



600 NE Grand Ave.
Portland, OR 97232-2736

Metro Policy Advisory Committee (MPAC)

agenda

Wednesday, April 26, 2023

5:00 PM

<https://zoom.us/j/95889916633> (Webinar

ID: 958 8991 6633)

1. Call To Order, Declaration of a Quorum & Introductions (5:00 PM)

Please note: This meeting will be held online. You can join the meeting on your computer or other device by using this link: <https://zoom.us/j/95889916633> or by calling +1 669 900 6128 or +1 877 853 5257 (Toll Free)

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2. Public Communication on Agenda Items (5:05 PM)

Public comment may be submitted in writing and will also be heard by electronic communication (video conference or telephone). Written comments should be submitted electronically by mailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 pm on the Wednesday before the meeting will be provided to the committee prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the item on which you

wish to testify; or (b) registering by email by sending your name and the item on which you wish to testify to legislativecoordinator@oregonmetro.gov. Those requesting to comment during the meeting can do so by using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

3. Council Update (5:10 PM)

4. Committee Member Communication (5:15 PM)

5. Consent Agenda (5:20 AM)

5.1 MPAC Consideration of MTAC Nominees

[COM](#)

[23-0690](#)

Attachments: [MPAC Worksheet](#)
[Staff Report](#)

- 5.2 Consideration of the March 22, 2023 MPAC Minutes [COM](#)
[23-0691](#)

Attachments: [032223 MPAC Minutes](#)

6. Information/Discussion Items (5:25 PM)

- 6.1 2040 Planning and Development Grants Update and 2020
Grantee Highlights [COM](#)
[23-0688](#)

Presenter(s): Eryn Kehe, Metro
Serah Breakstone, Metro

Attachments: [MPAC Worksheet](#)

- 6.2 Preliminary analysis of submitted RTP projects [COM](#)
[23-0687](#)

Presenter(s): Kim Ellis (she/her), Metro
Eliot Rose (he/him), Metro

Attachments: [MPAC Worksheet](#)
[Attachment 1](#)
[Attachment 2](#)
[Attachment 3](#)
[Attachment 4](#)
[Attachment 5](#)
[Attachment 6](#)
[Attachment 7](#)
[7-Schedule](#)

7. Adjourn (7:00 PM)

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។

បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គ

ប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច

ថ្ងៃច្រើន) ប្រាំពីរថ្ងៃ

ថ្ងៃច្រើន មុនថ្ងៃប្រជុំដើម្បីអាចឱ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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2023 MPAC Work Program

As of 4/13/2023

Items in italics are tentative

<p><u>March 22, 2023</u></p> <ul style="list-style-type: none"> • Update on SHS and AHB reports (Emily Lieb, Metro and Liam Frost, Metro; 45 min) • Growth Management: Development Outcomes in Past UGB Expansion Areas and Urban Centers (Ted Reid and ECONorthwest Staff; 40 min) • Expo Futures update (Paul Slyman (he/him), Metro, Giyen Kim (she/her), Metro; 40 min) 	<p><u>April 26, 2023</u></p> <ul style="list-style-type: none"> • MPAC Consideration of MTAC Nominees (consent) • 2040 Planning and Development Grants Update and 2020 Grantee Highlights (Eryn Kehe, Metro, Serah Breakstone, Metro; 40 min) • Preliminary analysis of submitted RTP projects (Kim Ellis (she/her), Metro; 50 min)
<p><u>May 24, 2023</u></p> <ul style="list-style-type: none"> • <i>MPAC Consideration of MTAC Nominees (consent)</i> • <i>Update on Oregon Housing Needs Analysis (Ted Reid, Metro, DLCD staff)</i> • Community place making Grants (Dana Lucero, Metro) • 2023 RTP: Project List Input and Draft System Analysis (Kim Ellis (she/her), Metro; 40 min) 	<p><u>June 28, 2023</u></p> <ul style="list-style-type: none"> • <i>Freight Commodity Study (Tim Collins, Metro)</i> • <i>Urban Growth Management discussion: Middle Housing Potential (Ted Reid (he/him), Metro and ECONorthwest Staff; 60 min)</i> • <i>Transit Oriented Development (TOD) Program Strategic and Work Plan Update (Andrea Pastor, Metro; 30 min)</i>
<p><u>July 26, 2023</u></p> <ul style="list-style-type: none"> • <i>Urban Growth Management discussion: Long-term Role of Housing Production in Housing Affordability (filtering); Gentrification and Displacement Trends (Ted Reid (he/him), Metro and ECONorthwest staff; 60 min)</i> 	<p><u>August 23, 2023</u></p>

<ul style="list-style-type: none"> • <i>Legislative Update</i> • <i>C2P2 Update (Sebrina Owen-Wilson, she/her)</i> • 	
<p><u>September 27, 2023</u></p> <ul style="list-style-type: none"> • <i>Urban Growth Management discussion: Office to Residential Conversion Potential (Ted Reid (he/him), Metro and ECONorthwest staff; 60 min)</i> 	<p><u>October 25, 2023</u></p> <ul style="list-style-type: none"> • <i>Urban Growth Management discussion: Update on Draft Buildable Land Inventory (Ted Reid (he/him), Metro and ECONorthwest staff; 60 min)</i>
<p><u>November 08, 2022</u></p> <ul style="list-style-type: none"> • <i>Urban Growth Management discussion: Economic and Demographic Outlook (Ted Reid (he/him), Metro and ECONorthwest staff; 60 min)</i> 	<p><u>December 13, 2022</u></p>

5.1 MPAC Consideration of MTAC Nominees

Consent Agenda

Metro Policy Advisory Committee
Wednesday, April 26th, 2023

MPAC Worksheet

Agenda Item Title: Metro Technical Advisory Committee (MTAC) Nominations for Member/Alternative Member Positions

Presenters: Eryn Kehe, Urban Policy & Development Manager II

Contact for this worksheet/presentation: Marie Miller

Purpose/Objective

The purpose of this presentation is to forward nominations from regional jurisdictions, agencies and community partners to fill vacant positions on the Metro Technical Advisory Committee (MTAC). MTAC is an advisory committee of MPAC that provides technical recommendations on growth management subjects as directed by MPAC. The candidates nominated to fill these positions are excellent professionals and knowledgeable in the subject matter of this committee.

Outcome

Action to approve the nominations presented for the Metro Technical Advisory Committee.

What has changed since MPAC last considered this issue/item?

Vacancies on the committee have left positions open. These nominations help fill the committee roster for review of subjects and technical recommendations to MPAC.

What packet material do you plan to include?

A memo that describes the nominations and positions being considered for confirmation on the committee.



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: April 13, 2023
To: Metro Policy Advisory Committee (MPAC)
From: Eryn Kehe, Metro Technical Advisory Committee (MTAC) Chair
Subject: MTAC Nominations for MPAC Consideration

BACKGROUND

The Metro Technical Advisory Committee (MTAC) is an advisory committee to the Metro Policy Advisory Committee (MPAC). MTAC's purpose is to provide MPAC with technical recommendations on growth management subjects, including technical, policy, legal and process issues, with an emphasis on providing policy alternatives.

PURPOSE

Nominations to fill MTAC member and alternate member positions are submitted for consideration and approval by MPAC according to committee bylaws. MPAC may approve or reject any nomination submitted.

RECOMMENDED MTAC APPOINTMENTS

Following the retirement of Chris Deffebach, Washington County

Nomination:

Jessica Pelz, Member

Policy Analyst, Washington County

Filling vacancies as Service Providers: Water and Sewer, alternate members

Nomination:

Cassera Phipps, Principal Planner, Clean Water Services

Chris Faulkner, Water Resources Program Manager, Clean Water Services

5.2 Consideration of the March 22, 2023 MPAC Minutes

Consent Agenda

Metro Policy Advisory Committee
Wednesday, April 26th, 2023



600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes

March 22, 2023

MEMBERS PRESENT

Vince Jones-Dixon (Chair)
Ed Gronke
Gerritt Rosenthal
Alex Howard
Mary Nolan
Brett Sherman
Mark Shull
Sherry French
Nadia Hasan
Kirstin Greene
Luis Nava
Tim Rosener
Glen Yung
Omar Qutub
Denyse McGriff

AFFILIATION

City of Gresham, Second Largest City in Multnomah County
Citizen of Clackamas County
Metro Council
Port of Portland
Metro Council
City of Happy Valley, Other Cities in Clackamas County
Clackamas County
Special Districts in Clackamas County
City of Beaverton, Second Largest City in Washington County
Oregon Department of Land Conservation and Development
Citizen of Washington County
Other Cities in Washington County
Clark County
Citizen of Multnomah County
Second Largest City in Clackamas County

MEMBERS EXCUSED

Kim Harless
Gordon Hovies
Sharon Meieran
Ted Wheeler
Brian Cooper
Brian Hodson
James Fage
Susan Greenberg
Joe Buck
Duncan Hwang
Terri Preeg Rigsby
Pam Treece
Thomas Kim
Carmen Rubio
Steve Callaway

AFFILIATION

City of Vancouver
Special Districts in Washington County
Multnomah County
City of Portland
City of Fairview, Other Cities in Multnomah County
City of Canby, City in Clackamas County outside UGB
City of North Plains, City in Washington County outside UGB
Beaverton School Board, Governing Body of a School District
City of Lake Oswego, Largest City in Clackamas County
Metro Council
Special Districts in Multnomah County
Washington County
TriMet
City of Portland
Largest City in Washington County

ALTERNATES PRESENT

Anthony Martin
Rebecca Stavenjord
Nafisa Fai
Donnie Oliveira
Elizabeth Amira Streeter
Laura Kelly

AFFILIATION

Largest City in Washington County
Other Cities in Clackamas County
Washington County
City of Portland
Citizen of Multnomah County
Oregon Department of Land Conservation and
Development

OTHERS PRESENT: Cynthia Castro, Becky Hewitt, Sandy Glantz, Christina Ghan, Kendy Schwing, Dr. Smart Ocholi, Sarah Paulus, Debbie, Megan McKibben, Brenda Bartlett, Anna Slatinsky, Tom Armstrong, Colin Cooper, Schuyler Warren, Chris Deffebach, Laurie Petrie

STAFF: Carrie MacLaren, Nui Bezaire, Jaye Cromwell, Liam Frost, Emily Lieb, Malu Wilkinson, Ted Reid, Patricia Rojas, Ash Elverfeld, Paul Slyman, Roger Alfred, Laura Combs, Jeff Kain

1. CALL TO ORDER, INTRODUCTIONS, CHAIR COMMUNICATIONS

MPAC Chair Vince Jones-Dixon (he/him) called the hybrid Zoom meeting to order at 5:00 PM.

Metro Staff Jeff Kain (he/him) called the role.

2. PUBLIC COMMUNICATION ON AGENDA ITEMS

No members of the public chose to provide testimony on agenda items.

3. COUNCIL UPDATE

Metro Councilor Gerritt Rosenthal (he/him) began by reading out the 2022 Compliance Report.

Councilor Rosenthal then spoke to the Portland Expo Center project. He remarked that staff has taken the direction of preserving the cultural and historical significance of Hall A, which was used as an internment zone for Japanese-Americans in the mid-20th century as well as housing Portland residents after the Vanport Flood. The Councilor stated that the other halls of the Expo Center are being redeveloped to expand the presence of amateur sports.

Councilor Rosenthal commented that the Oregon Zoo has completed its ten-year plan and is moving into its next phase of planning.

Lastly, the Councilor remarked that Metro's Investment and Innovation Capital Grant review process has begun.

4. COMMITTEE MEMBER COMMUNICATIONS

No members of the committee provided updates.

5. CONSENT AGENDA

5.1 Consideration of the January 25th, 2023 MPAC Minutes

5.2 Consideration of the February 22nd, 2023 MPAC Minutes

MOTION: City of Oregon City Mayor Denyse McGriff moved to approve the consent agenda. City of Happy Valley Councilor Brett Sherman seconded.

ACTION: With all in favor, the appointment was adopted.

6. INFORMATION/DISCUSSION ITEMS

6.1 Update on SHS and AHB Reports

Chair Jones-Dixon introduced Metro Staff Emily Lieb, Liam Frost, and Nui Bezaire, as well as City of Portland Staff Cynthia Castro.

Key elements of the presentation and member discussion included:

The presentation began with Bezaire telling the stories of three people in the Metro region who have recently fallen into homelessness. Bezaire then shifted to analyzing how the implementation of Metro's Supportive Housing Services (SHS) program has compared to its projected targets, with metrics on permanent supportive housing placements, rapid rehousing placements, eviction and homelessness prevention, and shelter units. Frost provided an update on the Tri County Planning Body, a regional planning group composed of local leaders and experts that serves to create a guiding direction for housing development across the metropolitan area. Lieb spoke to the progress of Metro's Affordable Housing Bond (AHB) program, displaying the project's current pace towards benchmark goals as well as detailing the project's locations and available units.

City of Sherwood Mayor Tim Rosener spoke to rising renting costs in Sherwood and the continued threat of displacement for families. He questioned if the SHS's rental assistance voucher system requires individuals to have received an eviction notice before being able to enroll in the program.

Frost began by explaining that this program is primarily targeted to serve individuals who have experienced chronic homelessness, although he noted that 25% of the funds are directed towards cases of episodic homelessness. Bezaire clarified that this program can still serve those facing eviction, and that an eviction notice is not a requirement for service within the SHS. She noted that this qualification may have been established by the county to create tiers of prioritization for assistance.

Mayor Rosener then asked if there is an ongoing conversation about coordinating shelter bed placement regionally rather than at the city level.

Bezaire remarked that there is SHS funding being directed to each county for expanding shelter options,

however there is no greater regional coordination with this expansion.

Washington County Commissioner Nafisa Fai thanked Metro for their partnership with the counties and the implementation of the SHS program. She provided an update on the state of homelessness in Washington County.

6.2 2024 Urban Growth Management Decision: Development Outcomes in Past UGB Expansion Areas and Urban Centers

Chair Jones-Dixon introduced Metro staff Ted Reid (he/him), as well as ECONorthwest staff Becky Hewitt.

Key elements of the presentation and member discussion included:

The presentation discussed the 2024 Urban Growth Management Decision, a state-mandated update to the region's growth, particularly in regards to the Urban Growth Boundary (UGB). Hewitt overviewed the development readiness of areas within the UGB expansion area, focusing on highlighting the circumstances under which housing and employment land development stalls. Graphics displayed that housing production in UGB expansions has lagged significantly behind projections, with Hewitt proposing that the key factors influencing this lag being parcel size and developability, market alignment, infrastructure, and governance. The presentation concluded with staff recommending that Metro focuses on tailoring the UGB to include lands that do not have serious barriers to development and could be utilized quickly for future growth.

Mayor Rosener noted that school capacities and bonding limits may play a role in cities decisions to request UGB expansions.

City of Hillsboro Councilor Anthony Martin highlighted the importance of securing funding for expansion areas, as well as commenting that these land use decisions result in price appreciation for developers. He asked staff whether they performed location specific analyses, and if so whether they noticed any geographic trends. He then questioned how growth is being measured in satellite cities such as Canby and North Plains.

Hewitt stated that they performed individual case studies of specific regions within the UGB, although they chose not to summarize this information by jurisdiction.

Councilor Rosenthal noted that many housing developments in the Southwest have seen a rise of multi-family unit construction, asking staff if they have any understanding of why this shift towards higher density housing is occurring.

Hewitt remarked that higher density housing is being driven by a variety of factors, including policy mandates, market shifts towards apartment complexes, and changes to infrastructure funding.

6.3 Expo Futures Update

Chair Jones-Dixon introduced Metro Staff Paul Slyman (he/him) and Giyen Kim (she/her).

Key elements of the presentation and member discussion included:

The presentation detailed the history of the Expo Future project before overviewing the Request for Expressions of Interest process and Metro's updated vision for the Expo Center. A market and feasibility study conducted in 2014 concluded that Expo should transition to new markets including sports, live entertainment, and highly-produced trade shows. Metro adopted to look for a public-private partnership for the center, opening for community requests on how to develop the space. The new vision for Expo involves reworking Hall A, which was used as an internment center during the Japanese-American internment throughout the 1940's, to be a culturally significant site dedicated to memorial and preserving historic relevance. As for the rest of the halls, Metro has chosen to retain Expo as a community center, while building out its capacity to hold sporting events and gatherings, a decision made due to Oregon's thriving sports industry.

Councilor Martin questioned if there is any alignment between the development of the Expo Center and the building of the new Hillsboro Hops stadium.

Slyman stated that the new vision for Expo will serve to support the broader sports industry in the Metro region as a whole.

City of Beaverton Councilor Nadia Hasan commented that there should be a focus on making sports accessible to all.

Councilor Martin questioned how resiliency and sustainability is being considered in the project's development.

Slyman noted that Metro's sustainability policies would be applied to any new development added to the center. As for resiliency, he remarked that they are following the levy project and are working with the team to ensure sufficient stability.

7. ADJOURN

Chair Jones-Dixon adjourned the meeting at 6:52 PM.

Respectfully Submitted,



Jeffrey Kain
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF March 22, 2023

ITEM	DOCUMENT TYPE	DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
6.1	Presentation	03/22/2023	Metro Housing Update Presentation	032223m-01
6.2	Presentation	03/22/2023	Metro Development Readiness Assessment Presentation	032223m-02
6.3	Presentation	03/22/2023	Metro's Vision for the Future of the Expo Center Presentation	032223m-03

6.1 2040 Planning and Development Grants Update and 2020 Grantee Highlights

Information/Discussion Items

Metro Policy Advisory Committee
Wednesday, April 26th, 2023

MPAC Worksheet

Agenda Item Title: 2040 Planning and Development Grants Update and 2020 Grantee Highlights

Presenters: Eryn Kehe (Metro), Serah Breakstone (Metro)

Contact for this worksheet/presentation: Serah Breakstone serah.breakstone@oregonmetro.gov

Purpose/Objective

We will highlight some successes from recent 2040 Planning & Development grant projects and provide updates about the upcoming 2040 grant cycle, which will begin next month.

Outcome

- A refresher of the overall intent of the 2040 grant program and how it has been used to implement Metro's 2040 Growth Concept and further development of more equitable communities.
- Familiarity with the goals for the upcoming grant cycle and changes being implemented.
- Opportunity to provide feedback as we prepare for the upcoming cycle.

What has changed since MPAC last considered this issue/item?

- Updates to the administrative rules to include two new grant categories: Industrial Land Readiness and Small Business Support.
- Reseating the grants Screening Committee to evaluate grant applications for the upcoming cycle.

What packet material do you plan to include? None

6.2 Preliminary Analysis of Submitted RTP Projects

Information/Discussion Items

Metro Policy Advisory Committee
Wednesday, April 26th, 2023

MPAC Worksheet

Agenda Item Title: Report on Draft 2023 Regional Transportation Plan (RTP) Project List and Next Steps

Presenters: Kim Ellis, RTP Project Manager (she/her)
Eliot Rose, Senior Transportation Planner (he/him)

Contact for this worksheet/presentation: Kim Ellis, kim.ellis@oregonmetro.gov

Purpose/Objective

Staff will provide an update on the projects and programs submitted during the Call for Projects in February and initial findings from the technical analysis that is underway.

Outcome

MPAC members discuss and provide feedback on these questions:

- What do you like about the draft lists submitted during the Call for Projects?
- What opportunities do you see to further advance equity, climate and safety goals in the near-term project list?

Additional MPAC discussion of these questions is scheduled for May.

What has changed since MPAC last considered this issue/item?

A major update to the [Regional Transportation Plan](#) (RTP) is underway and must be completed by Dec. 6, 2023 when the current plan expires.

During the past year, the project team has worked with decision-makers and stakeholders to update the region's vision and goals for the transportation system and understand the region's transportation trends¹, needs² and ³, and priorities for investment in the Regional Transportation Plan. In December 2022, JPACT and the Metro Council accepted the policy framework that guided the Call for Projects and directed staff to work with the Transportation Policy Alternatives Committee (TPAC) to fully develop the technical and financial assumptions needed to complete the Call for Projects in early 2023.

Since then a number of activities have been completed and others will continue in 2023 to finalize the 2023 RTP for JPACT and Metro Council consideration in November 2023.



Draft 2023 RTP Goals developed by JPACT and Metro Council with input from MPAC and CORE

¹ The emerging transportation trends research summary is available at:

https://www.oregonmetro.gov/sites/default/files/2022/10/12/Metro-Emerging-Trends-summary-final_1.pdf

² Factsheets summarizing the regional transportation needs assessment are available at:

<https://www.oregonmetro.gov/sites/default/files/2022/11/29/2023-RTP-Needs-Assessment-fact-sheets.pdf>

³ Research about trends and needs of the region's urban arterials is available at:

<https://www.oregonmetro.gov/sites/default/files/2022/10/24/Safe%20and%20healthy%20urban%20arterials%20policy%20brief.pdf>

Following is a summary of this work and upcoming discussions and engagement activities with links to more information.

Draft project list development, evaluation and refinement

- **Call for Projects completed in February.** Staff completed the 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 last December. The Call for Projects was an opportunity for each city, county, coordinating committee and transportation agency (ODOT, TriMet, SMART and Port of Portland) to provide recommendations to JPACT and Metro Council on which projects reflect their priorities and advance achievement of the vision, goals and policies of the RTP to address identified transportation needs.

Staff from each coordinating committee, the city of Portland and transportation agencies (ODOT, TriMet, SMART and Port of Portland) worked together and with their policymakers and county-coordinating committees to develop a coordinated, draft project list to advance local, regional and state priorities for the regional transportation system on behalf of their jurisdiction or agency. Projects primarily came from local transportation system plans, but also from the Oregon legislature, transit service and master plans, park and trail plans, corridor plans, and other transportation studies that were developed and adopted through a public process with opportunities for public comment.

Consistent with Metro Council and JPACT direction, three levels of investment have been defined for the 2023 RTP, with each level representing a statement of priority. The first and second levels, together, are known as the financially constrained project list under federal and state law. In order for projects to be eligible to receive federal and some state funding, they must be on the Constrained Priorities project list. In addition, the total cost of the updated RTP financially constrained project list cannot exceed the revenue forecast being developed for the 2023 RTP.

A total of 1,066 projects were submitted during the Call for Projects, with 769 projects proposed for the RTP Constrained List (see map of constrained list projects in **Attachment 1**). The projects include capital projects and programmatic investments to support walking, biking, transit, motor vehicle and freight travel, groupings of projects devoted to increased transit service and shuttles, and groupings of projects that maintain and operate the region’s streets, highways and transit systems to keep the transportation system in a state of good repair. An interactive map of the projects submitted is under development.

Following is a summary of the three levels of investment defined for the 2023 RTP:

- The first level of priority, the **Near-term Constrained Project List**, represent the highest priority transportation project and program investments for near-term (next seven years) given the revenues expected to be available for the 2024-2030 time period. *A total of 333 projects were submitted for this list.*
- The second level of priority, the **Long-term Constrained Project List**, represent the highest priority transportation project and program investments for long-term (next 22 years) given the revenues expected to be available for the 2031-2045 time period. *A total of 436 projects were submitted for this list.*

Defining terms

Constrained budget

The budget of federal, state and local funds the greater Portland region can reasonably expect through 2045 under current funding trends – presumes some increased funding compared to current levels

Constrained list

Projects that can built by 2045 within the constrained budget – makes up the federal and state constrained transportation plan

Strategic list

Additional priority projects that could be achieved with additional resources

- The third level of priority, the **Long-term Strategic Project List**, represent additional investments that advance RTP policy priorities or need further study but that do not fit within the financially constrained revenue forecast. Being included in the Strategic Project list means the region agrees to work together to complete remaining planning work and identify funding to advance these priorities in the 2031-2045 time period. A total of 297 projects were submitted for this list.

Attachment 2 provides an overview of the major throughway, bridge and transit projects submitted by local, regional and state agencies. **Attachment 3** provides an overview of the RTP Constrained Project list region-wide and by project location. **Attachment 4** provides an overview of the RTP constrained list projects submitted by each nominating agency.

Figures 1 and 2 provide additional information about the draft RTP Constrained Project List, including the number of capital projects and overall costs by investment category.

Figure 1. Draft RTP Constrained Project List: Number and cost of capital projects by investment category for the near- and long-term

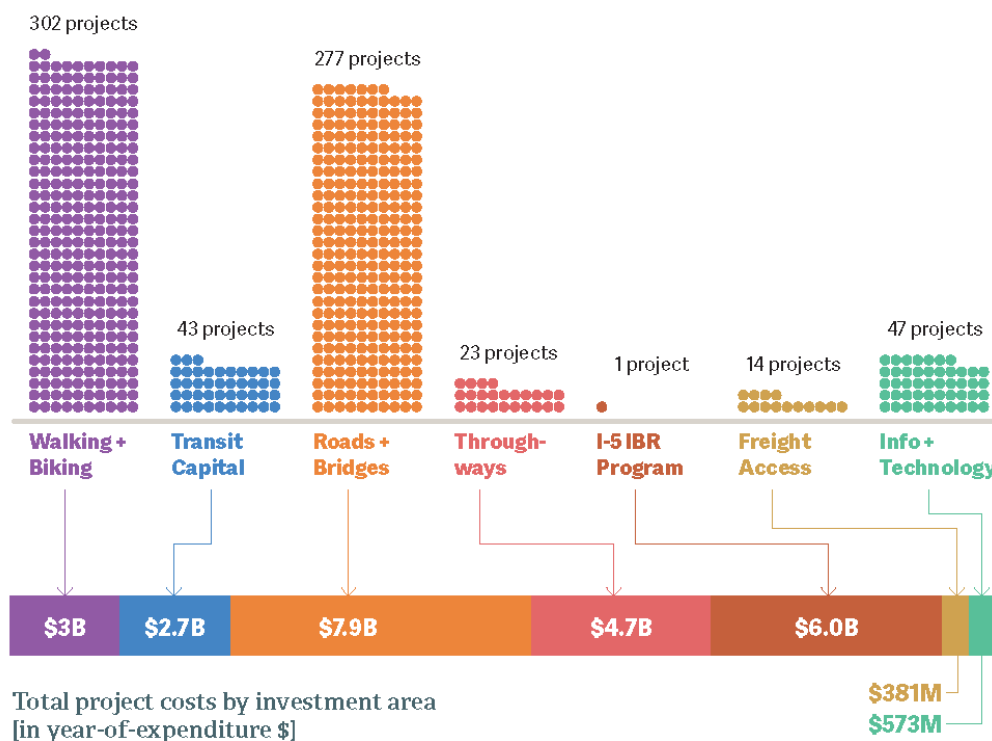


Figure 2. Draft RTP Constrained Project List: Cost range of capital projects by investment category for the near- and long-term



All agencies, cities and counties who sponsored a project for consideration in the RTP must have their governing body (e.g., Board, Commission or Council) endorse those projects by providing a letter of support to Metro **by May 24**. Additional draft project list changes may be submitted at this time if changes are recommended by the governing body through the endorsement process in response to public feedback and/or findings from the technical analysis. This step supports transparency and awareness of the process and projects for the public, community partners and elected and appointed officials responsible for implementing the projects. Some agencies have already submitted their respective endorsement letter.

MPAC, JPACT and Metro Council and the public at-large will have opportunities to provide feedback on the draft project list as part of shaping the final 2023 RTP for further public review starting in July.

- **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 the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC), the assessment shows 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 capital projects and programs in the RTP.
 - 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 submitted by partners. 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.

A summary of the initial project list assessment findings is provided in **Attachment 5**. An in-depth technical memo describing the methodology and additional findings is provided in **Attachment 6**.

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.

Attachment 7 provides a list of projects submitted during the Call for Projects for each level of investment. An excel list of the projects submitted can be downloaded from the project website at: www.oregonmetro.gov/rtp

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 reported later 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.

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 – May 1, 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 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 in June leading up to the release of the draft plan and project list for public review.

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.

Final public review and adoption process

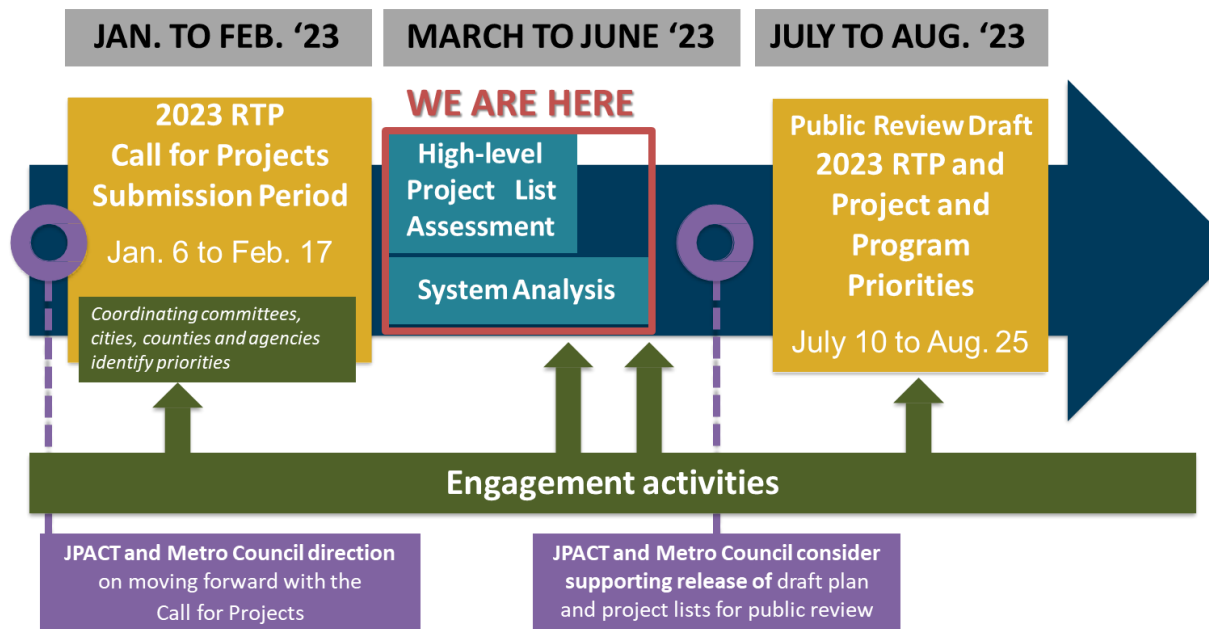
- **Planning of the final 45-day public review period and adoption process is underway.** In June, staff will seek JPACT and Metro Council support to release the Draft 202 RTP and draft High Capacity Transit Strategy for public review and comment. The comment period is planned for July 10 to August 25. 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 brought forward for adoption by Ordinance as a land use action to meet federal and state requirements. The HCT Strategy will be brought forward for adoption by Resolution as a component of the RTP.

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 Resolution) on November 30, 2023.

NEXT STEPS

A summary of key dates and next steps for the 2023 RTP project and program priorities follows. These are also listed in **Attachment 8**.



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 5/1: Online public survey on investments RTP project priorities: <https://metroquestsurvey.com/ly48e>

Week of April 11: Community Leaders Forum and in-person culturally specific community forums to receive input on the draft project list and assessment results

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, draft list of project priorities and the draft High Capacity Transit Strategy 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 (by Ordinance) and High Capacity Transit Strategy (by Resolution)

What packet material do you plan to include?

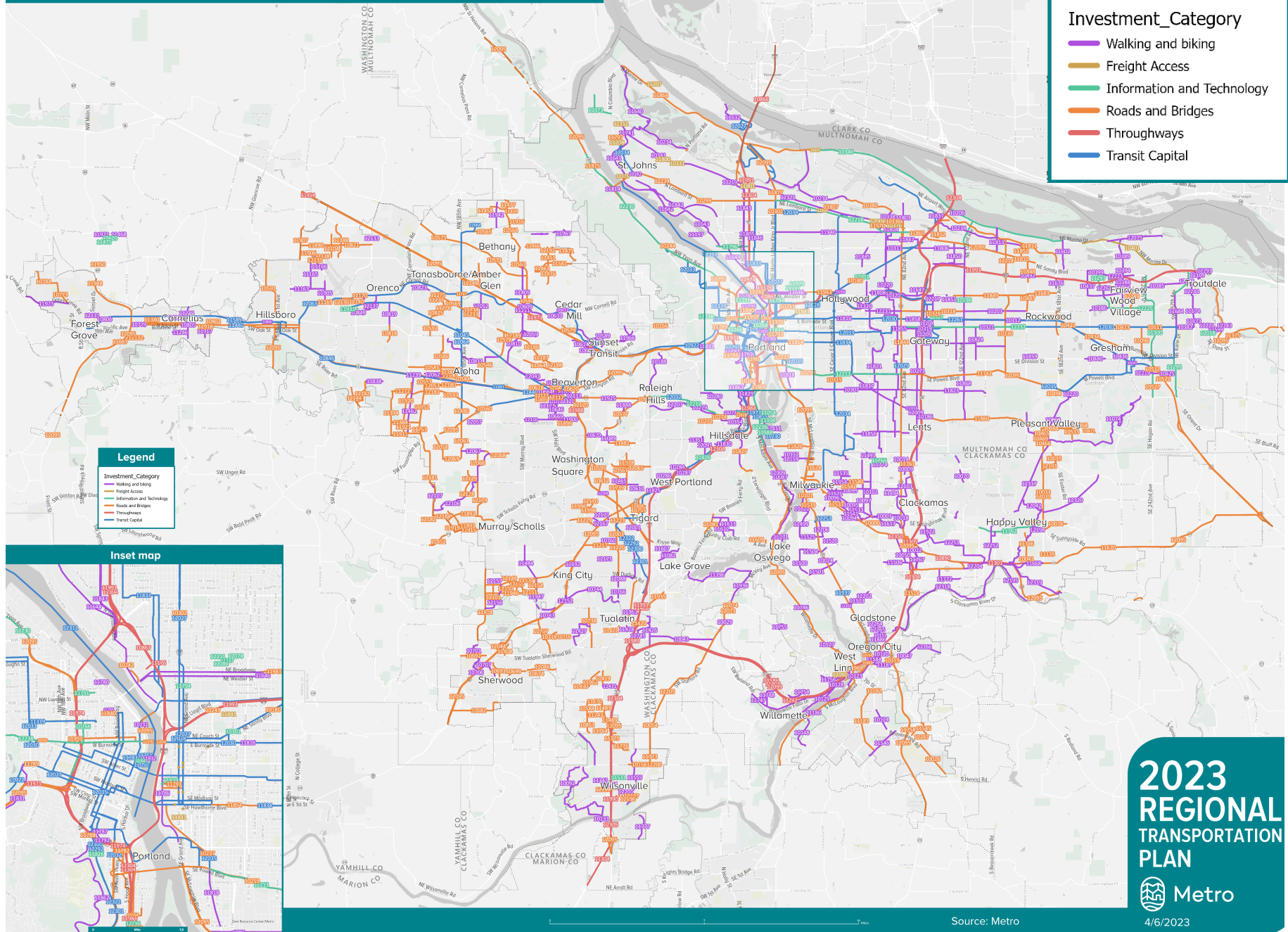
- Attachment 1. Draft Constrained List Project Map
- Attachment 2. Overview of Major RTP Projects: Constrained and Strategic Lists (4/3/23)
- Attachment 3. Overview of the RTP Constrained List - Project Spending (4/3/23)
- Attachment 4. Overview of the RTP Constrained List - Projects By Nominating Agency (4/12/23)
- Attachment 5. Draft Findings from Project List Assessment (4/3/23)
- Attachment 6. Technical Memo documenting the High-Level Project List Assessment (4/11/23)
- Attachment 7. Draft Constrained List Project Map and Project Lists
 - Draft 2030 Constrained List (blue)
 - Draft 2045 Constrained List (green)
 - Draft 2045 Strategic List (gray)
- Attachment 8. Project Timeline and Schedule of Engagement and Metro Council and Regional Advisory Committees' Discussions and Actions for 2023 (3/30/23)

2023 RTP Project List (Financially Constrained) DRAFT

Legend

Investment_Category

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

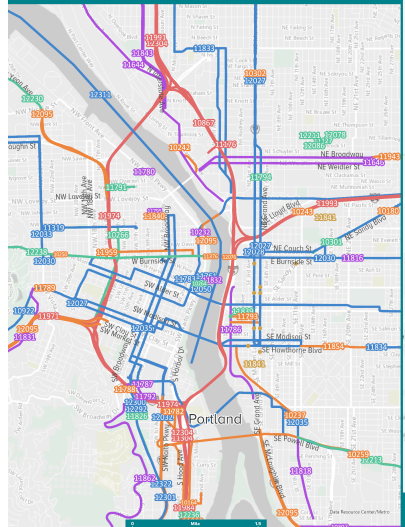


Legend

Investment_Category

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

Inset map





2023 Regional Transportation Plan: Major Regional Projects

This document summarizes all throughway capacity projects, large bridge projects, and all high capacity transit and Better Bus projects submitted by agency partners. Projects on the 2030 and 2045 constrained lists can be built with the funds the region currently expects to have available. The 2045 strategic projects do not yet have identified funding. For more information about the projects and the 2023 Regional Transportation Plan visit: oregonmetro.gov/rtp.

DRAFT

2030 MAJOR PROJECTS: CONSTRAINED LIST

THROUGHWAYS & BRIDGES

Larger-scale capital projects that include seismic upgrades to large bridges, interchange fixes, and strategic widening, including auxiliary lane additions. In some cases these projects also include pedestrian, bicycle, or transit supportive treatments.

HIGH CAPACITY TRANSIT

Larger-scale capital projects that include new and expanded MAX, bus rapid transit, streetcar, or commuter rail service.

RTP ID#	Year of expenditure project cost	Eq	C+R	S	M	Ec
Earthquake Ready Burnside Bridge Project [11376, 12076]	\$895M	●	●	●	●	●
I-205 widening and I-205 Toll Project [11586, 11904, 12099]	\$652M	○	●	●	●	●
I-205/Abernethy Bridge [11969, under construction]	\$545M	○	●	●	●	●
I-5 and I-205: Regional Mobility Pricing Project [12304]	\$400M	●	●	●	●	●
I-5 Boone Bridge and Seismic Improvement Project [PE, RW] [12305]	\$50M	○	●	●	○	●
I-5/Rose Quarter Improvement Project [10867, 11176]	\$1.3B	●	●	●	●	●
OR 212/224 Sunrise Project Phase 2 [PE, RW] [10890]	\$85M	●	●	○	●	●
OR 224 WB widening [11350]	\$20M	●	●	●	●	●
82nd Avenue Transit Project [12029]	\$300M	●	●	●	●	●
MAX Red Line Improvements [10922, under construction]	\$68M	●	●	○	●	●
Montgomery Park Streetcar [11319]	\$80M	●	●	○	●	●
Southwest Corridor [PD] [12322, 12301]	\$6M	●	●	●	●	●
Tualatin Valley Highway Transit Project [11589]	\$300M	●	●	●	●	●

BETTER BUS

Smaller-scale moderate-cost capital and operational treatments that improve transit speed and reliability along frequent service bus routes or at key locations along the bus route.

	Eq	C+R	S	M	Ec
122nd Avenue Corridor Transit Improvements [11868]	●	●	●	●	●
East Burnside/SE Stark Enhanced Transit Project [12030]	●	●	●	●	●
Lombard/Cesar Chavez Enhanced Transit Project [12034]	●	●	●	●	●
NE MLK Jr Blvd Enhanced Transit Project [12027]	●	●	●	●	●
NE Sandy Blvd Enhanced Transit Project [12028]	●	●	●	●	●
Portland Central City Portals Enhanced Transit [11761]	●	●	●	●	●
SE Belmont Enhanced Transit Project [12033]	●	●	●	●	●
SE Hawthorne/Foster Ave Enhanced Transit Project [11834]	●	●	●	●	●
SE Powell Blvd Enhanced Transit Project [12035]	●	●	●	●	●
SW Beaverton-Hillsdale Hwy Enhanced Transit Project [12032]	●	●	●	●	●

High-level assessment of projects relative to major goal areas

Metro staff completed a high-level assessment of these and other RTP projects to determine how each project supports each of the five RTP goals. The assessment results are based on the location of each project and information submitted by agency partners. A more in-depth technical analysis is underway.

Eq Equity
Is the project located in an **Equity Focus Area**?

Is the project in an investment category that underserved people identified as a priority through regional community engagement (transit, bike and pedestrian)?

S Safety
Is the project located on a **high injury corridor or high injury intersection**?

Does the project **help reduce serious traffic crashes or address other safety issues**?

Ec Economy
Is the project located in a **2040 center, station community, industrial area, employment area or urban growth boundary expansion area**?

Is the project located in an area with **above-average job activity**?

C+R Climate+Resilience
Is the project a **high- or moderate impact climate pollution reduction** strategy?

Is the project located on a **Regional Emergency Transportation Route or Statewide Seismic Lifeline Route**?

M Mobility
Does the project **complete a gap in the RTP pedestrian, bicycle, transit or motor vehicle networks**?

Does the project include **ADA-, pedestrian-, bicycle- or transit-supportive design**?

- = yes to both questions
- ◐ = yes to one question
- = no to both questions

PROJECT PHASES

- PD = project development
- PE = preliminary engineering
- RW = right-of-way
- CON = construction



2023 Regional Transportation Plan: Major Regional Projects (cont'd)

This document summarizes all throughway capacity projects, large bridge projects, and all high capacity transit and Better Bus projects submitted by agency partners. Projects on the 2030 and 2045 constrained lists can be built with the funds the region currently expects to have available. The 2045 strategic projects do not yet have identified funding. For more information about the projects and the 2023 Regional Transportation Plan visit: oregonmetro.gov/rtp.

DRAFT

2045 MAJOR PROJECTS: CONSTRAINED LIST

		Eq	C+R	S	M	Ec	
MEGAPROJECT	I-5/Interstate Bridge Replacement Program [10866] \$6B	◐	◐	●	◐	●	
	THROUGHWAYS & BRIDGES	I-5 Boone Bridge and Seismic Improvement Project [CON] [11990] \$670M	○	◐	◐	○	●
		I-5 NB Auxiliary Lane Extension Phase 2 [11402] \$26M	◐	◐	○	◐	●
	I-5 NB Braided Ramps [11989] \$98M	◐	◐	○	◐	●	
	I-5 SB Truck Climbing Lane [11984] \$203M	◐	◐	○	○	●	
	OR 212/224 Sunrise Project Phase 2 [CON] [11301] \$331M	◐	◐	○	◐	●	
	OR 217 SB Braided Ramps [11988] \$203M	◐	◐	○	○	●	
US 26/185th Avenue On-ramp Widening [12148] \$4M	○	◐	○	◐	●		
HIGH CAPACITY TRANSIT	Southwest Corridor [PD, PE, RW] [12292, 12300] \$876M	●	●	●	●	●	
	Steel Bridge Transit Bottleneck [PD] [12050] \$68M	●	●	◐	●	●	
BETTER BUS	185th & Farmington/Line 52 Enhanced Transit Project [12064] \$49M	●	●	●	●	●	
	Cornell/Barnes/ Line 48 Enhanced Transit Project [12063] \$49M	●	●	●	●	●	
	ETC/Rose Lanes Transit Improvement Fund [12232] \$5M	◐	◐	◐	◐	○	
	Inner North Portland [Vancouver/Williams/ Mississippi/Albina] Enhanced Transit Project [11833] \$5M	●	●	●	●	●	

2045 MAJOR PROJECTS: STRATEGIC LIST

		Eq	C+R	S	M	Ec	
THROUGHWAYS & BRIDGES	I-5 NB Auxiliary Lane Extension Phase 3 [11583] \$49M	◐	◐	○	◐	●	
	I-5/OR 217 Interchange Phase 2 [11302] \$105M	○	◐	○	◐	●	
	OR 217 Capacity Improvements [11582] \$814M	◐	◐	◐	◐	●	
	OR 217 NB Auxiliary Lane Extension [11976] \$99M	◐	◐	○	◐	●	
	Sunrise Project Phase 3 [12020] \$939M	◐	◐	○	◐	●	
	US 26 Widening [11393] \$80M	◐	◐	○	○	●	
	HIGH CAPACITY TRANSIT	AmberGlen/N. Hillsboro Streetcar [11278, 11573] \$261M	●	◐	○	●	●
Beaverton-Hillsdale Highway Corridor HCT [12290] \$163M		●	●	◐	●	●	
Burnside/Stark Corridor HCT [12286] \$163M		●	●	◐	●	●	
Forest Grove HCT [10771] \$68M		●	◐	○	●	◐	
Johns Landing Streetcar [11639] \$150M		◐	●	○	●	●	
Lombard/Cesar Chavez Corridor HCT [12288] \$163M		●	●	◐	●	●	
Martin Luther King Jr. Corridor HCT [12287] \$163M		●	●	◐	●	●	
NW Lovejoy to Hollywood Streetcar Extension [11102] \$159M		●	●	◐	●	●	
Southwest Corridor [CON] [11587] \$4B		●	●	◐	●	●	
Steel Bridge Transit Bottleneck [CON] [10921] \$5.7B		●	◐	○	◐	●	
Sunset Highway Corridor HCT [11912] \$114M		●	●	◐	●	●	
SW 185th Corridor HCT [12289] \$163M		●	●	◐	●	●	
WES Expansion to Salem [11751] \$34M		◐	●	○	◐	●	
BETTER BUS		99W Enhanced Transit Project [12176] \$10M	●	●	◐	●	●

PROJECT PHASES

- PD = project development
- PE = preliminary engineering
- RW = right-of-way
- CON = construction

For legend and investment category descriptions, see first page.

DRAFT



DRAFT 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	19% Throughways
11% Transit Capital	24% I-5 IBR Program
31% Roads + Bridges	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

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

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. Percentages may not add up due to rounding.
3. Road and bridge projects 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.
4. 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.
5. 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.
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.

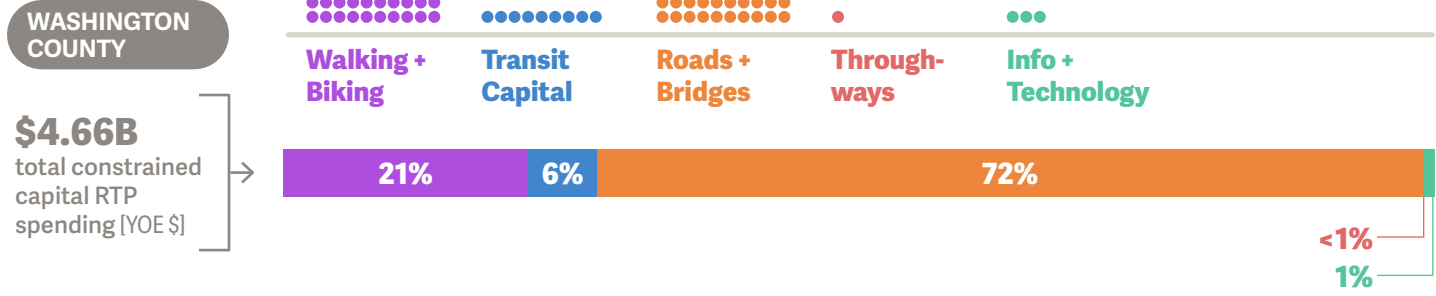
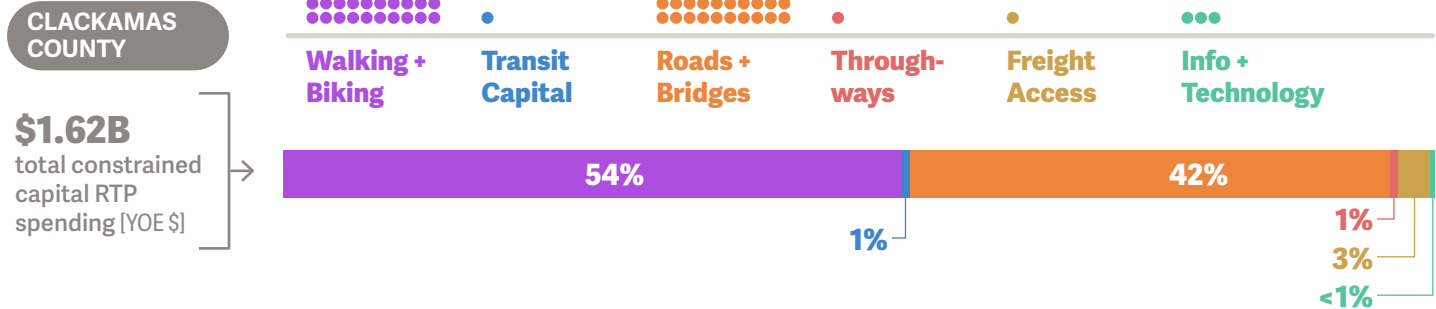
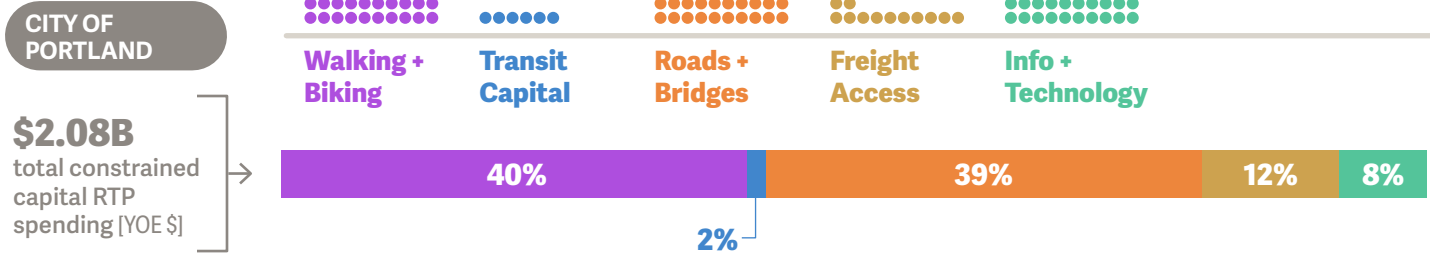
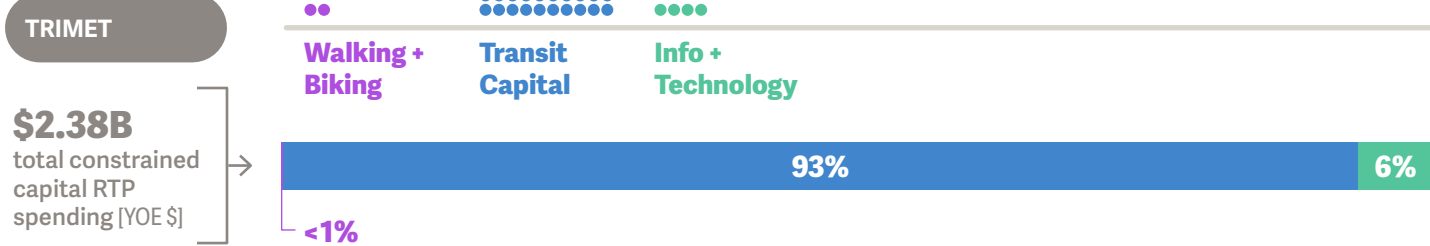
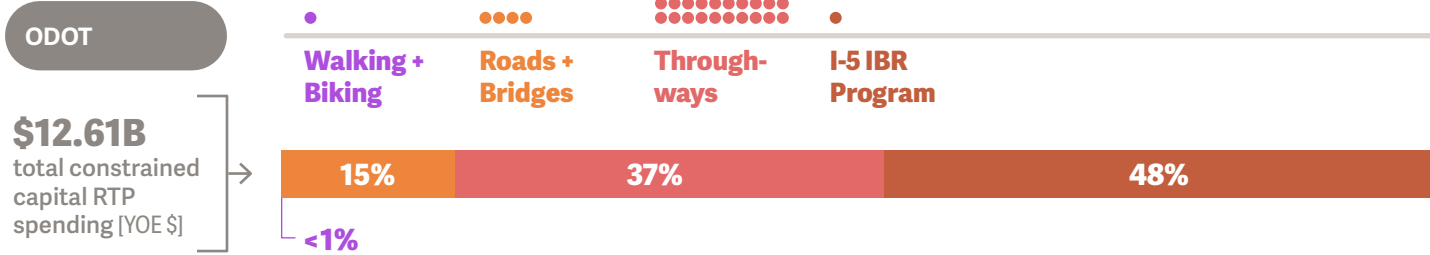


DRAFT CONSTRAINED PROJECT LIST

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Nominating agencies: number and cost of capital projects by investment category

The 2023 Regional Transportation Plan will include an updated list of transportation investment priorities for the greater Portland region for the next 20 years. This list will include investments such as transit, sidewalk, bridge, bikeway and roadway projects as well as transit service and road maintenance and operations. Among these projects, some will be prioritized for funding within the next seven years, by 2030. The information in this document provides a breakdown of capital projects by nominating agency. For more information about the projects and the 2023 Regional Transportation Plan visit: oregonmetro.gov/rtp.



- NOTES:
- The information below is for capital projects only; operations and maintenance costs are not included.
 - County project summaries include cities within the county.
 - Project costs are in year-of-expenditure dollars.
 - Percentages may not add up due to rounding.



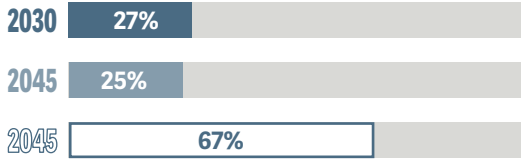
How are the region's goals prioritized over time?

Projects on the 2030 and 2045 project lists can be built with funds the region currently expects to have available. Projects on the 2045 strategic list do not yet have identified funding.



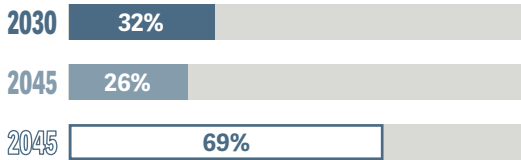
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EQUITY

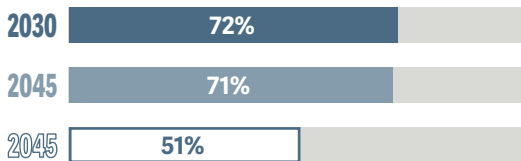


Percent of capital spending* that invests in **bike, pedestrian or transit projects** that are in an **Equity Focus Area**

CLIMATE+RESILIENCE

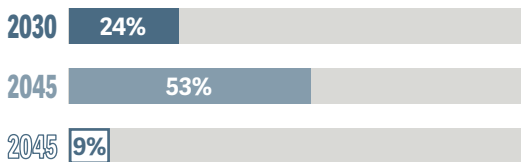


Percent of capital spending* that invests in projects that **are high- or moderate impact climate pollution reduction strategies**



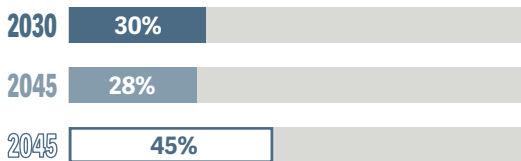
Percent of capital spending* that invests in projects that are located on **emergency/seismic routes**

SAFETY



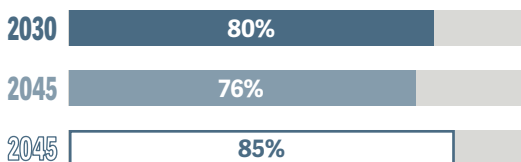
Percent of capital spending* that invests in projects on **high injury corridors or intersections** that **help reduce serious traffic crashes or address other safety issues**

MOBILITY



Percent of capital spending* that invests in projects that complete gaps in **transportation networks** and include **priority elements** (ADA-, pedestrian-, bicycle-, or transit-supportive design)

ECONOMY



Percent of capital spending* that invests in projects located in **economic development priority areas** (2040 center, station community, industrial area, employment area or urban growth boundary expansion area) with **above-average job activity**

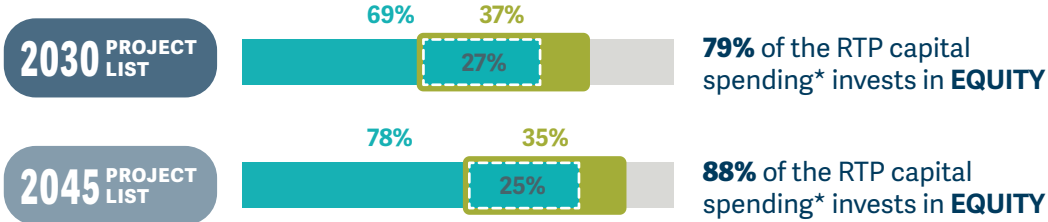
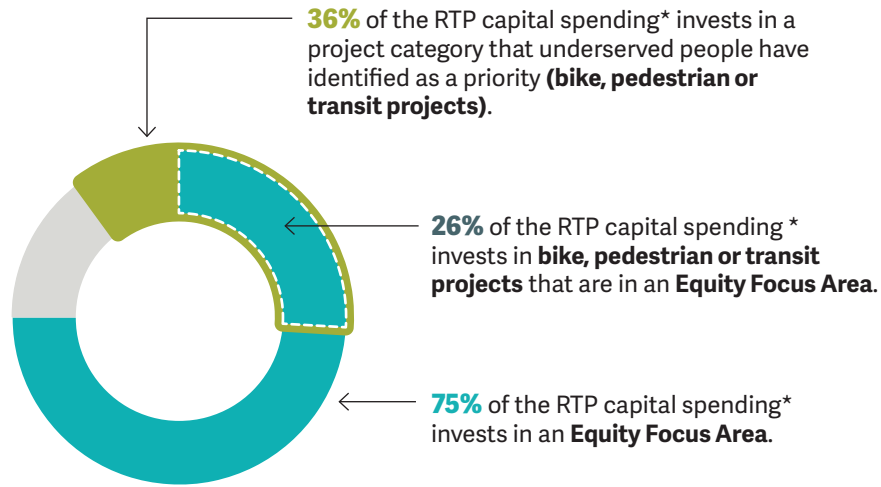
*Only capital projects and programmatic investments in the constrained project list are included in this information.



How does the RTP invest in EQUITY?

DRAFT

85%
of the RTP capital spending* invests in **EQUITY**



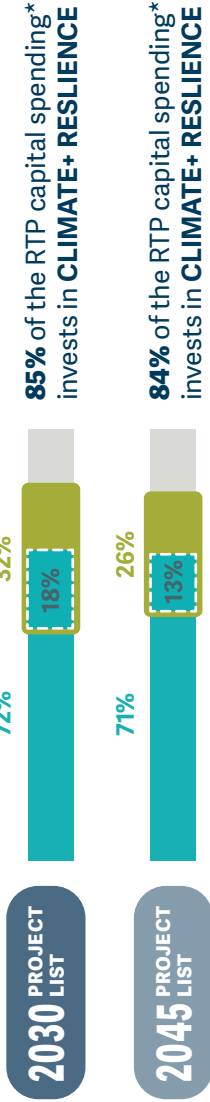
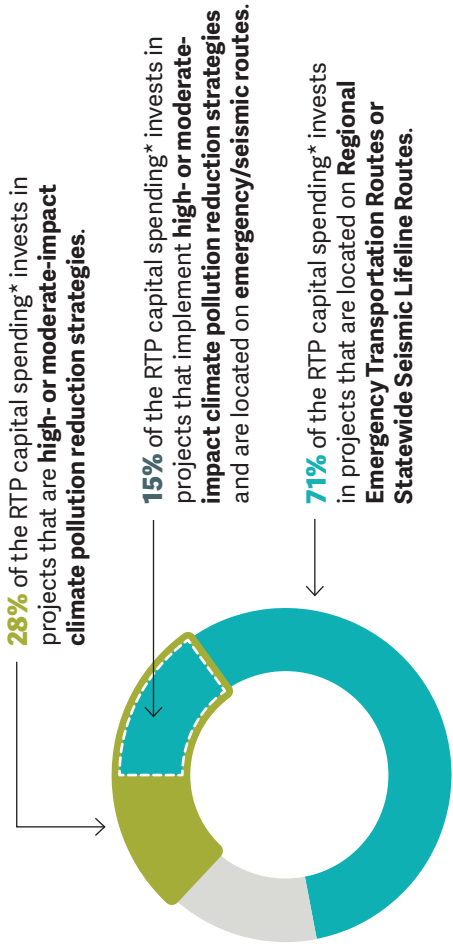
*Only capital projects and programmatic investments in the constrained project list are included in this information. These projects and programs account for roughly one-third of the RTP constrained budget. The constrained project list includes all of the projects and programs that fit within a constrained budget of federal, state and local funds the greater Portland region can reasonably expect through 2045. The remaining budget is devoted to increased transit service and shuttles, and projects that operate and maintain the region's streets, highways and transit systems. These projects are critical to keeping the transportation system in a state of good repair in support of all RTP goals.



How does the RTP invest in CLIMATE+ RESILIENCE?

DRAFT

85% of the RTP capital spending* invests in **CLIMATE+ RESILIENCE**



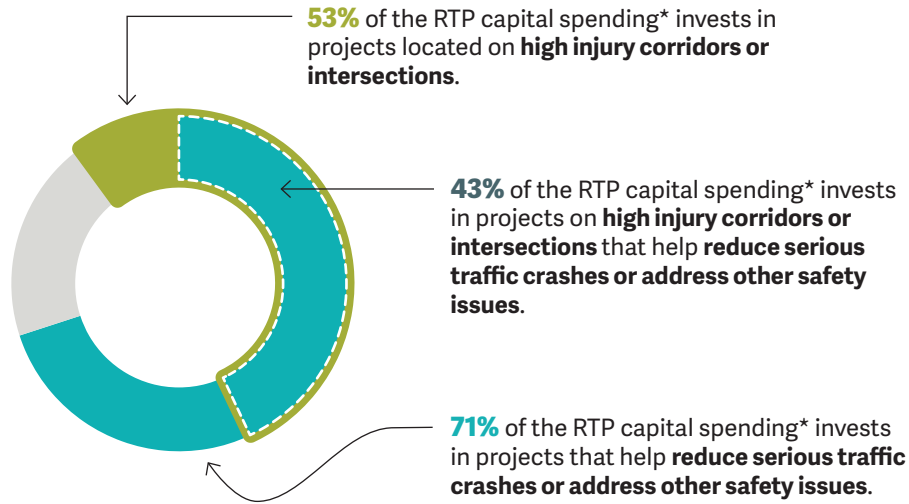
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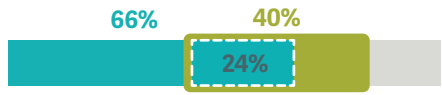
How does the RTP invest in SAFETY?

DRAFT

80%
of the RTP capital spending* invests in **SAFETY**

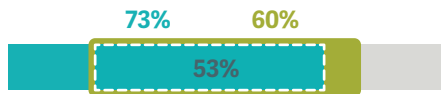


2030 PROJECT LIST



82% of the RTP capital spending* invests in **SAFETY**

2045 PROJECT LIST



80% of the RTP capital spending* invests in **SAFETY**

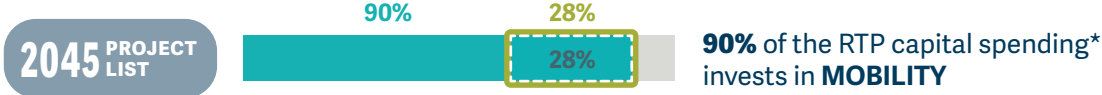
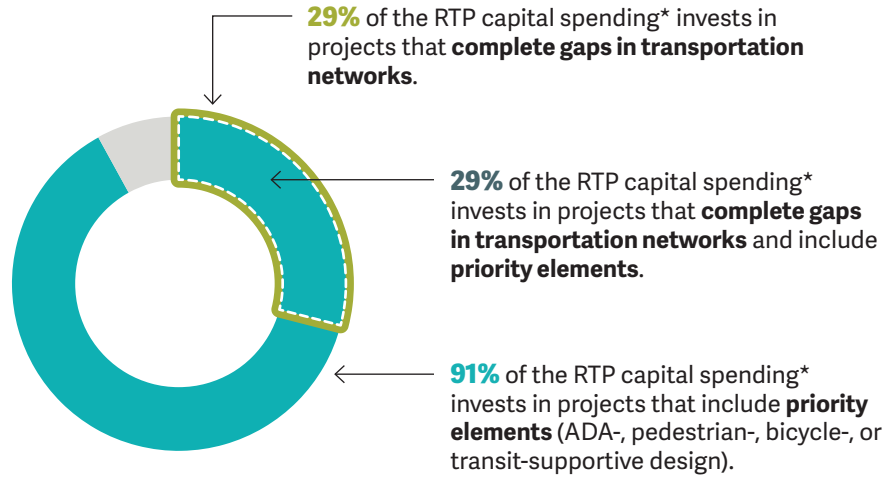
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How does the RTP invest in MOBILITY?

DRAFT

92%
of the RTP capital spending* invests in **MOBILITY**



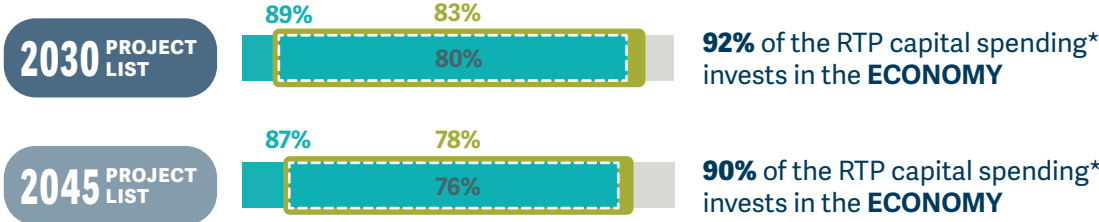
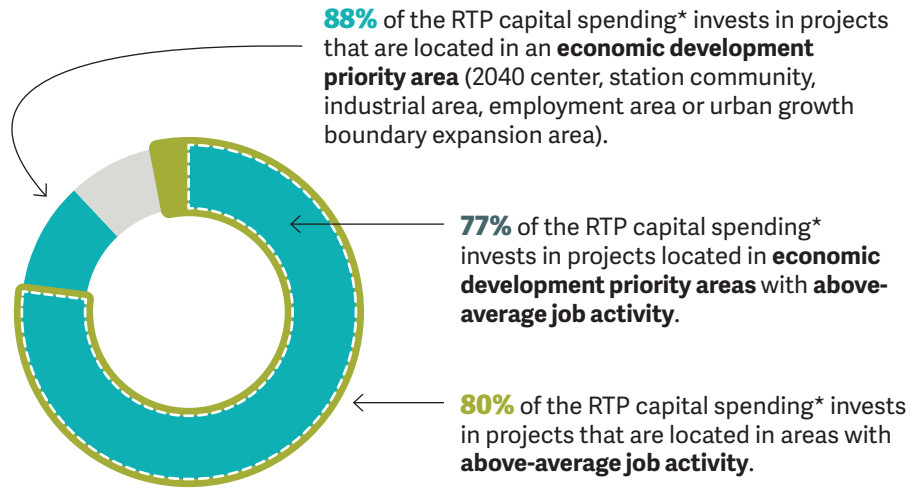
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How does the RTP invest in the **ECONOMY**?

DRAFT

91%
of the RTP capital spending* invests in the **ECONOMY**



*Only capital projects and programmatic investments in the constrained project list are included in this information. These projects and programs account for roughly one-third of the RTP constrained budget. The constrained project list includes all of the projects and programs that fit within a constrained budget of federal, state and local funds the greater Portland region can reasonably expect through 2045. The remaining budget is devoted to increased transit service and shuttles, and projects that operate and maintain the region's streets, highways and transit systems. These projects are critical to keeping the transportation system in a state of good repair in support of all RTP goals.

Memo



Date: April 19, 2023
To: Metro Transportation Policy Advisory Committee (TPAC)
From: Eliot Rose, Senior Transportation Planner
Subject: Draft 2023 RTP project list summaries, high-level assessment results, and system analysis results

Purpose

This memorandum presents information summarizing the 2023 RTP project list, as well as draft results from the high-level assessment of how projects advance regional goals and from the system analysis of the RTP, for discussion by RTP technical and policy advisory committees and by Metro Council. This is part of the extensive suite of information that is used to evaluate the impacts of the RTP and finalized the plan. Metro staff will be presenting additional information on the project list and its impacts on regional goals to these committees in May. Feedback from technical committees will help inform how the results presented below are interpreted and presented, and Metro Council and policy committees may make explore refinements to the RTP project list based on these results.

Introduction

A major update to the [Regional Transportation Plan \(RTP\)](#) is underway. The plan is a tool that guides investments in all forms of travel – motor vehicle, transit, bicycle and walking – and the movement of goods and freight throughout greater Portland. The RTP is a key tool for implementing the [2040 Growth Plan](#) and [Climate Smart Strategy](#) and connecting people to their jobs, families, school and other important destinations in the region.

Now that the RTP Call for Projects is complete, Metro staff are able to begin analyzing the investments and the impacts of the RTP. This information will inform changes and refinements that help to better meet the region's goals before the public review draft of the plan is released. Over the next several months, Metro staff will be sharing three different types of information that can help to understand the plan's investments and impacts:

- **RTP project list summaries**, which include aggregate information such as the distribution of projects across different types of investments and different cost categories. These summaries provide information on the spending profile of the RTP as well as context to help understand the two other types of information discussed below.
- The **high-level assessment**, which takes a simple, yes-or-no approach to reviewing whether individual RTP projects have certain features that support RTP goals, and on the share of the RTP budget devoted to different types of projects.
- The **system analysis**, which is a quantitative evaluation of how the RTP performs with respect to specific performance measures and targets that reflect RTP goals and policies.

These three elements are best considered side by side. Together they can be used to compare the RTP's budget to its impacts and to identify opportunities for the RTP to deliver greater benefit to the region. Metro staff will be presenting all three types of information in April and

May with Metro technical and policy committees. During April, staff will be focusing on descriptive information and the high-level assessment, both because most of the results from those analyses are ready before results of the more complex system-level evaluation, and because to allow stakeholders extra time to understand and interpret the high-level assessment, which is a new aspect of the RTP evaluation.

Project list summaries

Methods

Chapter 6 of the RTP describes the investments that are included in the plan. The plan typically summarizes the project list using the following characteristics in order to help stakeholders understand the RTP's investment profile and priorities:

By investment scenario: The RTP contains several different investment scenarios that represent when projects are intended to be built (short- vs. long-term) and whether or not funding is expected to be available to cover the project given other priorities (constrained vs. strategic). This information can help to understand the timing and likelihood of different projects, as well as the extent to which the region is prioritizing different projects – often decision-makers see near-term projects as higher priorities than long-term ones, and constrained projects as higher priorities than strategic ones.

By investment category: Lead agencies assign an investment category to all RTP projects that represents how the majority of project funds will be spent. These investment categories describe characteristics such as the type of investment (capital vs. maintenance and/or operations), the primary mode of investment (particularly for transit and active transportation projects, since these are critical to achieving many different RTP goals), and for roadway projects, the type of facility involved (throughways vs. roads and bridges). For the 2023 RTP update, Metro staff have added a dedicated Megaprojects investment category for multimodal projects with a value over \$2 billion. These categories are important for understanding the RTP's investment priorities and also for demonstrating financial constraint (i.e., that the region can be reasonably expected to have the funding to play for planned investments) since many of the revenue streams accounted for in the RTP are restricted to certain types of projects.

By cost category: The projects in the RTP range in cost from roughly \$1.5 million to \$6 billion dollars. Some investment categories consist of hundreds of smaller projects and some consist of a few large projects. Looking at projects by cost can help to understand how and the RTP is investing in different priorities, and can also help stakeholders strategically identify opportunities to improve the project list.

More information on how these characteristics are described is available in the descriptions of the results below. There are two important limitations that stakeholders should be aware of when reviewing these results:

- **The results rely on information submitted by lead agencies.** Metro staff provided guidance accompanying the RTP Call for Projects on how lead agencies should enter the information described above, but do not have the capacity to verify that this information was correctly entered for each RTP project.

- **The summary assigns projects to a single investment category, selected by lead agencies to reflect how the majority of each project’s budget is spent.** Lead agencies do not break out project spending by investment category. For example, if a project to create new high-capacity transit service also invests in walking and bicycling facilities connecting to stations, the entire project budget would be associated with transit capital, and the portion spent on active transportation facilities would not show up as a walking + biking investment in the results below.
- **The results inflate the value of projects that are built later in the RTP time frame.** Consistent with federal guidance, the RTP uses year-of-expenditure dollars (YOE\$) when describing project costs throughout the plan. This helps to anticipate the impact of future inflation on project budgets, but it can make it challenging to compare costs between projects that are built during different time periods. For example, a project that costs \$2 million in 2030 dollars would cost \$3.6 million in 2045 dollars assuming four percent average inflation per year. Wherever possible, results present cost information both in YOE\$ and as percentages of the overall RTP budget for the given investment scenario, which helps control somewhat for this issue since the RTP includes both short- and long-term scenarios.

Results

This section summarizes the RTP project list. In addition, Appendix A includes materials that Metro staff developed to graphically summarize projects for the public, which may also help technical and policy committee members understand these results. Appendix B contains selected results by subregion.

Table 1 shows how RTP projects and spending are distributed among different investment categories under four different budget scenarios. The investment categories used in this memorandum include:

- *Road and bridge* projects, including “complete street” reconstructions, arterial street connectivity and widening, and highway overcrossings that provide mobility and access for all modes of travel.
- *Throughway* projects that add or reconfigure lanes on throughways, and which may also include improvements to nearby surface streets, active transportation facilities, and transit facilities.
- *Freight access* projects that 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.
- *Transit capital* projects include high-capacity transit extensions and regional, corridor or site-specific projects to improve speed and reliability of bus and streetcar service.
- *Walking and biking* projects fill important gaps in sidewalks, bikeways and trails to make biking and walking safe, convenient and accessible for all ages and abilities.
- *Information and technology* projects use information and technology to manage travel demand and/or the transportation system and to help people learn about travel options.
- *Megaprojects* include multimodal projects that cost over \$2 billion. The Interstate 5 Bridge Replacement is currently the only project in this category.

- *Other* projects include regional programmatic investments like the Regional Travel Options program.
- *Transit service and operations* projects fund the continued operation of the existing transit network.
- *Transit maintenance* projects fund the maintenance of the existing transit network.
- *Road, bridge, and throughway maintenance* projects maintain the existing roadway network, sometimes including existing on-street active transportation facilities.

The following budget scenarios are used in this memorandum:

- The *short-term constrained* scenario includes projects that the region can reasonably expect to build between 2023 and 2030 with the funds that are likely to be available during that time period. The highest priority projects in the region typically end up in this scenario.
- The *long-term constrained* scenario includes projects that the region can reasonably expect to build between 2030 and 2045 with the funds that are likely to be available during that time period. This scenario covers twice as many years as the short-term constrained scenario, and its budget is also roughly double the size.
- The *total constrained* or *constrained* scenario includes both the short- and long-term constrained scenarios, and therefore all investments that the region can reasonably expect to fund between 2023 and 2035.
- The *strategic scenario* includes additional strategic priority investments that could be built with additional transportation resources if they became available in the region. These projects are not anticipated to be completed unless new, as of yet identified funding becomes available. Since the financial forecast for the next several years is generally much clearer than for later years, Strategic projects are assumed to be implemented between 2030 and 2045.

Table 1: RTP spending by investment category and budget scenario

Investment category	Total constrained		Short-term constrained		Long-term constrained		Strategic	
	YOE\$m	%	YOE\$m	%	YOE\$m	%	YOE\$m	%
Walking + Biking	\$3,073	4.2%	\$955	4.9%	\$2,118	3.9%	\$3,177	14.3%
Freight Access	\$381	0.5%	\$74	0.4%	\$307	0.6%	\$155	0.7%
Roads + Bridges	\$7,885	10.8%	\$3,523	18.2%	\$4,362	8.1%	\$4,264	19.2%
Throughways	\$4,729	6.4%	\$2,600	13.4%	\$2,129	3.9%	\$2,322	10.4%
Transit Capital	\$2,658	3.6%	\$1,021	5.3%	\$1,637	3.0%	\$11,828	53.2%
Info + Technology	\$573	0.8%	\$165	0.8%	\$408	0.8%	\$132	0.6%
Megaprojects	\$6,000	8.2%	\$0	0.0%	\$6,000	11.1%	\$0	0.0%
Other	\$71	0.1%	\$21	0.1%	\$50	0.1%	\$0	0.0%
Transit Maintenance	\$4,958	6.8%	\$1,260	6.5%	\$3,698	6.9%	\$0	0.0%
Transit Service + Operations	\$27,593	37.6%	\$5,836	30.1%	\$21,757	40.3%	\$368	1.7%
Throughway + Road + Bridge Maintenance	\$15,413	21.0%	\$3,951	20.4%	\$11,461	21.3%	\$0	0.0%
Total	\$73,334	100.0%	\$19,405	100.0%	\$53,929	100.0%	\$22,247	100.0%

The majority of RTP spending goes toward maintaining and operating the existing transportation system. Collectively, **maintaining the region's roads and transit infrastructure and operating the transit system accounts for 65% of all constrained spending.**¹ This limits the share of funding that goes toward the capital projects and programmatic investments that the region uses to better meet goals. It also speaks to the importance of carefully selecting capital projects for inclusion in the RTP, because today's investments will need maintaining and operating for decades to come.

Among the RTP's constrained capital budget, the **largest shares of spending go toward roads and bridges, megaprojects, and throughways.** Significant but smaller shares of capital spending also go toward walking and biking and transit capital projects. In contrast, transit capital accounts by far for the largest share of spending under the strategic scenario, and walking and biking accounts for a much larger share of spending under this scenario relative to other categories. This suggests that **the amount and type of funding available may be preventing the region from funding transit and active transportation projects that are otherwise high priorities.**

Table 2 shows the number and average cost of constrained capital RTP projects by investment category. This table helps to illustrate how the composition of these categories differs.

Table 2: Number and average cost of constrained RTP projects by investment category (capital projects and programmatic investments only)

Investment category	Less than \$3m	\$3m to \$10m	\$10m to \$25m	\$25m to \$100m	\$100m to \$1b	\$1b and up	Total	Average cost per project (YOE\$m)
Walking + Biking	34	153	97	18	0	0	302	\$10
Freight Access	1	4	2	7	0	0	14	\$27
Roads + Bridges	12	105	84	68	8	0	277	\$28
Throughways	0	1	3	10	9	0	23	\$206
Transit Capital	11	8	6	13	5	0	43	\$62
Info + Technology	10	22	10	5	0	0	47	\$12
Megaprojects	0	0	0	0	0	1	1	\$6,000
Other	0	1	2	1	0	0	4	\$18
<i>Total</i>	<i>68</i>	<i>294</i>	<i>204</i>	<i>122</i>	<i>22</i>	<i>1</i>	<i>711</i>	<i>\$36</i>

Some investment categories – including walking and biking, freight access, roads and bridges, and information and technology – consist of many different projects, the majority of which cost less than \$25 million. Other categories, like throughways, transit capital projects, and megaprojects, tend to consist of fewer, costlier projects. In categories that consist of fewer,

¹ The region's policy of maintaining the system in a good state of repair means that all spending on operations and maintenance must be part of the constrained project list. New and unanticipated funding sources tend to focus on programmatic investments and capital projects, so those are the focus of the Strategic scenario, and that scenario does not include any spending on maintaining or operating the existing system.

larger projects, making changes to a single project or two can have a significant impact on the RTP's progress toward regional goals. This relationship between individual projects and regional goals is the subject of the high-level assessment, which is discussed in the next section.

High-level assessment

Background

The goal of the high-level assessment is to provide decision-makers, agency partners, and community members with information on how the investments included in the draft RTP project list support the RTP vision, goals, and policies. The assessment shows how individual projects, as well as the collective set of RTP projects, advance each of the five RTP goals.

During this update, as well as during the past several RTP cycles, an increasing number of stakeholders have been asking for information to help better understand how the different investments in the RTP relate to the overarching policy goals. These calls have coincided with a growing urgency surrounding issues like rising transportation fatalities, high housing costs and their impact on equity, and the impacts of climate change in the region. The high-level assessment provides information that can help stakeholders understand the extent to which the RTP is prioritizing investments that address these issues.

Metro staff presented a draft proposal outlining the high-level assessment process and measures to TPAC in November during discussion of the RTP Call for Projects. In December, staff shared changes to the high-level assessment measures and methodologies that reflected TPAC's feedback, which included significant changes to several of the initial draft measures. Appendix A contains a memorandum summarizing these changes.

The initial high-level assessment proposal was also informed by the 2018 RTP update, which tested a rigorous and quantitative approach to analyzing projects. This exercise revealed the limitations inherent in evaluating and comparing the diverse projects in the RTP. After devoting considerable effort to the analysis, Metro and partner agencies felt like the results couldn't reliably be compared between projects. Partners recommended that future RTP updates use a simple, transparent set of criteria to explore and communicate how projects relate to goals. The approach and results presented in this memorandum carry out that recommendation.

The high-level assessment aims to provide information and spur conversation about how to best align the projects in the RTP with its goals. The assessment is not intended to serve as a screen for determining which projects do and don't make it into the RTP. It is intended to help identify opportunities to improve the project list and to prioritize beneficial projects. During the 2018 RTP update, a similar assessment was conducted with respect to safety. Based on the results, JPACT and Metro Council requested that lead agencies update the descriptions of several projects to better reflect their impacts on safety and recommended moving some projects between the near- and long-term constrained project lists.

Methodology and measures

The high-level assessment includes ten measures – two for each of the five RTP goal areas (Equity, Climate, Safety, Mobility, and Economy). Each measure asks a simple yes-or-no question that can be answered using maps and analyses from the RTP and the information that lead agencies submit through the RTP call for projects. Metro staff applied the assessment to each of the capital projects and programmatic investments in the RTP to create the draft results presented in the next section.

Table 3 summarizes each measure, including the data source and the methodology used to assess RTP projects. Appendix C contains a more detailed description of the high-level assessment methodology.

Table 3: High-level assessment measures, data sources, and assessment methods

Brief name	Measure	Data source(s)	Assessment method
<i>Equity</i>			
In equity focus areas	Is the project located in an Equity Focus Area?	Equity Focus Area map , project location	Projects that overlap ² an Equity Focus Area receive credit.
Equity projects	Does the project invest primarily in transit or active transportation, or close a gap in the transit or active transportation networks?	Prior regional community engagement on equity, RTP network gap maps, investment category, project location	Projects receive credit if they invest primarily in active transportation or transit. Roadway and freight projects that include bicycle and pedestrian design elements receive credit if they overlap a gap in active transportation networks.
<i>Climate</i>			
Climate action	Does the project have a high or medium greenhouse gas reduction potential?	Climate Smart Strategy , investment category	Projects in investment categories that align with high-impact Climate Smart strategies receive two points. Projects in investment categories that align with medium-impact strategies receive one point.
Resilience	Is the project located on a Regional Emergency Transportation Route or Statewide Seismic Lifeline Route?	Regional Emergency Transportation Route map , Seismic Lifeline maps , project location	Projects that overlap the routes identified in either one of these maps receive credit.
<i>Safety</i>			
Safety projects	Is the project identified as safety project?	Agency identified consistent with RTP definition ³	Projects receive credit if the lead agency identifies a project as meeting the definition of a safety project.

² For the purposes of the assessment projects get credit whether they fully or partially overlap the geography in question. Metro staff use 40-foot buffers whenever determining whether two different features overlap each other.

³

Brief name	Measure	Data source(s)	Assessment method
High injury network	Is the project on a high injury corridor or high injury intersection?	High Injury Corridors map, project location	Projects that overlap a high-injury corridor or intersection receive credit.
<i>Mobility</i>			
Fill gaps	Does the project complete a gap in the RTP pedestrian, bicycle transit or motor vehicle networks?	RTP network gap maps, project location, investment category	Projects receive credit if they invest primarily in a given mode and also overlap a gap in that modal network. Roadway and freight projects that include bicycle and pedestrian design elements receive credit if they overlap a gap in active transportation networks.
Design elements	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 elements identified through the call for projects (see appendix A).
<i>Economy</i>			
Planned job centers	Is the project located in an area that is prioritized for future job growth?	2040 Growth Concept map , Title 4 Map , Title 6 Map, Metro UGB Expansion History map , project location	Projects receive credit if they overlap with one of the following land use types: <ul style="list-style-type: none"> • 2040 centers and station communities • Industrial / employment areas • UGB expansion areas
Current job centers	Is the project located in an area with higher-than-average job activity?	Economic Value Atlas , project location	Projects receive credit if they fully or partially overlap with an area with higher-than-average job activity. (GIS)

The measures listed above were selected to:

- **Reflect RTP policy.** Wherever possible, the measures above draw on adopted RTP policies and policy maps.
- **Apply to a wide range of project types and sizes** – including relatively inexpensive bicycle and pedestrian projects, major transit and throughway projects, and regional programs like Metro’s Regional Travel Options and Transportation System Management and Operations program or programmatic countywide investments.
- **Be simple and transparent.** The assessment asks yes-or-no questions that are easy to answer based on established RTP policies and practices. The goal is to report on how key aspects of the RTP are being implemented – not to account for all the nuances of what makes a “good” transportation project.
- **Highlight projects that meet multiple RTP goals.** Prior RTP work and feedback from agency and community members have repeatedly highlighted that many projects in the RTP serve multiple goals. For example, providing high-frequency transit in key locations supports climate, mobility, and equity goals.
- **Be implementable given the time, resources and information available through the RTP process.** There are more than 1,000 projects in the draft RTP project list. The high-level assessment is automated and based on existing maps and data and the information provided by nominating agencies through the Call for Projects.

Limitations

The high-level assessment is a new component of the 2023 RTP update that is designed to provide simple and transparent information on how different projects in the RTP reflect regional policies. It is designed to provoke further ideas and questions about how to better align the RTP project list with goals – not to provide a definitive rating or screening of RTP projects. Metro staff recommend keeping the following limitations in mind when reviewing the results below.

The high-level assessment does not offer an “apples-to-apples” comparison between different goal areas. This is because the RTP policies that guide the design of the assessment define “good” investments more broadly for some goals than others. For example, the planned job centers used in the Economy measures cover the majority of jobs and people in the region; only a fraction of jobs and people are located along the high-injury network used in the Safety measures. The region focuses transportation investments on places where jobs and people are concentrated, so all things being equal more projects will meet the Economy measure than the Safety measure. Similarly, one of the Mobility measures gives credit to projects that spend *any* resources on a relevant design element to qualify, whereas under one of the Climate measures projects only get credit if they devote *the majority of* resources to high- or medium-impact greenhouse gas reduction strategies, so the former measure is more inclusive than the latter. **The results of the assessment can make it appear as if the RTP invests more money in meeting one goal than in others when in fact that goal simply uses more expansive measures.**

The high-level assessment is biased in favor of larger projects.⁴ All other things being equal, a project that covers a large area and/or invests in a variety of modes (i.e., a multimodal corridor improvement project covering several miles of a major arterial and the surrounding streets) is more likely to overlap with an Equity Focus Area or one of the other geographies used in the assessment – and therefore to receive credit for the associated measure – than a targeted project that covers a small area (i.e., a project that redesigns a specific intersection for pedestrians). This runs counter to an expectation expressed by some stakeholders that a project’s benefit to the region should be proportional to its cost, so that projects that consume a greater share of the region’s transportation funds deliver greater benefits in return. **The high-level assessment treats all projects equally; it does not attempt to hold more costly projects to a higher standard even though the assessment is biased in their favor.**

The high-level assessment relies on the limited and imperfect information that is provided by lead agencies through the RTP call for projects. Some projects are missing the geographic data needed to apply the many map-based measures used in the assessment. Lead agencies were not always consistent in entering the information used to analyze some measures.⁵ Metro staff do not have the capacity to review each RTP project to determine

⁴ This bias does not extend to large programmatic investments because they are exempt from certain measures; see next bullet.

⁵ This was particularly an issue with the measure that captures whether projects meet the RTP definition of a safety project. Though the project hub guidance directed lead agencies to the definition of safety projects for

whether lead agencies entered information correctly, and even if they did, it is not possible for such a simplified assessment to capture all the nuances of what makes a “good” RTP project. **The results serve as a useful starting point for understanding the benefits of individual RTP projects, but the high-level assessment is not intended to be an authoritative statement on the benefits of any individual RTP project.**

There are no targets associated with the high-level assessment. Due to the issues above, as well as the fact that the high-level assessment is a new element of the RTP, there are no established targets for how much spending on any of the measures used in the high-level assessment is “enough.”

Draft results

This section presents aggregate information on the amount and percentage of the RTP budget that is devoted to projects that support the five goals captured in the high-level assessment. In addition, Appendix A includes materials that Metro staff developed to graphically summarize projects for the public, which may also help technical and policy committee members understand these results. Appendix B contains selected results by county. Some of the results below refer to budget scenarios defined previously in this memo; refer to the Results subsection of the Project list summaries for more information on these scenarios.

Table 4 shows how much RTP spending is devoted to projects that receive credit for the different measures defined in Table 3 above.

reference, Metro staff reviewed several instances where lead agencies did not follow this guidance and described their project as a safety project when it clearly did not meet the RTP definition.

Table 4: Amount and percentage of RTP spending on different project types captured in the high-level assessment, by budget scenario

Project type	Near-term constrained		Long-term constrained		Total constrained		Total strategic	
	YOE\$b	%	YOE\$b	%	YOE\$b	%	YOE\$b	%
<i>Equity</i>								
In equity focus areas	\$5.5	69%	\$12.5	78%	\$18.1	75%	\$17.9	82%
Equity projects	\$2.9	37%	\$5.7	35%	\$8.6	36%	\$17.3	79%
Both	\$2.2	27%	\$4.0	25%	\$6.2	26%	\$14.7	67%
<i>Climate</i>								
Climate action	\$2.6	32%	\$4.2	26%	\$6.7	28%	\$15.1	69%
Resilience	\$5.7	72%	\$11.5	71%	\$17.2	71%	\$11.1	51%
Both	\$1.5	18%	\$2.0	13%	\$3.5	15%	\$6.5	30%
<i>Safety</i>								
Safety projects	\$5.3	66%	\$11.8	73%	\$17.0	71%	\$4.8	22%
High injury network	\$3.2	40%	\$9.6	60%	\$12.8	53%	\$8.5	39%
Both	\$1.9	24%	\$8.5	53%	\$10.4	43%	\$1.9	9%
<i>Mobility</i>								
Fill gaps	\$2.4	30%	\$4.5	28%	\$6.9	29%	\$10.1	46%
Design elements	\$7.6	95%	\$14.4	90%	\$22.0	91%	\$20.5	94%
Both	\$2.4	30%	\$4.5	28%	\$6.9	29%	\$9.8	45%
<i>Economy</i>								
Planned job centers	\$7.1	89%	\$14.0	87%	\$21.1	88%	\$20.0	92%
Current job centers	\$6.7	83%	\$12.6	78%	\$19.3	80%	\$19.0	87%
Both	\$6.4	80%	\$12.1	76%	\$18.5	77%	\$18.5	85%
<i>Total</i>	\$8.0		\$16.1		\$24.1		\$21.9	

These results can be used to explore several different questions related to the RTP's alignment with regional goals.

How urgently is the region investing in different priorities? To answer this question, we can compare the amount invested in different project types between the near-term constrained and the long-term constrained scenarios:

- The RTP invests a **significantly lower share of near-term resources on projects in equity focus areas** (69% of the near-term budget vs. 78% of the long-term budget) **and on projects on high injury corridors or intersections** (40% vs. 60%). Moving these types of projects from the long-term to the near-term list would help prioritize projects that support equity and safety.
- Relative to long-term investments, the **RTP invests a significantly higher share of near-term resources on projects that implement Climate Smart strategies** (32% vs. 26%). This could reflect an effort to prioritize climate investments.

Would more funding help the RTP better meet its goals? To answer this, we can compare the amount invested in different project types between the constrained and strategic scenarios. **The strategic scenario invests a far larger share in equity, reducing GHG emissions, and in closing gaps in multimodal networks than the constrained scenario does.** This may

mean that there are opportunities to better meet equity, climate and mobility goals by moving certain projects from the strategic list to the constrained list – or it may mean that the amount and type of transportation funding that is currently available limits progress toward regional goals.

Are there opportunities to improve projects? Ideally, projects that meet needs would be located in the places that have the greatest needs. Equity, safety, and mobility each contain two complimentary measures – one focused on the project type and one focused on the project’s location with respect to areas of need. Ideally, projects that receive credit for one measure in these areas would also receive credit for the other:

- **Equity:** 75% of constrained projects are in Equity Focus Areas, 36% of projects focus on investments that underserved people prioritize, and 26% of projects do both. This means that only one third of investments in equity focus areas are focused on equity investments. Prioritizing more equity-focused projects within EFAs could help the RTP better meet equity goals.
- **Safety:** We see similar patterns for safety as for equity, though they are less pronounced. Including more safety-related elements in projects that are on the high injury network could help to better meet safety outcomes.
- **Mobility:** 29% of constrained projects complete gaps in the multimodal network, 91% include multimodal design elements, and 29% do both. Almost all projects that complete gaps in the multimodal network also include multimodal design elements, which suggests that the region is making targeted investments in meeting its mobility goals.

Table 5 shows how spending across the different investment categories used in the previous section aligns with the measures used in the high-level assessment. This helps to illustrate how different types of investments align with different regional goals.

Table 5: Percentage of project spending that meets high-level assessment measures, by investment category

Project type	Walking + Biking	Freight Access	Roads + Bridges	Throughways	Transit Capital	Info + Technology	Megaprojects
<i>Equity</i>							
In equity focus areas	66%	27%	67%	71%	77%	17%	100%
Equity projects	100%	21%	42%	0%	100%	0%	0%
Both	66%	0%	31%	0%	77%	0%	0%
<i>Climate</i>							
Climate action	100%	0%	0%	9%	100%	100%	0%
Resilience	33%	68%	47%	100%	73%	20%	100%
Both	33%	0%	0%	9%	73%	20%	0%
<i>Safety</i>							
Safety projects	90%	47%	63%	57%	42%	15%	100%
High injury network	27%	41%	27%	42%	70%	16%	100%
Both	26%	22%	22%	21%	42%	5%	100%
<i>Mobility</i>							
Fill gaps	64%	21%	44%	0%	73%	0%	0%
Design elements	100%	48%	89%	76%	100%	97%	100%
Both	64%	21%	43%	0%	73%	0%	0%
<i>Economy</i>							
Planned job centers	76%	87%	83%	100%	77%	23%	100%
Current job centers	64%	83%	62%	100%	76%	21%	100%
Both	54%	82%	56%	100%	76%	21%	100%

Transit and active transportation projects are particularly likely to meet equity, climate, safety, and mobility goals, which should come as no surprise since the region’s climate, safety, equity and mobility policies all focus heavily on supporting multimodal travel. Freight and throughway projects are well-aligned with economic goals. Throughway projects often touch on key geographies like equity focus areas, emergency routes, and the high-injury network, but they are less likely to include the features that are necessary to meet other equity, climate, and safety criteria. The one megaproject in the region, the Interstate 5 Bridge Replacement, performs well with respect to many criteria, as would be expected of an expansive multimodal project.

Draft system analysis results

System completeness

System completeness, which measures the percentage of the planned transportation network that is expected to be complete under different RTP budget scenarios, is a critical performance measure for the RTP that touches on each of the five goal areas. Different RTP policies prioritize the completion of different modal networks or of transportation facilities in key locations within the region. Table 6 shows results for the many different ways that system completeness is evaluated in the RTP. The text below discusses how RTP policies priorities system completeness in different ways and offers findings for each goal area in light of this policy direction.

Table 6: Draft 2023 RTP system completeness results, by goal area, modal network, and subarea

Network	Percent of miles completed			Strategic
	Baseline (2020)	Near-term constrained (2030)	Long-term constrained (2045)	
General / mobility and climate				
Regional:				
Pedestrian network	57%	62%	69%	75%
Bicycle network	55%	70%	70%	70%
Trail network	43%	48%	58%	64%
Motor vehicle network	98%	99%	99%	99%
Near transit:				
Pedestrian network	63%	68%	74%	78%
Bicycle network	60%	74%	74%	74%
Equity				
In equity focus areas:				
Pedestrian network	70%	76%	81%	85%
Pedestrian network near transit	73%	78%	83%	86%
Bicycle network	61%	77%	78%	78%
Bicycle network near transit	64%	80%	80%	80%
Outside of equity focus areas:				
Pedestrian network	45%	49%	58%	65%
Pedestrian network near transit	53%	56%	64%	70%
Bicycle network	49%	63%	63%	63%
Bicycle network near transit	55%	68%	68%	68%
Safety				
Along arterials:				
Pedestrian network	56%	61%	70%	76%
Bicycle network	66%	83%	83%	83%
Economy⁶				
Within 2040 regional, city and town centers:				
Pedestrian network	78%	79%	82%	85%
Bicycle network	66%	76%	76%	76%
Within 2040 station communities:				
Pedestrian network	63%	67%	70%	73%
Bicycle network	57%	73%	73%	73%
Within 2040 mixed-use zoning areas:				
Pedestrian network	81%	85%	89%	90%
Bicycle network	66%	84%	84%	84%
Within 2040 employment and industrial areas:				
Pedestrian network	39%	44%	52%	59%
Bicycle network	55%	69%	69%	69%

General and mobility / climate

The RTP strives to provide multimodal transportation choices and encourage low-carbon transportation across the region. The draft mobility policies call for the region to “Provide

⁶ The subarea results reported in this section are mutually exclusive. There are station communities both within and outside of regional, city, and town centers; the “station community” results shown here only apply to the latter. Similarly, results for 2040 mixed-use areas exclude mixed-use areas located within regional, city and town centers and station communities.

people and businesses a variety of seamless and well-connected travel modes and services that increase connectivity, increase choices and access to low carbon transportation options” (Policy 2), while the climate policies direct the region to “significantly increase transit ridership” and “significantly increase walking and bicycling mode shares.” Implementing these policies means completing all modal networks, and particularly prioritizing completion of the transit and active transportation networks, both since those networks are less complete than the motor vehicle network and since those modes are critical to meeting climate targets. As of 2020, **the motor vehicle network was far more complete (98%) than those other networks**, which are between 43% and 57% complete. **The RTP reduces this disparity but does not eliminate it**, increasing completion of transit and active transportation networks by at least 15% between 2020 and 2045 while motor vehicle network completion only increases by one percent.

Table 6 also tracks the completion of bicycle and pedestrian facilities near transit. Most transit riders walk to stations, so completing these facilities (which is the focus of draft RTP Transit policy 6) helps to increase transit ridership overall. **The draft RTP does not necessarily appear to be prioritizing completion of walk and bike connections to transit stations.** Active transportation networks near transit are 5% to 6% more complete than active transportation networks elsewhere in the region in 2020, but the RTP does slightly less to complete these networks near transit between 2020 and 2045 than it does to complete bicycle and pedestrian networks overall.

The regional numbers shown in Table 6 are also generally relevant to other RTP goals discussed below because they often serve as baselines against which to evaluate whether the RTP is prioritizing the investments called for under these goals.

Equity

Draft RTP equity policy 3 prioritizes “transportation investments that eliminate transportation-related disparities and barriers for historically marginalized communities, with a focus on communities of color and people with low income.” The RTP maps Equity Focus Areas (which are areas with high concentrations of people of color, people with low incomes, and people who speak limited English) in order to identify investments that have the potential to reduce race- and income-related disparities. People living in equity focus areas have expressed a desire for safer walking and bicycling connections and better access to transit, so the RTP tracks the completeness of the bicycle and pedestrian system, both in general and near transit, in equity focus areas.

As of 2020, bicycle and pedestrian networks were roughly ten to 20 percent more complete in equity focus areas than in other communities, both in general and near transit. However, **the RTP does not appear to prioritize the completion of active transportation networks in equity focus areas.** In most cases, the RTP makes slightly more progress completing these networks outside of EFAs than within EFAs.

Safety

Draft safety and security policy 2 is, “Prioritize safety investments, education and equitable enforcement on high injury and high risk corridors and intersections.” Most of these high injury corridors and intersections are located along arterial streets. Many arterials have a mix

of transit routes and active transportation facilities alongside vehicle lanes with relatively high traffic speeds, a combination that can pose special risks for vulnerable travelers. 77 percent of serious pedestrian crashes occur on arterials. Table 6 tracks the completion of pedestrian and bicycle facilities along arterials to evaluate how the region is addressing arterial safety issues.

As of 2020, the pedestrian network along arterials was roughly as complete as in the rest of the region, and is projected to advance toward completeness at the same rate as the region's pedestrian network between now and 2045. However, the region makes much more short-term progress between now and 2030 in completing the regional pedestrian network in general than it does in completing the pedestrian network along arterials. The bicycle network along arterials was 11% more complete than the regional bike network in 2020, and that figure is expected to increase slightly to 12% in 2030 and 13% in 2045. **Overall, the region appears to be placing a slight priority on completing the bicycle and pedestrian network along arterials, but it may be necessary to further prioritize completing sidewalks and crossing along arterials in order to make them safe for people walking.**

Economy

In order to support the region's economic development, the RTP must make transportation investments that support the planned development of the areas that are expected to contain most of the region's jobs. These areas are designated in the 2040 Growth Concept, and draft regional design policy 1 is, "Design the transportation system to implement the planned land uses and regional urban form envisioned in the 2040 Growth Concept" – including land uses that create space for jobs. This includes completing the bicycle and pedestrian networks in employment areas so that workers can easily run errands, get food, and make short trips to and from transit.

Table 6 reports on the completion of the bicycle and transit network in several different areas designated by the 2040 Growth Concept:⁷

- The *regional, city and town* centers that serve as the region's business, cultural and civic hubs. The bicycle and pedestrian networks in these areas are largely complete, though significant gaps remain. The RTP makes more modest progress completing the networks in these areas than in the region as a whole.
- *Station communities* centered on high-capacity-transit stations that feature a variety of shops and services. The active transportation networks in these areas are slightly more complete than in the rest of the region. Under the RTP, the bicycle network in these areas grows at the same pace as in the rest of the region, but not the pedestrian network.
- *Mixed-use areas* that are planned for a mix of housing, jobs and services. The bicycle and pedestrian networks in these areas are largely complete and the RTP makes modest progress completing them.
- *Employment and industrial areas* that are critical to our region's economy. Pedestrian and bicycle network completion is relatively low in these areas, where the need for freight access and ample floor space for manufacturing or warehousing can pose

⁷ See <https://www.oregonmetro.gov/2040-growth-concept> for a map and other information.

challenges to creating convenient and safe walking and biking environments. Under the RTP, the active transportation networks in these communities develops at a similar pace as in the region as a whole.

Safety performance measures

The RTP includes ambitious targets to reduce fatal and serious injury crashes by 16 percent by 2020, by 50 percent by 2025, and to zero by 2035. The system analysis takes a different approach to evaluating progress toward these targets than in other goal areas. Metro’s travel model, which is the primary tool used to forecast the RTP’s impacts on regional goals, is not capable of forecasting crashes. Instead, the system analysis compares the trends represented in recent safety data with the targets listed above to assess the region’s progress toward its safety goals. This enables Metro staff to present safety results in advance of results for other performance measures, which will be available in May when modeling is complete. The information presented here is drawn from what Metro staff presented previously as part of the RTP needs assessment in November 2022.⁸

The RTP reports several different federally-required safety measures that reflect different components of the region’s Vision Zero goals. Table 4.1 summarizes regional progress towards its targets.

Table 4.7: Federal Safety Performance Measures for Traffic Fatalities and Serious Injuries, 2016-2020 (Oregon Department of Transportation crash data analyzed by Metro)

Performance Measure	5-year rolling averages		
	2011-2015 Baseline	2016- 2020 Target	2016- 2020 Actual
Number of fatalities	62	52	93
Fatalities per 100 million vehicle miles traveled	0.6	0.5	0.9
Number of serious injuries	458	384	512
Serious injuries per 100 million vehicle miles traveled	4.5	3.6	4.8
Number of non-motorized fatalities and serious injuries	113	95	129

The region is not on track to meet its targets. In fact, across all the measures summarized in Table 4.1, **the region’s streets have gotten less safe since Metro established this goal and began collecting baseline data.**

The information in the needs assessment offers several different insights as to what is driving the growth in serious crashes and which people and communities are impacted the most by safety issues:

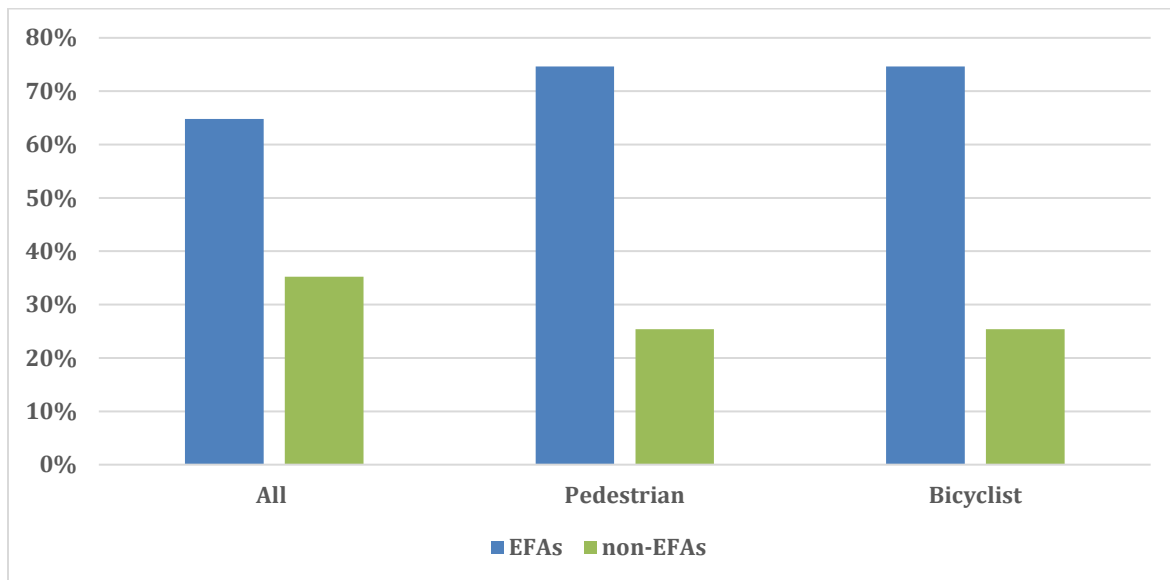
- Fatal and serious injury crashes are increasing for people using all modes – except for people bicycling.
- Fatal crashes are increasing at a more rapid rate than serious injury crashes.

⁸ Refer to <https://www.oregonmetro.gov/sites/default/files/2023/01/12/2023-RTP-Needs-Assessment-memo-nov-2022.pdf> for the full assessment of safety needs.

- Over the past five years, traffic fatalities have been increasing in Multnomah County, but not in Washington or Clackamas Counties.
- Speed, alcohol, and/or drugs continue to be the most common contributing factors in severe and fatal crashes in the region.
- Pedestrians who are involved in a crash are much more likely to die – 26 times more likely – than non-pedestrians.

Safety and equity issues are deeply intertwined. Safety and personal security when traveling are priorities for people living in equity focus areas, and people of color – especially Black, American Indian and Alaska Native people – experience higher serious crash rates than White people. As Figure 1 shows, three quarters of serious pedestrian and bicycle crashes and 65% of all serious crashes occur in Equity Focus Areas (EFAs).

Figure 1: Percent of average annual traffic fatalities and severe injuries in Equity Focus Areas, by mode, 2016-2021 (ODOT crash data, analyzed by Metro staff)



Though bicycle and pedestrian infrastructure is more complete in EFAs than in other communities, a higher percent of crashes are still occurring in EFAs. One explanation for this is that roads designed for high traffic speeds can make people who walk and bike unsafe even when sidewalks and bike facilities are available.

Summary of findings

This memorandum has presented findings from three different aspects of the RTP evaluation. This section summarizes the high-level findings from the different types of information discussed here.

The project list summaries, which tabulate RTP projects and spending by investment category, investment scenario and cost, reveal that:

- Maintaining the region’s roads and transit infrastructure and operating the transit system accounts for 65% of all constrained spending.

- The largest shares of capital spending go toward roads and bridges, megaprojects, and throughways.
- The strategic scenario includes much higher levels of investment in transit capital projects and active transportation facilities than the constrained scenario, which suggests that demand for these projects exceeds the funding currently available.

The high-level assessment applies simple criteria to each project to assess its consistency with RTP policies across all five goal areas and summarizes the RTP project list through this lens.

The draft results suggest that:

- The RTP prioritizes climate mitigation in the near-term investment scenario.
- The RTP invests less in projects in equity focus areas and projects on high injury corridors and intersections in the short term than over the long term. Fast-tracking projects that support equity and safety could help the RTP better meet its goals.
- The strategic scenario invests a far larger share in equity, reducing GHG emissions, and in closing gaps in multimodal networks than the constrained scenario does. This could indicate that there are opportunities to improve the RTP's performance by funding some of these strategic investments in equity, climate and mobility – or that available funding limits progress toward goals.
- There may be opportunities to improve the RTP's performance by better targeting investments that benefit safety and equity toward the areas with the greatest need for these projects.

The draft system analysis results presented here cover system completeness and safety performance measures. Findings include:

- The motor vehicle network is significantly more complete than other modal networks. The RTP reduces this disparity, bringing active transportation networks 15% closer to completion while only completing an additional one percent of the motor vehicle network, but does not eliminate it.
- In many parts of the region that the RTP prioritizes for investment – including 2040 centers and mixed-use areas, equity focus areas, and near transit stations – active transportation networks are currently more complete than they are in the region as a whole.
- The RTP completes the bike and pedestrian network along arterials slightly more quickly than in the rest of the region. More pedestrian investments on arterials may help to address the fact that 77 percent of pedestrian fatalities occur on arterials.
- The RTP does not appear to prioritize pedestrian and bicycle investments in equity focus areas, near transit, nor in most areas prioritized for employment growth. The active transportation network in these places is projected to grow at the same rate as or more slowly than in the rest of the region.
- The region is not on track to meet its Vision Zero safety targets. In fact, the region's streets have gotten less safe since Metro established this goal and began collecting baseline data.
- Though bicycle and pedestrian infrastructure is more complete in equity focus areas (EFAs) than in other communities, a higher percent of crashes are still occurring in EFAs.

Next steps

Metro staff will present information from the RTP evaluation to RTP technical and policy committees, Metro Council, RTP stakeholders, and the public throughout April and May for feedback. The project list summaries and high-level assessment will be the focus of the April discussions. The May presentations will focus on the results of the system analysis and will also include summaries of the project list and high-level assessment in order to encourage stakeholders to consider the evaluation holistically. In June, staff will seek JPACT and Metro Council support to release the Draft 2023 RTP for public review and comment. JPACT and Metro Council may recommend potential changes to the RTP based on evaluation results and input from committees, stakeholders and the public before releasing a draft of the plan for public review.

Appendix A: Graphic project list and high-level assessment summaries

The following pages contain graphics that Metro developed to communicate the project list summaries and high-level assessment to stakeholders and the public. These materials provide the same results discussed above in a different format.

DRAFT



DRAFT 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
- 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

\$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
- 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

NOTES:

1. Year of Expenditure \$ represent current year costs inflated to a projected cost for the year of expenditure.
2. Percentages may not add up due to rounding.
3. Road and bridge projects 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.
4. 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.
5. 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.
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.

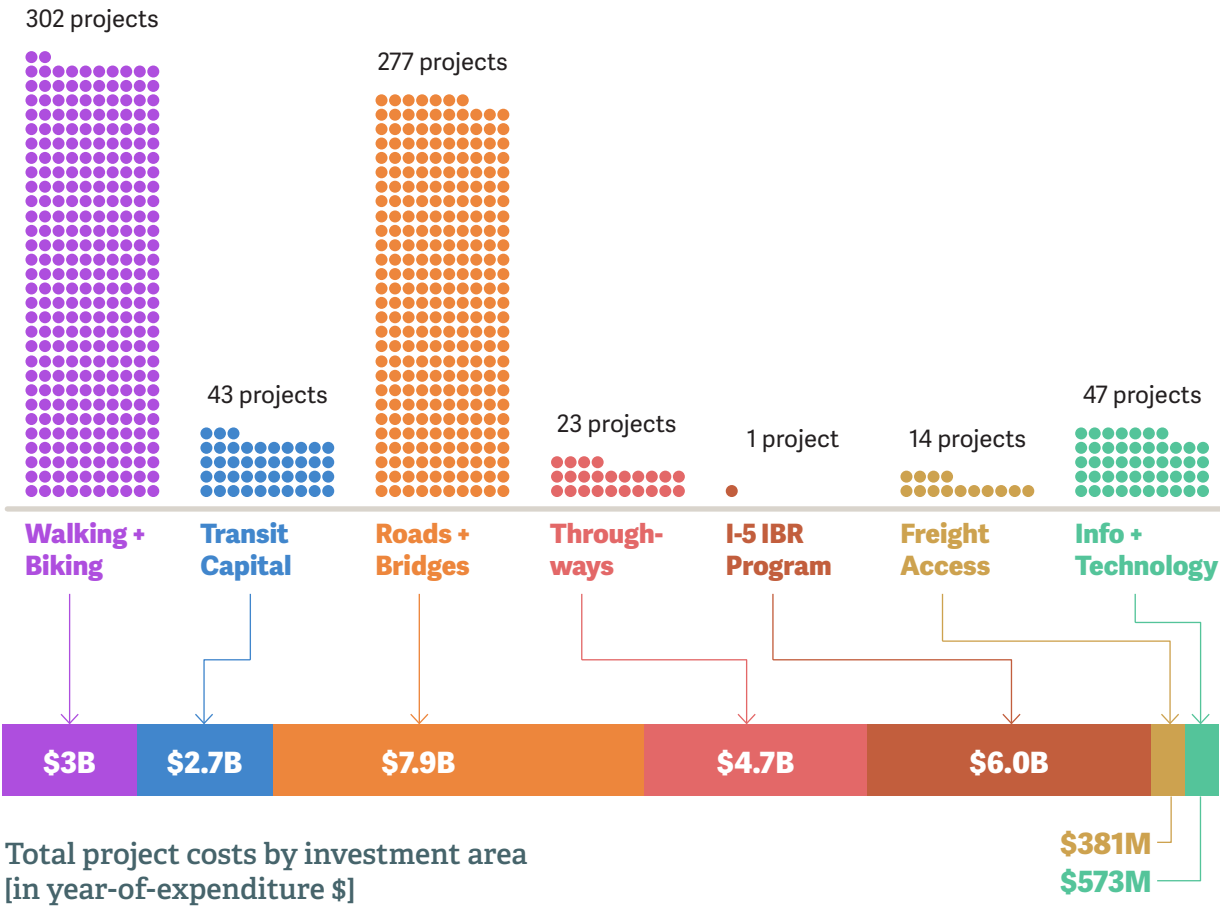
DRAFT



DRAFT 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.



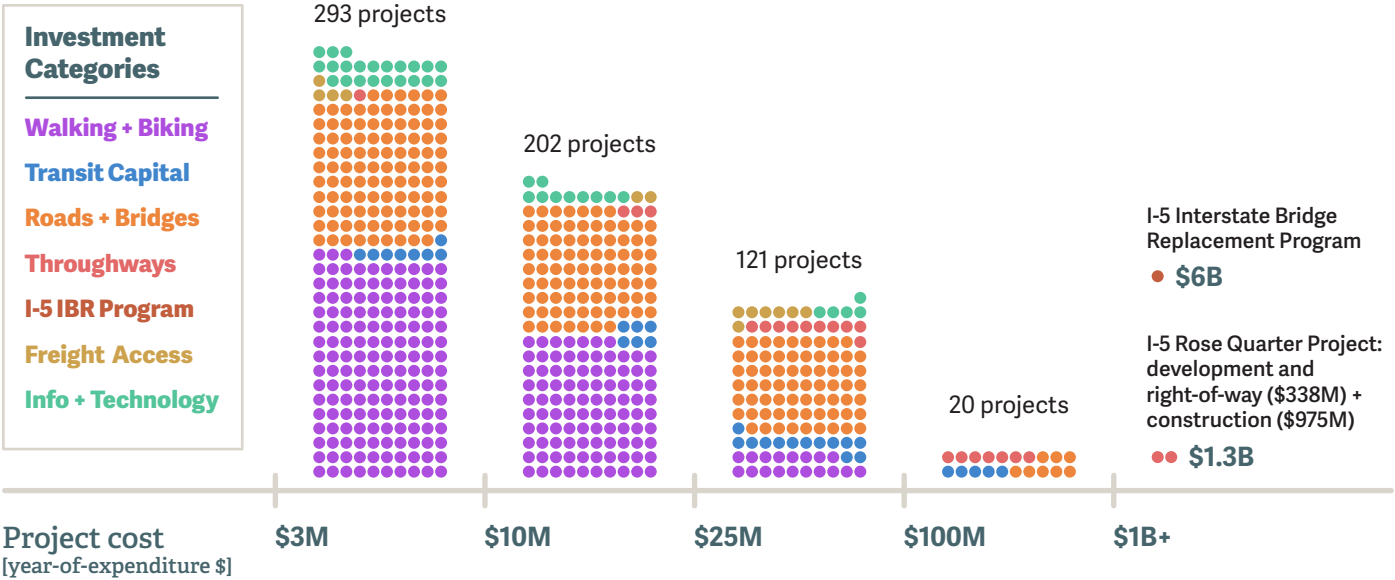
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DRAFT CONSTRAINED PROJECT LIST

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.



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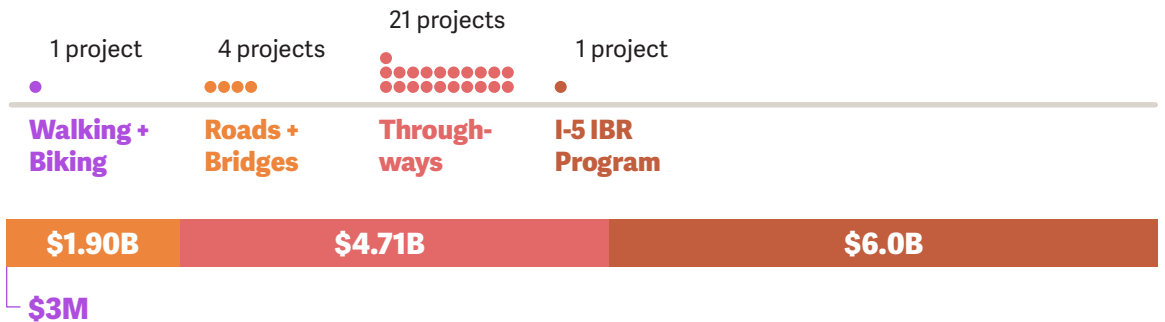
DRAFT CONSTRAINED PROJECT LIST

Nominating agencies: number and cost of capital projects by investment category

Road and transit operations and maintenance costs are not presented here. County project summaries include the projects nominated by the cities within the county and the County itself. Project costs are in year-of-expenditure dollars. Bars are not to scale. For more information about the projects and the 2023 Regional Transportation Plan visit: oregonmetro.gov/rtp.

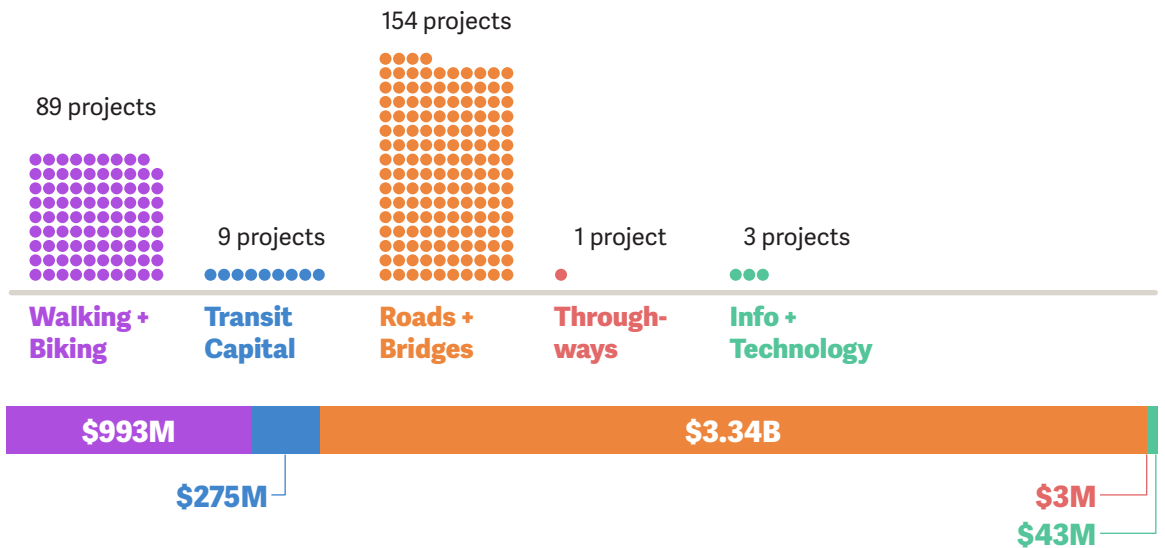
ODOT

\$12.61B
total RTP project spending [YOE \$]



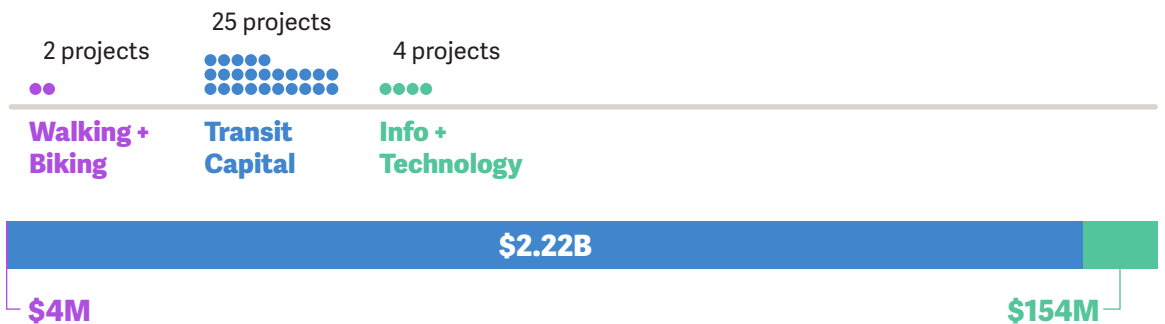
WASHINGTON COUNTY

\$4.66B
total RTP project spending [YOE \$]



TRIMET

\$2.38B
total RTP project spending [YOE \$]



DRAFT



DRAFT CONSTRAINED PROJECT LIST

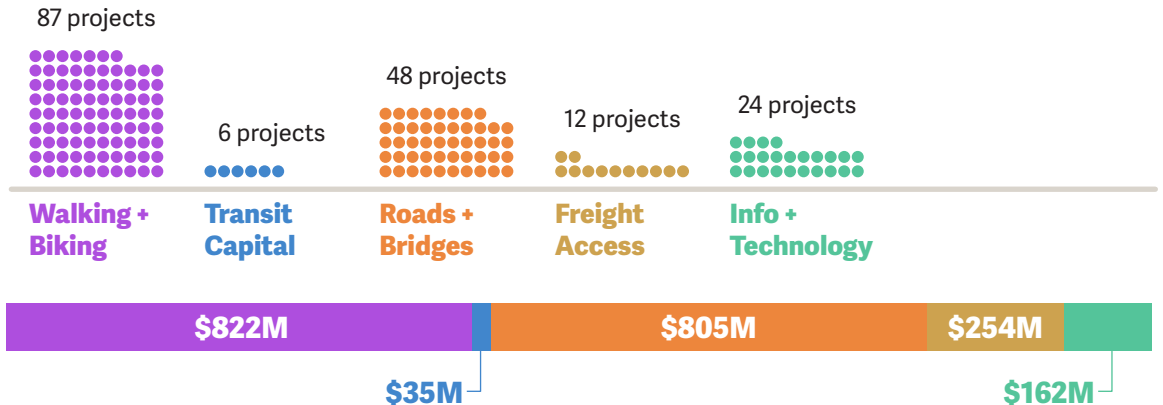
Nominating agencies: number and cost of capital projects by investment category

Road and transit operations and maintenance costs are not presented here. County project summaries include the projects nominated by the cities within the county and the County itself. Project costs are in year-of-expenditure dollars. Bars are not to scale. For more information about the projects and the 2023 Regional Transportation Plan visit: oregonmetro.gov/rtp.

CITY OF PORTLAND

\$2.08B

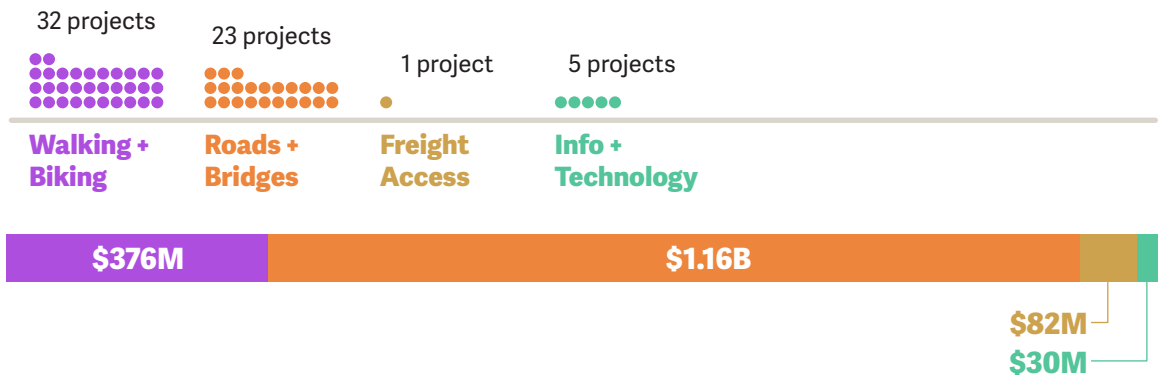
total RTP project spending [YOE \$]



MULTNOMAH COUNTY (NON-PDX)

\$1.65B

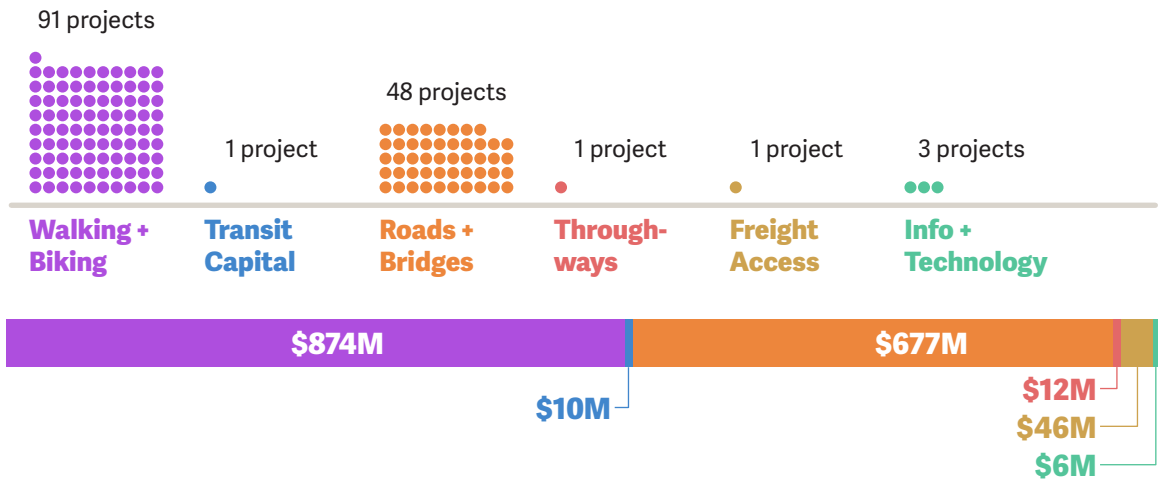
total RTP project spending [YOE \$]



CLACKAMAS COUNTY

\$1.62B

total RTP project spending [YOE \$]

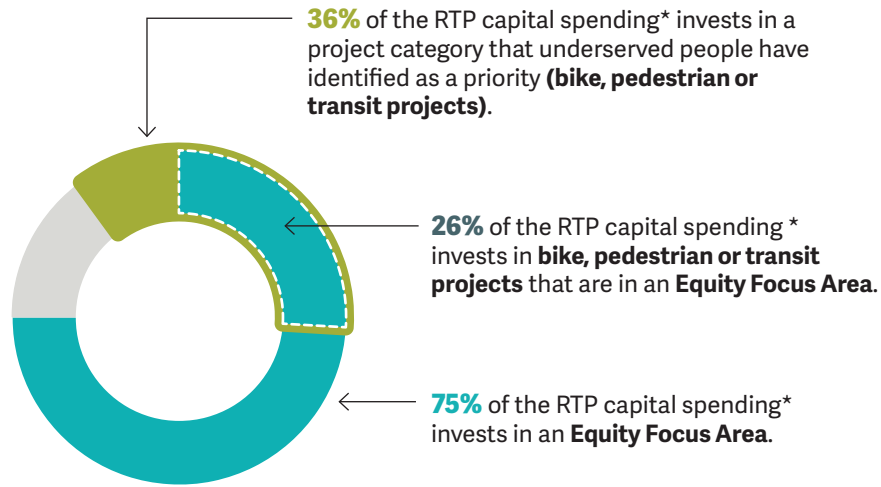




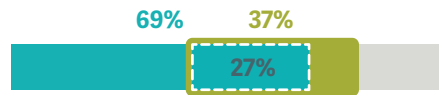
How does the RTP invest in EQUITY?

DRAFT

85%
of the RTP capital spending* invests in **EQUITY**



2030 PROJECT LIST



79% of the RTP capital spending* invests in **EQUITY**

2045 PROJECT LIST



88% of the RTP capital spending* invests in **EQUITY**

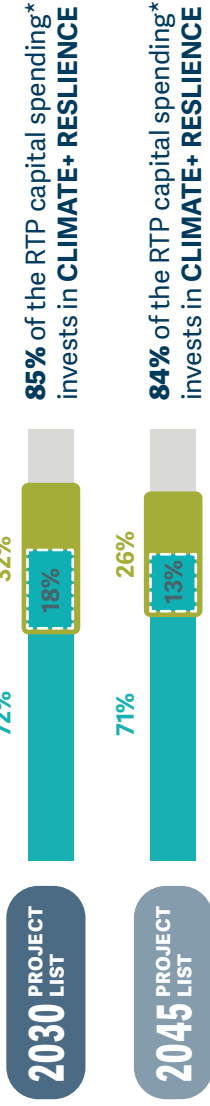
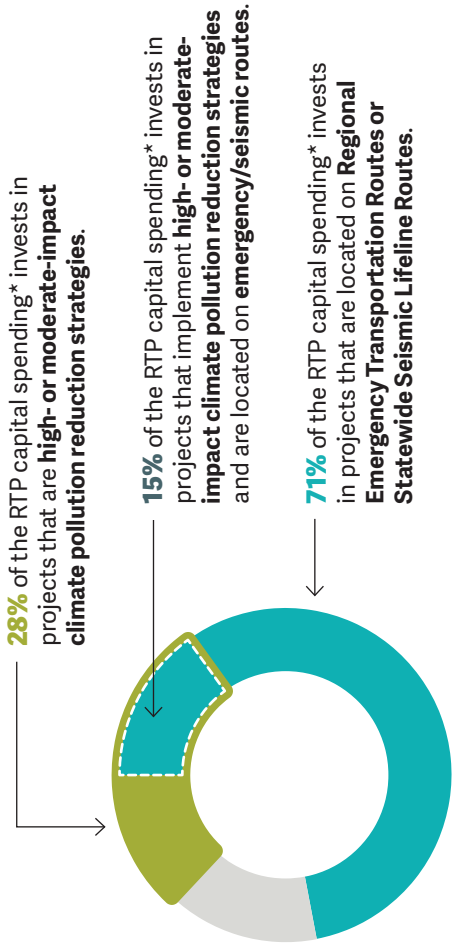
*Only capital projects and programmatic investments in the constrained project list are included in this information. These projects and programs account for roughly one-third of the RTP constrained budget. The constrained project list includes all of the projects and programs that fit within a constrained budget of federal, state and local funds the greater Portland region can reasonably expect through 2045. The remaining budget is devoted to increased transit service and shuttles, and projects that operate and maintain the region's streets, highways and transit systems. These projects are critical to keeping the transportation system in a state of good repair in support of all RTP goals.



How does the RTP invest in CLIMATE+ RESILIENCE?

DRAFT

85% of the RTP capital spending* invests in CLIMATE+ RESILIENCE



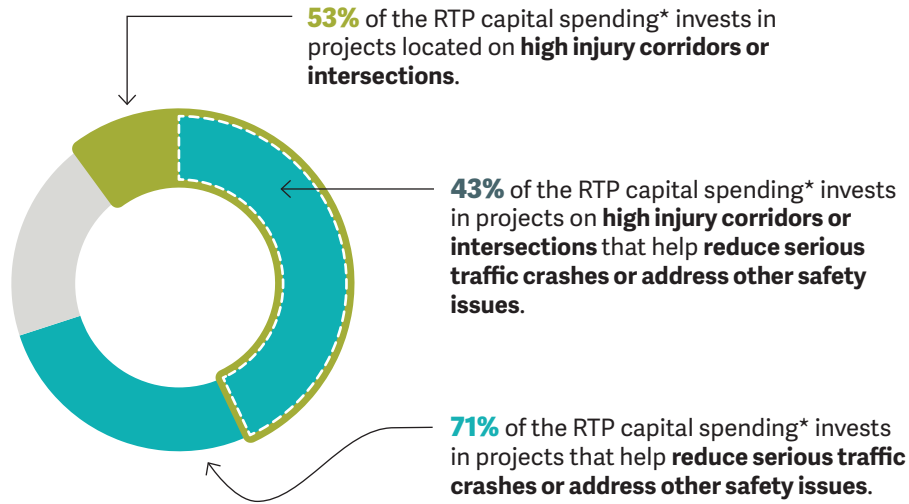
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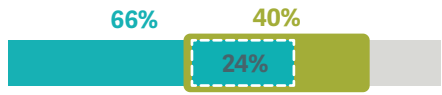
How does the RTP invest in SAFETY?

DRAFT

80%
of the RTP capital spending* invests in **SAFETY**

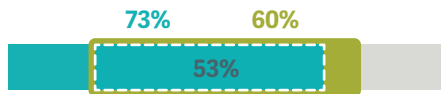


2030 PROJECT LIST



82% of the RTP capital spending* invests in **SAFETY**

2045 PROJECT LIST



80% of the RTP capital spending* invests in **SAFETY**

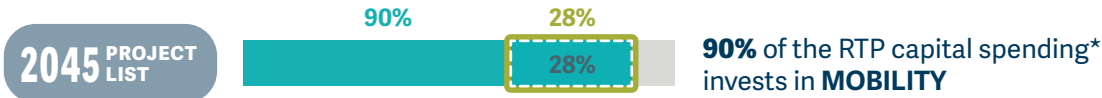
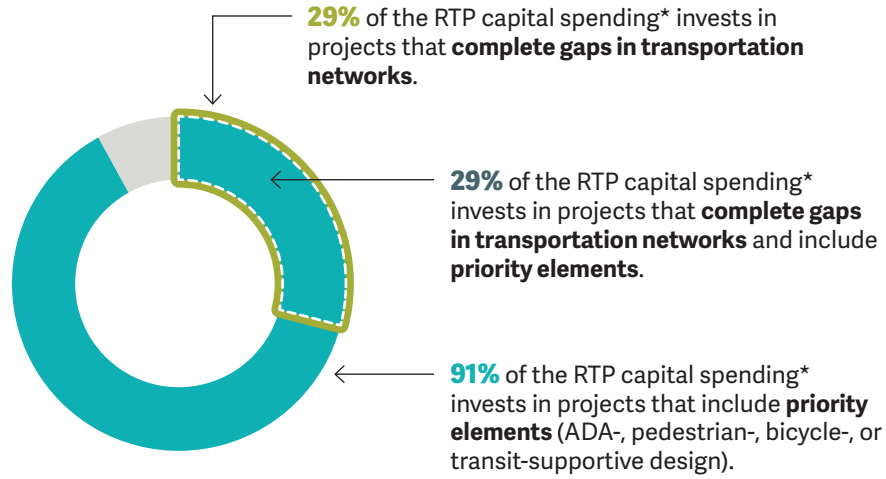
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How does the RTP invest in MOBILITY?

DRAFT

92%
of the RTP capital spending* invests in **MOBILITY**



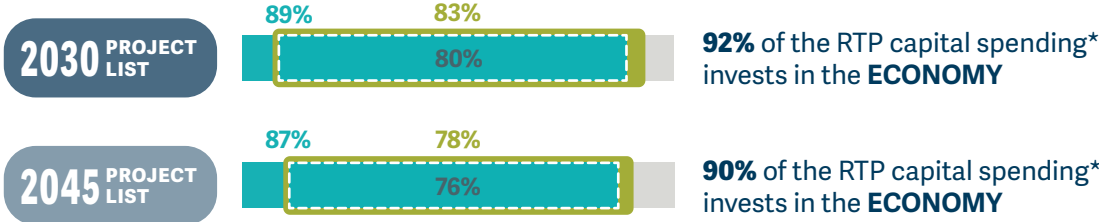
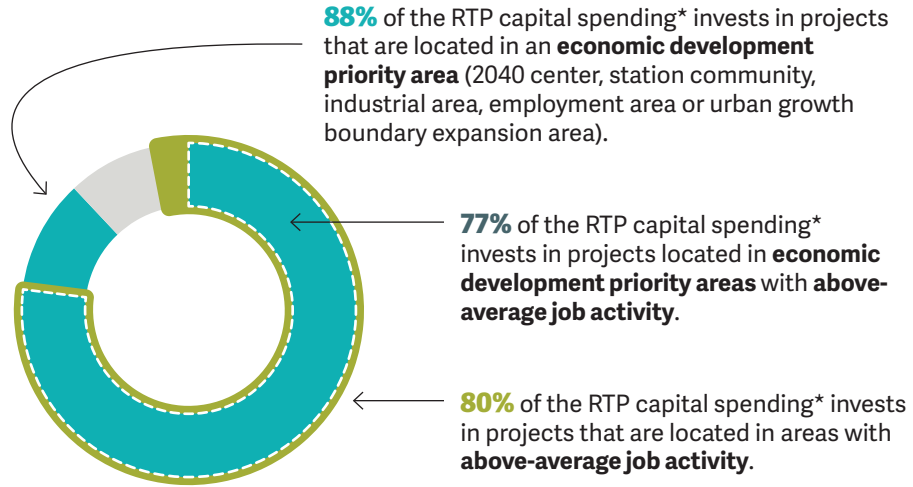
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How does the RTP invest in the **ECONOMY**?

DRAFT

91%
of the RTP capital spending* invests in the **ECONOMY**



*Only capital projects and programmatic investments in the constrained project list are included in this information. These projects and programs account for roughly one-third of the RTP constrained budget. The constrained project list includes all of the projects and programs that fit within a constrained budget of federal, state and local funds the greater Portland region can reasonably expect through 2045. The remaining budget is devoted to increased transit service and shuttles, and projects that operate and maintain the region's streets, highways and transit systems. These projects are critical to keeping the transportation system in a state of good repair in support of all RTP goals.

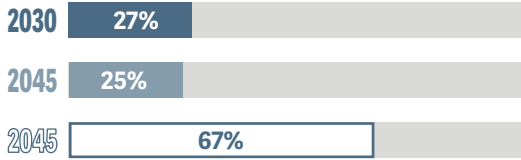


How are the region's goals prioritized over time?

Projects on the 2030 and 2045 project lists can be built with funds the region currently expects to have available. Projects on the 2045 strategic list do not yet have identified funding.

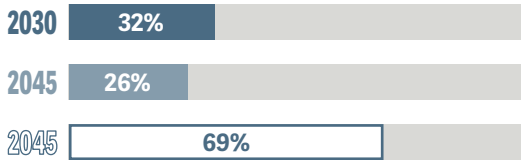


EQUITY

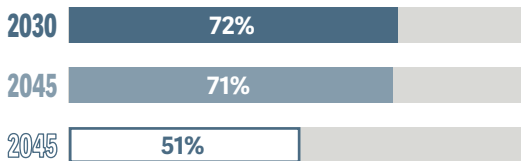


Percent of capital spending* that invests in **bike, pedestrian or transit projects** that are in an **Equity Focus Area**

CLIMATE+RESILIENCE

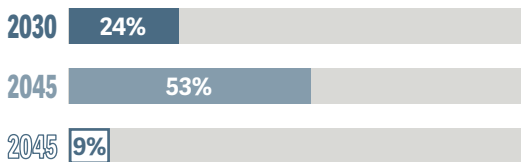


Percent of capital spending* that invests in projects that **are high- or moderate impact climate pollution reduction strategies**



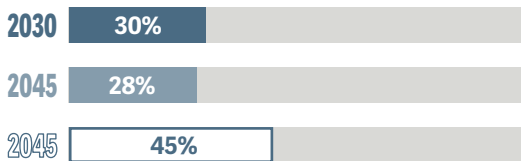
Percent of capital spending* that invests in projects that are located on **emergency/seismic routes**

SAFETY



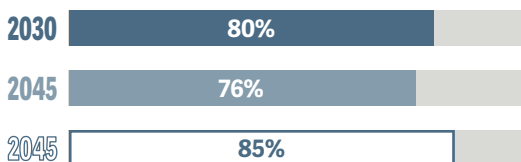
Percent of capital spending* that invests in projects on **high injury corridors or intersections** that **help reduce serious traffic crashes or address other safety issues**

MOBILITY



Percent of capital spending* that invests in projects that complete gaps in **transportation networks** and include **priority elements** (ADA-, pedestrian-, bicycle-, or transit-supportive design)

ECONOMY



Percent of capital spending* that invests in projects located in **economic development priority areas** (2040 center, station community, industrial area, employment area or urban growth boundary expansion area) with **above-average job activity**

*Only capital projects and programmatic investments in the constrained project list are included in this information.

Appendix B: Subregional results

The tables below provide information about how RTP investments and high-level assessment results vary across the region. It is important to consider differences in subregional context when interpreting these results. Subregions with more people and jobs, or that are closer to the center of the region's transportation network, typically receive greater investment because the RTP often prioritizes those transportation projects that serve the most people and that benefit the entire region's transportation system.

RTP spending by project location

Table 5 below shows the same information on RTP spending as Table 1 above, broken out according to the subregion in which projects are located, with regional results for comparison. Subregions include the City of Portland, the portions of Clackamas and Washington Counties that fall within the metropolitan planning area (MPA) boundary, and the portion of Multnomah County that falls within the MPA boundary and outside of the City of Portland. The results shown in this table account for all projects located within each subregion – including projects nominated by the cities, counties, and special districts within that subregion; ODOT and TriMet projects located within the subregion; and in the City of Portland's case, investments on Willamette River bridges that are within Portland but are owned and operated by Multnomah County.

Table 8: RTP spending by investment category, budget scenario, and subregion

	Region		City of Portland		Clackamas County		Multnomah County outside of Portland		Washington County	
	YOE\$m	%	YOE\$m	%	YOE\$m	%	YOE\$m	%	YOE\$m	%
<i>Near-term constrained projects (2023-2030)</i>										
Walking + Biking	\$955	4.9%	\$301	1.9%	\$219	1.5%	\$186	1.6%	\$272	2.0%
Freight Access	\$74	0.4%	\$74	0.5%	\$0	0.0%	\$0	0.0%	\$0	0.0%
Roads + Bridges	\$3,523	18.2%	\$1,662	10.7%	\$1,161	8.2%	\$419	3.6%	\$1,343	9.8%
Throughway + Road + Bridge Maintenance	\$3,951	20.4%	\$3,951	25.4%	\$3,889	27.4%	\$3,889	33.2%	\$3,889	28.5%
Throughways	\$2,600	13.4%	\$1,781	11.5%	\$1,287	9.1%	\$0	0.0%	\$450	3.3%
Transit Capital	\$1,021	5.3%	\$694	4.5%	\$498	3.5%	\$205	1.7%	\$551	4.0%
Transit Maintenance	\$1,260	6.5%	\$1,260	8.1%	\$1,260	8.9%	\$1,256	10.7%	\$1,256	9.2%
Transit Service and Operations	\$5,836	30.1%	\$5,664	36.4%	\$5,733	40.4%	\$5,622	48.0%	\$5,732	42.0%
Info + Technology	\$165	0.8%	\$142	0.9%	\$120	0.8%	\$114	1.0%	\$131	1.0%
Megaprojects	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	0.0%
Other	\$21	0.1%	\$21	0.1%	\$21	0.1%	\$21	0.2%	\$21	0.2%
Total	\$19,405	100.0%	\$15,550	100.0%	\$14,188	100.0%	\$11,712	100.0%	\$13,646	100.0%
<i>Long-term constrained projects (2031-2045)</i>										
Walking + Biking	\$2,118	3.9%	\$648	1.4%	\$659	1.6%	\$151	0.4%	\$725	1.7%
Freight Access	\$307	0.6%	\$180	0.4%	\$46	0.1%	\$82	0.2%	\$0	0.0%
Roads + Bridges	\$4,362	8.1%	\$1,389	2.9%	\$1,213	3.0%	\$1,081	2.8%	\$3,325	7.7%
Throughway + Road + Bridge Maintenance	\$11,461	21.3%	\$11,461	24.2%	\$11,210	28.0%	\$11,210	29.4%	\$11,210	26.1%
Throughways	\$2,129	3.9%	\$798	1.7%	\$1,359	3.4%	\$41	0.1%	\$786	1.8%
Transit Capital	\$1,637	3.0%	\$1,378	2.9%	\$435	1.1%	\$425	1.1%	\$1,550	3.6%
Transit Maintenance	\$3,698	6.9%	\$3,698	7.8%	\$3,698	9.2%	\$3,698	9.7%	\$3,698	8.6%
Transit Service and Operations	\$21,757	40.3%	\$21,498	45.3%	\$21,171	52.9%	\$21,079	55.4%	\$21,333	49.7%
Info + Technology	\$408	0.8%	\$355	0.7%	\$217	0.5%	\$247	0.6%	\$243	0.6%
Megaprojects	\$6,000	11.1%	\$6,000	12.6%	\$0	0.0%	\$0	0.0%	\$0	0.0%
Other	\$50	0.1%	\$50	0.1%	\$50	0.1%	\$50	0.1%	\$50	0.1%
Total	\$53,929	100.0%	\$47,454	100.0%	\$40,058	100.0%	\$38,064	100.0%	\$42,921	100.0%
<i>All constrained projects (2023-2045)</i>										

	Region		City of Portland		Clackamas County		Multnomah County outside of Portland		Washington County	
	YOE\$m	%	YOE\$m	%	YOE\$m	%	YOE\$m	%	YOE\$m	%
Walking + Biking	\$3,073	4.2%	\$949	1.5%	\$878	1.6%	\$337	0.7%	\$997	1.8%
Freight Access	\$381	0.5%	\$254	0.4%	\$46	0.1%	\$82	0.2%	\$0	0.0%
Roads + Bridges	\$7,885	10.8%	\$3,051	4.8%	\$2,374	4.4%	\$1,500	3.0%	\$4,669	8.3%
Throughway + Road + Bridge Maintenance	\$15,413	21.0%	\$15,413	24.5%	\$15,099	27.8%	\$15,099	30.3%	\$15,099	26.7%
Throughways	\$4,729	6.4%	\$2,579	4.1%	\$2,646	4.9%	\$41	0.1%	\$1,236	2.2%
Transit Capital	\$2,658	3.6%	\$2,072	3.3%	\$933	1.7%	\$630	1.3%	\$2,101	3.7%
Transit Maintenance	\$4,958	6.8%	\$4,958	7.9%	\$4,958	9.1%	\$4,954	10.0%	\$4,954	8.8%
Transit Service and Operations	\$27,593	37.6%	\$27,162	43.1%	\$26,904	49.6%	\$26,701	53.6%	\$27,065	47.8%
Info + Technology	\$573	0.8%	\$497	0.8%	\$337	0.6%	\$361	0.7%	\$375	0.7%
Megaprojects	\$6,000	8.2%	\$6,000	9.5%	\$0	0.0%	\$0	0.0%	\$0	0.0%
Other	\$71	0.1%	\$71	0.1%	\$71	0.1%	\$71	0.1%	\$71	0.1%
Total	\$73,334	100.0%	\$63,005	100.0%	\$54,247	100.0%	\$49,776	100.0%	\$56,567	100.0%
Strategic projects										
Walking + Biking	\$3,177	14.3%	\$1,149	8.5%	\$727	25.0%	\$341	22.8%	\$1,603	14.5%
Freight Access	\$155	0.7%	\$113	0.8%	\$0	0.0%	\$42	2.8%	\$0	0.0%
Roads + Bridges	\$4,264	19.2%	\$687	5.1%	\$508	17.5%	\$536	35.8%	\$2,579	23.3%
Throughway + Road + Bridge Maintenance	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	0.0%
Throughways	\$2,322	10.4%	\$40	0.3%	\$1,028	35.3%	\$0	0.0%	\$1,343	12.1%
Transit Capital	\$11,828	53.2%	\$11,052	82.1%	\$199	6.9%	\$163	10.9%	\$5,065	45.8%
Transit Maintenance	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	0.0%
Transit Service and Operations	\$368	1.7%	\$350	2.6%	\$368	12.7%	\$350	23.4%	\$350	3.2%
Info + Technology	\$132	0.6%	\$66	0.5%	\$79	2.7%	\$66	4.4%	\$120	1.1%
Megaprojects	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	0.0%
Other	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	0.0%
Total	\$22,247	100.0%	\$13,456	100.0%	\$2,909	100.0%	\$1,498	100.0%	\$11,059	100.0%

Table 6 shows the same information as Table 5 above, but only for capital projects. This provides more focus on how the capital spending that most influences the RTP's progress toward regional goals is allocated.

Table 9: RTP capital spending by investment category, budget scenario, and subregion

	Region		City of Portland		Clackamas County		Multnomah County outside of Portland		Washington County	
	YOE\$m	%	YOE\$m	%	YOE\$m	%	YOE\$m	%	YOE\$m	%
<i>Near-term constrained projects (2023-2030)</i>										
Walking + Biking	\$955	11.4%	\$301	6.4%	\$219	6.6%	\$186	19.7%	\$272	9.8%
Freight Access	\$74	0.9%	\$74	1.6%	\$0	0.0%	\$0	0.0%	\$0	0.0%
Roads + Bridges	\$3,523	42.2%	\$1,662	35.6%	\$1,161	35.1%	\$419	44.4%	\$1,343	48.5%
Throughways	\$2,600	31.1%	\$1,781	38.1%	\$1,287	38.9%	\$0	0.0%	\$450	16.3%
Transit Capital	\$1,021	12.2%	\$694	14.8%	\$498	15.1%	\$205	21.7%	\$551	19.9%
Info + Technology	\$165	2.0%	\$142	3.0%	\$120	3.6%	\$114	12.1%	\$131	4.7%
Megaprojects	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	0.0%
Other	\$21	0.3%	\$21	0.4%	\$21	0.6%	\$21	2.2%	\$21	0.8%
<i>Total</i>	<i>\$8,358</i>	<i>100.0%</i>	<i>\$4,675</i>	<i>100.0%</i>	<i>\$3,306</i>	<i>100.0%</i>	<i>\$945</i>	<i>100.0%</i>	<i>\$2,769</i>	<i>100.0%</i>
<i>Long-term constrained projects (2031-2045)</i>										
Walking + Biking	\$2,118	12.4%	\$648	6.0%	\$659	16.6%	\$151	7.3%	\$725	10.9%
Freight Access	\$307	1.8%	\$180	1.7%	\$46	1.1%	\$82	3.9%	\$0	0.0%
Roads + Bridges	\$4,362	25.6%	\$1,389	12.9%	\$1,213	30.5%	\$1,081	52.0%	\$3,325	49.8%
Throughways	\$2,129	12.5%	\$798	7.4%	\$1,359	34.2%	\$41	2.0%	\$786	11.8%
Transit Capital	\$1,637	9.6%	\$1,378	12.8%	\$435	10.9%	\$425	20.5%	\$1,550	23.2%
Info + Technology	\$408	2.4%	\$355	3.3%	\$217	5.5%	\$247	11.9%	\$243	3.6%
Megaprojects	\$6,000	35.3%	\$6,000	55.6%	\$0	0.0%	\$0	0.0%	\$0	0.0%
Other	\$50	0.3%	\$50	0.5%	\$50	1.3%	\$50	2.4%	\$50	0.7%
<i>Total</i>	<i>\$17,012</i>	<i>100.0%</i>	<i>\$10,797</i>	<i>100.0%</i>	<i>\$3,979</i>	<i>100.0%</i>	<i>\$2,077</i>	<i>100.0%</i>	<i>\$6,680</i>	<i>100.0%</i>
<i>All constrained projects (2023-2045)</i>										
Walking + Biking	\$3,073	12.1%	\$949	6.1%	\$878	12.1%	\$337	11.2%	\$997	10.6%
Freight Access	\$381	1.5%	\$254	1.6%	\$46	0.6%	\$82	2.7%	\$0	0.0%
Roads + Bridges	\$7,885	31.1%	\$3,051	19.7%	\$2,374	32.6%	\$1,500	49.6%	\$4,669	49.4%
Throughways	\$4,729	18.6%	\$2,579	16.7%	\$2,646	36.3%	\$41	1.4%	\$1,236	13.1%

	Region		City of Portland		Clackamas County		Multnomah County outside of Portland		Washington County	
	YOE\$m	%	YOE\$m	%	YOE\$m	%	YOE\$m	%	YOE\$m	%
Transit Capital	\$2,658	10.5%	\$2,072	13.4%	\$933	12.8%	\$630	20.8%	\$2,101	22.2%
Info + Technology	\$573	2.3%	\$497	3.2%	\$337	4.6%	\$361	12.0%	\$375	4.0%
Megaprojects	\$6,000	23.6%	\$6,000	38.8%	\$0	0.0%	\$0	0.0%	\$0	0.0%
Other	\$71	0.3%	\$71	0.5%	\$71	1.0%	\$71	2.4%	\$71	0.8%
Total	\$25,370	100.0%	\$15,472	100.0%	\$7,285	100.0%	\$3,022	100.0%	\$9,449	100.0%
Strategic projects										
Walking + Biking	\$3,177	14.5%	\$1,149	8.8%	\$727	28.6%	\$341	29.7%	\$1,603	15.0%
Freight Access	\$155	0.7%	\$113	0.9%	\$0	0.0%	\$42	3.6%	\$0	0.0%
Roads + Bridges	\$4,264	19.5%	\$687	5.2%	\$508	20.0%	\$536	46.7%	\$2,579	24.1%
Throughways	\$2,322	10.6%	\$40	0.3%	\$1,028	40.5%	\$0	0.0%	\$1,343	12.5%
Transit Capital	\$11,828	54.1%	\$11,052	84.3%	\$199	7.8%	\$163	14.2%	\$5,065	47.3%
Info + Technology	\$132	0.6%	\$66	0.5%	\$79	3.1%	\$66	5.8%	\$120	1.1%
Megaprojects	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	0.0%
Other	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	0.0%
Total	\$21,878	100.0%	\$13,106	100.0%	\$2,541	100.0%	\$1,148	100.0%	\$10,709	100.0%

RTP investments by nominating agency

Table 7 breaks out the capital investments in the constrained RTP budget scenario by nominating agency. Whereas the tables above categorize spending according to where projects are located in the region, Table 7 categorizes spending according to the agencies that nominate RTP projects, using the six agencies that nominate the majority of RTP projects: the City of Portland, the three Metro-area counties, TriMet, and ODOT. County-level results include projects that were nominated by the county and by cities or special districts within the county. This helps to understand how the different agencies that contribute projects to the RTP are prioritizing different types of investments.

Table 10: Total constrained capital projects and spending by investment category and nominating agency

Investment category	# projects	Spending (\$YOEm)	Spending (%)
Clackamas County	145	\$1,626	
Freight Access	1	\$46	3%
Info + Technology	3	\$6	0%
Roads + Bridges	48	\$677	42%
Throughways	1	\$12	1%
Transit Capital	1	\$10	1%
Walking + Biking	91	\$874	54%
Multnomah County outside of Portland	61	\$1,652	
Freight Access	1	\$82	5%
Info + Technology	5	\$30	2%
Roads + Bridges	23	\$1,164	70%
Walking + Biking	32	\$376	23%
ODOT	27	\$12,613	
Megaprojects	1	\$6,000	48%
Roads + Bridges	4	\$1,896	15%
Throughways	21	\$4,714	37%
Walking + Biking	1	\$3	0%
City of Portland	177	\$2,078	
Freight Access	12	\$254	12%
Info + Technology	24	\$162	8%
Roads + Bridges	48	\$805	39%
Transit Capital	6	\$35	2%
Walking + Biking	87	\$822	40%
TriMet	31	\$2,376	
Info + Technology	4	\$154	6%
Transit Capital	25	\$2,218	93%
Walking + Biking	2	\$4	0%
Washington County	256	\$4,658	
Info + Technology	3	\$43	1%
Roads + Bridges	154	\$3,343	72%
Throughways	1	\$3	0%
Transit Capital	9	\$275	6%
Walking + Biking	89	\$993	21%

High-level assessment results by project location

Table 8 shows how much RTP spending is devoted to projects that receive credit for the different measures used in the high-level assessment by project location. Refer to the beginning of this appendix for information on how these project locations are defined.

Table 11: Amount and percentage of RTP spending on different project types captured in the high-level assessment, by budget scenario and project location

Project type	Region		City of Portland		Clackamas County		Multnomah County outside of Portland		Washington County	
	YOE\$m	%	YOE\$m	%	YOE\$m	%	YOE\$m	%	YOE\$m	%
<i>Near-term constrained projects (2023-2030)</i>										
In equity focus areas	\$5,516	69%	\$3,877	90%	\$1,152	39%	\$212	37%	\$1,604	67%
Equity projects	\$2,917	37%	\$1,143	27%	\$891	30%	\$424	74%	\$1,426	59%
Both equity criteria	\$2,153	27%	\$907	21%	\$514	18%	\$194	34%	\$950	40%
Climate action	\$2,567	32%	\$1,537	36%	\$1,265	43%	\$505	88%	\$1,354	56%
Emergency routes	\$5,719	72%	\$3,665	85%	\$2,267	77%	\$137	24%	\$927	39%
Both climate criteria	\$1,458	18%	\$1,011	23%	\$763	26%	\$88	15%	\$741	31%
Safety projects	\$5,279	66%	\$2,860	66%	\$1,596	54%	\$210	37%	\$655	27%
High injury network	\$3,168	40%	\$2,321	54%	\$808	28%	\$170	30%	\$1,030	43%
Both safety criteria	\$1,920	24%	\$1,504	35%	\$56	2%	\$106	18%	\$254	11%
Fill gaps	\$2,401	30%	\$849	20%	\$654	22%	\$206	36%	\$1,122	47%
Priority elements	\$7,562	95%	\$4,184	97%	\$2,872	98%	\$565	98%	\$2,169	90%
Both mobility criteria	\$2,371	30%	\$849	20%	\$654	22%	\$206	36%	\$1,092	46%
Planned job centers	\$7,123	89%	\$3,967	92%	\$2,538	86%	\$199	35%	\$1,752	73%
Current job centers	\$6,654	83%	\$3,790	88%	\$2,418	82%	\$190	33%	\$1,605	67%
Both economy criteria	\$6,394	80%	\$3,786	88%	\$2,354	80%	\$153	27%	\$1,435	60%
<i>Total</i>	\$7,988		\$4,305		\$2,936		\$575		\$2,399	
<i>Long-term constrained projects (2031-2045)</i>										
In equity focus areas	\$12,535	78%	\$8,690	88%	\$1,032	34%	\$351	31%	\$1,032	73%
Equity projects	\$5,674	35%	\$2,135	22%	\$1,244	41%	\$787	69%	\$1,244	65%
Both equity criteria	\$3,998	25%	\$1,537	16%	\$326	11%	\$214	19%	\$326	49%

Project type	Region		City of Portland		Clackamas County		Multnomah County outside of Portland		Washington County	
	YOE\$m	%	YOE\$m	%	YOE\$m	%	YOE\$m	%	YOE\$m	%
Climate action	\$4,163	26%	\$2,381	24%	\$1,311	43%	\$823	72%	\$1,311	44%
Emergency routes	\$11,451	71%	\$8,671	88%	\$1,795	59%	\$311	27%	\$1,795	42%
Both climate criteria	\$2,048	13%	\$1,358	14%	\$252	8%	\$97	8%	\$252	22%
Safety projects	\$11,765	73%	\$7,881	80%	\$1,372	45%	\$363	32%	\$1,372	55%
High injury network	\$9,585	60%	\$8,085	82%	\$603	20%	\$175	15%	\$603	43%
Both safety criteria	\$8,524	53%	\$7,276	74%	\$152	5%	\$101	9%	\$152	32%
Fill gaps	\$4,531	28%	\$1,493	15%	\$671	22%	\$319	28%	\$671	51%
Priority elements	\$14,444	90%	\$9,396	95%	\$2,306	76%	\$1,145	100%	\$2,306	93%
Both mobility criteria	\$4,493	28%	\$1,493	15%	\$671	22%	\$319	28%	\$671	51%
Planned job centers	\$13,970	87%	\$8,999	91%	\$2,171	71%	\$429	37%	\$2,171	72%
Current job centers	\$12,599	78%	\$8,780	89%	\$1,878	62%	\$313	27%	\$1,878	59%
Both economy criteria	\$12,147	76%	\$8,709	88%	\$1,749	57%	\$278	24%	\$1,749	55%
<i>Total</i>	\$16,080		\$9,865		\$3,047		\$1,145		\$5,748	
<i>All constrained projects (2023-2045)</i>										
In equity focus areas	\$18,051	75%	\$12,567	89%	\$2,183	36%	\$563	33%	\$5,822	71%
Equity projects	\$8,591	36%	\$3,278	23%	\$2,135	36%	\$1,211	70%	\$5,148	63%
Both equity criteria	\$6,151	26%	\$2,443	17%	\$840	14%	\$407	24%	\$3,772	46%
Climate action	\$6,731	28%	\$3,917	28%	\$2,576	43%	\$1,328	77%	\$3,873	48%
Emergency routes	\$17,170	71%	\$12,336	87%	\$4,062	68%	\$448	26%	\$3,354	41%
Both climate criteria	\$3,506	15%	\$2,368	17%	\$1,014	17%	\$185	11%	\$1,980	24%
Safety projects	\$17,044	71%	\$10,740	76%	\$2,968	50%	\$573	33%	\$3,814	47%
High injury network	\$12,752	53%	\$10,406	73%	\$1,411	24%	\$345	20%	\$3,482	43%
Both safety criteria	\$10,444	43%	\$8,780	62%	\$208	3%	\$207	12%	\$2,105	26%
Fill gaps	\$6,931	29%	\$2,343	17%	\$1,325	22%	\$526	31%	\$4,067	50%
Priority elements	\$22,007	91%	\$13,579	96%	\$5,178	87%	\$1,710	99%	\$7,491	92%
Both mobility criteria	\$6,864	29%	\$2,343	17%	\$1,325	22%	\$526	31%	\$4,000	49%
Planned job centers	\$21,093	88%	\$12,966	92%	\$4,709	79%	\$629	37%	\$5,901	72%
Current job centers	\$19,252	80%	\$12,570	89%	\$4,296	72%	\$503	29%	\$4,986	61%
Both economy criteria	\$18,541	77%	\$12,495	88%	\$4,102	69%	\$431	25%	\$4,600	56%
<i>Total</i>	\$24,068		\$14,170		\$5,983		\$1,720		\$8,147	

Project type	Region		City of Portland		Clackamas County		Multnomah County outside of Portland		Washington County	
	YOE\$m	%	YOE\$m	%	YOE\$m	%	YOE\$m	%	YOE\$m	%
<i>Strategic projects</i>										
In equity focus areas	\$17,924	82%	\$12,090	92%	\$1,518	60%	\$755	66%	\$8,388	78%
Equity projects	\$17,274	79%	\$12,550	96%	\$1,278	50%	\$824	72%	\$7,954	74%
Both equity criteria	\$14,742	67%	\$11,941	91%	\$473	19%	\$516	45%	\$6,542	61%
Climate action	\$15,137	69%	\$12,267	94%	\$1,005	40%	\$570	50%	\$6,787	63%
Emergency routes	\$11,096	51%	\$6,234	48%	\$1,476	58%	\$615	54%	\$7,583	71%
Both climate criteria	\$6,476	30%	\$5,480	42%	\$306	12%	\$189	16%	\$5,180	48%
Safety projects	\$4,810	22%	\$1,443	11%	\$938	37%	\$532	46%	\$2,539	24%
High injury network	\$8,482	39%	\$5,868	45%	\$288	11%	\$416	36%	\$6,666	62%
Both safety criteria	\$1,910	9%	\$711	5%	\$77	3%	\$133	12%	\$1,010	9%
Fill gaps	\$10,060	46%	\$6,016	46%	\$891	35%	\$584	51%	\$7,307	68%
Priority elements	\$20,474	94%	\$12,525	96%	\$2,482	98%	\$1,113	97%	\$9,980	93%
Both mobility criteria	\$9,807	45%	\$6,016	46%	\$870	34%	\$584	51%	\$7,075	66%
Planned job centers	\$20,027	92%	\$12,617	96%	\$2,064	81%	\$774	67%	\$9,406	88%
Current job centers	\$19,015	87%	\$12,448	95%	\$1,801	71%	\$374	33%	\$9,159	86%
Both economy criteria	\$18,490	85%	\$12,393	95%	\$1,743	69%	\$344	30%	\$8,777	82%
<i>Total</i>	\$45,940		\$13,106		\$2,541		\$1,148		\$10,703	

High-level assessment results by nominating agency

Table 10 shows the number of projects that meet each high-level assessment measure by nominating agency (see above for how nominating agencies are defined), as well as the total spending and maximum/minimum project cost for each nominating agency.

Table 12: Number of projects that meet different high-level assessment measures by nominating agency

Measure	Clackamas County	Multnomah County	ODOT	Portland	TriMet	Washington County
<i>Equity</i>						
In equity focus areas	62	49	18	122	16	183
Equity projects	111	45	2	107	27	176
Both	52	35	1	81	16	134
<i>Climate</i>						
Climate action	95	37	3	117	31	101
Resilience	43	31	24	102	14	51
Both	21	16	2	61	14	26
<i>Safety</i>						
Safety projects	105	42	11	137	1	148
High injury network	29	26	10	90	13	66
Both	22	17	3	74	1	50
<i>Mobility</i>						
Fill gaps	85	35	1	77	15	130
Design elements	139	59	21	154	31	227
Both	85	35	1	77	15	127
<i>Economy</i>						
Planned job centers	111	44	24	156	16	193
Current job centers	86	35	23	132	15	138
Both	67	29	23	123	15	118
<i>Total number of projects</i>	<i>145</i>	<i>61</i>	<i>25</i>	<i>177</i>	<i>31</i>	<i>256</i>
Total spending	\$1,625,618,393	\$1,651,555,600	\$11,382,000,000	\$2,077,765,000	\$2,375,700,000	\$4,658,000,000
Max project cost	\$64,800,000	\$767,200,000	\$6,000,000,000	\$150,000,000	\$855,000,000	\$111,600,000
Min project cost	\$1,500,000	\$2,000,000	\$3,000,000	\$2,000,000	\$2,000,000	\$1,600,000

Appendix C: 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.

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 ⁹ 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.¹⁰
Climate	Does the project have a high or medium greenhouse gas reduction potential?	Climate Smart Strategy , <i>investment category</i>	<p>This is the only non-binary measure. It’s possible to get 0-2 points.</p> <p>Projects in the following <i>RTP Investment Categories</i> receive 2 points:</p> <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> <p>Projects in the following <i>RTP Investment Categories</i> receive 1 point:</p> <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.

⁹ Metro Research staff use 40-foot buffers whenever determining whether two different features overlap each other for the purposes of the High-level assessment.

¹⁰ 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)*

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? ¹¹	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.¹²
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)

¹¹ “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.

¹² 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)*

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>	Projects receive credit if they fully or partially overlap with one of the relevant land use types: <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 land swap.
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)

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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	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

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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



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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



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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

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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

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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 YOE 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



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	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

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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



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	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



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	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

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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

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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

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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

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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

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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



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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 McClinnis 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, McClinnis, 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 Wabel 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

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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

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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

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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

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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 infill, 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

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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

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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

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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

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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

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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

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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

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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

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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

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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

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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	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

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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

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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

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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

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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

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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 Pkway 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

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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	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

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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	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

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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

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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	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

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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

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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, S5)	\$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 YOY 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



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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



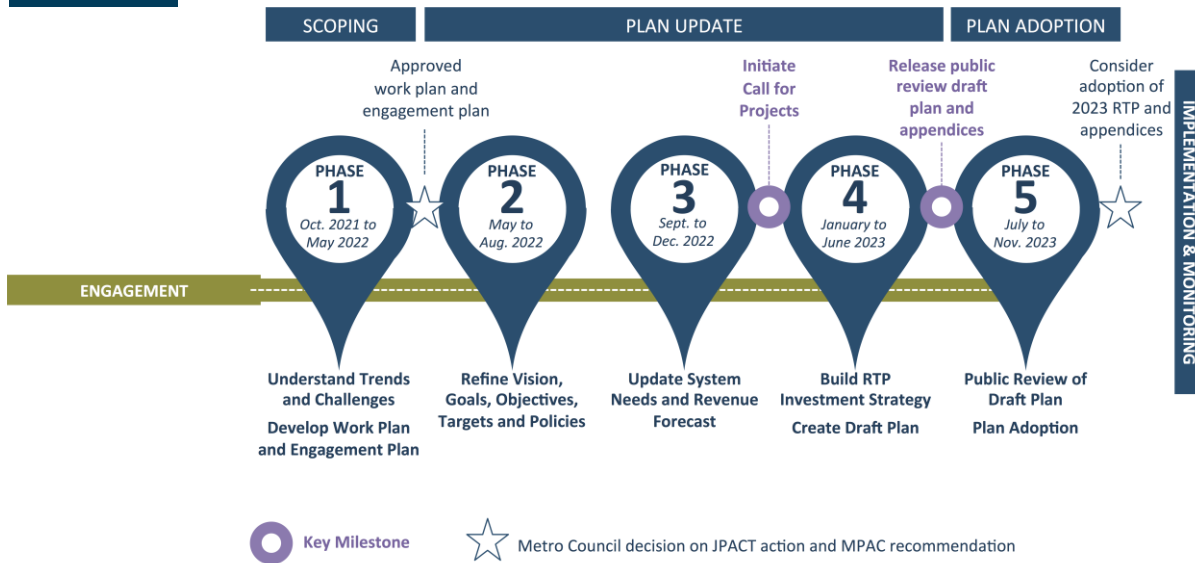
RTP Investment Category	County(s)	Nominating Agency	Primary Owner	Project Name	RTP ID	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Roadway (Capital)	Washington County	Washington County	Washington County	Brookman Rd	11930	OR 99W	Ladd Hill 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



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.

Materials following this page were distributed at the meeting.

2040 Planning & Development Grants - Program Update



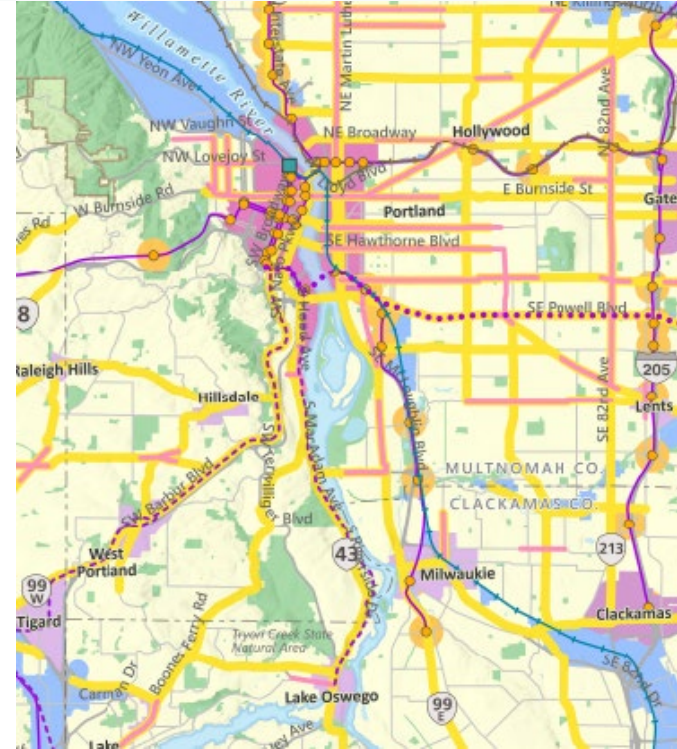
MPAC – April 26, 2023



Metro

2040 Grants - Program overview

- Implements Metro's 2040 Growth Concept
- Program Mission:
 - Remove barriers to development & redevelopment
 - Make land ready for development
 - Advance equity goals
- Funded through construction excise tax
- Since 2006, over 100 projects (\$26 million)



2040 Grants - Program overview

Development focus has evolved and expanded to respond to local and regional priorities:

- planning for new urban areas
- community & economic development in UGB
- planning for development of equitable housing
- planning for equitable development projects



2040 Grants – last cycle

COVID pandemic shifted priorities in 2020

- Focus on addressing regional wealth disparity
- 2020 updates to Metro Code (Sec. 7.04)
- \$1.25 million allocated for economic development, wealth creation & community stabilization

2040 Grants – Recent successes



- \$500K each to MESO and Craft3 for small business loans

- Emphasis on minority-owned businesses (BIPOC, women, veterans)

- Funds used to leverage additional \$ and directly support small business

- **Reduce job loss, expand opportunities, adapt to pandemic challenges**



2040 Grants – Recent successes



MESO - \$500,000 grant

- \$400,000 used to leverage over \$4.7 million additional funds
- \$100,000 used for 40/60 forgivable loan fund
- 18 loans provided (10 BIPOC-owned)
- 50 jobs retained/created

2040 Grants – Recent successes



Craft3 - \$500,000 grant

- \$5.5 million leveraged (3x the target)
- 26 loans provided (18 BIPOC-owned)
- 97 jobs created; 62 jobs retained
- All 3 Metro counties benefited

2040 Grants – Recent successes

Hillsboro Engaging Marginalized Communities in Land Use Planning- \$100,000 grant

- Engaged community advisory panel and focus groups of residents and business owners of color
- Developed goals, strategies, and action items
 - Safe, accessible meeting spaces
 - Language supportive services
 - Improved information sharing
 - Institutional changes within Planning Division

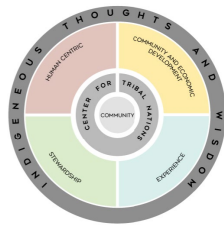


2040 Grants – Recent successes



OMSI - Center for Tribal Nations & Waterfront Education Park - \$760,000 grant

- Broad, tribal-led engagement & visioning
- Site analysis to evaluate space & design options
- Established values, design principles, uses and programs, and preferred parcels
- Foundation for next phase of planning & development





2040 Grants – Cycle 11 Updates

Grant categories & funding levels:

- Concept planning
- Equitable development
- Community engagement
- Industrial land readiness (proposed)
- Small business support (proposed)

**\$4 million
available in
Cycle 11**

2040 Grants – Cycle 11 Updates

Screening Committee:

- Evaluates grant applications and makes recommendation
- 7 to 11 volunteer members
- Diverse group (expertise, gender, age, race, geography)



2040 Grants – Cycle 11 Updates

Timeline:

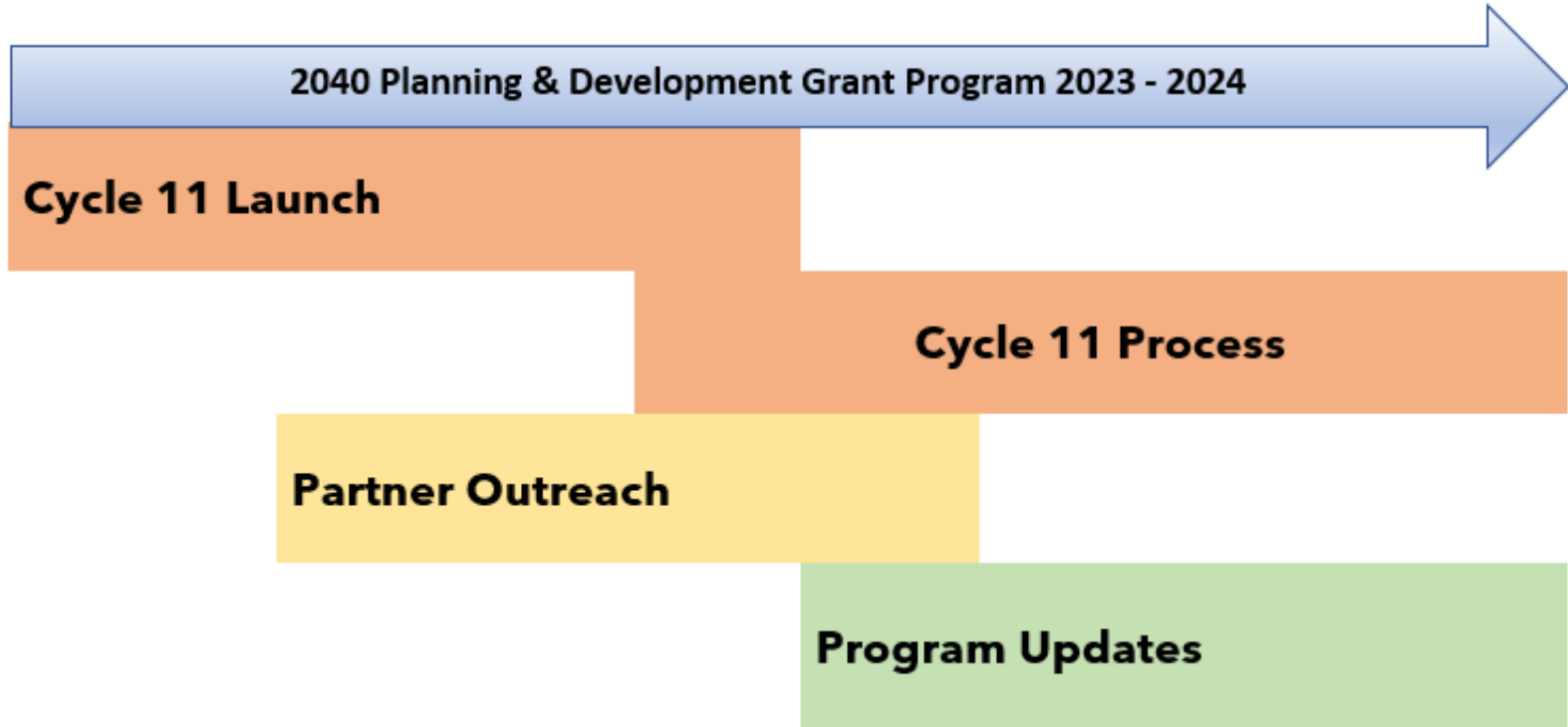
- Kick-off in May
- Letters of interest in June
- Full applications due in August
- Screening and interviews in September
- Recommendations to Council in November



2040 Grants – Next steps

- Outreach to our partners
- Seek input on program changes for efficiency and effectiveness
- Consider policy changes to reflect feedback
- Comprehensive updates to administrative rules

2040 Grants – Next steps



Thank you!

Questions and comments can be sent to Serah Breakstone at:
serah.breakstone@oregonmetro.gov



Arts and events
Garbage and recycling
Land and transportation
Oregon Zoo
Parks and nature

oregonmetro.gov



Metro

2023 draft RTP project summaries and high-level assessment results

Metro Policy Advisory Committee

April 26, 2023

Today's purpose

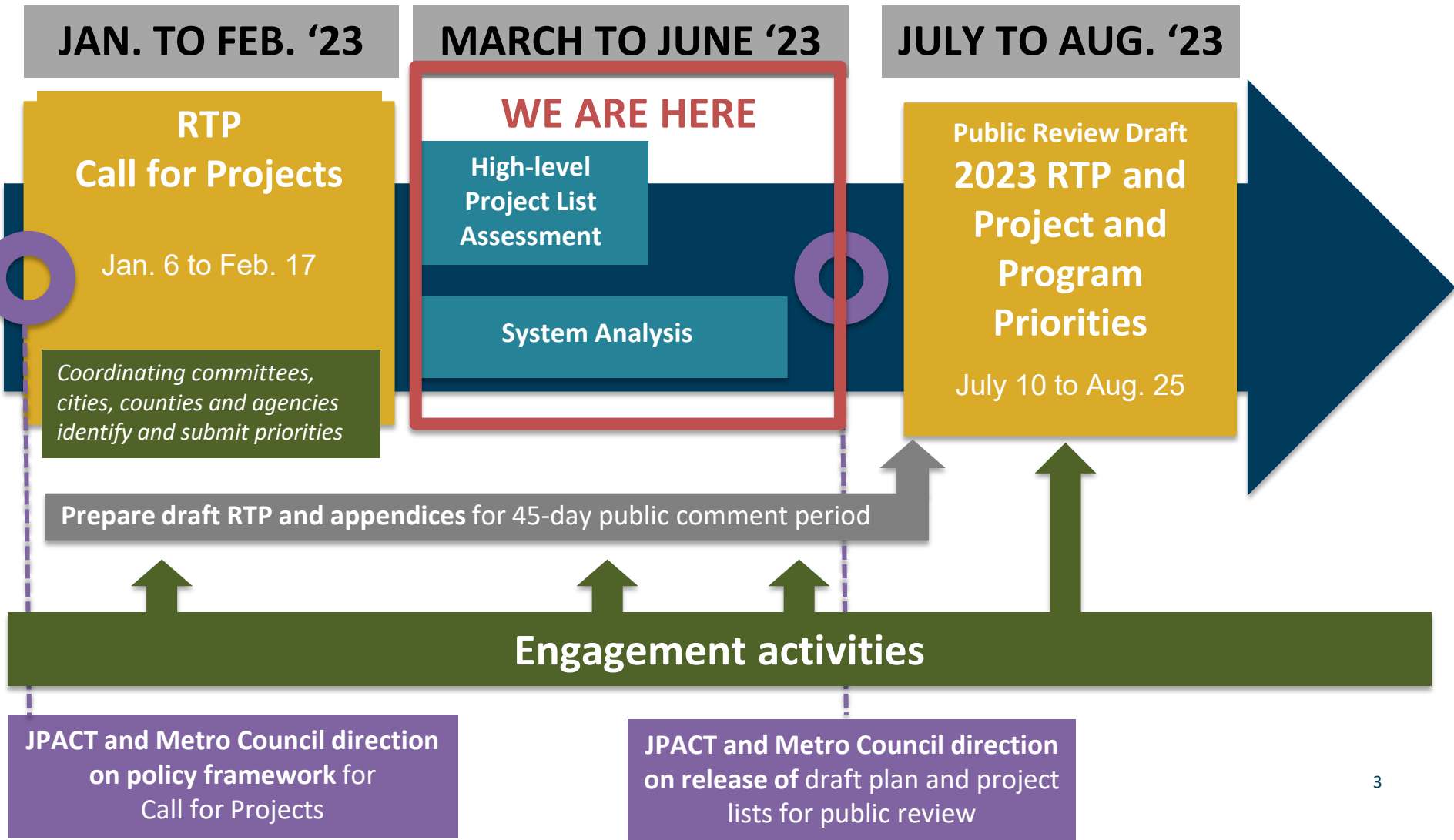
Share information, discuss and receive initial feedback about the draft project list submitted by agency partners:

- **What do you like about** the draft project list?
- **What questions or concerns do you have** about the draft project list?
- **What opportunities do you see to better meet our regional goals** on equity, safety, and climate in the near-term?



Developed in 2022 by JPACT and Metro Council with input from MPAC and CORE

Where we are



Public survey open through May 1

<https://metroquestsurvey.com/ly48e>

2023 Regional Transportation Plan project priorities

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

The screenshot shows a presentation slide with a teal header and a green sidebar. The main content area has a light blue background with a cityscape image. The sidebar on the right has five vertical panels labeled 1 through 5. The first panel is highlighted in teal and contains the text of the slide. The other panels are green and contain the following text: 2 Goals, 3 Investment priorities, 4 Project priorities, and 5 Wrap up.

1 Introduction
Metro is planning for the future of transportation in greater Portland.

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.

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

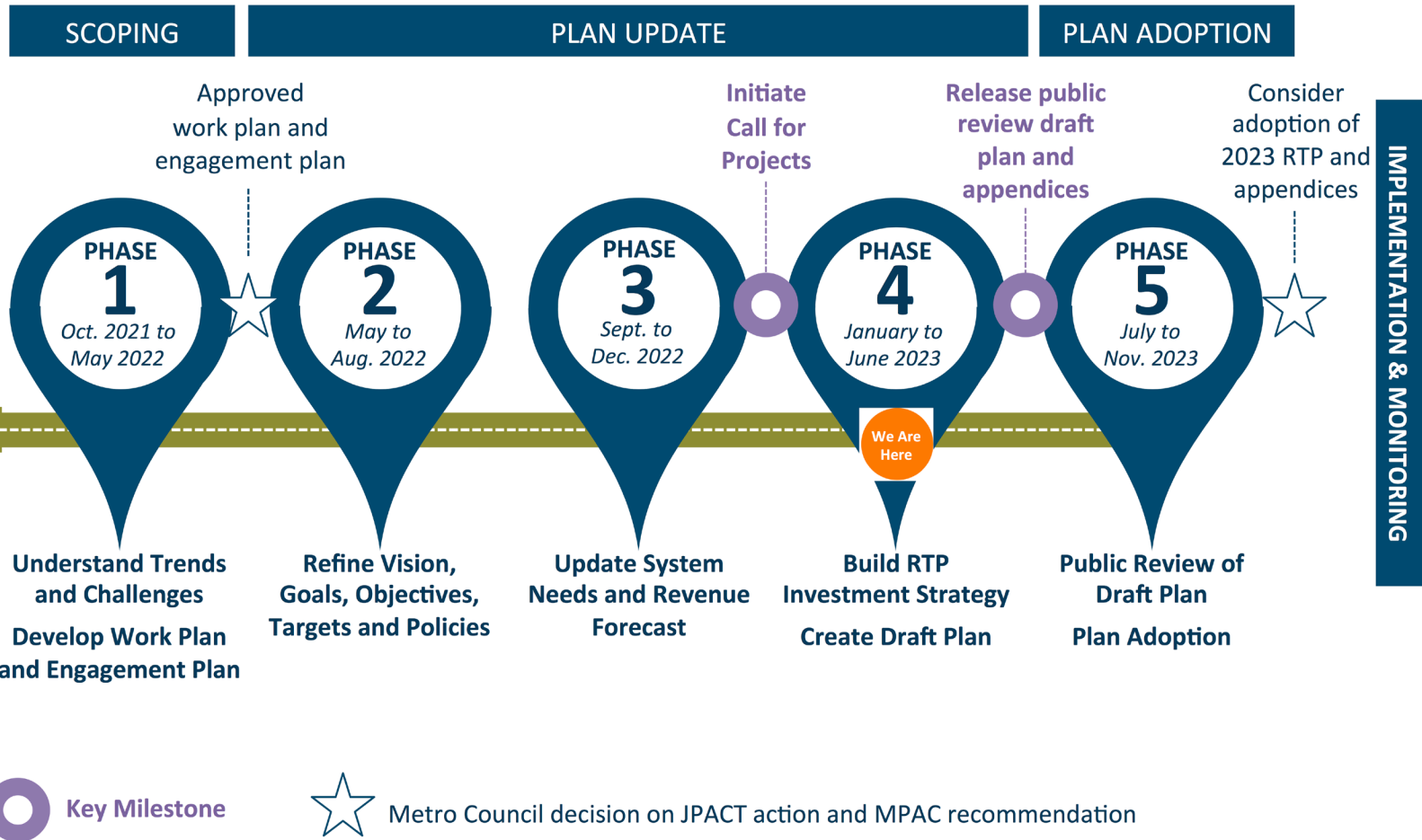
Recent and upcoming engagement

- Online public survey (closes May 1)
- Community leaders' forum (April 13)
- Cultural and language specific focus groups (April 15)
- Community based organization engagement and project briefings (throughout April)
- Consultation meetings:
 - Tribes and Resource Agencies (April 18-20)
 - State/Federal/Regional Agencies (April 27)
- Business leaders forum (May 25)
- 45-day public comment period on public review draft 2023 Regional Transportation Plan (July 10 – Aug. 25, 2023)

Summary report and key themes to be prepared for Metro Council and JPACT consideration



Timeline for the 2023 RTP update



Key terms

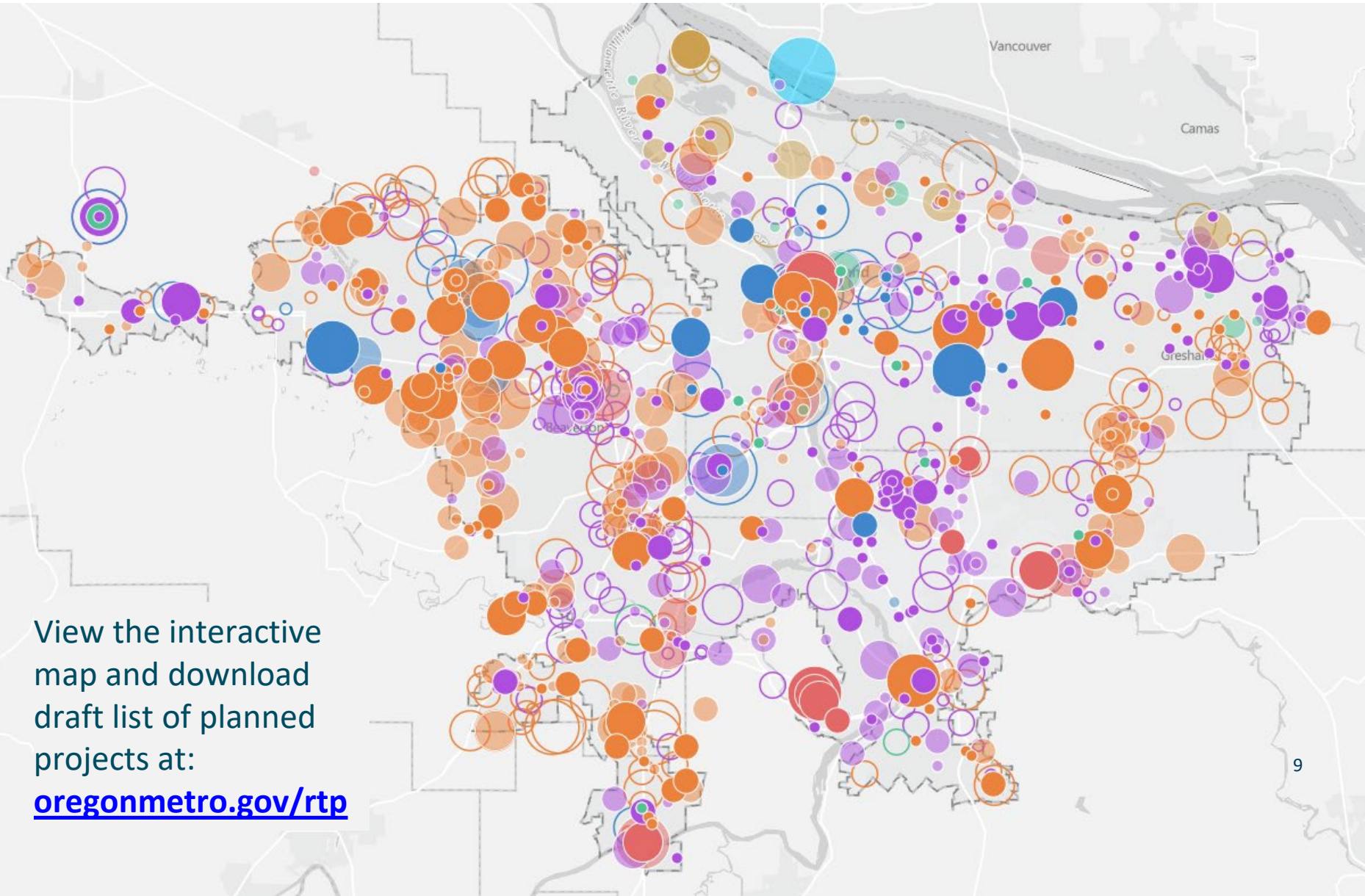
- **Constrained** projects can be paid for with the funds that we expect to be available.
- **Strategic** investments are things we would like to build with additional money if it becomes available.
- **Near-term** means 2023-2030.
- **Long-term** means 2031-2045.
- The RTP describes cost in **year-of-expenditure dollars** (YOE\$, or sometimes YOE\$m/YOE\$b)

Some caveats

- This work relies on **limited and imperfect information** provided by lead agencies through the call for projects.
- The summary **categorizes projects** according to how lead agencies plan to invest **most of the project budget**.
- These results are **biased in favor of larger and more long-term projects**.
- The results cannot be compared “**apples-to-apples**” between investment categories or goals.

Project list summary

Interactive map at <https://arcg.is/19yeWy>



View the interactive map and download draft list of planned projects at:
oregonmetro.gov/rtp

Constrained spending by category

\$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

Constrained spending by category

\$25.3B

CAPITAL PROJECT SPENDING
[YEAR OF EXPENDITURE \$]



12% Walking + Biking
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31% Roads + Bridges
19% Throughways
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2% Freight Access
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35% of RTP spending goes toward capital projects that shape the region's future progress toward goals.

65% goes toward operating and maintaining the system we have.

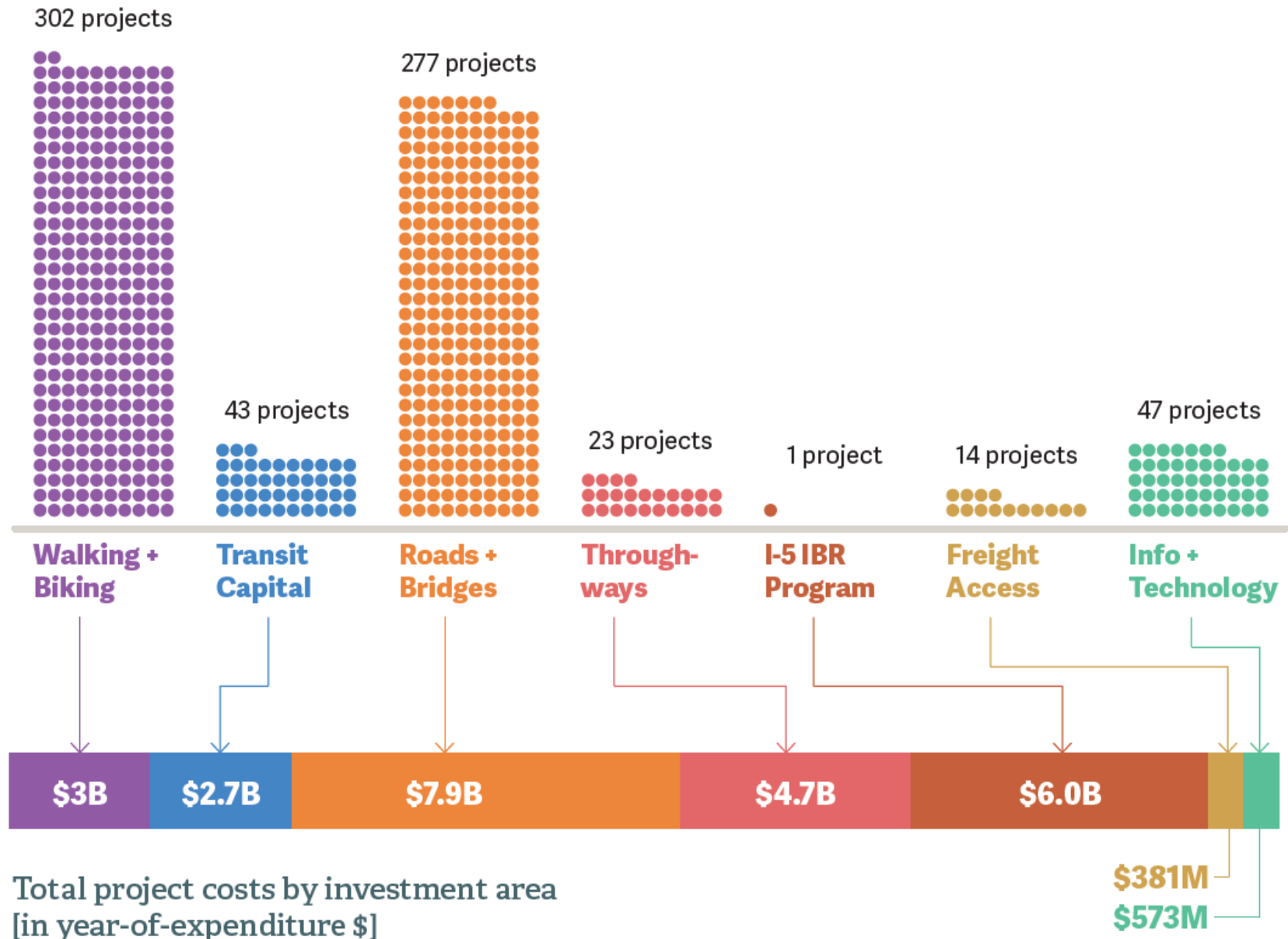
\$48.0B

OPERATIONS + MAINTENANCE SPENDING
[YEAR OF EXPENDITURE \$]



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

Constrained projects by category / cost



High-level assessment

Goal: provide stakeholders with information on how the investments included in the draft RTP project list support the RTP goals.

The assessment is **not**:

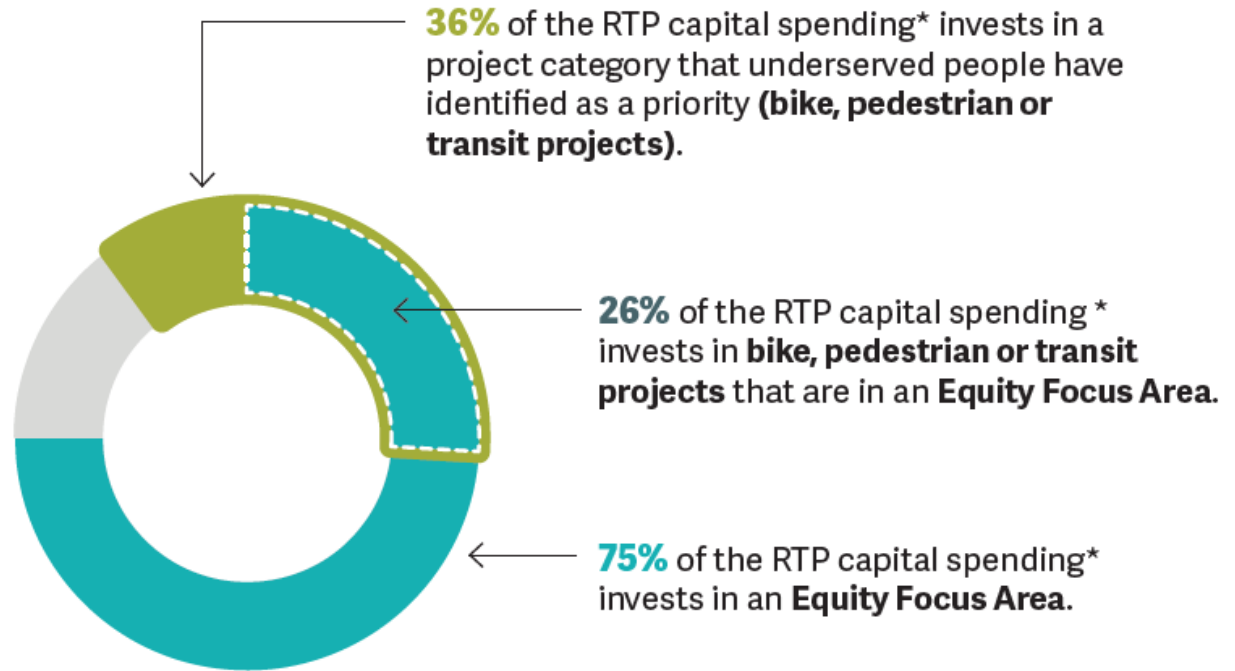
- an effort to screen RTP projects
- meant to stand alone
- comprehensive

The assessment **is**:

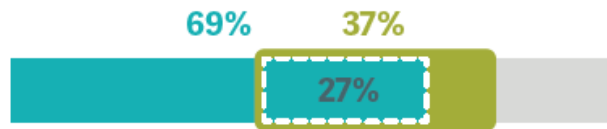
- simple, transparent, and grounded in RTP policy
- intended to provoke conversations and questions about how to best align RTP spending with goals

HLA results: equity

85%
of the RTP capital spending* invests in **EQUITY**



2030 PROJECT LIST



79% of the RTP capital spending* invests in **EQUITY**

2045 PROJECT LIST

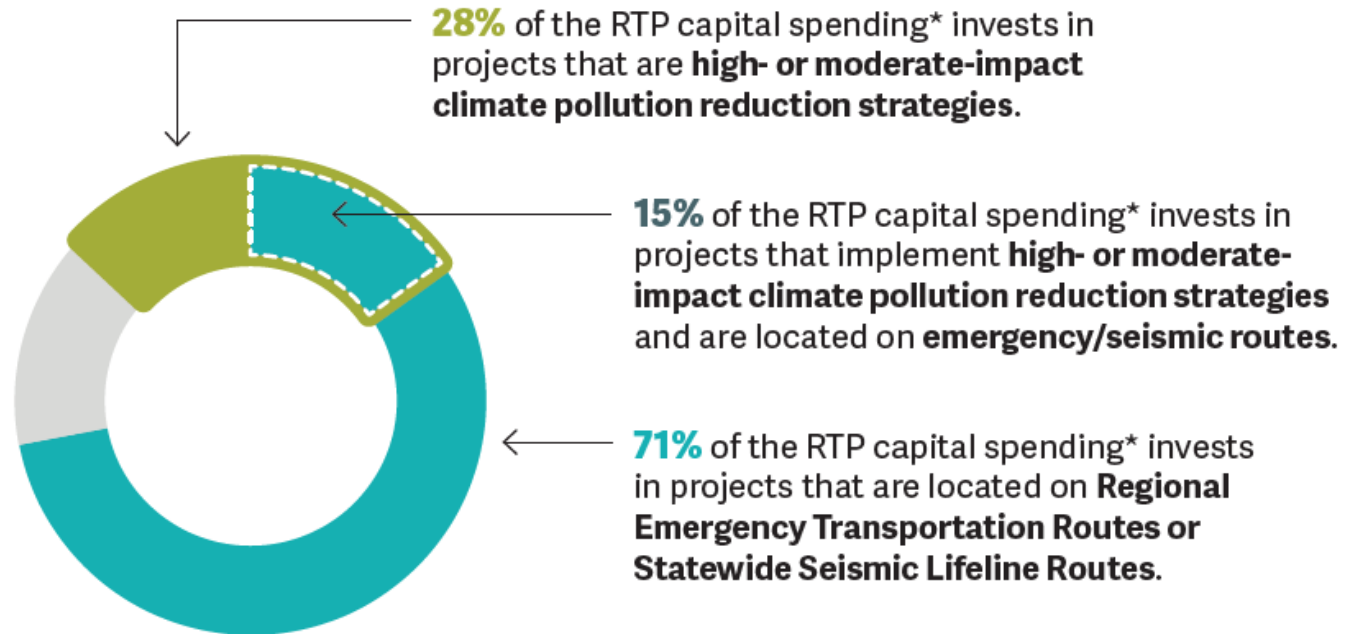


88% of the RTP capital spending* invests in **EQUITY**

Note: This summary only includes capital projects and programmatic investments in the constrained project list.

HLA results: climate

85%
of the RTP capital spending* invests in **CLIMATE+ RESILIENCE**



2030 PROJECT LIST



85% of the RTP capital spending* invests in **CLIMATE+ RESILIENCE**

2045 PROJECT LIST

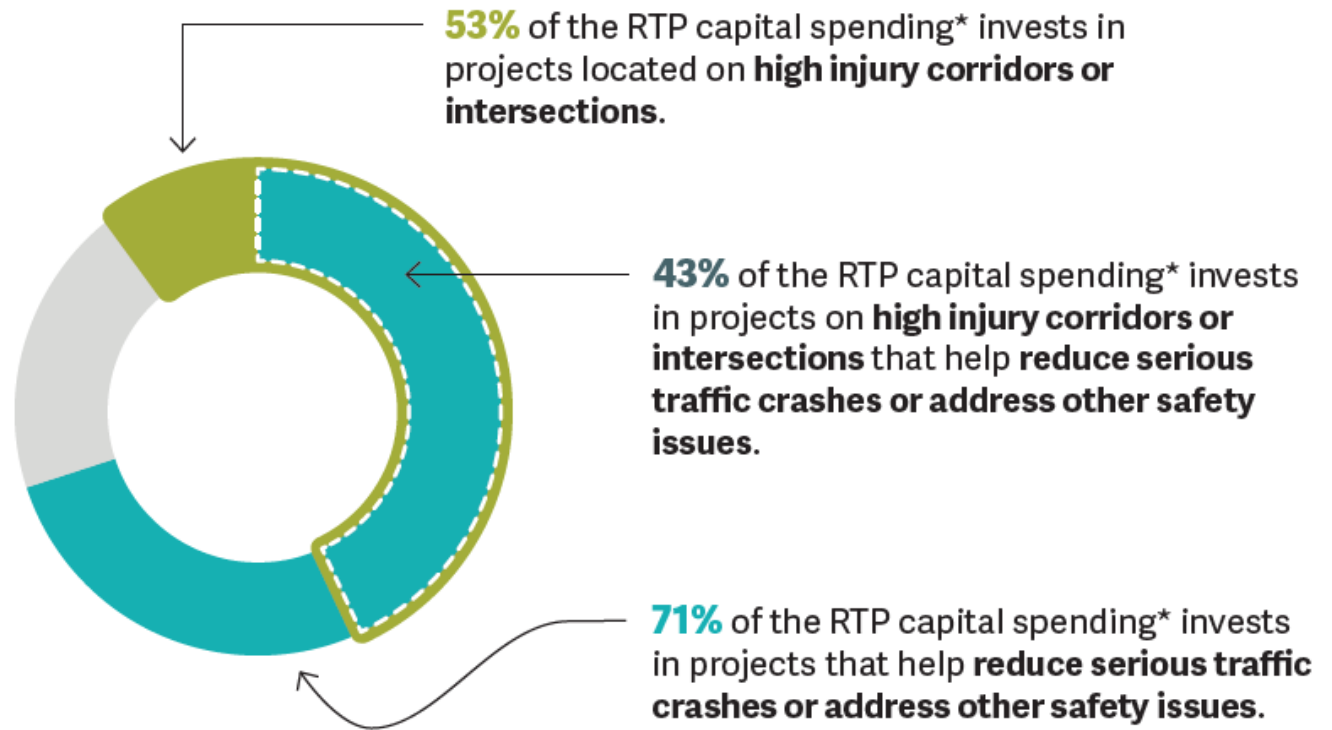


84% of the RTP capital spending* invests in **CLIMATE+ RESILIENCE**

Note: This summary only includes capital projects and programmatic investments in the constrained project list.

HLA results: safety

80%
of the RTP capital spending* invests in **SAFETY**

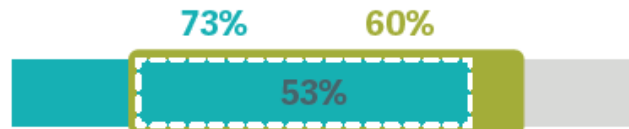


2030 PROJECT LIST



82% of the RTP capital spending* invests in **SAFETY**

2045 PROJECT LIST



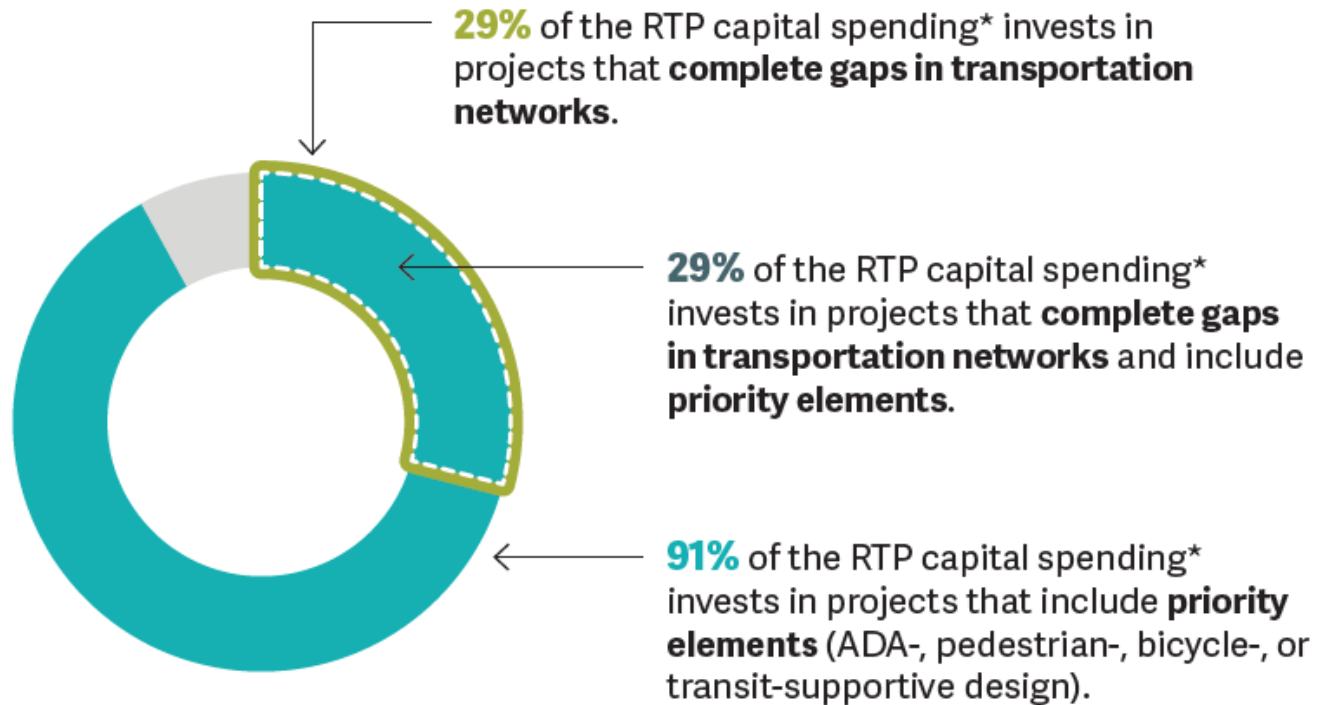
80% of the RTP capital spending* invests in **SAFETY**

Note: This summary only includes capital projects and programmatic investments in the constrained project list.

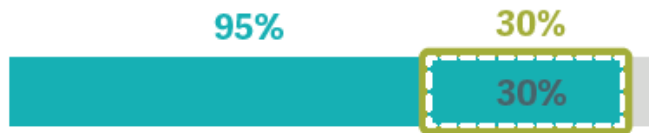
HLA results: mobility

92%

of the RTP capital spending* invests in **MOBILITY**



2030 PROJECT LIST



95% of the RTP capital spending* invests in **MOBILITY**

2045 PROJECT LIST

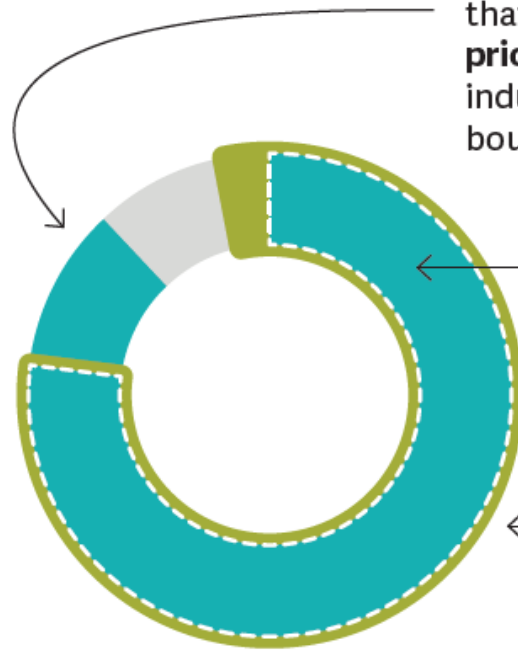


90% of the RTP capital spending* invests in **MOBILITY**

Note: This summary only includes capital projects and programmatic investments in the constrained project list.

HLA results: economy

91%
of the RTP capital spending* invests in the **ECONOMY**

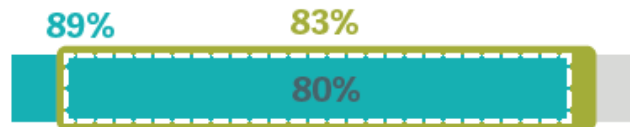


88% of the RTP capital spending* invests in projects that are located in an **economic development priority area** (2040 center, station community, industrial area, employment area or urban growth boundary expansion area).

77% of the RTP capital spending* invests in projects located in **economic development priority areas with above-average job activity**.

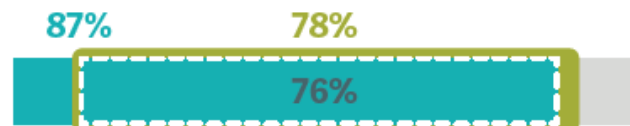
80% of the RTP capital spending* invests in projects that are located in areas with **above-average job activity**.

2030 PROJECT LIST



92% of the RTP capital spending* invests in the **ECONOMY**

2045 PROJECT LIST



90% of the RTP capital spending* invests in the **ECONOMY**

Note: This summary only includes capital projects and programmatic investments in the constrained project list.

High-level assessment: draft findings

1. The RTP invests a higher share of long-term resources in equity focus areas on projects on high injury corridors or intersections. **This could represent opportunities to prioritize equity and safety in near-term investments.**
2. The RTP invests a significantly higher share of short-term resources in implementing climate strategies. **This could reflect a priority on advancing climate action.**
3. There could be an **opportunity to better align investments in safety and equity** with areas of the region that have safety and equity needs.

Next steps

March to May	Metro evaluates how 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/Metro Council workshop to provide feedback on project priorities and discuss opportunities to make more near-term progress on RTP goals Metro staff prepare draft RTP and draft HCT Strategy for public review
May 24	Letters of endorsement from governing bodies and project list refinements due
June 2	TPAC recommendation to JPACT on releasing draft RTP (and projects) for public review
June 15/29	JPACT/Metro Council consider public input, technical findings and releasing the draft RTP (and projects) for public review
Summer	45-day public comment period on draft RTP (and projects) and HCT Strategy
Oct. 18	MTAC recommendation to MPAC on adoption of RTP (and projects)
Oct. 25	MPAC recommendation to Metro Council on adoption of RTP (and projects)
Nov. 3	TPAC recommendation to JPACT on adoption of RTP (and projects)
Nov. 16/30	JPACT/Metro Council consider public input and final RTP for adoption

Discussion questions

- What do you like about the draft project list?
- What questions or concerns do you have about the draft project list?
- What opportunities do you see to better meet our regional goals on equity, safety, and climate in the near-term?

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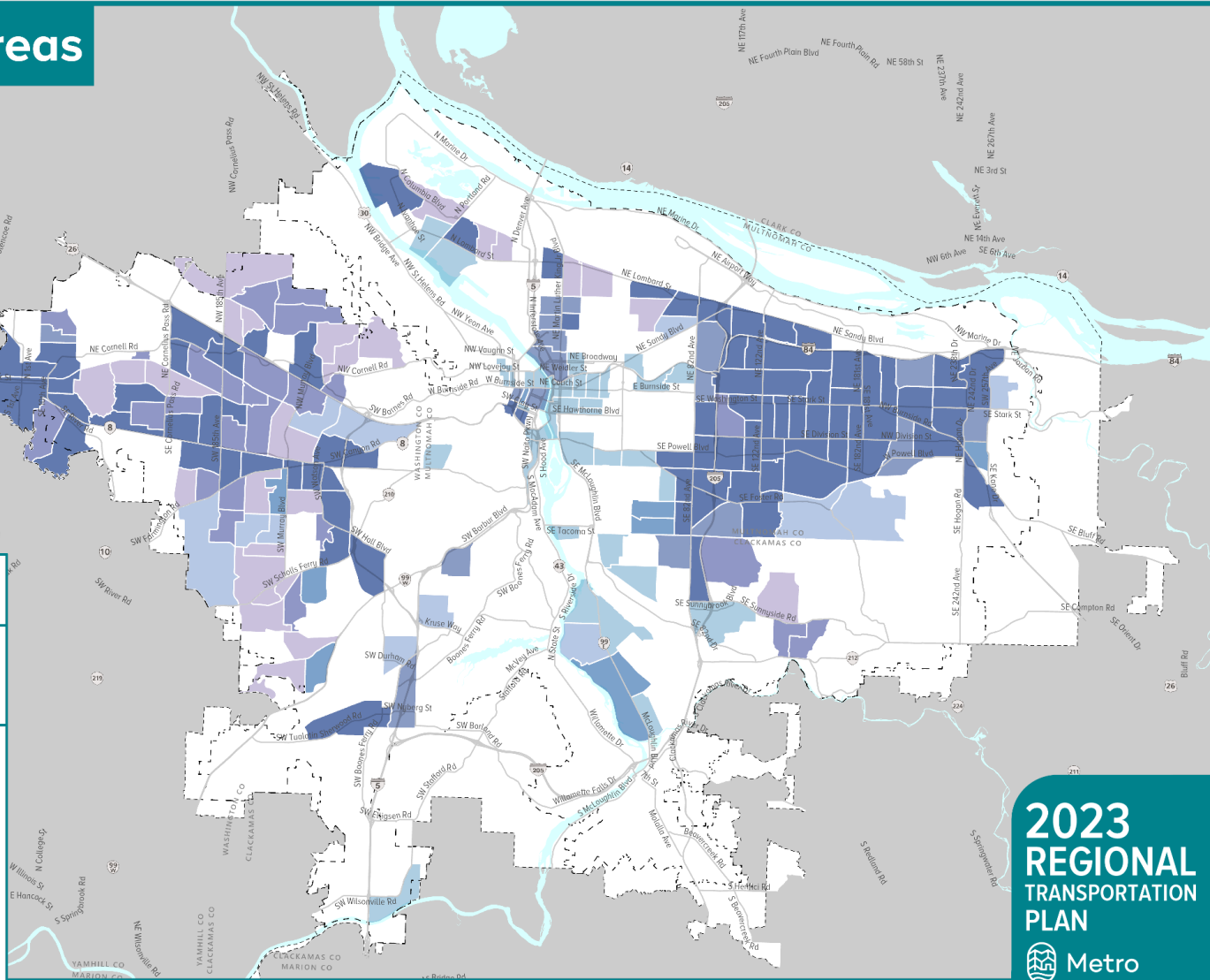
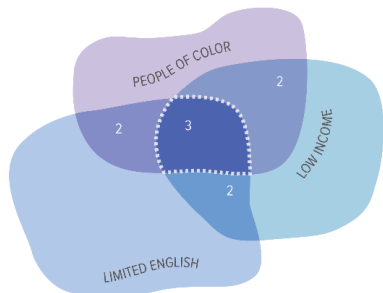


RTP Equity Focus Areas

Equity Focus Areas

Equity Focus Areas are based on Census Tracts that have populations above the regional average and over twice the regional density.

- People of Color Equity Focus Areas
- Limited English Equity Focus Areas
- Low Income Equity Focus Areas



2023
REGIONAL
TRANSPORTATION
PLAN

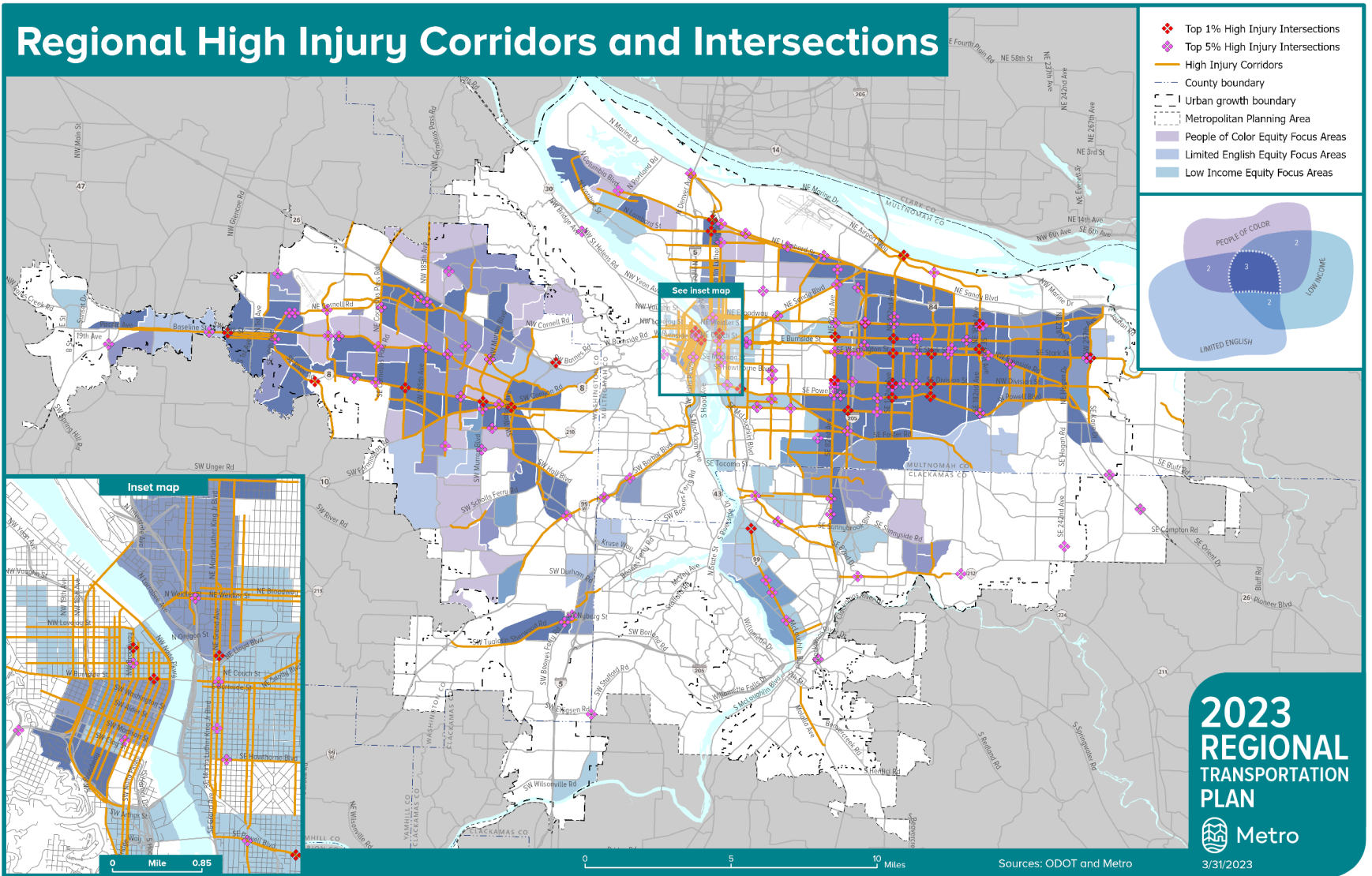


Sources: Census and Metro

2/13/2023

RTP High Injury Network

Regional High Injury Corridors and Intersections



2023
REGIONAL
TRANSPORTATION
PLAN



Sources: ODOT and Metro

3/31/2023