along SW 170th and loops around to meet the Westside Trail at the SW 158th Ave/SW Merlo Rd MAX station. Currently the map shows the trail running through the Tualatin Hills Nature Park, which does not accurately represent the Beaverton Creek Trail alignment THPRD will be working to design/build	No change to classification	No change to classification	THPRD Trails Functional Plan
Bonny Slope West	Bronson Creek Trail at	Unclassified	Regional	THPRD Trails

2023 Regional Transportation Plan (RTP) – Summary of housekeeping changes to the 2023 RTP Network Maps

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
Trail (C3 on THPRD map)	NW Saltzman & Laidlaw Rd to the Cedar Mill Creek Trail at NW Cornell Rd and NW 118th Ave		Pedestrian Parkway	Functional Plan
65th Ave	between Borland Rd and Sagert St	Unclassified	Regional Pedestrian Corridor	Metro - consistency with MV classification
Teton Ave	Existing terminus to Herman Rd (tiny gap in line work)	Unclassified	Regional Pedestrian Corridor	Metro - consistency with MV classification
Gerda Ln	between Galbreath Dr and Tualatin-Sherwood Rd	Unclassified	Regional Pedestrian Corridor	Metro - consistency with MV classification
174th Ave extension	Between Bronson Rd to Cornell Rd at 173rd Ave	Unclassified	Regional Pedestrian Corridor (proposed)	Metro - consistency with MV classification

Regional Pedestrian Network Map (Figure 3.26)

(edits processed since the July 7 TPAC memo)

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
Reedville Trail	The loop section of the Reedville trail serving Cooper Mountain is missing. This segment runs from just west of SW Farmington Rd just north of SW Riggs Rd to the South Cooper Loop Trail via SW Grabhorn Rd.	Unclassified	Regional Pedestrian Corridor	THPRD Trails Functional Plan
Ash Ave Trail Connection	Walnut Pl east of Pacific Highway 99 to Ash Ave /Fanno creek trail connector	Unclassified	Proposed Regional Pedestrian Corridor	Tigard TSP
Red Rock Creek Trail	Red Rock Creek Alignment from SW 64th and Pacific Highway to proposed HWY 217 Ped/Bike bridge (Hampton to Hunziker)	Unclassified	Proposed Regional Pedestrian Corridor	Tigard TSP

2023 Regional Transportation Plan (RTP) – Summary of housekeeping changes to the 2023 RTP Network Maps

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change
SW 175 th Ave	SW Weir St to SW Cooper MT Ln	None	Regional Pedestrian Corridor	Metro staff - Consistency with Motor Vehicle Classification
SW Tile Flat Rd	SW Grabhorn Rd to SW Kobbe Dr	None	Regional Pedestrian Corridor	Metro staff - Consistency with Motor Vehicle Classification
SW Grabhorn Rd	SW Tile Flat Rd to SW Farmington Rd	None	Regional Pedestrian Corridor	Metro staff - Consistency with Motor Vehicle Classification
SW Fischer Rd & its extension west from King City	99W to Roy Rogers Rd	None	Regional Pedestrian Corridor / Proposed Regional Pedestrian Corridor	Washington County TSP
Clackamas River Trail	Hwy 212/224 interchange to Springwater Bridge	None	Proposed Regional Pedestrian Corridor	Happy Valley TSP
Clackamas Bluffs Trail	Sunrise Corridor Trail to Richardson Creek Trail	None	Proposed Regional Pedestrian Corridor	Happy Valley TSP
Phillips Creek Greenway Trail	I-205 trail to N. Clackamas Greenway trail	None	Proposed Regional Pedestrian Corridor	N.Clackamas Parks and Recreation District Trails Master Plan

Requested RTP Network map changes not recommended by Metro Staff

Requested changes not recommended for Motor Vehicle Network Map (Figure 3.13)

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change	Rationale for not recommending change
122 nd Ave	Happy Valley boundary to SE Hubbard Rd	Unclassified	Minor Arterial	Clackamas County TSP	This route is already a minor arterial in RTP
Lake Rd	SE Johnson Rd to SE Harmony Rd	Unclassified	Minor Arterial	Clackamas County TSP	This route is already a minor arterial in RTP
Lake Rd	OR224 to SE Kuehn Rd	Unclassified	Minor Arterial	Clackamas County TSP	This route is already a minor arterial in RTP
Lake Rd	SE Harmony Rd to OR224	Unclassified	Minor Arterial	Clackamas County TSP	This route is already a minor arterial in RTP
Stevens Rd	Sunnyside Rd to SE Bob Schumacher Rd	Unclassified	Minor Arterial	Clackamas County TSP	This route is already a minor arterial in RTP
Redland Rd	OR 213 / S Redland Rd Overpass	Unclassified	Minor Arterial	Oregon City TSP	Upgrading to Major Arterial to be consistent with Clackamas County TSP and existing RTP classification (west of OR 213). Recommend flagging for change to Major Arterial in next Oregon City TSP update.
Burnside Rd	Hogan Dr to Powell Blvd	Throughway	Major Arterial	Gresham TSP	Keeping Throughway designation for this section of Burnside per recommendations from East Metro Connections Plan

Requested changes not recommended for Regional Transit Network Map (Figure 3.16)

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change	Rationale for not recommending change
N Columbia Blvd	N Portland Rd (Rte 120) to N Argyle St	Unclassified	Regional Bus	TriMet announced new transit service on Columbia/Argyle	Not housekeeping-defer this change to update process
N Argyle St	N Columbia Blvd to N Columbia Blvd	Unclassified	Regional Bus	TriMet announced new transit service on Columbia/Argyle	Not housekeeping-defer this change to update process
N Columbia Blvd	N Argyle St to Martin Luther King Jr Blvd	Unclassified	Regional Bus	TriMet announced new transit service on Columbia/Argyle	Not housekeeping-defer this change to update process

Requested changes not recommended for Regional Bicycle Network Map (Figure 3.24)

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change	Rationale for not recommending change
SE 115th Ave	Springwater Corridor Trail to SE Bush St	Unclassified	Regional Bikeway	Connected Division-Midway planning	Better fit as Local Bikeway than Regional (as defined in RTP)
SE 112th Ave	SE Holgate Blvd to SE Market St	Unclassified	Regional Bikeway	Connected Division-Midway planning	Better fit as Local Bikeway than Regional (as defined in RTP)
SE Clinton St	SE 101st Ave to SE 109th Ave	Unclassified	Regional Bikeway	Connected Division-Midway planning	Better fit as Local Bikeway than Regional (as defined in RTP)
SE 101st Ave	SE Clinton to SE Market St	Unclassified	Regional Bikeway	Connected Division-Midway planning	Better fit as Local Bikeway than Regional (as defined in RTP)
SE 135th	SE Division St to SE Stark St	Unclassified	Regional Bikeway	Connected Division-Midway planning	Better fit as Local Bikeway than Regional (as defined in RTP)
SE Stark St	SE 135th Ave to SE 136th Ave	Unclassified	Regional Bikeway	Connected Division-Midway planning	Better fit as Local Bikeway than Regional (as defined in RTP)
SE 136th Ave	SE Stark St to NE Glisan St	Unclassified	Regional Bikeway	Connected Division-Midway planning	Better fit as Local Bikeway than Regional (as defined in RTP)
NE Couch St	NE 136th Ave to NE 134th Ave	Unclassified	Regional Bikeway	Connected Division-Midway planning	Better fit as Local Bikeway than Regional (as defined in RTP)
NE 134th Ave	NE Couch St to NE Glisan St	Unclassified	Regional Bikeway	Connected Division-Midway planning	Better fit as Local Bikeway than Regional (as defined in RTP)
142nd Ave	SE Division St to SW Harrison St	Unclassified	Regional Bikeway	Connected Division-Midway planning	Better fit as Local Bikeway than Regional (as defined in RTP)
SE Harrison St	142nd Ave to SE 143rd Ave	Unclassified	Regional Bikeway	Connected Division-Midway planning	Better fit as Local Bikeway than Regional (as

2023 Regional Transportation Plan (RTP) – Summary of housekeeping changes to the 2023 RTP Network Maps

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change	Rationale for not recommending change
					defined in RTP)
SE 143rd Ave	SE Harrison St to SE Madison St	Unclassified	Regional Bikeway	Connected Division-Midway planning	Better fit as Local Bikeway than Regional (as defined in RTP)
SE Madison St	SE 143rd Ave to SE 141st Ave	Unclassified	Regional Bikeway	Connected Division-Midway planning	Better fit as Local Bikeway than Regional (as defined in RTP)
SE 141st	SE Madison St to SE Main St	Unclassified	Regional Bikeway	Connected Division-Midway planning	Better fit as Local Bikeway than Regional (as defined in RTP)
SE Main St	SE 141st Ave to SE 146th Ave	Unclassified	Regional Bikeway	Connected Division-Midway planning	Better fit as Local Bikeway than Regional (as defined in RTP)
SE 146th Ave	SE Main St to NE Glisan St	Unclassified	Regional Bikeway	Connected Division-Midway planning	Better fit as Local Bikeway than Regional (as defined in RTP)
SE 117th Ave	SE Market St to SE Hawthorne Blvd	Unclassified	Regional Bikeway	Connected Division-Midway planning	Better fit as Local Bikeway than Regional (as defined in RTP)
SE Hawthorne Blvd	SE 117th Ave to SE 114th Ave	Unclassified	Regional Bikeway	Connected Division-Midway planning	Better fit as Local Bikeway than Regional (as defined in RTP)
SE 114th Ave	SE Hawthorne Blvd to SE Salmon St	Unclassified	Regional Bikeway	Connected Division-Midway planning	Better fit as Local Bikeway than Regional (as defined in RTP)
SE Salmon St	SE 114th Ave to SE 113th Ave	Unclassified	Regional Bikeway	Connected Division-Midway planning	Better fit as Local Bikeway than Regional (as defined in RTP)
SE/NE 113th Ave	SE Salmon St to NE Glisan St	Unclassified	Regional Bikeway	Connected Division-Midway planning	Better fit as Local Bikeway than Regional (as defined in RTP)
NE 113th Ave	Dead end to NE Oregon St	Unclassified	Regional Bikeway	Connected Division-Midway planning	Better fit as Local Bikeway than Regional (as defined in RTP)

2023 Regional Transportation Plan (RTP) – Summary of housekeeping changes to the 2023 RTP Network Maps

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change	Rationale for not recommending change
NE 114th Ave	NE Holladay St to NE Halsey St	Unclassified	Regional Bikeway	Connected Division-Midway planning	Better fit as Local Bikeway than Regional (as defined in RTP)
Reedville Trail	The loop section of the Reedville trail serving Cooper Mountain is missing. This segment runs from just west of SW Farmington Rd just north of SW Riggs Rd to the South Cooper Loop Trail via SW Grabhorn Rd.	Unclassified	Regional Bikeway	THPRD Trails Functional Plan	Outside MPA boundary
North Bethany Trail C1.1	Rock Creek Trail at NW Reindeer Dr to NW Bethany Creek Trail #1 C1.2	Unclassified	Regional Bicycle Parkway	THPRD 2016 Trails Functional Plan	Not regional
Bethany Creek Trail #1 C1.2	Westside Trail & Rock Creek Trail intersection to NW Springville Rd	Unclassified	Regional Bicycle Parkway	THPRD 2016 Trails Functional Plan	Not regional
Bethany Creek Trail #2 C1.3	Westside Trail & Rock Creek Trail intersection to NW Springville Rd	Unclassified	Regional Bicycle Parkway	THPRD 2016 Trails Functional Plan	Already shown on map (as northern tip of Westside Trail)

Requested changes not recommended for Regional Freight Network Map (Figure 3.21)

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change	Rationale for not recommending change
S. Union Mills Rd	OR 213 to OR 211 (at Beaver Creek Rd.)	Unclassified	Freight Route outside MPA boundary	Clackamas County TSP	Outside the map extent for the Regional Freight Network map.
OR 213	Freight route continues from S Barnards Rd to County line	Unclassified	Freight Route outside MPA boundary	Clackamas County TSP	Outside the map extent for the Regional Freight Network map.
OR 224	Freight route continues from SE River Mill Rd to Ripplebrook Rd	Unclassified	Freight Route outside MPA boundary	Clackamas County TSP	Outside the map extent for the Regional Freight Network map.
OR 211	Clackamas/Mario n County line to OR 224	Unclassified	Freight Route outside MPA boundary	Clackamas County TSP	Outside the map extent for the Regional Freight Network map.
US 26	Continues freight route from E Kirkwood Dr to Clackamas / Wasco County line	Unclassified	Freight Route outside MPA boundary	Clackamas County TSP	Outside the map extent for the Regional Freight Network map.
OR 35	Proposed freight route from US 26 to Clackamas Co – Hood River County line	Unclassified	Freight Route outside MPA boundary	Clackamas County TSP	Outside the map extent for the Regional Freight Network map.
Fir St	Molalla Avenue to Beaver Creek Rd	Unclassified	Roadway Connector	Oregon City TSP	Local street not providing access to a regionally designated industrial area
Meyers Rd	OR 213 to Loder Rd	Unclassified	Roadway Connector	Oregon City TSP	Local street not providing access to a regionally designated industrial area
Clairmont Drive	Beaver Creek Rd to S Holly Ln Extension	Unclassified	Roadway Connector	Oregon City TSP	Local street not providing access to a regionally designated industrial area

2023 Regional Transportation Plan (RTP) – Summary of housekeeping changes to the 2023 RTP Network Maps

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change	Rationale for not recommending change
South Holly Lane Extension	Clairmont Dr to Meyers Rd	Unclassified	Roadway Connector	Oregon City TSP	Local street not providing access to a regionally designated industrial area
N Interstate Ave	N Greeley Ave to N Going St	Regional Intermodal Connector	Unclassified	Portland TSP	All Regional Intermodal Connectors need to stay consistent with those on the NHS.
Freight Rail line	In North Plains - between Gordon Rd and Main St	Branch line - No classification change requested	Realignment to match actual	Washington County TSP	Keep current, alignment on map is correct - north of NW Commercial St.
Allen Blvd	Near Western Ave	Freight route outside MPA boundary.	Roadway connector	Washington County TSP	Keep as current. Mapping colors may need to be adjusted to be more distinct.
Tualatin-Sherwood Rd	OR 99W to I-5	Roadway connector	Main Roadway Route	Washington County TSP	Does not meet definition of a Main Roadway Route.
West Union Rd	Cornelius Pass Rd to 185th Ave	Unclassified	Roadway connector	Washington County TSP	Residential east of Cornelius Pass Rd which is the freight route.
Beaverton-Hillsdale Hwy	OR 217 to Countyline	Unclassified	Roadway connector	Washington County TSP	Doesn't serve industrial area or connect the freight network.
Scholls Ferry Rd	OR 217 to Beaverton-Hillsdale Hwy	Unclassified	Roadway connector	Washington County TSP	Doesn't serve industrial area or connect the freight network.

Requested changes not recommended for Regional Freight Network Map (Figure 3.21)

(processed since July 7 TPAC memo)

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change	Rationale for not recommending change
Bridgeport Rd / Lower Boones Ferry Rd	Boones Ferry to I-5	Roadway connector	Unclassified	Washington County TSP	Keep in Regional Freight Network, unless City of Tigard wants to remove.
Boones Ferry Rd	Bridgeport Rd to Tualatin-Sherwood Rd	Roadway connector	Unclassified	Washington County TSP	Keep in Regional Freight Network, unless City of Tigard wants to remove.
Bridgeport Rd / Lower Boones Ferry Rd	Boones Ferry to I-5	Roadway connector	Unclassified	Washington County TSP	Keep off of regional freight network north of US 26 and south of OR 8. (Instead Add 185th from US 26 to OR 8)

Requested changes not recommended for Regional Pedestrian Network Map (Figure 3.26)

Street Name	Location	Current RTP classification	Proposed RTP classification	Source of proposed change	Rationale for not recommending change
Monroe St	Linwood to Fuller	unclassified	Regional Pedestrian Corridor	Clackamas County TSP	Monroe is a collector street that doesn't meet criteria to be in regional pedestrian network.
Reedville Trail	The loop section of the Reedville trail serving Cooper Mountain is missing. This segment runs from just west of SW Farmington Rd just north of SW Riggs Rd to the South Cooper Loop Trail via SW Grabhorn Rd.	Unclassified	Regional Pedestrian Corridor	THPRD Trails Functional Plan	Outside MPA boundary
North Bethany Trail C1.1	Rock Creek Trail at NW Reindeer Dr to NW Bethany Creek Trail #1 C1.2	Unclassified	Regional Pedestrian Parkway	THPRD Trails Functional Plan	Not regional
Bethany Creek Trail #1 C1.2	Westside Trail & Rock Creek Trail intersection to NW Springville Rd	Unclassified	Regional Pedestrian Parkway	THPRD Trails Functional Plan	Not regional
Bethany Creek Trail #2 C1.3	Westside Trail & Rock Creek Trail intersection to NW Springville Rd	Unclassified	Regional Pedestrian Parkway	THPRD Trails Functional Plan	Already shown on map (as northern tip of Westside Trail)

Materials following this page were distributed at the meeting.

Monthly fatal traffic crash report for Clackamas, Multnomah and Washington counties*

**ODOT initial fatal crash report as of 4/6/23, police and news reports – all information is preliminary and subject to change*

- Christopher Niiranen, 55, Clackamas-Boring Hwy, Clackamas, 4/1
- Unidentified, driving, I-205, Portland, Multnomah, 3/21
- Unidentified, walking, Tualatin Valley Hwy at SE Maple St and SE Walnut St, Hillsboro, 3/17
- Unidentified, walking, Tualatin Valley Hwy near Southwest 178th Avenue, Aloha, Washington, 3/17
- Unidentified, driving, NE Marine Drive, Portland, Multnomah, 3/14
- Tawnya Fawn Gavin, 38, walking, SW Cherry Park Rd/ SW Berryessa PL, Troutdale, Multnomah, 3/4
- Gorgonio Reyes Barrera, 31, driving, Columbia River Hwy., Multnomah, 3/4
- Jason Clark, walking, NE Sandy Blvd & NE 162nd Ave., Portland, Multnomah, 3/4
- Lillian Spahn, 24 and Micah Strauss, 28, Hwy 26,/Warm Springs Hwy, Clackamas, 2/25
- Robert McIlwain, 54, driving, NE Marine Drive, Portland, Multnomah, 2/24
- Unidentified, walking, E Burnside St., Gresham, Multnomah, 2/20
- Destanie King, 26, & Michael Collier, 66, , driving, OR 47, Nehalem Hwy., Washington, 2/17
- Elias James Whitcomb, 34, walking, NW Gales Creek Rd., Washington, 2/17
- Maribel Campos-Vera, 31, driving, , Cascade Hwy., Oregon City, Clackamas, 2/17
- Derrick Dean Shirley, 34, walking, NE Cornell Rd., Hillsboro, Washington, 2/13



There have been 16 fatalities since the last report to TPAC; 32 traffic fatalities in 2023 in Clackamas, Multnomah and Washington Counties. Nealy half pedestrians (15), 1 motorcycle, no bicycle crashes. 13% Clackamas, 50% Multnomah, 34% Washington

Statewide - 117 traffic fatalities: 74% vehicle occupants, 22% pedestrians. 2 bicycle, 3 motorcycle.



TPAC Agenda Item

April 2023 Formal MTIP Amendment

Resolution 23-5325

Amendment # AP23-08-APR

Applies to the 2021-24 MTIP

Agenda Support Materials:

- Draft Resolution 22-5325
- Exhibit A to Resolution 23-5325 (MTIP Worksheets)
- Staff Narrative and 2 attachments

April 7, 2023

Metropolitan Transportation
Improvement Program

Ken Lobeck
Metro Funding Programs Lead

April FFY 2023 Formal MTIP Amendment Bundle Overview & Staff Recommendation

- 3 projects in the amendment bundle
- Cover briefly and open for discussion
- Seek approval recommendation to JPACT for Resolution 23-5325

Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 23-5325 to add the three new projects to the 2021-24 MTIP.

April 2023 Formal MTIP Amendment

Kellogg Creek Dam Restoration Project

NOAA = National Oceanic and Atmospheric Administration

- American Rivers secured a \$15 million NOAA grant award supporting Preliminary Engineering (PE)
- The project will restore the fish passage and connectivity to Kellogg Creek in Milwaukie and,
- Includes the dam removal/structure re-build and OR99E bridge replacement
- ODOT will manage and deliver the project
- Total project cost estimate is \$54.9 million
- The amendment adds only the PE phase with the \$15 million NOAA award

April 2023 Formal MTIP Amendment

Advancing Two 2024-27 STIP Projects

- ODOT is advancing two of their safety upgrade projects from the 2024-27 STIP
- Initiate PE in FFY 2023 allowing a faster construction delivery timing
- The 2 ODOT Safety Projects:
 - Key 23425 - US26: Safety Enhancements at Stone Road (Clackamas County)
 - Median traffic separator at Stone Rd
 - Key 23418 - Inner Powell Safety Enhancements
 - Pedestrian safety improvements
 - Between I-205 and SE 7th Ave

MPO CFR Compliance Requirements

MTIP Review Factors

CFR = Code of Federal Regulations

- ✓ Project must be included in and consistent with the current constrained Regional Transportation Plan
- ✓ Passes fiscal constraint review and proof of funding verification
- ✓ Passes RTP consistency review:
 - Reviewed for possible air quality impacts
 - Verified as a Regionally Significant project status
 - Verified correct location & scope elements in the modeling network
 - Verified RTP and MTIP project costs consistent
 - Satisfies RTP goals and strategies
- ✓ MTIP & STIP programming consistency is maintained against obligations
- ✓ Passes MPO responsibilities verification (*No obligations/impacts*)
- ✓ Completed public notification plus OTC approvals required completed for applicable ODOT funded projects (*OTC approval 3/9/2023*)
- ✓ Examined how performance measurements may apply and if initial impact assessments are required. (*No impacts*)

April FFY 2023 Formal Amendment

Proposed Approval Timing

Action	Target Date
Start 30-day Public Notification/Comment Period	April 4, 2023
TPAC Notification and Approval Recommendation	April 7, 2023
JPACT Approval and Recommendation to Council	April 20, 2023
End 30-day Public Notification/Comment Period	May 3, 2023
Metro Council Approval	May 11, 2023
Final Estimated Approvals	Early June 2023

April 2023 Formal MTIP Amendment Discussion, Questions, and Approval Request

- Open up for discussion and questions
- Approval request includes completing necessary corrections
- Staff Approval Request:
Staff is providing TPAC their official notification and requests they provide JPACT an approval recommendation of Resolution 23-5325 to add the three new projects to the 2021-24 MTIP.



Metro

2023-24 Unified Planning Work Program

TPAC, April 7, 2023

John Mermin, Senior Transportation Planner



What is the UPWP

- Annual federally-required document that ensures efficient use of federal planning funds
- Describes:
 - Transportation planning tasks
 - Relationship to other planning activities in the region
 - Budget summaries



What the UPWP isn't

- Not a regional policy making document
- Not a funding decision document, does not allocate funds
- No construction, design, or preliminary engineering
- Only includes transportation planning projects, federal funds, coming fiscal year



Highlights of changes from TPAC input and 3/6 Interagency Consultation

- Added new project narratives for Washington County's Council Creek Trail and Portland's I-5 Rose Quarter Reconnecting Communities Grant
- Clarified TriMet is planning for service upgrades for both bus and MAX as part of Forward Together 2.0
- Clarified status of SW Corridor to "positioning project for federal funds" and that FTA grant for Equity Development Strategy is source of funding in FY23-24
- Pushed back expected starting date of First & Last Mile study, reduced budget to be spent in FY2023-24, and clarified that focus is "suburban" not "rural" and the work will build on local plans
- Safe Streets For All (SS4A) Grant milestones added and corrected, with project IGAs and kick-off moved from Q4 to Q1
- Clarified that Better Bus program will conduct systemwide analysis to consider integration of future FX corridors into the transit system



Highlights of changes from TPAC input and 3/6 Interagency Consultation *CONT'D*

- Moved map of region from appendix to Metro Overview section
- Clarified discussion of regional boundaries
- Clarified that Regional Transportation Functional Plan will be updated in response to CFEC and 2023 RTP in Transportation Planning narrative
- Specified specific pollutants being tracked and provided hyperlink to SIP (State Implementation Plan) in Air Quality Program narrative.
- Changed "personal" to "personnel" services in budget tables for ODOT and locally-led projects
- Updated budgets in Metro led projects to reflect approved budget
- Clarified how much of the Sunrise Gateway visioning project budget expected to go to consultants



What are we asking you to do?

- Recommend that JPACT adopts Resolution 23-5317 which includes
 - 2023-24 UPWP (Exhibit A)
 - Self-certification findings that demonstrate that Metro meets federal planning regulations (Exhibit B). *(Under development - will be completed prior to JPACT adoption)*

Next Steps

- April 7 TPAC Action
- April 20 JPACT Informational
- May 18 JPACT Action
- May 18 Metro Council Action
- May 19 Submit to USDOT & ODOT
- June 30 IGA signed by Metro COO

Questions?



Carbon Reduction Program – Investment Options Review

TPAC

April 7, 2023



Bipartisan Infrastructure Law (BIL)

- Over \$567B investment across all modes over 5 years
 - Increased formula funding
 - Created new programs
- Majority of funding allocated to states and MPOs by formula
 - Remaining funding available through discretionary grant programs



BIL – Carbon Reduction Program

Federal Objective: “to reduce transportation emissions through the development of State carbon reduction strategies and fund projects designed to reduce transportation emissions.”

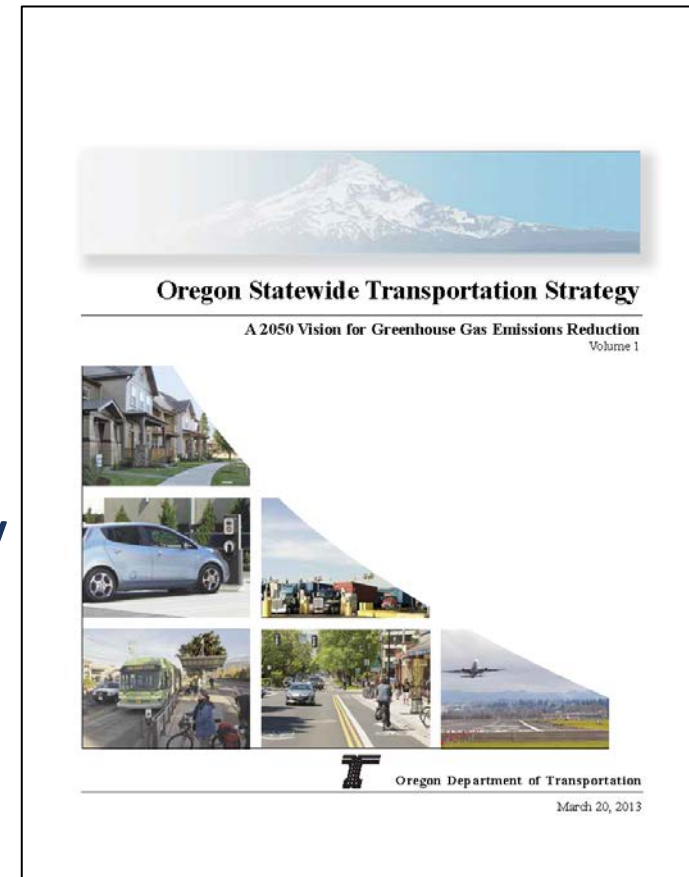
Federal Requirements

- Develop statewide carbon reduction plan/strategy
 - Strategy should be appropriate to the population density and context
- Fund projects and programs that implement the strategy and reduces greenhouse gas emissions

Oregon – Carbon Reduction Program

CRP Funds ODOT Statewide: \$29.8M

- Existing *Statewide Transportation Strategy: 2050 GHG Vision (STS)* - OR's framework for reducing transportation GHG emissions
- Prioritize *STS* actions to CRP Strategy
 - Vehicle and Fuel Technology
 - Transportation Options
 - System & Agency Operations
 - Pricing



Carbon Reduction Program Timeline

Define Program

- Introduce program
- Climate Smart refresher
- Outline priority areas/themes
- Propose process

Allocation

- Development of options
- Coordinate w/the state
- Evaluate option(s) to policy direction
- Select priority investments

Program Coordination

- Program projects in MTIP
- Coordinate w/the state
- Program analysis

Submission

Carbon Reduction Program allocation due to FHWA

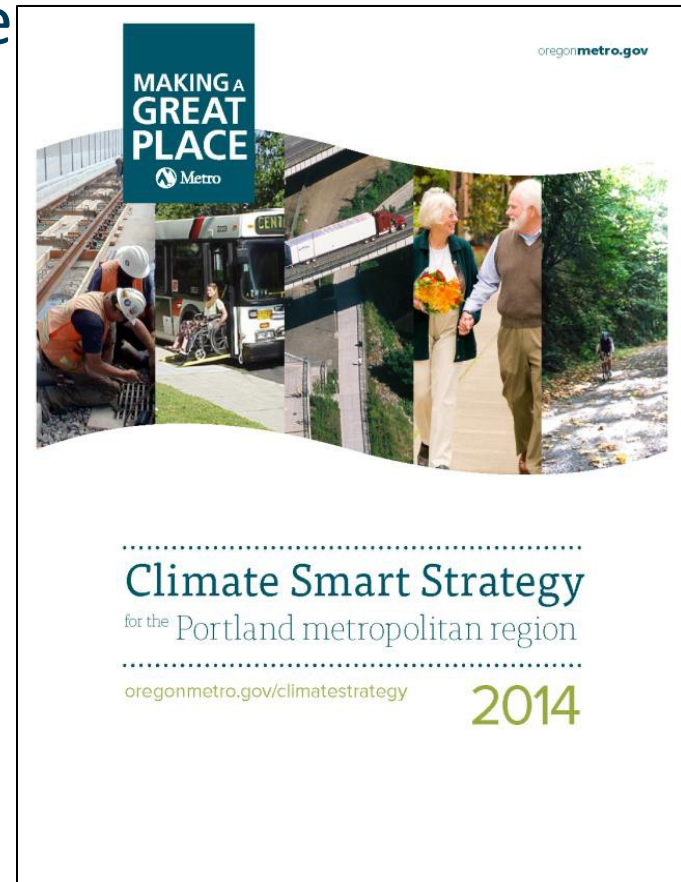
Autumn-Winter 2022 Winter- Spring 2023 Summer-Autumn 2023 November 2023

Portland Region – Carbon Reduction Program (CRP)

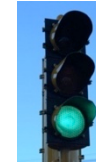
Opportunity to implement the Climate Smart Strategy

Estimated funding available:

- \$18.8 million (5-year total)
 - **\$17 M** for carbon reduction projects
 - **\$1.8 M** for Climate Smart program implementation, including monitoring, data and communication



CRP Policy Framework: Climate Smart Strategy



Adopted in 2014 and approved by LCDC in 2015

CRP: Proposed Investment Areas

Three Climate Smart Strategies:



Transit (Investment)

- Expanded transit coverage
- Expanded frequency of service
- Improvements in right-of-way to increase speed and reliability of buses and MAX



Active Transportation (Investment)

- New biking and walking connections to schools, jobs, downtowns and other community places



System Management and Operations (Investment)

- Variable message signs and speed limits
- Signal timing and ramp metering
- Transit signal priority, bus-only lanes, bus pull-outs
- Incident response detection and clearance

Draft Package Options Development

Developed considering:

1. Federal policy and administrative direction
2. Climate Smart investment priorities
3. Stakeholder input

Draft Package Options

Package A: Transit Corridors and Electric Bike

Package B: Transit Corridors and Safe Routes to Schools

Package C: Transit Corridors and Active Transportation

Package D: Regional Flexible Fund Allocation (RFFA) – next rated projects

Package A: Transit Corridors and Electric Bike

82nd Avenue Bus Rapid Transit development (\$5M)

TV Highway Bus Rapid Transit development (\$5M)

Line 33 McLoughlin Transit Signal Priority (\$4M)

Electric Bike program (\$3M)



Package B: Transit Corridors and Safe Routes to Schools

82nd Avenue Bus Rapid Transit development (\$5M)

TV Highway Bus Rapid Transit development (\$5M)

Line 33 McLoughlin Transit Signal Priority (\$4M)

Safe Routes to Schools (\$3M)



Package C: Transit Corridors and Active Transportation

82nd Avenue Bus Rapid Transit development (\$5M)

TV Highway Bus Rapid Transit development (\$5M)

Line 33 McLoughlin Transit Signal Priority (\$4M)

Active Transportation (\$3M)



Package D: RFFA – next rated projects

MLK Jr. Blvd (\$5.33M)

Tigard to Lake Oswego Trail
 (\$.245M)

7th Avenue (\$10.69M)

Fanno Creek Trail (\$.5M)

Allen Blvd (\$.22M)



DRAFT 2025-2027 Regional
Flexible Funds Allocation
Program Direction

(Resolution 21-5194)

July 2021

Next Steps

- TPAC & JPACT Discussion on Options – April 2023
- TPAC & JPACT Carbon Reduction Program Funds Allocation Recommendation – May 2023
- Metro Council Adoption – May/June 2023
- Coordination with State submission to USDOT
- Program investments into MTIP/STIP

oregonmetro.gov



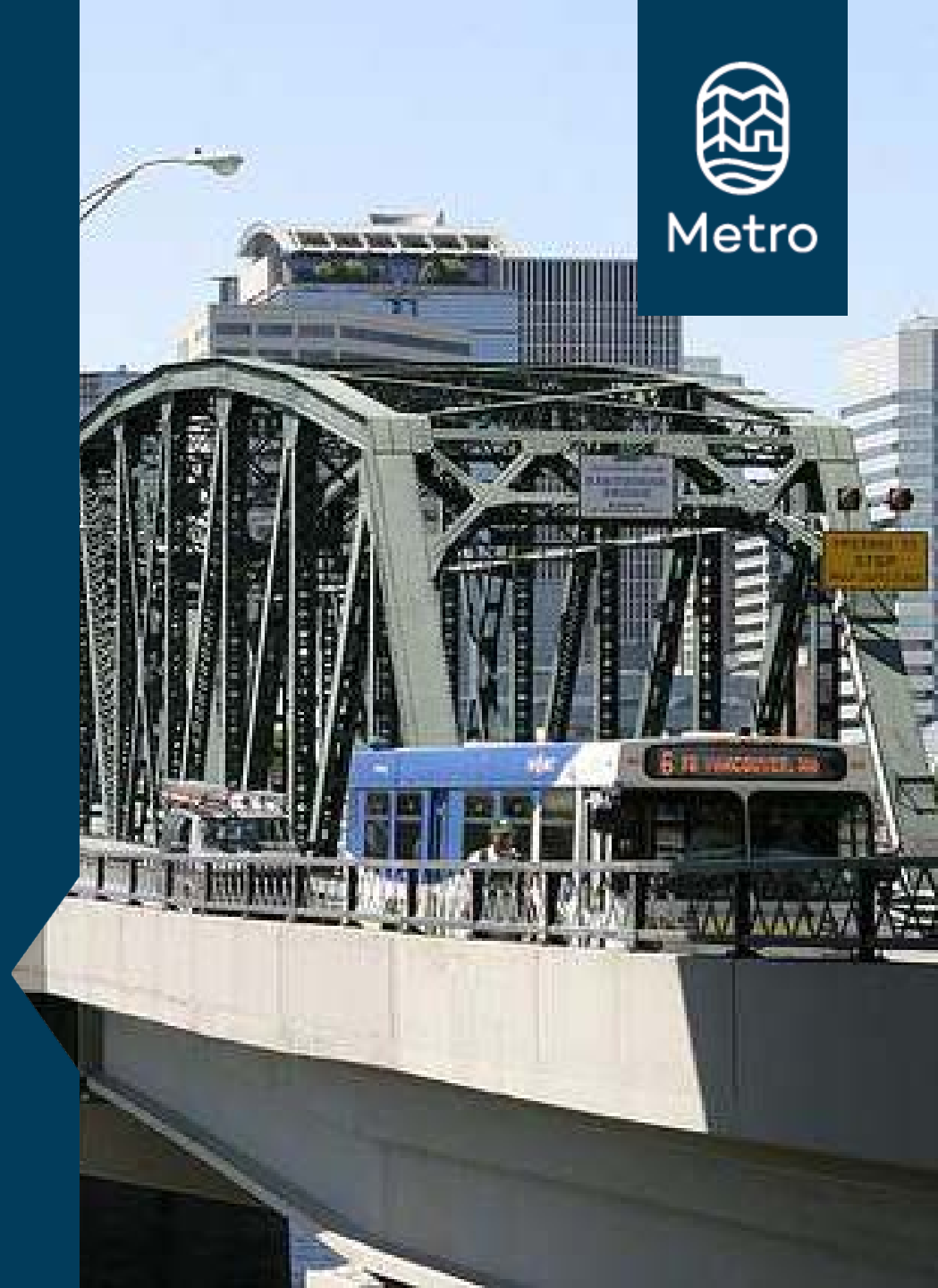


Metro

2024-2027 MTIP Performance Evaluation Results & Draft Findings

TPAC

April 7, 2020



Refresher: Metropolitan Transportation Improvement Program (MTIP)



What is the MTIP?

MTIP = Metropolitan
Transportation Improvement
Program

- Regionally significant projects list
- Reflects aligning investments to advance regional goals
- Outlines administrative procedures



Effective MTIP

MTIP's purpose

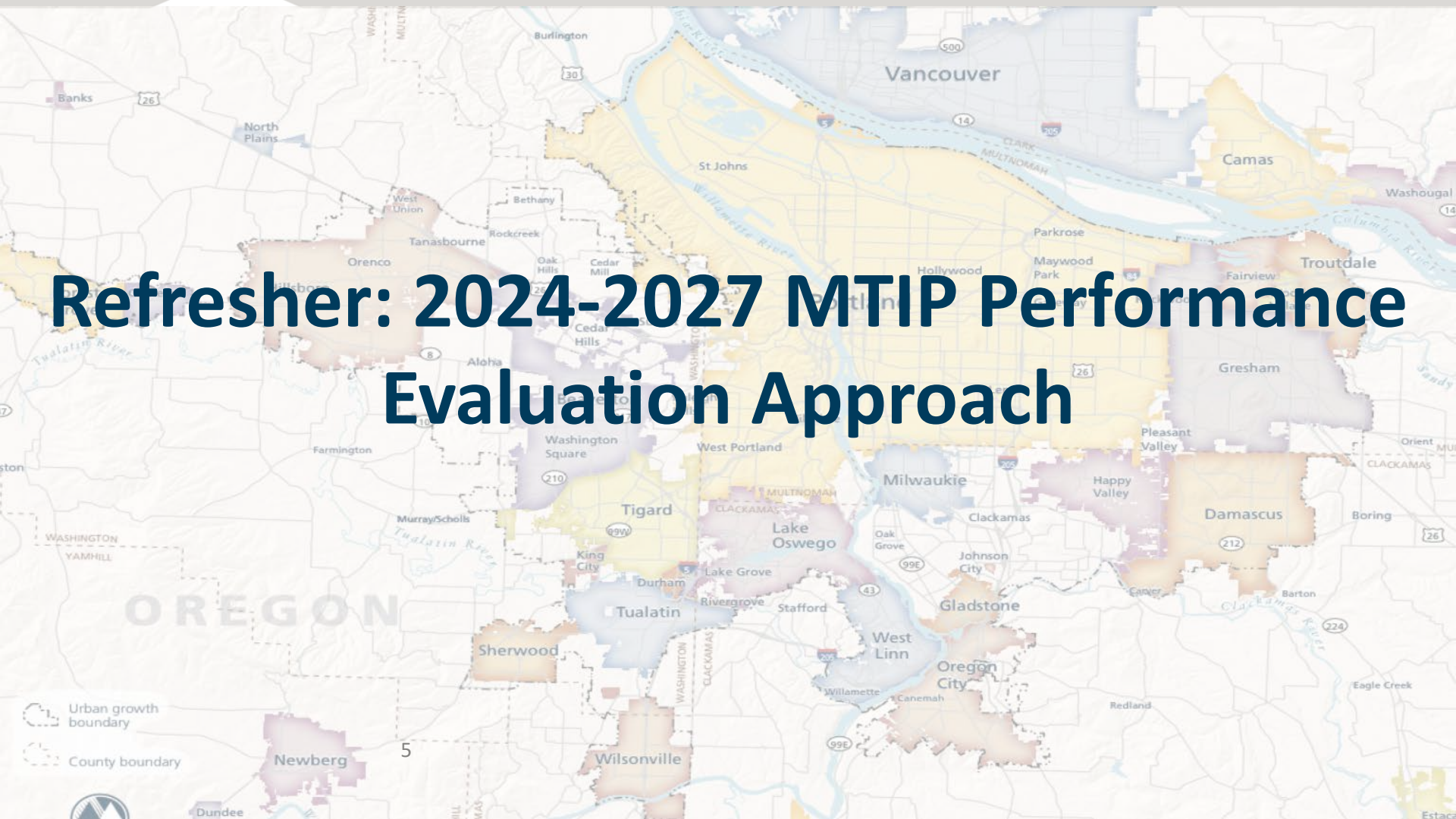
Implementation

- Aligning investments to get to regional and federal outcomes
- Ensure federal regulations are being met

Monitoring

- Track progress and fund availability
- Confirm funding eligibility

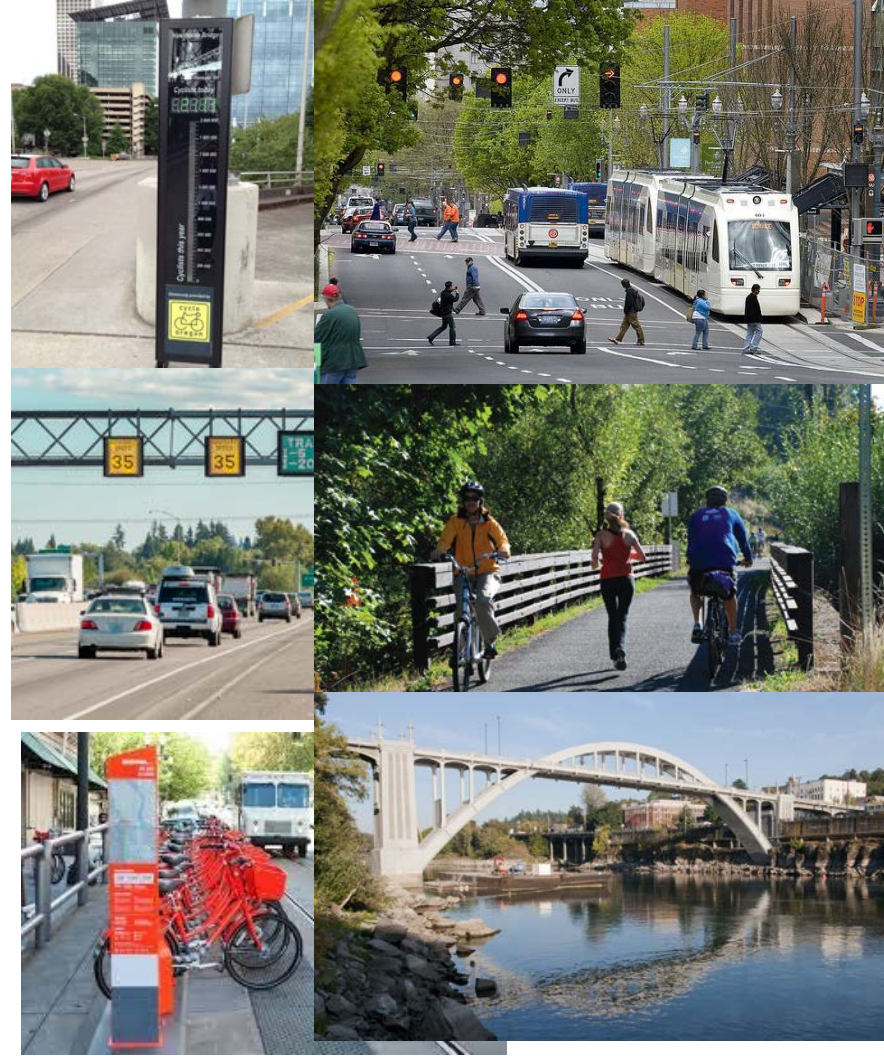
Refresher: 2024-2027 MTIP Performance Evaluation Approach



2024-2027 MTIP Performance Evaluation Purpose

Purpose: Assess 2024-2027 MTIP progress on RTP goals and federal performance measures implementation

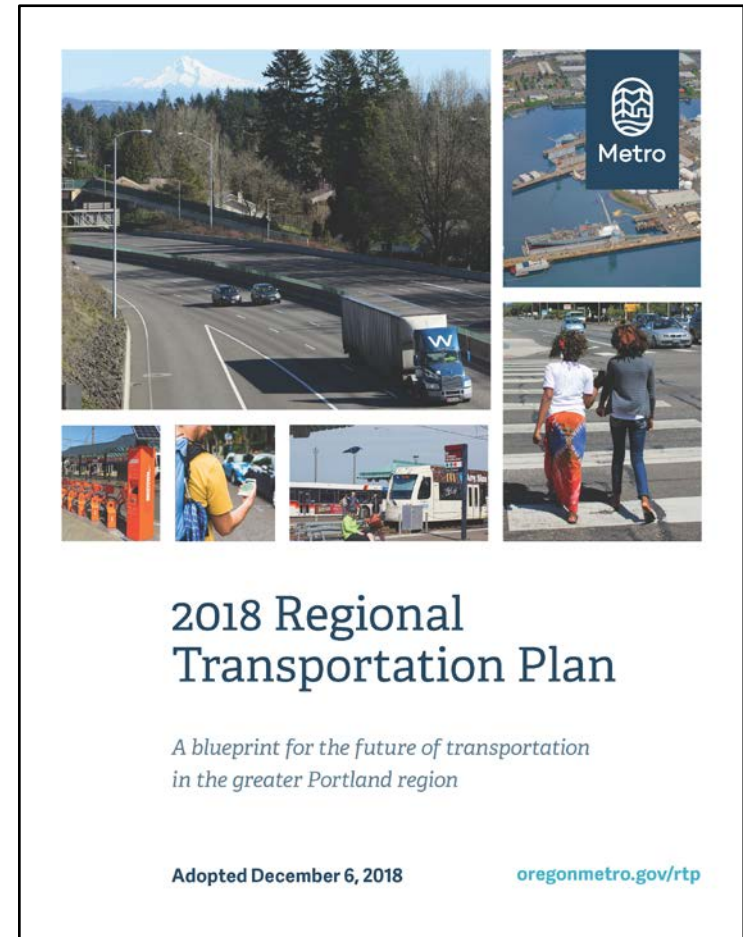
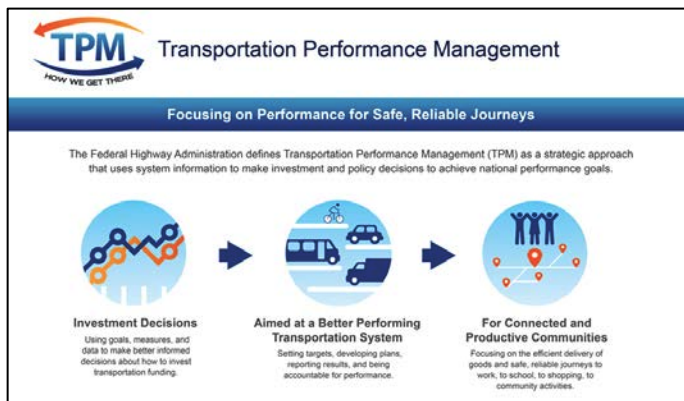
- Understand how the investment profile is doing
- Identify potential areas for monitoring or addressing while MTIP is in effect
- Inform future program direction, funding campaigns, etc.



2024-2027 MTIP Performance Evaluation Approach

Three parts:

- Investment analysis
- 2018 RTP priorities
- Federal performance measures and regional targets



Investment Analysis & System Performance

Investment Analysis: Provide overarching context

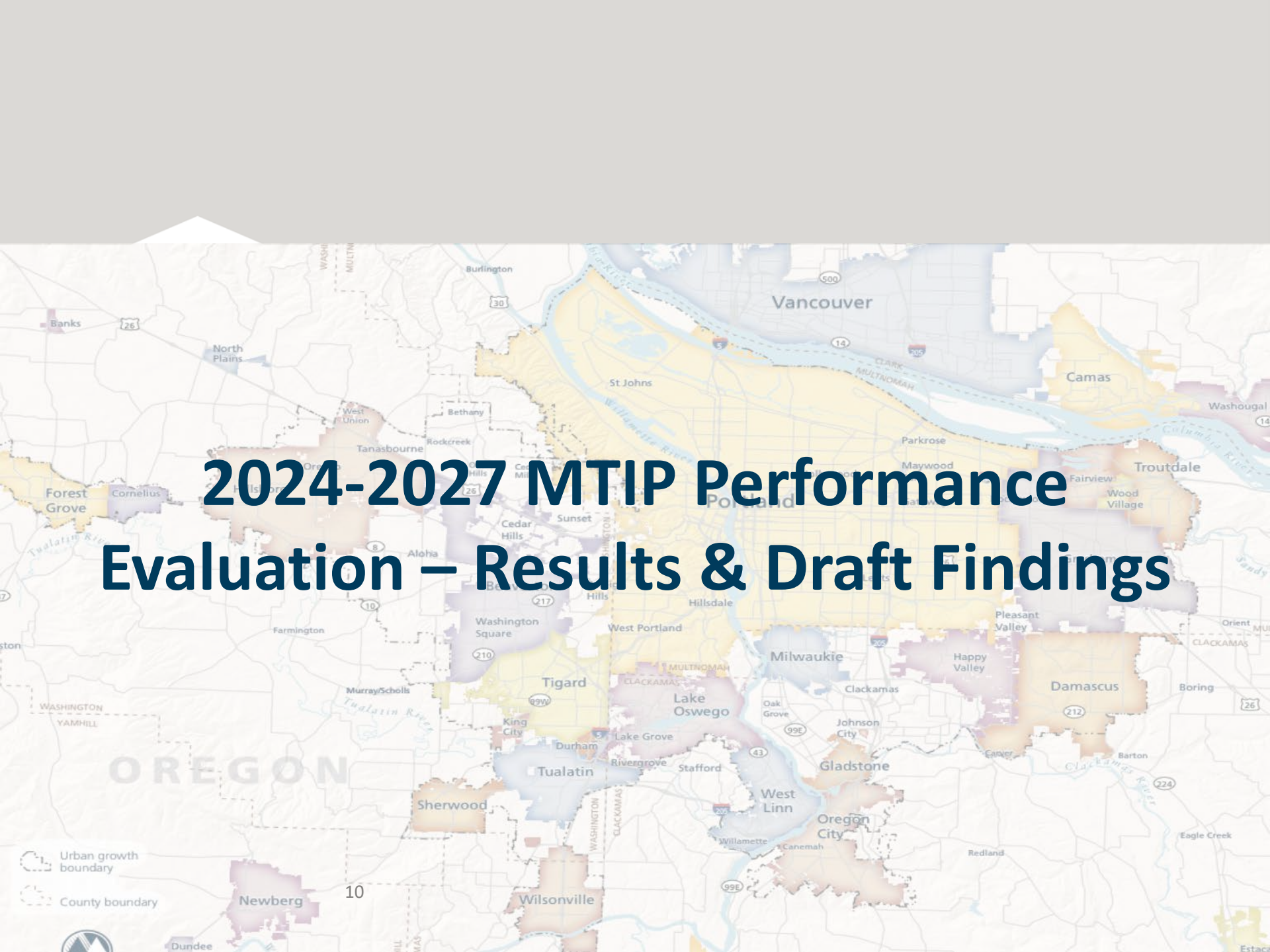
Priority	Evaluation Measure
Safety	<ul style="list-style-type: none">• Level of investment to address fatalities and serious injuries• Level of safety investment on high injury corridors
Equity	<ul style="list-style-type: none">• Access to jobs and community places• System completeness of active transportation network• Safety measures (see above)
Climate Change	<ul style="list-style-type: none">• Percent reduction of greenhouse gases per capita• System completeness of active transportation network (see above)
Mobility	<ul style="list-style-type: none">• Mode shift• Miles traveled

Federal Performance Management Measures



Transportation Performance Management

- Safety – Fatalities and Serious Injuries
- Asset Management – Pavement – Percentage of the non-Interstate NHS in Good condition; in Poor condition
- Asset Management – Transit – Rolling stock, Equipment, Facilities, Infrastructure
- National Highway System Performance – Percentage of person-miles traveled on the Interstate, non-Interstate NHS that are reliable
- Freight Movement on the Interstate System – Truck Travel Time Reliability (TTTR) Index



2024-2027 MTIP Performance Evaluation – Results & Draft Findings

2024-2027 MTIP – Overall Results

Over half of the 2024-2027 MTIP investment profile is for maintenance and preservation

- 52% towards maintenance and preservation (e.g. bridge deck replacement, repaving)
- 7% towards operations (e.g. ITS, signals)
- 2% towards planning (e.g. project development)

Capital projects (39%) tend to be smaller local projects serving communities

2024-2027 MTIP – Overall Results

Marginal progress towards RTP goals and federal performance targets

- Some areas (e.g. system completeness) doing better than others
- Despite little progress, a continued emphasis on equity/addressing disparities and safety
- Most cases there is little to no change in measurable regional performance despite investment

Investment Analysis - Results

Investment Type	Projects	\$ Amount	% Overall
Capital Investment	54	\$552 M	39%
Operations	25	\$101 M	7%
Planning	11	\$35 M	2%
Preservation and Maintenance	18	\$721.5 M	51%
TOTAL	108	\$1.41 B	100%

Note: Analysis performed on draft 2024-2027 MTIP from January 2023. The 2024-2027 MTIP includes an updated smaller investment profile.

Investment Analysis - Results

Mode	\$ Amount	\$ Overall
Active Transportation	\$167 M	12%
Regional Program	\$65 M	5%
Roadway and Bridge	\$405.7 M	29%
Transit	\$719.8 M	51%
Transportation System Management and Operations	\$52.6 M	4%
TOTAL	\$1.41 B	100%

Note: Analysis performed on draft 2024-2027 MTIP from January 2023. The 2024-2027 MTIP includes an updated smaller investment profile.

System Evaluation – Overall Results

RTP Priority or Overarching Goal	Overall Performance
Equity	+/o
Safety	o
Mobility	o
Climate Change	o
Preservation and Maintenance	+

Note: System evaluation performed on draft 2024-2027 MTIP from January 2023. The 2024-2027 MTIP includes an updated smaller investment profile.

System Evaluation – Safety Results

- Focus on high injury corridors and intersections in equity focus areas (76%)

Compared to 21-24 MTIP, not as much investment towards safety

Crash data trending in wrong direction



2018 Regional Transportation Plan

Regional Transportation Safety Strategy

A strategy to achieve Vision Zero in the greater Portland region

December 6, 2018

oregonmetro.gov/safety

System Evaluation – Equity Results

Incrementally moving towards equitable outcomes, but more work to do

- Greater active transportation system completeness in equity focus areas
- Investment in safety is focused on high injury corridors in marginalized communities
- Little to no change in access to jobs and community places

Equity Results

Active Transportation System Completeness in Equity Focus Areas

Network	% Complete In Equity Focus Areas	% Complete In Equity Focus Areas w/24-27 MTIP	% Complete In non-Equity Focus Areas	% Complete In non-Equity Focus Areas w/24-27 MTIP	Total % Complete	Total % Complete with 24-27 MTIP
Pedestrian network (on-street)	70%	71%	45%	46%	57%	58%
Pedestrian network (on-street) near transit	74%	75%	53%	55%	64%	65%
Bicycle network (on-street)	61%	62%	48%	49%	54%	55%
Bicycle network (on-street) near transit	65%	66%	56%	57%	61%	62%
Trail network (off-street bike & ped)	45%	49%	43%	43%	44%	45%
Trail network (off-street bike & ped) near transit	51%	55%	51%	51%	51%	53%

Note: all networks were clipped to the metropolitan planning area boundary first

Equity Results

Off peak period travel

Job Access -- Low-Wage Jobs						
	(2027 Build - 2027 No Build)		2027 No Build		2027 Build	
	A	T	A	T	A	T
MPA All	194	7	239,902	34,549	240,096	34,556
MPA Non-Equity Focus Areas	136	1	234,167	24,818	234,303	24,819
MPA Equity Focus Areas	237	12	244,244	41,914	244,481	41,925
Job Access -- Medium-Wage Jobs						
	(2027 Build - 2027 No Build)		2027 No Build		2027 Build	
	A	T	A	T	A	T
MPA All	110	3	139,137	19,952	139,247	19,955
MPA Non-Equity Focus Areas	82	0	135,998	14,266	136,080	14,267
MPA Equity Focus Areas	131	5	141,512	24,255	141,643	24,261

System Evaluation – Climate Results

- Slight reduction in greenhouse gas emissions (metric tons) per day and per capita

Full Fleet		
Summer		
	2027 No Build	2027 Build
Daily Metric Tons Carbon Dioxide	12,651	12,559
No-Build delta		-92
Population (2027 projected)	1,867,671	1,867,671
Annual Metric Tons Carbon Dioxide per capita	2.47	2.45
No-Build delta		-0.02

Mobility Results

- Just under 3,500 less daily vehicle miles traveled
 - No change in vehicle miles traveled per capita
- Just under 1,000 trips shift to transit, bicycling, or walking
 - Increases .7% from 2020





Federal Performance Management Results

Meeting or exceeding	Got some work to do
Asset Management: Pavement - % Interstate in good; poor condition	Safety – fatalities and serious injuries
National Highway System Performance - % PMT non-interstate NHS reliable; % PMT on interstate reliable	Asset Management: Transit Equipment – (TriMet); Asset Management: Transit Rolling Stock (TriMet); (Streetcar); Asset Management: Transit Infrastructure – (TriMet)
Freight Movement – Truck travel time reliability	Asset Management: Pavement - % non-interstate in good; poor condition
Asset Management: Bridge - % national highway system classified as in good; poor condition	
Asset Management: Transit Rolling Stock (SMART); Equipment (SMART, Streetcar); Asset Management: Transit Facilities (TriMet)	

2024-2027 MTIP – Draft Findings

- Regional scale investment necessary to make greater gains towards RTP goals and federal performance targets
 - But community-oriented investments still makes gains
- Many competing priorities w/significant need (e.g. maintenance and preservation vs. safety)
- Region is investing strategically
- Looming large scale capital investments coming in the near-term

2024-2027 MTIP – Next Steps



Public Comment Open!

Public comment: April 5th –
May 5th

Feedback on performance
assessment results

<https://www.oregonmetro.gov/public-projects/2024-27-metropolitan-transportation-improvement-program>



PUBLIC COMMENT DRAFT

2024-2027

Metropolitan Transportation
Improvement Program (MTIP)

April 2023

Next Steps

May 2023

- Public comment closes; public comment response
- Finalize and create adoption draft

June 2023

- 2024-2027 MTIP briefing to TPAC and JPACT

Next Steps

July 2023

- Request JPACT approval and recommend adoption
- Request Metro Council adoption

Summer – Fall 2023

- Submit to Governor for inclusion in 2024-2027 STIP and federal submission
- Approval by federal partners

oregonmetro.gov

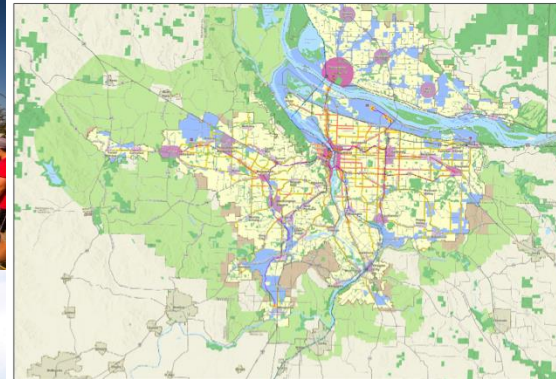


2023 Regional Transportation Plan

RTP Call for Projects: Project List Update

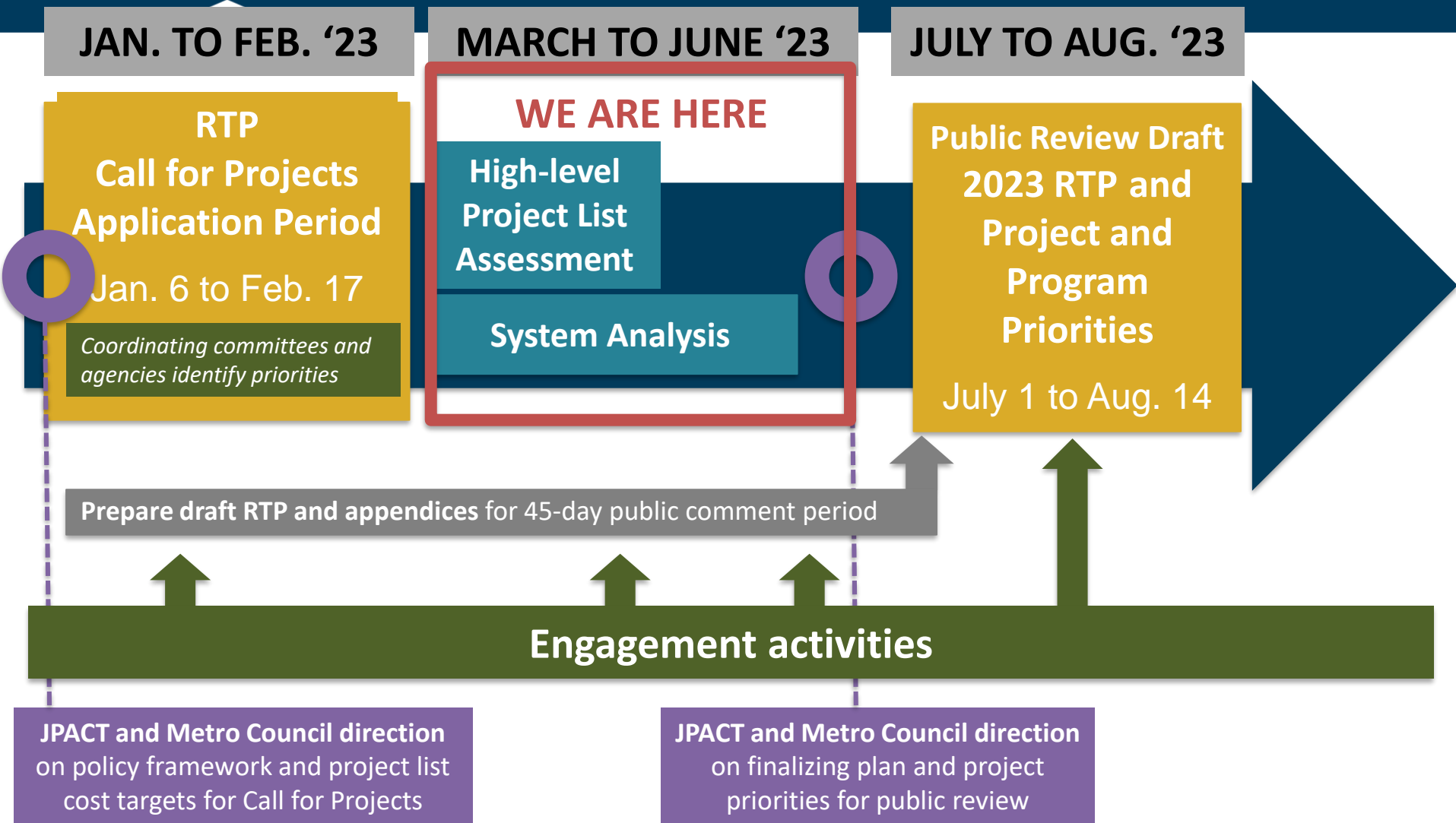
TPAC

April 7, 2023

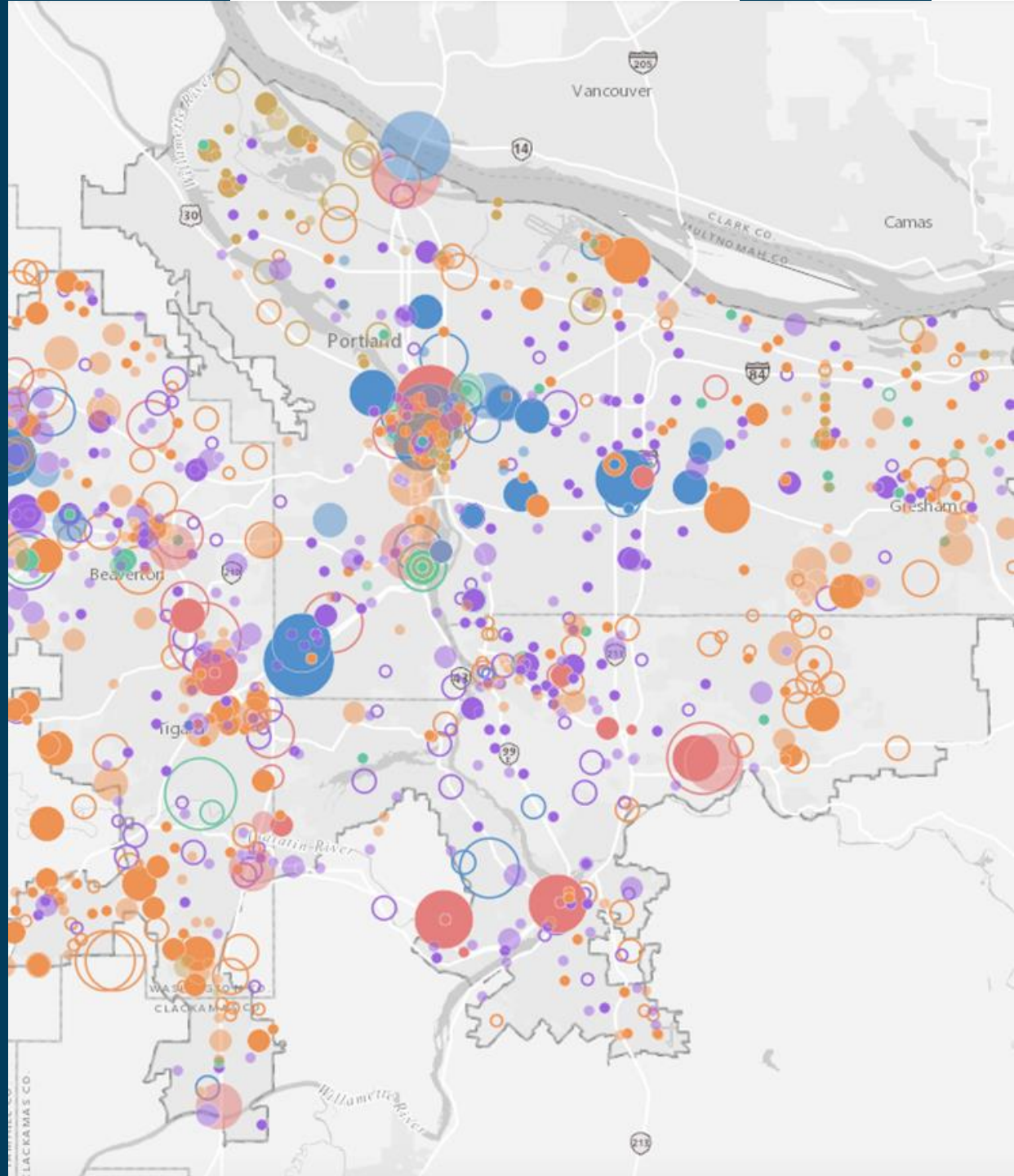


2023 RTP Call for Projects

Where we are



Project List Summary



Online map coming
soon!

Spending by investment category

REGIONWIDE

\$25.3B

CAPITAL PROJECT SPENDING
[YEAR OF EXPENDITURE \$]



12% Walking + Biking
11% Transit Capital
31% Roads + Bridges
19% Throughways
24% I-5 IBR Program
2% Freight Access
2% Info + Technology

\$48.0B

OPERATIONS + MAINTENANCE SPENDING
[YEAR OF EXPENDITURE \$]



58% Transit Service + Operations
10% Transit Maintenance
32% Throughway+Road+Bridge Maintenance

Capital projects make up **35%** of the total constrained project list.

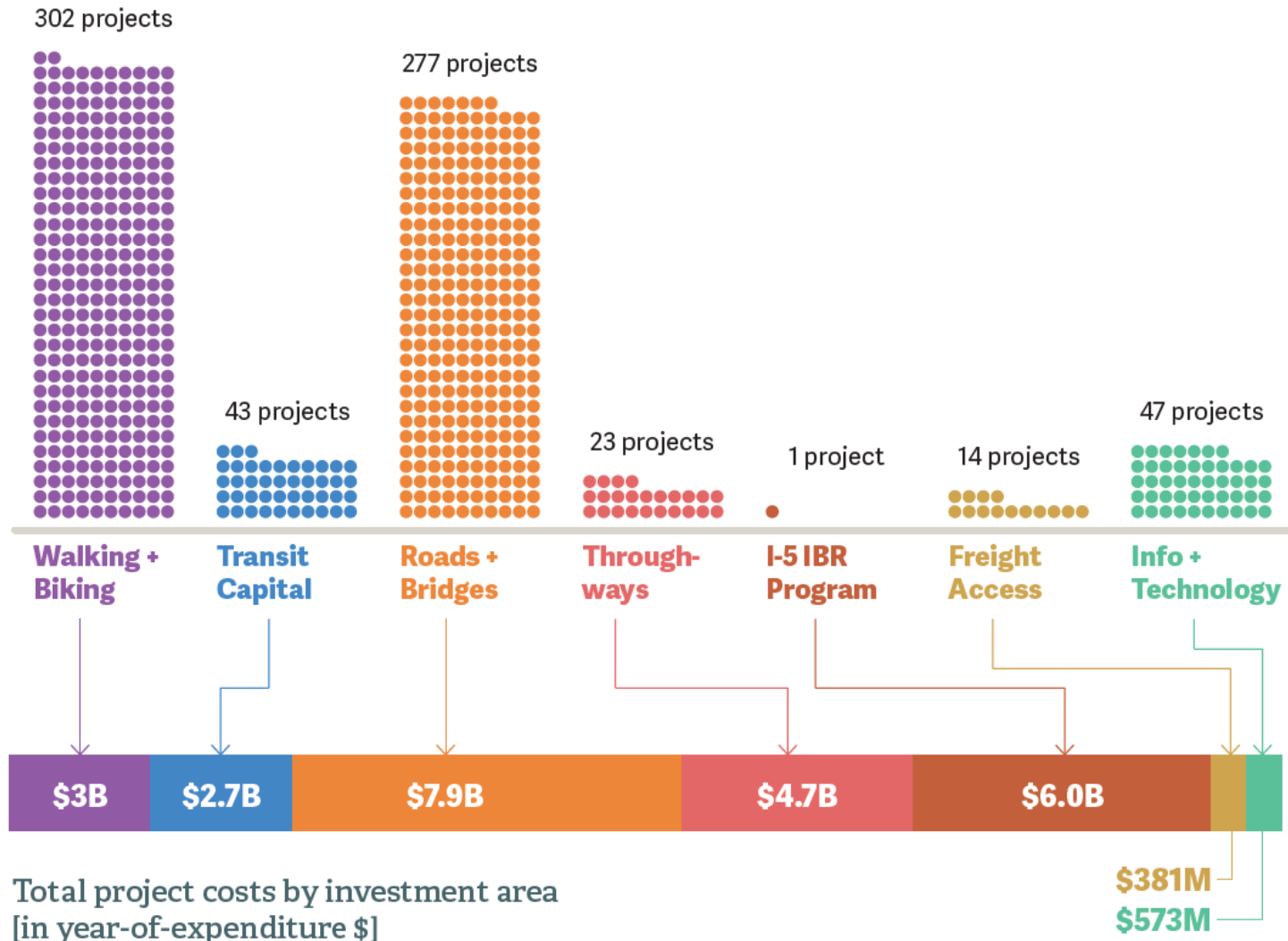
Operations and maintenance comprise the remaining **65%**.

\$73.3B

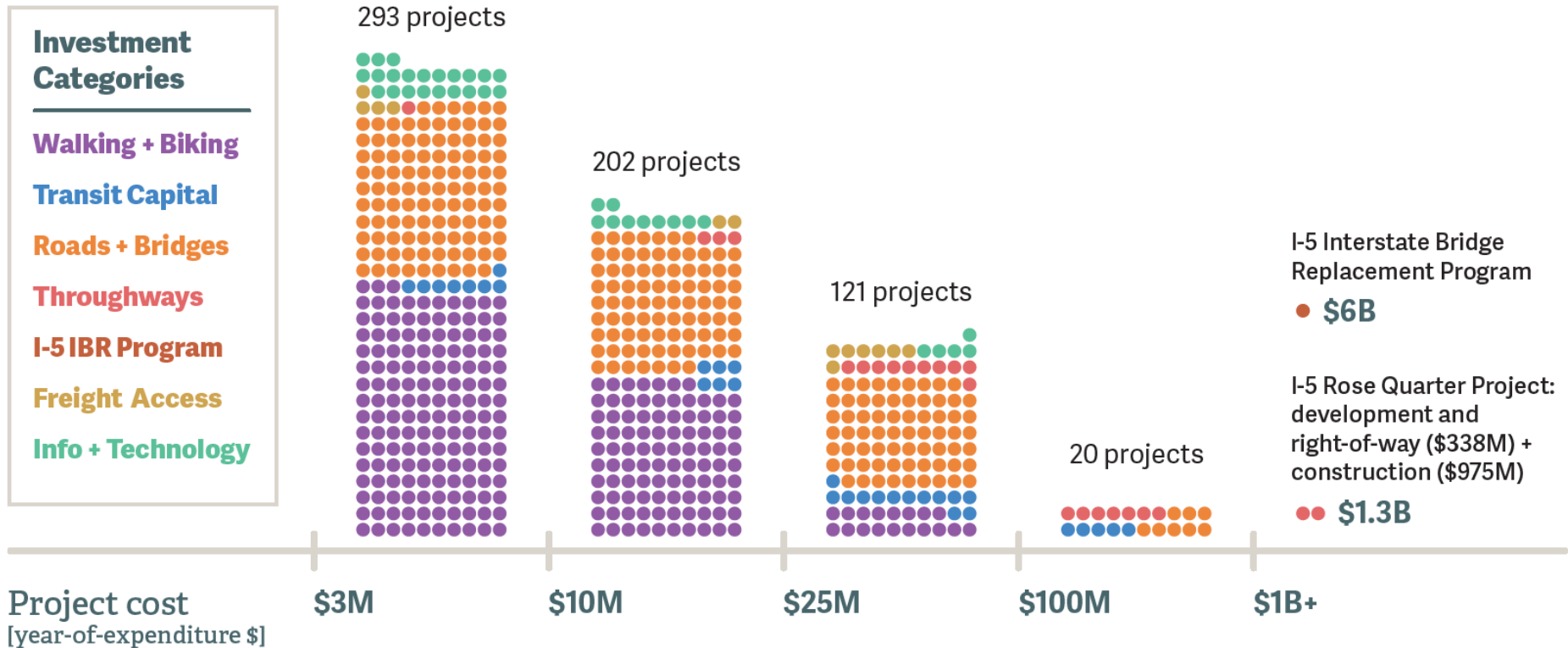
total RTP project spending

[YEAR OF EXPENDITURE \$]

Capital project cost by investment category – draft constrained list



Capital project cost range by investment category – draft constrained list



SHARE OF CAPITAL SPENDING BY PROJECT LOCATION

PORTLAND



CAPITAL PROJECT SPENDING [YEAR OF EXPENDITURE \$] \$15.4B

- 6% Walking + Biking
- 14% Transit Capital
- 20% Roads + Bridges
- 39% I-5 IBR Program
- 17% Throughways
- 2% Freight Access
- 3% Info + Technology

CLACKAMAS COUNTY



CAPITAL PROJECT SPENDING [YEAR OF EXPENDITURE \$] \$7.2B

- 12% Walking + Biking
- 13% Transit Capital
- 33% Roads + Bridges
- 37% Throughways
- 1% Freight Access
- 5% Info + Technology

MULTNOMAH COUNTY (NON-PDX)



CAPITAL PROJECT SPENDING [YEAR OF EXPENDITURE \$] \$3.0B

- 12% Walking + Biking
- 21% Transit Capital
- 51% Roads + Bridges
- 1% Throughways
- 3% Freight Access
- 12% Info + Technology

WASHINGTON COUNTY



CAPITAL PROJECT SPENDING [YEAR OF EXPENDITURE \$] \$9.4B

- 11% Walking + Biking
- 22% Transit Capital
- 50% Roads + Bridges
- 13% Throughways
- 4% Info + Technology



Capital spending by location

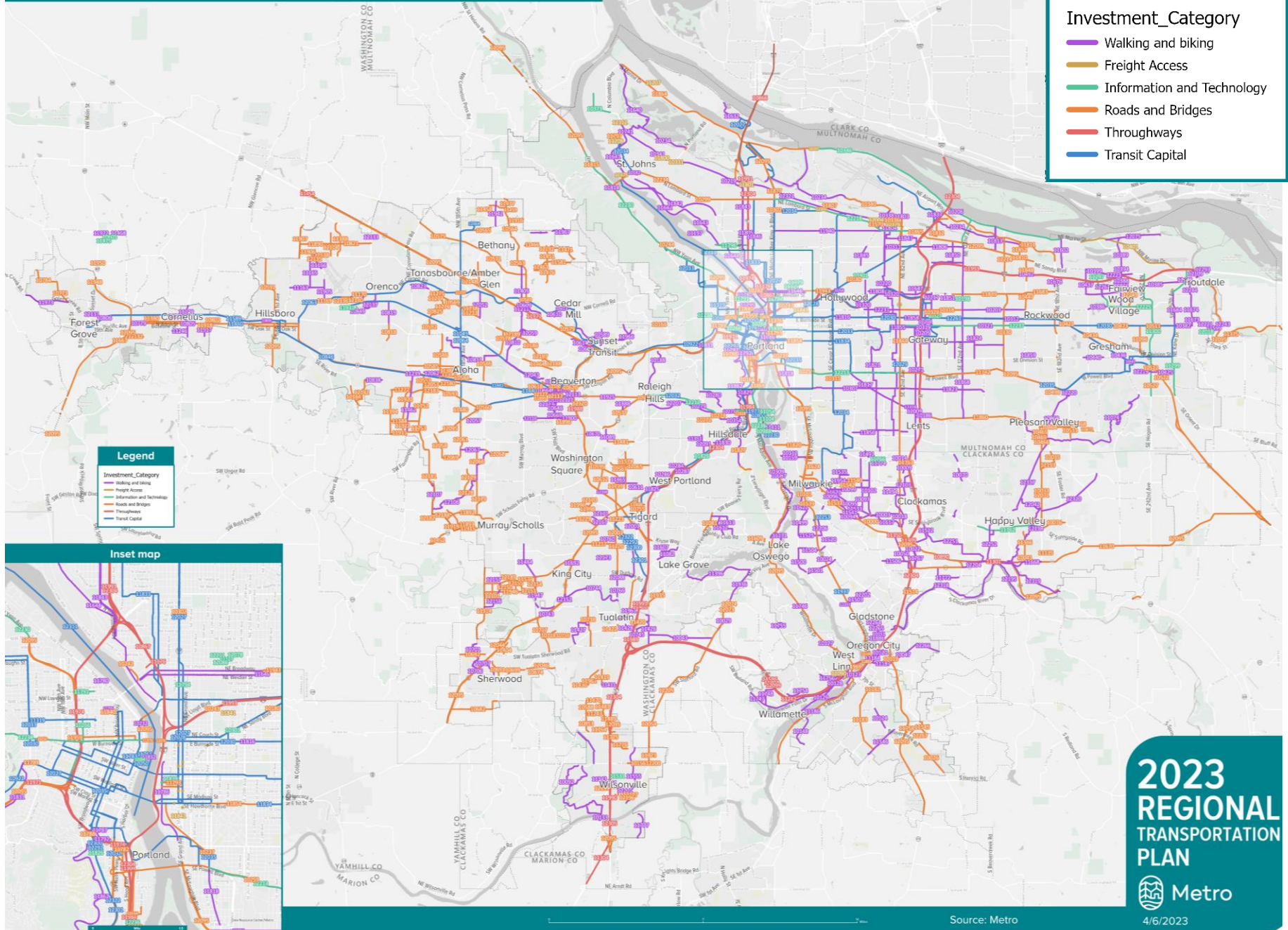
2023 RTP Project List (Financially Constrained)

DRAFT

Legend

Investment_Category

- Walking and biking
- Freight Access
- Information and Technology
- Roads and Bridges
- Throughways
- Transit Capital

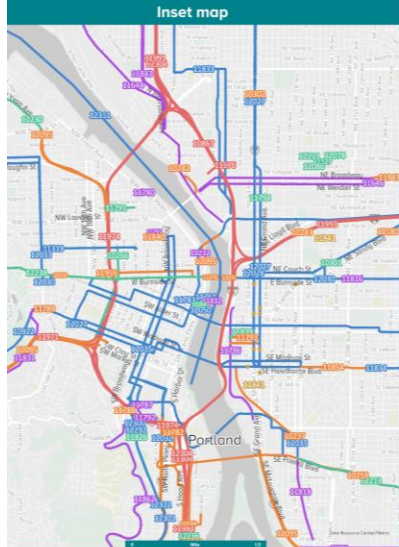


Legend

Investment_Category

- Walking and biking
- Freight Access
- Information and Technology
- Roads and Bridges
- Throughways
- Transit Capital

Inset map



**2023
REGIONAL
TRANSPORTATION
PLAN**



Source: Metro

4/6/2023

Public survey launched!

Comment through May 1

<https://metroquestsurvey.com/ly48e>

2023 Regional Transportation Plan project priorities

More at: <https://www.oregonmetro.gov/rtp>

The screenshot shows a web page for a public survey. The page has a teal header with the number '1' and the title 'Introduction'. Below the header, there is a sub-header 'Metro is planning for the future of transportation in greater Portland.' The main content area features a large text box with the following text:

2023 Regional Transportation Plan

Metro is working with local governments and other transportation agencies to update the Regional Transportation Plan. The plan guides investments for all forms of travel – driving, transit, biking and walking – and the movement of goods and services throughout the greater Portland region for the next 22 years.

Transportation agencies across the region have drafted a list of priority transportation investments. This includes projects like building new sidewalks, bikeways, roads, trails, highways, bridges, bus and light rail lines and stations. The project list includes priority projects that are included in local, regional, and state plans.

At the bottom of the text box is a green button with a right arrow and the text 'Next'.

Below the text box is a navigation bar with five items: 'Goals', 'Investment priorities', 'Project priorities', and 'Wrap up'. The 'Project priorities' item is highlighted in a darker green color. The background of the page is a photograph of a cityscape with many trees.

1 Introduction



Metro is planning for the future of transportation in greater Portland.

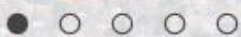
Welcome

2023 Regional Transportation Plan

Metro is working with local governments and other transportation agencies to update the Regional Transportation Plan. The plan guides investments for all forms of travel – driving, transit, biking and walking – and the movement of goods and services throughout the greater Portland region for the next 22 years.

Transportation agencies across the region have drafted a list of priority transportation investments. This includes projects like building new sidewalks, bikeways, roads, trails, highways, bridges, bus and light rail lines and stations. The project list includes priority projects that are included in local, regional, and state plans.

→ Next



2023 Regional Transportation Plan vision: Everyone in the greater Portland region will have safe, reliable, affordable, efficient, and climate-friendly travel options that allow people to choose to drive less and that support equitable, resilient, healthy and economically vibrant communities.

2

Goals

3

Investment priorities

4

Project priorities

5

Wrap up

Upcoming engagement

- Online public survey (closes May 1)
- Cultural and language specific forums (April)
- Community Based Organization engagement (April)
- Consultation with Tribes and State/Federal Agencies (April)
- Business leader forum (May 25)
- Public Review 2023 Regional Transportation Plan – online public comment period (July – Aug. 2023)





Metro

High-Level Project List Assessment



Desired outcomes

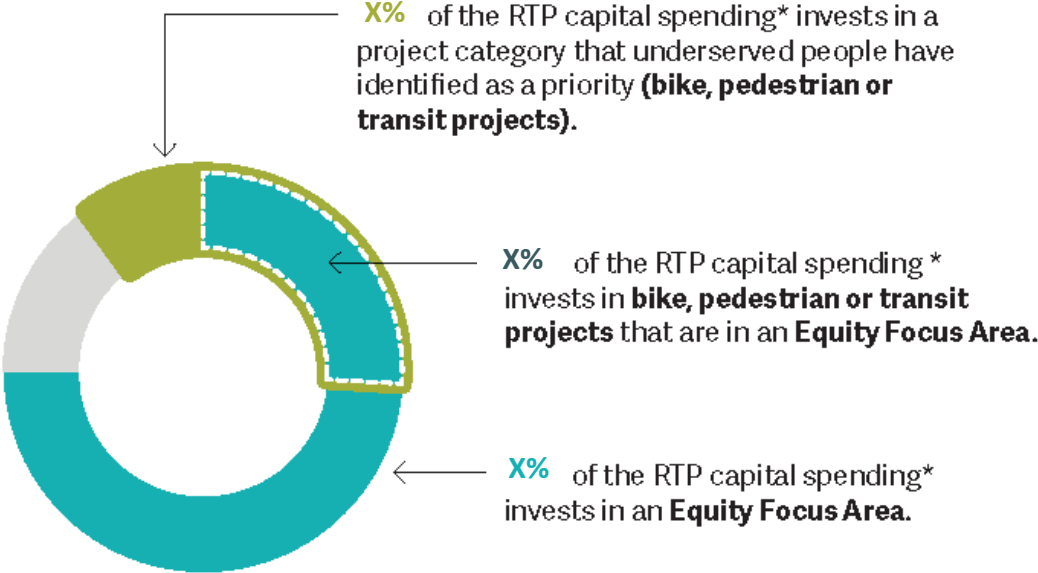
- Reflect RTP policy.
- Produce results that are clear and easy to communicate, interpret and compare.
- Provide clear information to decision-makers, partners and stakeholders to allow for advance input.
- Support partners in highlighting projects that meet multiple RTP goals.
- Apply to the diverse set of RTP capital projects.
- Be achievable within the RTP timeline and process.

Outcomes-based technical analysis

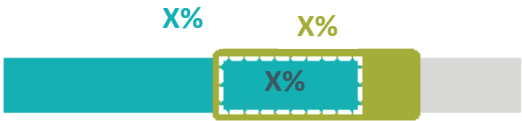
	High-level project assessment	System analysis
Equity	<p>Is the project located in an Equity Focus Area?</p> <p>Does the project complete a gap in the RTP bicycle, pedestrian or transit network or is it in a related investment category?</p>	<p>Does the RTP benefit Equity Focus Areas at least as much, if not more, than other communities in the region?</p>
Climate	<p>Does the project have a high or medium greenhouse gas reduction potential?</p> <p>Is the project located on a regional emergency transportation route or state seismic lifeline route?</p>	<p>Does the RTP meet vehicle miles traveled per capita reduction targets?</p> <p>Does the RTP meet transit, bicycle and pedestrian mode share targets?</p>
Safety	<p>Is the project identified as safety project or does it address other identified safety issues?</p> <p>Is the safety project on a high injury corridor or high injury intersection?</p>	<p>Does the RTP meet regional safety targets?</p>
Mobility	<p>Does the project complete a gap in the region's pedestrian, bicycle or transit networks?</p> <p>Does project include ADA, pedestrian-, bicycle- or transit-supportive design or TSMO elements?</p>	<p>Does the RTP meet targets for completing the multimodal transportation system?</p> <p>Does the RTP meet vehicle miles traveled per capita reduction targets?</p> <p>Does the RTP meet travel speed thresholds for reliable travel on throughways?</p>
Economy	<p>Is the project located in a 2040 center, station community, industrial area, employment area or urban growth boundary expansion area?</p> <p>Is the project located in an area with higher-than average job activity?</p>	<p>Does the RTP improve freight, transit, bicycle and pedestrian access that serve centers and industrial and employment areas?</p> <p>Does the RTP increase access by auto and transit to destinations?</p>

Results preview

X%
of the RTP capital spending* invests in **EQUITY**



2030 PROJECT LIST



X% of the RTP capital spending* invests in **EQUITY**

2045 PROJECT LIST



X% of the RTP capital spending* invests in **EQUITY**

Results Preview (cont'd)

2030 CONSTRAINED PROJECTS

THROUGHWAYS & BRIDGES

Capital projects primarily addressing motor vehicle travel mobility needs, including interchange fixes, strategic widening, or auxiliary lane additions, as well as pedestrian, bicycle, or other treatments.

HIGH CAPACITY TRANSIT

Capital projects that provide new light rail, bus rapid transit, streetcar, or commuter rail lines and/or facilities (may be combined with service and operations improvements).

RTP ID#	Eq	C+R	S	M	Ec
I-5/Rose Quarter Improvement Project [10867, 11176]	●	◐	●	●	●
I-205/Abernethy Bridge [11969, under construction]					
I-205 widening and I-205 Toll Project [11586, 11904, 12099]					
I-5 and I-205: Regional Mobility Pricing Project [12304]					
OR 212/224 Sunrise Project Ph. 2 [PE, RW] [10890]					
OR 224 WB widening [11350]					
Earthquake Ready Burnside Bridge Project [11376, 12076]					
I-5 Boone Bridge and Seismic Improvement Project [12305]					
MAX Red Line Improvements [10922, under construction]					
Southwest Corridor [PD] [12322, 12301]					
82nd Avenue Transit Project [12029]					
Tualatin Valley Highway Transit Project [11589]					
Montgomery Park Streetcar [11319]					

Next Steps

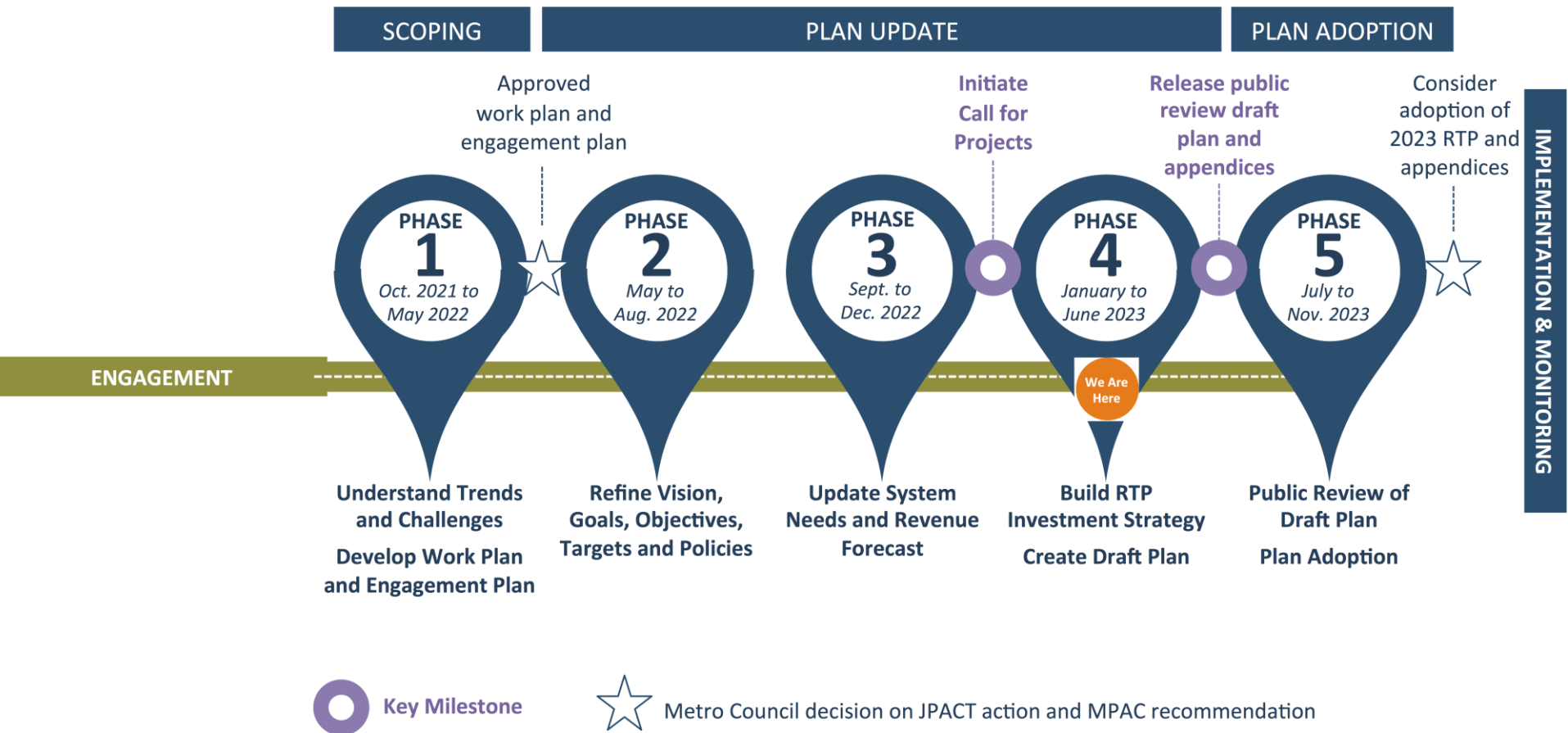


2023 Regional Transportation Plan Update

Key dates

March 3	RTP Hub closed and technical analysis began
March to May	Metro evaluates how well projects advance RTP goals (equity, climate, safety, mobility and economy) and seeks public input on draft project list Metro reports findings to Metro Council, and technical and policy committees, including county coordinating committees
May 11	JPACT and Metro Council provide feedback on project priorities and discuss opportunities to make more near-term progress on RTP goals Metro staff prepare draft RTP for public review
May 24	Letters of endorsement from governing bodies and project list refinements due
June 15/29	JPACT/Metro Council consider input and technical findings and support releasing the draft RTP (and projects) for public review
Summer	45-day public comment period on draft RTP (and projects) and HCT Strategy
Nov.	JPACT/Metro Council consider public input and final RTP for adoption

Timeline for the 2023 RTP update



Learn more about the **Regional Transportation Plan** at:



Metro

Kim Ellis, AICP

RTP Project Manager

kim.ellis@oregonmetro.gov

oregonmetro.gov/rtp