Exhibit A to Ordinance No. 14-1340

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MAKING A GREAT PLACE

Metro



Technical appendix for the

Regional Transportation Plan

Adopted July 17, 2014

www.oregonmetro.gov/rtp

2014

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Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council.

The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds.

Project web site: www.oregonmetro.gov/rtp

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2014 Regional Transportation Plan Technical Appendix

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Appendix 1.1 - 2014 RTP Project List

RTP ID	Nominating Agency	Facility Owner	Project/Program Name	Project Start Location	Project End Location	Local Functional Classification	Description	Estimated Cost ($2014)	Estimated Cost ($YOE)	Time Period	Financial Constrained	2040 Land Use	Metro Investment Category	Subregion	Sensitive Habitat Area
10000	Clackamas County	Clackamas County Milwaukie	Linwood/Harmony Rd./ Lake Rd. Intersection	Railroad Ave / Linwood Ave / Harmony Rd Intersection		Major Arterial	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	20,000,000	55,440,000	2025-2032	X	Regional Center	Roads and Bridges	Clackamas County	
10001	Clackamas County	ODOT	Johnson Creek Blvd. Interchange Improvements	JCB/I-205 interchange		Minor Arterial	Add loop ramp and northbound on-ramp; realign southbound off-ramp and install dual right-turn lanes.	9,800,000	19,854,800	2025-2032	X	Employment area	Roads and Bridges	Clackamas County	
10002	Clackamas County	Clackamas County	Johnson Creek Blvd. Improvements	55th Ave	82nd Ave.	Minor Arterial	Widen to 3 lanes with bikeways and pedestrian facilities - 55th Ave to 82nd Ave	13,770,000	20,379,600	2018-2024	X	Industrial area	Roads and Bridges	Clackamas County	X
10003	Clackamas County	Clackamas County	Harmony Road Improvements	Hwy 224	SE 82nd Ave	Major Arterial	Add Bikelanes and Sidewalks where needed	20,000,000	29,600,000	2018-2024	X	Regional Center	Active Transportation	Clackamas County	
10004	Clackamas County	Clackamas County	Otty Rd. Improvements	82nd Ave.	92nd Ave.	Local	Improve to minor arterial standard consistent with Fuller Road Station Plan; improve curb radius; add turn lanes, on-street parking, central median, landscaping, bikeways and pedestrian facilities	7,340,000	10,863,200	2018-2024	X	Employment area	Roads and Bridges	Clackamas County	
10005	Clackamas County	Clackamas County	West Monterey Extension	82nd Ave.	Fuller Rd.	Minor Arterial	New two-lane extension.	6,200,000	6,975,000	2014-2017	X	Regional Center	Roads and Bridges	Clackamas County	
10008	Clackamas County	Clackamas County	79th Ave. Extension	Luther Ave	King Rd.	Collector	Build N-S collector west of 82nd Ave..	17,400,000	48,232,800	N/A		Employment area	Roads and Bridges	Clackamas County	
10009	Clackamas County	Clackamas County	Fuller Rd. Improvements	Otty Rd.	Johnson Creek Blvd.	Collector	Add pedestrian facilities, turn lanes, on-street parking, central median and landscaping.	4,000,000	11,088,000	2033-2040	X	Employment area	Active Transportation	Clackamas County	
10011	Clackamas County	Clackamas County	122nd/Hubbard/135th Improvement	Sunnyside Rd.	Hwy. 212	Minor Arterial	Fill gaps in pedestrian facilities, turn lanes at Mather Rd	1,840,000	2,723,200	2018-2024	X	Outer neighborhood	Roads and Bridges	Clackamas County	
10013	Clackamas County	Clackamas County	Boyer Dr. Extension	82nd Ave.	Fuller Rd.	Local	Construct new 2 lane roadway with turn lanes at OR 213 and Fuller Rd, bikeways and pedestrian facilities; install flashing yellow arrow for left turns on northbound and southbound approaches at OR 213 intersection.	3,700,000	5,476,000	2018-2024	X	Employment area	Roads and Bridges	Clackamas County	
10014	Clackamas County	ODOT	82nd Ave. Multi-Modal Improvements	Clatsop Ave.	Monterey Ave.	Major Arterial	Widen to add sidewalks, lighting, central median, planting strips and landscaping.	13,600,000	20,128,000	2018-2024	X	Regional Center	Active Transportation	Clackamas County	
10016	Clackamas County	Clackamas County	Fuller Rd. Extension	Otty Rd.	King Rd.	collector	Construct new 2 lane extension with pedestrian facilities and bikeways	22,490,000	62,342,280	N/A		Employment area	Roads and Bridges	Clackamas County	
10017	Clackamas County	Clackamas County	Clackamas Regional Center Bike/Pedestrian Corridors	Clackamas Regional Center area		N/A	Construct pedestrian and bike improvements as described in the Clackamas Regional Center Pedestrian / Bicycle Plan	5,775,000	8,547,000	2018-2024	X	Regional Center	Active Transportation	Clackamas County	
10018	Clackamas County	ODOT	82nd Ave. Blvd. Design Improvements	Monterey Ave.	Sunnybrook Blvd.	Major Arterial	Complete boulevard design improvements.	5,400,000	6,075,000	2014 - 2017	X	Regional Center	Roads and Bridges	Clackamas County	
10019	Clackamas County	Clackamas County	Multi-use Path connection to NC Aquatic Park	82nd Ave.	North Clackamas Aquatic Center access road	Other	Construct multiuse path connection to Aquatic Park	2,000,000	2,250,000	2014 - 2017	X	Regional Center	Active Transportation	Clackamas County	
10020	Clackamas County	Clackamas County	Clackamas County ITS Plan	Countywide		Other	Deploy traffic responsive signal timing, ramp metering, traffic management equipment for better routing of traffic during incidents along the three key ODOT corridors - I-205, I-5, 99E. Install signal controller upgrades and update county ITS plan.	21,300,000	59,043,600	2014-2040	X	Various	TSMO/TDM	Clackamas County	
10022	Clackamas County	Clackamas County	82nd Dr.	Evelyn	Lawnfield Rd.	Minor Arterial	Fill in bikeways and pedestrian facilities gaps.	660,000	976,800	2018-2024	X	Industrial area	Active Transportation	Clackamas County	
10023	Clackamas County	Clackamas County	82nd Dr. Improvements	Hwy 212	Gladstone PH2	Minor Arterial	Widen to five lanes.	52,800,000	146,361,600	N/A		Industrial area	Roads and Bridges	Clackamas County	
10024	Clackamas County	ODOT	McLoughlin Blvd. Improvement	Milwaukie	Gladstone	Major Arterial	Add bikeways, pedestrian facilities ways, median enhancements, crosswalks and pedestrian facilities refuges	42,600,000	47,925,000	2014-2017	X	2040 Corridor	Active Transportation	Clackamas County	
10025	Oregon City	Clackamas County	Beavercreek Rd. Improvements Phase 2	Hwy 213	Clackamas Community College	Minor Arterial	Widen to 5 lanes with sidewalks and bike lanes.	5,800,000	8,584,000	2018-2024	X	Industrial area	Roads and Bridges	Clackamas County	
10026	Oregon City	Clackamas County	Beavercreek Rd. Improvements Phase 3	Clackamas Community College	Urban Growth Boundary	Minor Arterial	Widen to 4 lanes with sidewalks and bike lanes.	12,920,000	26,175,920	2025-2032	X	Industrial area	Roads and Bridges	Clackamas County	
10029	Clackamas County	Clackamas County	Stafford Rd Improvements	I-205	Rosemont Rd.	Minor Arterial	Add paved shoulders and turn lanes at major intersections. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	8,400,000	12,432,000	2018-2024	X	Urban Reserve	Roads and Bridges	Clackamas County	X
10030	Clackamas County	Clackamas County	Stafford Rd. Improvements	I-205	Boeckman Rd.	Rural Arterial	Add paved shoulders and turn lanes at major intersections. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	21,500,000	59,598,000	N/A		Outer neighborhood	Roads and Bridges	Clackamas County	
10033	Damascus Happy Valley	Damascus Happy Valley	172nd Ave - 190th Connector - adopted alignment	190th	172nd Ave.	Major Arterial	Widen to five lanes using the adopted alignment for the connection between 172nd and 190th. Project Segment Length 8,000 feet	37,480,000	55,470,400	2018-2024	X		Roads and Bridges	Clackamas County	X
10035	Damascus	Clackamas County	Foster Rd. Improvements	County Line	172nd 190th Connector	Minor Arterial	Widen to three lanes Project Segment Length 4,500 feet	5,900,000	16,354,800	2033-2040	X		Roads and Bridges	Clackamas County	X
10036	Happy Valley	Clackamas County	145th Ave.	Clatsop St.	Monner Rd.	Collector	Widen to 3 lanes with sidewalks and bike lanes, add traffic signals.	7,700,000	11,396,000	2018-2024		Outer neighborhood	Roads and Bridges	Clackamas County	
10037	Happy Valley	Clackamas County	162nd Ave.	Hagen Rd.	Palermo Ave.	Collector	Widen to 3 lanes with sidewalks and bike lanes, add traffic signals.	2,600,000	3,848,000	2018-2024	X	Outer neighborhood	Roads and Bridges	Clackamas County	X
10038	Damascus	Clackamas County	242nd	Multnomah County line	Hwy. 212	Collector	Reconstruct 242nd and widen to three lanes. The Damascus/Boring Concept Plan identifies 242nd as a community bus transit classification. Project Segment Length 8,000 feet	30,000,000	83,160,000	NA		Corridor	Roads and Bridges	Clackamas County	X
10040	Happy Valley	Clackamas County	162nd Ave. Extension North	Hagen Rd.	Clatsop St.	Collector	Construct a new 3 lane roadway with sidewalks, bike lanes and traffic signals.	27,970,000	56,667,220	2025-2032	X	Outer neighborhood	Roads and Bridges	Clackamas County	X
10041	Happy Valley	Clackamas County	162nd Ave. Extension South Phase 1	Rock Creek Blvd.	Hwy. 212	Collector	Construct a new 2 - 3 lane roadway with sidewalks, bike lanes, and intersection improvements at Hwy-212/162nd on all 4 approaches. The second phase is Project #11346.	5,000,000	5,625,000	2014-2017	X	Employment area/Industrial area	Roads and Bridges	Clackamas County	
10042	Clackamas County	Clackamas County	Lawnfield realignment (Sunrise JTA)	Lawnfield Rd.	Sunnybrook Blvd.	Local	Realign the existing Lawnfield Rd. Road from 98th to 97th, reduce the grade from 18% to 8%.	25,650,000	28,856,250	2014-2017	X	Industrial area	Freight	Clackamas County	X

RTP ID	Nominating Agency	Facility Owner	Project/Program Name	Project Start Location	Project End Location	Local Functional Classification	Description	Estimated Cost ($2014)	Estimated Cost ($YOE)	Time Period	Financial Constrained	2040 Land Use	Metro Investment Category	Subregion	Sensitive Habitat Area
10043	Clackamas County	Clackamas County	Borland Rd.	City Limits	Stafford Rd.	Minor Arterial	Add paved shoulders and turn lanes at major intersections. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	5,680,000	15,744,960	N/A		Employment area/Outer neighborhood	Roads and Bridges	Clackamas County	X
10045	Happy Valley	Clackamas County	Clatsop St.	132nd Ave.	162nd Ave.	Collector	Widen to 3 lanes with sidewalks and bike lanes, add traffic signals.	7,800,000	11,544,000	2018-2024		Outer neighborhood	Roads and Bridges	Clackamas County	X
10047	Oregon City	Oregon City	Holcomb Blvd.	Abernethy Rd.	UGB	Minor Arterial	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 Projects W6, W11, W12, W13, B9, B12, D16, C3, C4, C5, C6)	9,500,000	14,060,000	2018-2024		Outer neighborhood	Active Transportation	Clackamas County	X
10048	Oregon City	Clackamas County	Holly Lane	Redland Rd.	Maple Lane	Minor arterial	Improve to a minor arterial cross-section, adding sidewalks and bike lanes to both sides from Redland to S Donovan, replacing the bridge just south of Redland and adding an enhanced street crossing at S Donovan. Complete sidewalk and bike lane gaps on east side of the street between Donovan and Maple Lane (TSP Project D83, W21, W22, B19, B20, C8). The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	16,055,000	44,504,460	2033-2040	X	Neighborhood	Roads and Bridges	Clackamas County	X
10050	Clackamas County	Clackamas County	Johnson Rd., Clackamas Rd., McKinley Rd.	Lake Rd.	Hwy 212	Collector	Bikeway and pedestrian facilities infill	1,800,000	3,646,800	2025-2032	X	Inner neighborhood	Active Transportation	Clackamas County	
10052	Clackamas County	Clackamas County	Tolbert Road (Sunrise JTA)	SE 82nd Dr.	Industrial Way	Collector	Extend Mather Rd. across railroad to SE 82nd Dr.	17,500,000	19,687,500	2014-2017	X	Industrial area	Roads and Bridges	Clackamas County	
10054	Clackamas County	Clackamas County	Oatfield Rd.	Oatfield /Park Intersection		Minor Arterial	Signal, left turn lanes.	1,358,150	1,527,919	2014-2017	X	Outer neighborhood	Roads and Bridges	Clackamas County	
10055	Clackamas County	Clackamas County	Oatfield Rd.	Oatfield / Hill Intersection		Minor Arterial	Left turn lanes, signal if warranted.	1,653,700	3,350,396	2025-2032	X	Outer neighborhood	Roads and Bridges	Clackamas County	
10056	Clackamas County	Clackamas County	Oatfield Rd.	Oatfield/McNary Intersection		Minor Arterial	Add turn lanes.	1,043,510	2,114,151	2025-2032	X	Outer neighborhood	Roads and Bridges	Clackamas County	
10057	Oregon City	Clackamas County	Redland Rd.	Abernethy Rd.	UGB	Major Arterial/Rural Arterial	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 (TSP Projects D91, W7, W17, W18).	12,316,000	34,139,952	2033-2040		Neighborhood	Roads and Bridges	Clackamas County	X
10058	Clackamas County	Clackamas County	River Rd.	River Rd./Courtney intersection		minor Arterial	Add turn lanes to four legs of the intersection.	1,560,550	4,325,845	N/A		Outer neighborhood	Roads and Bridges	Clackamas County	
10059	Clackamas County	Clackamas County	Roots Rd./McKinley Rd.	Webster Rd.	Hwy 212	Minor Arterial	Bring to urban standards.	10,426,862	28,903,261	N/A		Outer neighborhood	Roads and Bridges	Clackamas County	
10060	Happy Valley	Clackamas County	SE 132nd Ave.	King Rd.	Clatsop Rd.	Collector	Widen to 3 lanes with sidewalks and bike lanes.	3,047,500	6,174,235	2025-2032	X	Inner neighborhood	Roads and Bridges	Clackamas County	
10061	Clackamas County	Clackamas County	142nd Ave.	Sunnyside Rd.	Hwy 212	minor Arterial	Widen to 3 lanes.	10,374,007	28,756,747	N/A		Inner neighborhood	Roads and Bridges	Clackamas County	X
10063	Clackamas County	Clackamas County	Thiessen Rd.	Thiessen/Hill Intersection		Minor Arterial	Widen, add left turn lane on Thiessen Rd.	1,248,210	3,460,038	2033-2040	X	Outer neighborhood	Roads and Bridges	Clackamas County	
10064	Clackamas County	Clackamas County	Webster Rd.	Webster/Jennings and Roots intersection		Minor Arterial	Construct traffic signals, turn lanes.	3,722,090	5,508,693	2018-2024	X	Outer neighborhood	Roads and Bridges	Clackamas County	
10065	Clackamas County	Clackamas County	Webster Rd.	Webster/Strawberry Ln. intersection		Minor Arterial	Traffic signal.	4,340,736	12,032,521	2033-2040	X	Outer neighborhood	TSMO/TDM	Clackamas County	
10066	Clackamas County	Clackamas County	92nd/Johnson Creek Blvd. intersection	92nd/JCB intersection		Minor Arterial	Add turn lanes on 92nd (northbound left at JCB, and northbound right at Idleman).	1,000,000	1,125,000	2014-2017	X	Employment area	Roads and Bridges	Clackamas County	
10067	North Clackamas PRD	NCPRD	Phillips Creek Trail	I-205 Trail	N Clackamas Greenway	Other	Build trail through Clackamas Town Center for access to light rail.	2,270,000	6,292,440	2033-2040	X	Regional Center	Active Transportation	Clackamas County	X
10069	Gresham	Gresham	East Buttes Powerline Trail	Springwater/Gresham-Fairview trail	Clackamas Greenway	Other	Build trail linking Gresham and the Clackamas River.	1,900,000	2,812,000	2018-2024	X	2040 Corridor	Active Transportation	E. Multnomah County	X
10070	North Clackamas PRD	Metro , NCPRD, Happy Valley	Mt. Scott Scouters Mt Trail	Mt. Talbert	Springwater corridor	Other	Build loop trail to from SE Clatsop street in the north to Highway 212/Clackamas River to the south. Connects the Springwater Corridor, Mt. Talbert, Scouters Mountain Nature Park, and the Clackamas River. Partners include the City of Portland and City of Happy Valley.	14,170,000	20,971,600	2018-2024	X	2040 Corridor	Active Transportation	Clackamas County	X
10076	Damascus Happy Valley	Damascus Happy Valley	SE Sunnyside Rd East Extension	SE 172nd Ave.	Foster Road	Major Arterial	Construct a new 5-lane roadway with sidewalks, bike lanes and traffic signals	15,000,000	30,390,000	2025-2032	X		Roads and Bridges	Clackamas County	X
10078	Damascus	ODOT	OR 224	Sunrise End	Carver Bridge	Principal arterial	Widen Highway 224 to four lanes with turn pockets at intersections to Carver bridge. The Damascus/Boring Concept Plan identifies Highway 224 as a community bus transit classification. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	41,500,000	84,079,000	2025-2032	X	Corridor Neighborhood	Roads and Bridges	Clackamas County	X
10081	Happy Valley	Happy Valley	122nd/129th Improvements	Sunnyside Rd.	King Rd.	Minor Arterial	Add a sidewalk and bike lanes.	3,500,000	3,937,500	2014-2017	X	Regional Center/Neighborhood	Active Transportation	Clackamas County	
10082	Happy Valley	Happy Valley	Mt. Scott Blvd./King Rd. Improvements	Happy Valley City Limits	145th Ave.	Minor Arterial	Widen to 3 lanes with sidewalks and bike lanes, add traffic signals.	20,820,000	57,713,040	2033-2040		Inner Neighborhood	Roads and Bridges	Clackamas County	X
10084	Happy Valley	Happy Valley	King Rd.	King Rd./145th Ave. intersection		Collector	Traffic signal, realign, turn lanes.	1,150,000	2,329,900	2025-2032	X	Inner neighborhood	Roads and Bridges	Clackamas County	
10085	Clackamas County and Lake Oswego	NCPRD	Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River	Willamette Shoreline	Trolley Trail	N/A	Construct bike/pedestrian crossing over the Willamette River	10,130,000	28,080,360	2033-2040	X	2040 Corridor	Active Transportation	Clackamas County	X

RTP ID	Nominating Agency	Facility Owner	Project/Program Name	Project Start Location	Project End Location	Local Functional Classification	Description	Estimated Cost ($2014)	Estimated Cost ($YOE)	Time Period	Financial Constrained	2040 Land Use	Metro Investment Category	Subregion	Sensitive Habitat Area
10086	Lake Oswego	Lake Oswego	River-to-River Trail	George Rogers Park	Tualatin River	N/A	9,750' long, 10' wide trail from George Rogers Park to the Tualatin River via McVey Rd-Stafford Rd-Stevens Meadows Natural Area-Pecan Creek Natural Area, then across private properties.	6,800,000	18,849,600	2033-2040	X	2040 Corridor	Active Transportation	Clackamas County	X
10087	Lake Oswego	Various	Lake Oswego to Portland Trail	Hwy 43/A Ave	Sellwood Bridge	Major Arterial	3.15 mile multi-use pathway adjacent to existing Hwy 43 Corridor, increasing ROW. Connects Lake Oswego to Portland at Sellwood Bridge. Part of the Willamette River Greenway Trail.	80,000,000	221,760,000	2033-2040	X	2040 Corridor/ Town Center	Active Transportation	Clackamas County	X
10088	Lake Oswego	Lake Oswego	Lower Boones Ferry Rd.	Madrona Street	Kruse Way	Major Arterial	Widen to include bike lanes, sidewalks, and turn lanes.	27,000,000	30,375,000	2014-2017	X	Town Center	Roads and Bridges	Clackamas County	
10092	Wilsonville		Tonquin Trail	Washington/Clackamas County line	Boones Ferry Landing	Other	Shared use path with some on-street portions. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	3,000,000	4,440,000	2018-2024	X	Employment area	Active Transportation	Clackamas County	X
10094	Milwaukie	Milwaukie	Lake Rd Sidewalks	Where Else Ln	Hwy 224	Arterial	Fill in sidewalk gaps on both sides of street.	2,200,000	4,457,200	2025-2032		Neighborhood	Active Transportation	Clackamas County	
10095	Milwaukie	Milwaukie	Railroad Ave Capacity Improvements	37th Ave	Harmony Rd	Collector	Pedestrian aspect: Fill in sidewalk gaps on both sides of street or construct multiuse path on one side. Bicycle aspect: Fill in gaps in existing bicycle network with bike lanes, cycle track, multiuse path, or other facilities. Public transit aspect: Provide bus service to extend to Clackamas Town Center and points east.	6,600,000	7,425,000	2014-2017	X	Neighborhood	Active Transportation	Clackamas County	
10096	Milwaukie	Milwaukie	37th Ave Sidewalks	Lake Rd	Harrison St	Collector	Fill in sidewalk gaps on both sides of street.	870,000	1,762,620	2025-2032		Town Center/Neighborhood	Active Transportation	Clackamas County	
10097	Milwaukie	Milwaukie	Group 5--Stanley Avenue Neighborhood Greenway Improvements	Springwater Trail	Railroad Ave	Collector	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. ($5,030,000) Stanley Ave Connectivity at King Rd = Enhance connection along Stanley Ave at King Rd. ($60,000) Stanley Ave Connectivity at Monroe St = Enhance connection along Stanley Ave at Monroe St. ($60,000)	5,150,000	7,622,000	2018-2024	X	Neighborhood	Active Transportation	Clackamas County	X
10098	Milwaukie	Milwaukie	McLoughlin Blvd Sidewalks	Washington St	Southern city limits	Arterial	Fill in sidewalk gaps on both sides of street.	650,000	1,316,900	2025-2032		Town Center	Active Transportation	Clackamas County	X
10099	Milwaukie	Milwaukie	Group 1-Monroe St Neighborhood Greenway	21st Ave	Linwood Ave	Collector	Monroe St Neighborhood Greenway = Bicycle aspect: Designate as a "neighborhood greenway" and install traffic-calming improvements.Pedestrian aspect: Fill in sidewalk gaps on both sides of street. ($2,130,000) Intersection Improvements at Linwood Ave and Monroe St = improve safety of crossing at intersection of Monroe St and Linwood Ave. ($10,000)	2,140,000	2,407,500	2014-2017	X	Neighborhood	Active Transportation	Clackamas County	
10100	Milwaukie	Milwaukie	Group 9--Downtown Pedestrian Improvements	Downtown	Downtown	Arterial, Collector, and Local	Downtown Streetscape Improvements = Install sidewalk bulbouts, lighting, and pedestrian amenities. ($7,300,000) Downtown Parking Signage = Install wayfinding and identification signage at McLoughlin Blvd intersections and around public parking lots. ($10,000) Downtown Public Parking Lot Improvements = Upgrade and maintain off-street public parking	7,370,000	14,931,620	2025-2032		Town Center	Active Transportation	Clackamas County	
10101	Milwaukie	Milwaukie	Kellogg Creek Dam Removal and Hwy 99E Underpass	Location- Specific	Location- Specific	Arterial and Other	Replace Hwy 99E bridge over Kellogg Creek, remove dam, restore habitat. Construct bike/ped undercrossing between downtown Milwaukie and Riverfront Park.	9,900,000	11,137,500	2014-2017	X	Town Center	Active Transportation	Clackamas County	
10102	Clackamas County	Clackamas County	Linwood Ave	King Road	Johnson Creek Blvd	Minor Arterial	Add bikeways. Linwood Ave / Monroe St intersection improvements. Add curbs/sidewalks, improve horizontal alignments	11,020,000	22,326,520	2025-2032	X	Corridor	Roads and Bridges	Clackamas County	X
10107	Milwaukie	Milwaukie	Harrison St Railroad Crossing Separation	Location-specific	Location-specific	Arterial	Upgrade Harrison crossing of Union Pacific Railroad tracks to grade-separated facility. Assess as part of Hwy 224 & Hwy 99E Refinement Plan.	30,700,000	85,100,400	2033-2040	X	Town Center	Freight	Clackamas County	
10109	Milwaukie	Milwaukie	Kellogg Creek Bike/Ped Bridge	Lake Rd	Kronberg Park	Other	Construct bike/ped overpass over Kellogg Creek in conjunction with light rail bridge.	2,500,000	2,812,500	2014-2017	X	Town Center	Active Transportation	Clackamas County	X
10112	Milwaukie	Milwaukie	Ochoco St Sidewalks	19th Ave	McLoughlin Blvd	Collector	Construct sidewalks, reconstruct bridge over Johnson Creek.	1,300,000	2,633,800	2025-2032		Industrial Area	Active Transportation	Clackamas County	X
10113	Milwaukie	Milwaukie and ODOT	Group 2--Pedestrian and Bicycle Improvements in Island Station	McLoughlin Blvd at 22nd Ave	River Rd at City limits	Arterial, Local, and Other	River Rd Sidewalks = Fill in sidewalk gaps on both sides of street. ($690,000) Intersection Improvements at McLoughlin Blvd and 22nd Ave = Improve safety of Trolley Trail crossing at 22nd Ave. ($200,000) Kronberg Park Trail = Construct multiuse path to connect Kellogg Creek Bridge to safe crossing of Hwy 99E. ($300,000) Traffic-Calming Improvements on River Rd at Lark St = Install traffic-calming measures such as a	1,500,000	1,687,500	2014-2017	X	Various	Active Transportation	Clackamas County	
10118	Oregon City	ODOT	McLoughlin Blvd. Improvements - (R/R Tunnel to 10th Street)	Railroad Tunnel	10th St.	Principal arterial	Complete boulevard design improvements and viaduct improvements. (TSP D74 & S3)	18,000,000	36,468,000	2025-2032	X	Regional Center	Roads and Bridges	Clackamas County	
10119	Oregon City	ODOT	Hwy. 213 - Phase 2	Redland Rd.	Redland Road Undercrossing	Principal arterial	Add through lane in both directions. TSP project D79)	12,000,000	17,760,000	2018-2024	X	Employment area	Roads and Bridges	Clackamas County	
10120	Oregon City	Oregon City	Washington St. Improvements	Abernethy Rd.	Home Depot Drive	Minor Arterial	Complete the Boulevard project including stormwater low impact development design improvements, sidewalks, landscaping and street lighting. (TSP W5)	1,785,000	2,641,800	2018-2024	X	Regional Center	Roads and Bridges	Clackamas County	
10123	Oregon City	Oregon City/ODOT/Metro	Willamette Falls Shared-Use Path	10th Street	S 2nd Street	Major Arterial	Add a shared-use path along the Willamette River (TSP Project S3)	3,065,000	4,536,200	2018-2024	X	Regional Center	Active Transportation	Clackamas County	X
10124	Oregon City	Oregon City	Molalla Ave. Boulevard Improvements - (Holmes to Beavercreek Road)	Holmes	Beavercreek Road	Major Arterial	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)	5,400,000	10,940,400	2025-2032	X	Corridor	Active Transportation	Clackamas County	

RTP ID	Nominating Agency	Facility Owner	Project/Program Name	Project Start Location	Project End Location	Local Functional Classification	Description	Estimated Cost ($2014)	Estimated Cost ($YOE)	Time Period	Financial Constrained	2040 Land Use	Metro Investment Category	Subregion	Sensitive Habitat Area
10125	Oregon City	Oregon City	Molalla Ave. Streetscape Improvements (Beavercreek Road to Hwy 213)	Beavercreek	Hwy. 213	Major Arterial	Streetscape improvements including widening sidewalks, sidewalk infill, ADA accessibility, bike lanes, reconfigure travel lanes, add bus stop amenities. (TSP W74, B37, W34)	8,000,000	9,000,000	2014-2017	X	Regional Center	Active Transportation	Clackamas County	
10127	West Linn	ODOT	Hwy. 43 Improvements	Holly St.	Arbor Dr.	Major Arterial	Improve roadway with widening, installation of medians, turn lanes, street trees, signal interconnections, and bike lanes.	21,400,000	31,672,000	2018-2024	X	Town Center	Roads and Bridges	Clackamas County	X
10128	West Linn	West Linn	Willamette Falls Dr./bicycle lanes and streetlights	Hwy. 43	10th St.	Local	Provide bike lanes, streetlights and sidewalks on a narrow roadway. This will provide a direct connection between three town center areas (including old-town Oregon City). Bicycle lanes will be 6' wide adjacent to 12' wide travel lanes.	7,800,000	15,802,800	2025-2032	X	Town Center	Active Transportation	Clackamas County	
10129	West Linn	West Linn	Willamette River Greenway Trail	Willamette Park	Lake Oswego - Willamette River trail	Other	Paved trail running parallel to the Willamette River from Willamette Park at the mount of the Tualatin River eventually to the Lake Oswego City Limits facilitating connection to the Willamette River Trail with neighboring cities as part of the Metro Region.	2,000,000	4,052,000	2025-2032	X	Town Center	Active Transportation	Clackamas County	X
10130	Wilsonville	Wilsonville	Kinsman Rd. Extension from Barber St. to Boeckman Rd.	Barber St.	Boeckman Rd.	Minor Arterial	Extend 3 lanes with sidewalks and bike lanes.	6,069,000	6,827,625	2014-2017	X	Employment area	Freight	Clackamas County	X
10131	Wilsonville	Wilsonville	Tooze Rd. Improvements	110th Ave.	Grahams Ferry Rd.	Minor Arterial	Widen Tooze Rd to 3 lanes, add bike/pedestrian connections to regional trail system.	3,800,000	4,275,000	2014-2017	X	Employment area	Roads and Bridges	Clackamas County	
10132	Wilsonville	Wilsonville	Boeckman Rd./I-5 Overcrossing Improvements	Boberg Rd.	Parkway Ave.	Minor Arterial	Widen Boeckman Road bridge over I-5 to 3 lanes. Add bike/pedestrian connections to regional trail system.	13,600,000	20,128,000	2018-2024	X	Employment area, Industrial area	Roads and Bridges	Clackamas County	
10133	Wilsonville	Wilsonville	French Prairie Bicycle/Pedestrian/Emergency Bridge	Boones Ferry Rd.	Butteville Rd..	Other	New bicycle/pedestrian/emergency vehicle only bridge crossing the Willamette River.	15,000,000	22,200,000	2018-2024	X	Outer neighborhood	Active Transportation	Clackamas County	X
10134	Wilsonville	Clackamas County	65th/Elligsen/Stafford Intersection Improvements	65th, Elligsen, Stafford Rd. intersections	65th, Elligsen, Stafford Rd. intersections	Rural Arterial	Construct roundabout	5,500,000	8,140,000	2017-2024	X	Urban Reserve	Freight	Clackamas County	
10135	West Linn	West Linn	19th St. Improvements	Blankenship Rd.	Willamette Falls Dr.	Local	Improvements to include curb, gutter, pavement widening and sidewalks.	1,200,000	2,431,200	2025-2032	X	Town Center	Roads and Bridges	Clackamas County	
10136	Clackamas County	Clackamas County	Kellogg Creek (Oatfield Rd.) Bridge Replacement	Kellogg Creek	n/a	Minor Arterial	Construct two lane bridge with sidewalks and bike lanes.	4,702,881	13,036,385	2033-2040	X	Inner neighborhood	Roads and Bridges	Clackamas County	X
10138	Damascus Happy Valley	ODOT	Hwy 212 widening to 5 lane boulevard	Rock Creek Junction	172nd	Principal arterial	Widen Highway 212 to a 5 lane boulevard section to 172nd. Implement intersection improvements where needed. Segment Length 5,500 Feet	30,000,000	44,400,000	2018-2024	X		Roads and Bridges	Clackamas County	
10140	Oregon City	ODOT	Hwy. 213 - (SOUTH)	Clackamas Community College	Conway Dr.	Principal arterial	Add one SB and NB through lane, bike lanes, and sidewalks. (TSP D77, W31)	4,970,000	7,355,600	2018-2024	X	Other	Roads and Bridges	Clackamas County	
10144	Oregon City	ODOT	SB 99E/I-205 Interchange Access	Dunes Dr.	I-205 SB Ramp Terminus	Major Arterial	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)	3,000,000	4,440,000	2018-2024		Regional Center	Roads and Bridges	Clackamas County	
10147	Oregon City	Oregon City / Metro	Newell Creek Canyon / Holly Lane Shared Use Path	Hwy 213 and Redland Rd.	Maple Lane Rd.	Other	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 as of March 2014.	4,670,000	6,911,600	2018-2024	X	Outer neighborhood	Active Transportation	Clackamas County	X
10148	Oregon City	Oregon City	Oregon City Loop Trail	Beavercreek Rd.	Hwy 99E	Other	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 projects: 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 as of March 2014.	7,023,000	7,900,875	2014-2017	X	Inner/Outer neighborhood	Active Transportation	Clackamas County	X
10149	Oregon City	Oregon City	Beaver Lake Trail	Holly Lane Extension / Loder Road	Oregon City UGB	Other	Add a shared-use path on the east side of the Holly Lane extension between Loder and Timbersky and on the north side of the Meyers Road extension between the Holly Lane extension and the UGB (TSP Project S16, S19).	1,787,000	4,953,564	2033-2040	X	Employment area	Active Transportation	Clackamas County	X
10150	Oregon City	Oregon City	Barlow Rd. Trail	Abernethy Rd.	UGB	Other	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 and Holcomb (TSP projects S6, S9, S10, S11, C5, C7). The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	4,305,000	8,721,930	2025-2032	X	Regional Center	Active Transportation	Clackamas County	X
10151	Oregon City	Metro	Trolley Trail Bridge	Portland Ave.	Oregon City Clackamas R. Trail	Other	Regional trail would connect the proposed regional Trolley Trail to the Clackamas River Trail via an old railroad bridge spanning the Clackamas River. This project is not in the OC TSP.	2,000,000	4,052,000	2025-2032	X	Regional Center	Active Transportation	Clackamas County	X
10153	Wilsonville	Wilsonville	Barber St. Extension from Kinsman Rd. to Villebois Village	Kinsman Rd.	Villebois Village	Other	Extend 3 lanes with sidewalks and bike lanes.	8,900,000	10,012,500	2014-2017	X	Employment area	Roads and Bridges	Clackamas County	X
10156	Wilsonville	Wilsonville	Boeckman Rd. at Boeckman Creek	Canyon Creek Rd. N	Stafford Rd.	Minor Arterial	Widen Boeckman Road to 3 lanes with bike lanes, sidewalks and connections to regional trail system and install bridge.	5,800,000	8,584,000	2018-2024	X	Inner neighborhood	Roads and Bridges	Clackamas County	X
10157	Clackamas County	Clackamas County	Carver (Springwater Rd.) Bridge	Hattan Rd.	Hwy 224	Rural Arterial	Reconstruct Carver bridge at 2 lanes with bikelanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	23,600,000	26,550,000	2014-2017	X	Other	Roads and Bridges	Clackamas County	X
10159	Portland		Springwater [Trail Connection] - Sellwood Gap	SE Umatilla	SE 19th Ave.	Other	Construct trail-with-rail shared use path between Springwater on the Willamette and Springwater Three Bridges.	3,032,411	3,411,462	2014-2017	X	Main street	Active Transportation	City of Portland	
10162	Portland	Portland	Willamette Greenway Trail - South Waterfront	Marquam Bridge (overhead)	SW Lowell	Other	Provide two paths in order to separate bicyclists from pedestrians in remaining gaps (Marquam Bridge to SW Gibbs, SW Lowell to SW Lane, Benz Springs) of South Waterfront's Willamette Greenway trail.	2,650,000	2,981,250	2014-2017	X	Portland Central City	Active Transportation	City of Portland	X

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10164	Portland		South Portal Intersection Improvements and Moody Ave Extension	Intersection Bancroft/Hood/Macadam	Bancroft/Hood/Macadam	Local	Improve the South Portal to the North Macadam District (intersection of Bancroft, Hood, and Macadam) to address safety and capacity issues. Extend SW Moody Ave from Bancroft to Hamilton St to improve circulation within the South Waterfront neighborhood.	41,478,000	61,387,440	2018-2024	X	Portland Central City	Roads and Bridges	City of Portland	
10165	Portland		Moody/Bond Ave, Couplet - SW Bond Extension (River Parkway to Gibbs)	River Parkway	SW Bancroft	Local	Five lane street improvement from SW Sheridan to SW Gibbs Street. Convert SW Moody to two lanes southbound only. Extend SW Bond Ave. from SW Gibbs St. to River Parkway as two lanes northbound only.	18,834,515	21,188,829	2014-2017	X	Portland Central City	Roads and Bridges	City of Portland	
10166	Portland		NW Burnside at Skyline Rd.	Intersection NW Burnside/ Skyline Rd.		Major Arterial	Intersection improvements provide better connections between SW and NW Skyline along Burnside. The project will include bicycle and pedestrian improvments to help facilitate safer crossings at Burnside and continued onto Skyline.	1,850,716	3,749,551	2025-2032	X	Portland Central City	Active Transportation	City of Portland	X
10171	Portland		Burnside/Couch, West [Blvd/Streetscape]	Burnside Bridge	W 15th	Major Arterial	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.	75,895,353	153,763,985	2025-2032	X	Portland Central City	Roads and Bridges	City of Portland	
10173	Portland	ODOT	Macadam, SW (Bancroft - Sellwood Br): ITS	SW Bancroft	Sellwood Bridge	Major Arterial	Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system.	401,794	594,655	2018-2024	X	Portland Central City	TSMO/TDM	City of Portland	
10174	Portland		Going, N (Interstate - Greeley): ITS	Interstate	Greeley	Major Arterial	Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system.	550,000	618,750	2014-2017	X	Employment area/Industrial area	TSMO/TDM	City of Portland	
10175	Portland	ODOT	Yeon/St. Helens, NW (US 30): ITS	NW Yeon/St. Helens		Minor Arterial	Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system.	885,499	1,310,539	2018-2024	X	Employment area/Industrial area	TSMO/TDM	City of Portland	X
10177	Portland		PSL - OMSI to Riverplace or South Waterfront (close loop)	SE Water	SW Moody	Major Arterial	Construct streetcar from SE Water to SW Moody after alternatives analysis has been completed.	5,000,000	5,625,000	2014-2017	X	Portland Central City	Transit	City of Portland	X
10180	Portland		Sandy Blvd., NE (47th - 101st): Multi-modal Improvements, Phase II	NE 47th	NE 101st	Major Arterial	Retrofit existing street with multi-modal street improvements including bike lanes, redesign of selected intersections to improve pedestrian crossings, streetscape, and safety improvements.	6,481,860	9,593,153	2018-2024	X	Town Center/Main street/Station community	Active Transportation	City of Portland	
10181	Portland		Fifties Bikeway, NE/SE (Tillamook to Woodstock)	SE Woodstock	NE Tillamook	Collector	Curb extensions, median refuges, signal modifications, and striping changes to create a north-south bicycle boulevard, along various interconnected portions of 52nd-57th streets between NE Thompson and SE Woodstock Blvd.	1,595,049	1,794,430	2014-2017	X	Inner neighborhood	Active Transportation	City of Portland	
10182	Portland	ODOT	St. Johns Pedestrian District, N			N/A	Enhance pedestrian access to transit, improve safety, and enhance the streetscape such as better lighting and crossings. Improvements including realigning the "ivy" island, curb extensions, a new traffic signal at Richmond/Lombard, and pedestrian connections between St. Johns and the riverfront based on the St. Johns/Lombard Plan.	5,000,000	7,400,000	2018-2024	X	Town Center/Main street/Station community	Active Transportation	City of Portland	
10184	Portland		Foster Rd., SE (Powell - 90th): Pedestrian/Bicycle/Safety Improvements	SE Powell	SE 90th	Major Arterial	Improve sidewalks, lighting, crossings, bus shelters & benches on Foster and improve pedestrian crossing at Foster/82nd intersection to benefit pedestrian access to transit. The project may include new bicycle facilities on Foster Road.	3,750,000	4,218,750	2014-2017	X	Town Center/Main street/Station community	Active Transportation	City of Portland	
10186	Portland		Foster & Woodstock, SE (94th - 101st): Street Improvements, Phase II	SE 94th	SE 101st	Major Arterial	Implement Lents Town Center Business District Plan with new traffic signals, pedestrian amenities, wider sidewalks, pedestrian crossings, and street lighting.	5,000,000	7,400,000	2018-2024	X	Town Center/Main street/Station community	Active Transportation	City of Portland	
10187	Portland		Foster Rd., SE (82nd - 87th): Lents Town Center Street Improvements	SE 82nd	SE 87th	Major Arterial	Implement Lents Town Center Business District Plan with pedestrian amenities, wider sidewalks, pedestrian crossings, street lighting,	1,700,000	1,912,500	2014-2017	X	Town Center/Main street/Station community	Active Transportation	City of Portland	
10188	Multnomah Co./Portland		Scholls Ferry, SW (Humphrey - County line): Multimodal Improvements	SW Humphrey	County Line	Minor Arterial	Add bicycle and pedestrian facilities; intersection improvements at Patton consistent with Concept Plan.	3,226,900	6,537,699	2025-2032		Outer neighborhood	Active Transportation	E. Multnomah County	
10189	Portland		Capitol Hwy, SW	SW Multnomah Blvd	SW Taylors Ferry	Minor Arterial	Improve SW Capitol Highway from SW Multnomah Boulevard to SW Taylors Ferry Road to include a continuous sidewalk(s), safe crossings and bicycle access along the corridor. Project is the last unimproved phase of the the 1996 Capitol Highway Plan.	12,000,000	24,312,000	2025-2032	X	Town Center/Main street/Station community	Active Transportation	City of Portland	
10191	Portland		Garden Home Rd., SW (Capitol Hwy - Multnomah): Multi-modal Improvements	SW Capitol Hwy	SW Multnomah Blvd	Local	Improve and signalize the intersection at SW Garden Home and SW Multnomah Blvd.	1,931,033	2,857,929	2018-2024	X	2040 Corridor	Roads and Bridges	City of Portland	
10192	Portland		Division Streetscape and Reconstruction	SE 6th Ave. SE 39th Ave.	SE 39th Ave.	Local	The project will design and build streetscape and transportation improvements between SE 12th Ave and SE 39th Ave, complete base repair and pavement reconstruction between SE 6th Ave and SE 10th Ave, and grind and overlay asphalt in the area between SE 10th Ave and SE 39th Ave.	5,848,135	6,579,152	2014-2017	X	2040 Corridor	Roads and Bridges	City of Portland	
10193	Portland		Division St., SE Cesar Chavez - 60th): Multi-modal Improvements, Phase I	Cesar Chavez	SE 60th	Local	Construct improvements that enhance access to transit, improve safety and enhance streetscape such as traffic signals, alt lane and on-street parking configuration, stormwater mgmt, lighting, bus shelters, benches, and crossings. Add bike lanes (52nd - 60th).	3,908,758	5,784,962	2018-2024		2040 Corridor	Active Transportation	City of Portland	
10194	Portland		Killingsworth, N (Interstate - MLK Jr Blvd): Street Improvements	N Interstate	MLK Jr Blvd	Minor Arterial	Construct street improvements to improve pedestrian connections to Interstate MAX LRT and to establish a main street character promoting pedestrian-oriented activities. Commentary: Update project to reflect recommendations in the Killingsworth Street Improvements Planning Project.	4,900,000	5,512,500	2014-2017	X	Town Center/Main street/Station community	Active Transportation	City of Portland	

RTP ID	Nominating Agency	Facility Owner	Project/Program Name	Project Start Location	Project End Location	Local Functional Classification	Description	Estimated Cost ($2014)	Estimated Cost ($YOE)	Time Period	Financial Constrained	2040 Land Use	Metro Investment Category	Subregion	Sensitive Habitat Area
10198	Portland		122nd, NE/SE (NE Airport Way to SE Powell Blvd): ITS	Airport Way	SE Powell Blvd	Major Arterial	Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system.	515,703	763,240	2018-2024	X	2040 Corridor	TSMO/TDM	City of Portland	
10199	Portland		136th Ave, SE (Division to Foster): Multimodal Improvements	SE Division	SE Foster	Local	Improve street to provide curbs, sidewalks, swales, and bike lanes from Division to Foster.	5,000,000	5,625,000	2014-2017	X	Outer neighborhood	Active Transportation	City of Portland	
10200	Portland		Killingsworth Pedestrian District, NE			N/A	Plan and develop improvements to the pedestrian environment including sidewalks, lighting, crossings, bus shelters and benches.	1,403,000	1,578,375	2014-2017	X	Town Center/Main street/Station community	Active Transportation	City of Portland	
10202	Portland		102nd Ave, NE/SE (Glisan - Stark): Gateway Plan District Multi-modal Improvements, Phase II	NE Glisan	SE Stark	Minor Arterial	Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, improved pedestrian facilities and crossings, street lighting and new bicycle facilities.	2,200,000	2,475,000	2014-2017	X	Regional Center	Roads and Bridges	City of Portland	
10203	Portland		Glisan St, NE (122nd - City Limits): Multi-modal Improvements	NE 122nd	City Limits	Minor Arterial	Infill missing sidewalk, add curb ramps at corner, add 3 median island crossings, and add a signal.	3,100,241	4,588,357	2018-2024	X	2040 Corridor	Active Transportation	City of Portland	
10204	Portland		Gateway Regional Center, Local and Collector Streets	NE Weidler/97th	NE Glisan/102nd	N/A	High priority local and collector street and pedestrian improvements in the Gateway Regional Center.	32,648,540	36,729,608	2014-2017	X	Regional Center	Roads and Bridges	City of Portland	
10205	Portland		Gateway Regional Center, Local and Collector Streets			N/A	High priority local and collector street and pedestrian improvements in the Gateway Regional Center.	4,209,000	6,229,320	2018-2024		Regional Center	Roads and Bridges	City of Portland	
10206	Portland		Marine Drive bike lanes 6th to 28th & off-street trail gaps between I-5 and 185th	I-5	NE 185th Ave.	Other	Close gaps in Marine Dr bike lanes (NE 6th to 28th);and trail (Bridgeton levee & one connector, 28th to 33rd, 112th to 122nd, gaps near 185th)	2,130,835	2,397,189	2014-2017	X	Industrial area	Active Transportation	City of Portland	X
10208	Portland		MLK O-Xing/Turn Lanes (Columbia-Lombard)	Intersections of MLK and NE Columbia Blvd/Lombard		Principal arterial	Intersection and signalization improvements with right turn lane.	2,228,909	3,298,785	2018-2024	X	Employment area/Industrial area	Roads and Bridges	City of Portland	
10210	Portland		47th, NE (Columbia - Cornfoot): Roadway & Intersection Improvements	NE 47th	NE Columbia Blvd	Collector	Widen and reconfigure intersections to better facilitate truck turning movements to the cargo area located within the airport area. Project includes sidewalk and bikeway improvements.	5,541,678	8,201,683	2018-2024	X	Employment area/Industrial area	Freight	City of Portland	
10213	Portland		Airport Way, NE (I-205 to NE 158th Ave.): ITS	I-205	NE 158th	Minor Arterial	Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system.	278,251	313,032	2014-2017	X	Employment area/Industrial area	TSMO/TDM	City of Portland	
10214	Port of Portland	City of Portland	Lombard, N (Rivergate - to T-6): Multi-modal Improvements	Rivergate	T-6	Major Arterial	Widen N Lombard to include two travel lanes, a non-continuous center turn lane, medians, bike lanes, sidewalks and planting strips.	30,000,000	33,750,000	2014-2017	X	Freight Intermodal Facility	Freight	Port of Portland	X
10215	Portland		Foster Rd., SE (136th - Jenne): Multi-modal Improvements	SE 136th	SE Jenne Rd.	Minor Arterial	Widen street to three lanes to provide two travel lanes, continuous turn lane, bike lanes, sidewalk, and drainage.	16,963,856	34,368,772	2025-2032	X	2040 Corridor	Roads and Bridges	City of Portland	X
10216	Portland		Smart Trips Portland, a city-wide individualized marketing strategy			N/A	Smart Trips Portland is a comprehensive approach to reduce drive-alone trips and increase biking, walking and public transit in targeted geographic areas or key transportation corridors of the city. It incorporates the innovative and highly effective "individualized marketing" methodology, which hand delivers packets of information to residents who wish to learn more about transportation options. Success is tracked by evaluating qualitative and quantitative results from surveys and other performance measures.	13,200,000	36,590,400	2014-2040	X	Other	TSMO/TDM	City of Portland	
10218	Portland		Burgard-Lombard, N: Street Improvements	Intersection of N Burgard/Columbia	UPRR Bridge on N. Lombard	Local	From UPRR Bridge to N Columbia Blvd. Widen street to include 2 12-foot travel lanes, continuous left turn lane, bike lanes and sidewalk.	17,000,000	19,125,000	2014-2017	X	Industrial area/Town Center	Roads and Bridges	City of Portland	
10219	Portland	ODOT	Argyle on the Hill, N Columbia to N Denver Ave.	Columbia Blvd	N Denver	Local	New N Argyle street connection, west of I-5.	11,773,032	17,424,087	2018-2024	X	2040 Corridor	Roads and Bridges	City of Portland	
10220	Portland		Seventies Greenstreet and Bikeway, NE	NE Killingsworth Ave.	Clatsop St.	Other	Develop a combined pedestrian greenway and bike boulevard including crossing improvements at arterials, street lighting, and public art from Killingsworth to Clatsop. Develop a combined pedestrian greenway and bike boulevard including crossing improvements at arterials.	4,120,727	6,098,676	2018-2024	X	Inner neighborhood	Active Transportation	City of Portland	
10221	Portland		Skyline, NW (Hwy 26 - City Limits): Shoulder Improvements	Hwy 26	City Limits	Other	Widen existing 22' of pavement to 32', and add 2' shoulders adjacent to lanes.	8,088,812	22,422,187	2033-2040	X	Outer neighborhood	Active Transportation	City of Portland	X
10222	Portland		Flavel Dr, SE	SE 45th	Clatsop	Collector	Fully improve street from SE 45th to Clatsop Street with travel lanes, curbs, swales, sidewalks, and some bike lanes.	7,294,088	14,777,822	2025-2032	X	2040 Corridor	Roads and Bridges	City of Portland	
10224	Portland		Barbara Welch Rd., SE: Multimodal Improvements	SE Foster	City Limits	Local	Widen existing 20' of pavement to new 34' roadway with travel lanes, bike lanes, curb and sidewalk.	20,191,557	55,970,996	2033-2040	X	Outer neighborhood	Roads and Bridges	City of Portland	X
10225	Portland		SE 122nd Ave Sidewalk Infill (Powellhurst/Gilbert Neighborhood)	SE Harold	SE Ramona	Major Arterial	Add sidewalks to SE 122nd Ave. between SE Harold Street and SE Ramona Street/ Springwater Corridor Trail	2,358,000	2,652,750	2014-2017	X	2040 Corridor	Active Transportation	City of Portland	
10226	Portland		Hamilton St., SW	SW Dosch Rd.	SW Scholls Ferry Rd.	Local	Improve SW Hamilton Street between SW Dosch and Scholls Ferry Road.	12,420,360	25,163,649	2025-2032	X	2040 Corridor	Active Transportation	City of Portland	X
10227	Portland		SW Stephenson/SW Boones Ferry Intersection	SW Boones Ferry	SW Stephenson	Local	Improve and signalize the intersection at SW Stephenson and SW Boones Ferry Road.	1,438,592	1,618,416	2014-2017	X	Outer neighborhood	Active Transportation	City of Portland	
10229	Portland		Saint Johns Truck Strategy Implementation phase II	Intersection of Columbia Blvd/Portland Rd.		Principal arterial	Implement traffic calming pedestrian and bicycle improvements along the Fessenden/St. Louis corridor. Implement freight and other multimdal improvements on N. Lombard street from N. Bruce to St. Louis Ave.	3,345,990	3,764,239	2014-2017	X	Industrial Area	Roads and Bridges	City of Portland	
10230	Portland		Twenties Bikeway, NE/SE (Lombard - Clinton)	NE Lombard	SE Clinton	Local	Design & implement bikeway along SE 29th,30th/NE 26th/28th / NE Oregon, Wasco, from SE Clinton to NE Lombard using bike blvds. & bike lanes.	2,300,000	2,587,500	2014-2017	X	2040 Corridor	Active Transportation	City of Portland	

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10232	Portland		Flanders, NW (Steel Bridge to Westover): Bicycle Facility	Steel Bridge	NW Westover	Local	Add bike boulevard from NW 24th Ave to the Steel Bridge, new bike/pedestrian bridge over I-405 on Flanders, connections to bikeways on Vista, 18th, 14th, 13th, Broadway, 3rd, 2nd, Glisan and Everett. This project will be coordinated with ODOT to address potential impacts to the I-405 interchanges, overcrossings and ramps.	5,392,337	7,980,659	2018-2024	X	Portland Central City	Active Transportation	City of Portland	
10234	Portland		Columbia Slough Trail system	Confluence of Columbia Slough and North Slough	NE 158th Ave.	Other	Close gaps in Columbia Slough Trail: North Slough to North Portland Rd; Landfill to Pier Park; I-5 to NE Elrod; NE Elrod to NE 82nd Ave; NE 82nd Ave to 92nd Ave; I-205 to approx. NE 128th; NE 145th to 158th, Peninsula Canal, Cross-Levee, Delta Park Trail.	8,460,000	17,139,960	2025-2032	X	Freight and Passenger Intermodal Facility	Active Transportation	City of Portland	X
10235	Portland	ODOT	South Portland Improvements, SW	SW Naito Parkway	SW Barbur	Minor Arterial	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 Plan, and will consider impacts to ODOT facilities including Naito Parkway and the Ross Island Bridge.	39,695,079	58,748,717	2018-2024		Portland Central City	Roads and Bridges	City of Portland	
10236	Portland		Water Ave., SE (Caruthers - Division Pl): Street Extension Phase II	Caruthers	Division Pl	Local	Provide new roadway connection with sidewalks, bike lanes, landscaping, access to Willamette Greenway, & reconstruction of existing roadway.	405,116	820,765	2025-2032	X	Employment area/Industrial area	Roads and Bridges	City of Portland	
10237	Portland		Southern Triangle Circulation Improvements, SE	Powell (12th/Ross Island Bridge)	Hawthorne Bridge (railroad mainline)	N/A	Improve local street network and regional access routes in the area between the Powell/12th, Willamette River, railroad mainline and Hawthorne Bridge. Improve freeway access route from CEID to I-5 SB via the Ross Island Bridge.	4,051,163	8,207,656	2025-2032	X	Employment area/Industrial area	Roads and Bridges	City of Portland	
10239	Portland		11th/12th/Railroad Crossing, SE (West of Division): Intersection Improvements	Railroad Crossing	12th	Minor Arterial	Reconstruct intersection to upgrade traffic signalization and establish bike and ped routes.	561,200	830,576	2018-2024		Portland Central City	Roads and Bridges	City of Portland	
10240	Portland		Belmont Ramp, SE (Eastside of Morrison Bridge): Ramp Reconstruction	SE Belmont Ramp at Morrison bridge		Local	Reconstruct ramp to provide better access to the Central Eastside.	2,104,500	3,114,660	2018-2024	X	Portland Central City	Roads and Bridges	City of Portland	
10241	Portland		Clay/MLK Jr, SE: Intersection Improvements	Intersection of SE Clay/MLK		Major Arterial	Geometric, signalization and channelization improvements to allow transit and general traffic access to westbound Clay street from southbound MLK.	1,296,372	2,626,450	2025-2032	X	Portland Central City	Roads and Bridges	City of Portland	
10242	Portland		N. Interstate Ave. Ramp	N Interstate/Larrabee Bridge		Major Arterial	Replacement of the existing N. Interstate to Larrabee flyover ramp with a new structure.	20,592,147	41,719,689	2025-2032		Portland Central City	Roads and Bridges	City of Portland	
10243	Portland		12th, NE (Bridge at Lloyd Blvd): Seismic Retrofit	NE 12th/Lloyd Blvd Bridge		Collector	Seismic retrofit.	1,540,000	3,120,040	2025-2032	X	Portland Central City	Roads and Bridges	City of Portland	
10244	Portland		Kittridge, NW (Bridge at Yeon): Seismic Retrofit	NW Kittridge/Yeon Bridge		Minor Arterial	Seismic retrofit.	2,100,000	4,254,600	2025-2032	X	Portland Central City	Roads and Bridges	City of Portland	
10245	Portland	ODOT	Steel Bridge, NE (East Ramps): Seismic Retrofit	Steel Bridge		Collector	Seismic retrofit.	1,403,000	2,842,478	2025-2032		Portland Central City	Roads and Bridges	City of Portland	X
10247	Portland		Corbett/Hood/Sheridan, SW: Pedestrian and Bike Improvements	SW Sheridan	SW Sheridan/I-5	Local	Construct bike and pedestrian improvements under I-5 to the CTLH neighborhood at SW Sheridan St.	210,450	236,756	2014-2017	X	Portland Central City	Active Transportation	City of Portland	
10248	Portland		South Waterfront District, SW: Bicycle and Pedestrian Improvements			Other	Implement pedestrian and bicycle district access improvements identified in the North Macadam Framework Plan.	3,250,050	3,656,306	2014-2017	X	Portland Central City	Active Transportation	City of Portland	
10249	Portland		South Waterfront Transit Improvements, SW			N/A	Implement transit improvements identified in the North Macadam Framework Plan, including central city transit hub and local bus service improvements.	2,806,000	3,156,750	2014-2017	X	Portland Central City	Transit	City of Portland	
10250	Portland		Burnside, W (NW 15th to NW 23rd): Blvd. Improvements	NW 15th	NW 23rd	Major Arterial	Boulevard design improvements including pavement reconstruction, wider sidewalks, curb extensions, safer crossings, traffic signals at 20th Plan and 22nd, and traffic management to limit motorist delays.	18,000,000	26,640,000	2018-2024	X	Portland Central City	Roads and Bridges	City of Portland	
10251	Portland		Bancroft St., SW (River Parkway - Macadam): Street Improvements	River Parkway	Macadam	Local	Widen SW Bancroft in conformance with district street standards.	1,403,000	1,578,375	2014-2017	X	Portland Central City	Roads and Bridges	City of Portland	
10253	Portland		Arthur, Gibbs & Lowell, SW (River Parkway - Moody): Street Improvements	River Parkway	SW Moody	Local	Arthur, Gibbs, and Lowell are the primary connectors between Moody-Bond and River Parkway and will be constructed in phases as development occurs in North Macadam District.	5,261,250	7,786,650	2018-2024	X	Portland Central City	Roads and Bridges	City of Portland	
10254	Portland		River Parkway, SW: New Street	SW (new St.)		Local	New north-south local access street in the emerging North Macadam District. This street will have an enhance pedestrian environment and will be built to accommodate future streetcar. It will constructed in four phases beginning FY00/01.	4,910,500	5,524,313	2014-2017		Portland Central City	Roads and Bridges	City of Portland	
10256	Portland		Broadway/Weidler, NE (15th - 28th): Multi-modal Improvements, Phases II & III	NE 24th	NE 28th	Major Arterial	Boulevard retrofit of street including street trees, traffic signals, curb extensions, and wider sidewalks (15th - 24th) and stripe bike lanes (24th-28th).	9,058,399	13,406,431	2018-2024	X	Portland Central City	Active Transportation	City of Portland	
10257	Portland		Grand/MLK Jr, SE/NE: CEID/Lloyd District Streetscape Improvements			Major Arterial	Complete boulevard design improvements including street trees, tree grates, ornamental lighting, and curb extensions.	4,861,395	7,194,865	2018-2024	X	Portland Central City	Active Transportation	City of Portland	
10258	Portland		DivisionSt/9th, SE (7th - Center): Bikeway	SE 7th	SE Center	Local	Retrofit bike lanes to existing street.	27,548	55,812	2025-2032	X	Portland Central City	Active Transportation	City of Portland	
10259	Portland	ODOT	Powell, SE (Ross Island Bridge - 92nd): Multi-modal Improvements	Ross Island Bridge	SE 50th	Major Arterial	Retrofit existing street with multimodal and 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.	7,997,100	11,835,708	2018-2024	X	Town Center/Main street/Station community	Active Transportation	City of Portland	X
10260	Portland		Clay/2nd, SW: Pedestrian/Vehicle Signal	Intersection Clay/2nd		Collector	New signal installation.	250,000	506,500	2025-2032	X	Portland Central City	Active Transportation	City of Portland	
10262	Portland		14/16th Connections, NW	W Burnside	Yeon	Minor Arterial	Improve or create connections to W. Burnside, Yeon, and Vaughn and provide directional signage to route non-local traffic to 14th/16th couplet.	280,600	568,496	2025-2032	X	Employment area/Industrial area	TSMO/TDM	City of Portland	

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10263	Portland		Naito Parkway (Broadway Br - north of Terminal One): Street and Pedestrian Improvements	Broadway Bridge	North of Terminal One	Minor Arterial	Construct streetscape improvements include pedestrian amenities.	4,559,750	6,748,430	2018-2024	X	Portland Central City	Active Transportation	City of Portland	
10264	Portland		Central City Traffic Management, N, NW, NE, SE, SW: Transportation System Management improvements			N/A	Implement Central City TSM improvements to arterials.	3,240,930	6,566,124	2025-2032	X	Portland Central City	TSMO/TDM	City of Portland	
10265	Portland		18th/Jefferson St., SW: ITS	Intersection of 18th/Jefferson		Local	Communications infrastructure including closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow at SW 18th/Jefferson intersection.	112,240	227,398	2025-2032	X	Portland Central City	TSMO/TDM	City of Portland	
10266	Portland		14th/16th, NW/SW & 13th/14th, SE, (Glisan - Clay): ITS	SW Clay	NW Glisan	Minor Arterial	Six signals between Clay and Glisan including communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow.	505,080	1,023,292	2025-2032	X	Portland Central City	TSMO/TDM	City of Portland	
10267	Portland		Going, N (Interstate - Basin): Bikeway	N Interstate	N Basin	Major Arterial	Design & implement multi-use path.	768,000	864,000	2025-2032	X	Employment area, Industrial area	Active Transportation	City of Portland	
10268	Portland		Hollywood Pedestrian District, NE: Multi-modal Improvements			N/A	Multi-modal street improvements including traffic signals, restriping, improved pedestrian crossings and connections to transit center.	10,776,092	12,123,104	2014-2017	X	Town Center, Main street, Station community	Active Transportation	City of Portland	
10270	Portland		Ellis St, SE (92nd - Foster): Bikeway	SE 92nd	SE Foster	Local	Retrofit bike lanes to existing street.	648,186	1,313,225	2025-2032	X	Town Center, Main street, Station community	Active Transportation	City of Portland	
10271	Portland		92nd Ave., SE (Powell - City Limits): Bicycle & Pedestrian Improvements	SE Powell	City Limits	Collector	Construct sidewalks, crossing improvements and bike lanes.	4,910,500	9,948,673	2025-2032	X	Town Center, Main street, Station community	Active Transportation	City of Portland	X
10272	Portland		Capitol Hwy, SW (Vermont - Florida): Intersection Improvements	SW Vermont	SW Florida	Minor Arterial	Realign the Capitol/Vermont/30th intersection and provide sidewalks, bike lanes, and drainage improvements.	1,898,314	2,809,505	2018-2024	X	Town Center, Main street, Station community	Active Transportation	City of Portland	
10273	Portland		Capitol Hwy, SW (Terwilliger - Sunset): Multi-modal Improvements	SW Terwilliger	SW Sunset	Major Arterial	Construct sidewalks, crossing improvements for access to transit and bike improvements, and install left turn lane at the Capitol/Burlingame intersection.	2,806,000	4,152,880	2018-2024	X	Town Center, Main street, Station community	Active Transportation	City of Portland	
10274	Portland		Beaverton-Hillsdale /Bertha/Capitol Hwy, SW: Intersection Improvements	Intersection B-H Hwy/Bertha/Capitol Hwy	B-H Hwy/Bertha/Capitol Hwy	Minor Arterial	Redesign intersection to improve safety.	1,403,000	1,578,375	2014-2017	X	Town Center, Main street, Station community	Roads and Bridges	City of Portland	
10275	Portland		Vermont St., SW, (45th - Oleson): Bicycle and Pedestrian Improvements	SW 45th	SW Oleson	Local	Multi-modal street improvements including bicycle and pedestrian facilities.	7,909,800	16,025,255	2025-2032	X	Town Center, Main street, Station community	Active Transportation	City of Portland	
10276	Portland		30th Ave., SW (Vermont to B-H Hwy): Bicycle & Pedestrian Improvements	SW Vermont	B-H Hwy	Local	Retrofit bike lanes to existing street, construct sidewalks, and improve pedestrian crossing at Beaverton-Hillsdale Hwy/30th.	1,839,333	2,722,213	2018-2024	X	Town Center	Active Transportation	City of Portland	
10277	Portland		Bertha, SW (B-H Hwy - Barbur): Multi-modal Improvements	B-H Hwy	Barbur Blvd	Collector	Design and implement bike lanes on missing piece of Bertha Blvd (Vermont-B-H Hwy), construct walkway for pedestrian travel and access to schools (Barbur-B-H Hwy); and improve street to City standards (Vermont-Capitol).	2,104,500	3,114,660	2018-2024	X	Town Center, Main street, Station community	Active Transportation	City of Portland	
10278	Portland		Hillsdale Pedestrian District, SW			N/A	Pedestrian improvements on town center streets including Capitol, Beaverton-Hillsdale Hwy, Bertha, and neighborhood streets. Provide a Bike Central facility.	4,861,395	5,469,069	2014-2017	X	Town Center, Main street, Station community	Active Transportation	City of Portland	
10279	Portland		Beaverton-Hillsdale Hwy, SW (Capitol Hwy - 65th): Multi-modal Improvements	SW Capitol Hwy	SW 65th	Major Arterial	Retrofit existing street to include better sidewalks and crossings, bike lanes and other improvements to enhance access to transit. Install median refuge to improve pedestrian crossing at SW 62nd.	3,565,023	7,222,737	2025-2032	X	Town Center, Main street, Station community	Active Transportation	City of Portland	
10280	Portland		Sunset Blvd., SW (Dosch - Capitol): Bicycle & Pedestrian Improvements	SW Dosch	SW 18th Dr.	Local	Construct bike lanes, sidewalks and crossing improvements.	4,600,000	9,319,600	2025-2032	X	Town Center	Active Transportation	City of Portland	X
10281	Portland		Beaverton-Hillsdale Hwy, SW: ITS	SW Terwilliger	Shattuck	Major Arterial	CCTV at Terwilliger, Berth, Shattuck; changeable signs.	315,675	355,134	2014-2017		Town Center, Main street, Station community	TSMO/TDM	City of Portland	X
10282	Portland	ODOT	Barbur/Capitol/Huber/Taylors Ferry, SW: Intersection Improvements	Intersection of Barbur/Capitol/Huber/Taylors Ferry		Major Arterial	Construct safety improvements, including traffic signals, at the intersection of Capitol Hwy, Taylors Ferry, Huber, and Barbur. Provide better sidewalks and crossings.	1,403,000	2,076,440	2018-2024	X	Town Center, Main street, Station community	Active Transportation	City of Portland	
10283	Portland	ODOT	Barbur Blvd, SW (3rd - Terwilliger): Multi-modal Improvements	SW 3rd	SW Terwilliger	Major Arterial	Construct Improvements for transit, bikes and pedestrians. Transit improvements include preferential signals, pullouts, shelters, left turn lanes and sidewalks.	4,000,000	5,920,000	2018-2024	X	Town Center, Main street, Station community	Active Transportation	City of Portland	X

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10284	Portland		Taylors Ferry, SW (Capitol Hwy - City Limits): Bicycle & Pedestrian Improvements	SW Capitol Hwy	City Limits	Local	SW Taylors Ferry Rd: Provide bicycle lanes, icluding shoulder widening and drainage, and construct sidewalks for access to transit.	4,400,000	8,914,400	2025-2032	X	Town Center, Main street, Station community	Active Transportation	City of Portland	
10285	Portland	ODOT	Barbur Blvd, SW (Terwilliger - City Limits): Multi-modal Improvements	SW Terwilliger	City Limits	Major Arterial	Complete boulevard design improvements including sidewalks and street trees, safe pedestrian crossings, enhance transit access and stop locations, traffic signal at Barbur/30th, and bike lanes (Bertha - City Limits).	24,833,100	50,311,861	2025-2032	X	Town Center, Main street, Station Community	Active Transportation	City of Portland	
10286	Portland		Pedestrian Overpass near Markham School, SW			Minor Arterial	Construct pedestrian path and bridge over Barbur Blvd. and I-5 to connect SW Alfred and SW 52nd to the rear of Markham School.	4,861,395	9,849,186	2025-2032	X	Town Center	Active Transportation	City of Portland	
10287	Portland	ODOT	West Portland Town Center, SW: Pedestrian Improvements			N/A	Improve sidewalks, lighting, crossings, bus shelters & benches on Barbur, Capitol Hwy & neighborhood streets.	7,015,000	14,212,390	2025-2032	X	Town Center, Main street, Station community	Active Transportation	City of Portland	
10288	Portland		Parkrose Connectivity Improvements, NE			Local	Supplement access route for commercial properties in Parkrose by creating a loop road connection (102nd and 109th, NE, Killingsworth - Sandy; Killingsworth, NE, 109th - 102nd) serving truck access functions, pedestrian, and bike connections.	1,403,000	2,842,478	2025-2032	X	Town Center, Main street, Station community	Roads and Bridges	City of Portland	
10289	Portland		Division St., SE (60th - I-205): Multimodal Improvements, Phase II	SE 60th	I-205	Minor Arterial	Construct improvements that enhance access to transit, improve safety and enhance the streetscape such as traffic signals, lighting, bus shelters, benches, and crossings. Add bike lanes (60th - 73rd).	2,806,000	5,684,956	2025-2032	X	2040 Corridor	Active Transportation	City of Portland	
10290	Portland		Division St., SE (I-205 - 174th): Multimodal Improvements, Phase II	I-205	SE 174th	Minor Arterial	Improve sidewalks, lighting, crossings, bus shelters & benches. Add bike lanes (148th - 162nd).	5,710,912	8,452,149	2018-2024	X	2040 Corridor	Active Transportation	City of Portland	
10291	Portland	ODOT	82nd Ave., SE (Schiller - City Limits), SE: Street Improvements	SE Schiller	City Limits	Major Arterial	Expand into fully curbed, 4-lane, 60-foot wide roadway w/ continuous left-turn lane, sidewalks, street trees, storm drainage improvements, street lighting, & ROW acquisition.	7,015,000	19,445,580	2033-2040	X	2040 Corridor	Roads and Bridges	City of Portland	X
10292	Portland		Belmont St., SE (25th - 43rd): Street and Pedestrian Improvements	SE 25th	SE 43rd	Local	Identify improvements along Belmont to enhance pedestrian access to transit, improve safety, and enhance streetscape such as traffic signals, lighting, bus shelters, benches, and crossings.	3,240,930	6,566,124	2025-2032	X	Town Center, Main street, Station community	Active Transportation	City of Portland	
10293	Portland		Fremont St., NE (42nd-52nd): Pedestrian and Safety Improvements	NE 42nd	NE 52nd	Local	Construct streetscape and transportation improvements (42nd to 52nd).	405,116	599,572	2018-2024	X	Town Center, Main street, Station community	Active Transportation	City of Portland	
10294	Portland		Killingsworth, N (Denver to Greeley): Pedestrian Improvements	N Denver	N Greeley	Local	Plan and develop streetscape and transportation improvements.	1,851,960	3,752,071	2025-2032	X	2040 Corridor	Active Transportation	City of Portland	
10295	Portland		Milwaukie, SE (Yukon - Tacoma): Bicycle & Pedestrian Improvements	SE Yukon	SE Tacoma	Local	Plan and develop streetscape and pedestrian/bike improvements.	1,403,000	2,076,440	2018-2024	X	Town Center, Main street, Station community	Active Transportation	City of Portland	
10296	Portland		Killingsworth Bridge, N (at I-5): Bridge Improvements	N Killingsworth/I-5 Bridge		Minor Arterial	Improvements to bridge to create a safe and pleasant crossing for pedestrians and bicyclists over I-5.	3,788,100	7,674,691	2025-2032		Town Center, Main street, Station community	Active Transportation	City of Portland	
10297	Portland		Spokane & Umatilla, SE (7th - Tacoma Overcrossing): Bikeway	SE 7th	Tacoma Overcrossing	Local	Implement bike boulevard improvements.	350,750	710,620	2025-2032	X	Town Center, Main street, Station community	Active Transportation	City of Portland	X
10298	Portland		Tacoma, SE (Sellwood Bridge - 45th/Johnson Creek): ITS	Sellwood Bridge	SE 45th	Minor Arterial	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow for four signals.Will include rebuilt signal.	231,495	342,613	2018-2024	X	Inner neighborhood	TSMO/TDM	City of Portland	X
10299	Portland	ODOT	Lombard, N (I-5 - Denver): Street Improvements	I-5	N Denver	Minor Arterial	Establish a landscaped boulevard to promote pedestrian-oriented uses and to create a safe, pleasant pedestrian link over I-5, including a signal or other intersection improvement at Montana & Lombard and an improved pedestrian crossing over I-5.The project will be coordinated with ODOT to address potential impacts to Lombard and the I-5 interchange.	1,703,242	1,916,147	2014-2017	X	Town Center, Main street, Station community	Active Transportation	City of Portland	
10300	Portland		Prescott Station Area Street Improvements, N			N/A	Construct improvements to Prescott & Skidmore (Interstate-Maryland) & Maryland (Interstate-Prescott) to provide neighborhood focal point at LRT.	4,770,200	7,059,896	2018-2024	X	Town Center, Main street, Station community	Active Transportation	City of Portland	
10301	Portland		Sandy Blvd., NE (82nd - Burnside): ITS	NE 82nd	E Burnside	Major Arterial	Install ITS infrastructure (communication network, enhanced bus detection, Bluetooth 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 more effectively.	519,110	1,051,717	2025-2032	X	Town Center, Main street, Station community	TSMO/TDM	City of Portland	
10302	Portland		MLK Jr, N (Columbia Blvd. - CEID): ITS	Columbia Blvd	CEID	Major Arterial	CCTV at various locations & traffic monitoring stations at Clay and Burnside.	989,115	1,463,890	2018-2024	X	Portland Central City	TSMO/TDM	City of Portland	
10303	Portland		Capitol Hwy, SW (West Portland Town Center - 49th): Pedestrian Improvements	West Portland Town Center	SW 49th	Minor Arterial	Complete curb extensions and medians recommended in the Capitol Hwy Plan.	1,403,000	2,076,440	2018-2024	X	Town Center, Main street, Station community	Active Transportation	City of Portland	
10305	Portland		Holgate Blvd., SE (52nd - I-205): Bikeway, Phase I	SE 52nd	I-205	Local	Retrofit bike lanes to existing street.	42,090	85,274	2025-2032	X	2040 Corridor	Active Transportation	City of Portland	
10306	Portland		Holgate Blvd., SE (39th - 52nd): Street Improvements	SE 39th	SE 52nd	Local	Reconstruct SE Holgate pavement structure, stormwater drainage facilities, corner curb ramps to ADA standards, improve pedestrian crossings, and add bike lanes.	10,000,000	14,800,000	2018-2024	X	2040 Corridor	Roads and Bridges	City of Portland	

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10307	Portland		Holgate Blvd., SE (McLoughlin - 39th): Bikeway, Phase II	McLoughlin	SE 39th	Collector	Retrofit bike lanes to existing street.	2,000,000	2,960,000	2018-2024	X	2040 Corridor	Active Transportation	City of Portland	
10308	Portland		Boones Ferry Rd., SW (Terwilliger - City Limits): Bikeway	SW Terwilliger	City Limits	Collector	Retrofit bike lanes to existing street.	7,015,000	14,212,390	2025-2032	X	2040 Corridor	Active Transportation	City of Portland	X
10309	Portland	ODOT	Macadam, SW (Bancroft - County line): Multi-modal Improvements	SW Bancroft	County Line	Major Arterial	Complete bikeway connection in the N. Macadam corridor and improve pedestrian crossings (Bancroft, Boundary, Hamilton, Nebraska, and Nevada), and address circulation at west approach to Sellwood Bridge.	3,549,590	5,253,393	2018-2024	X	Portland Central City	Active Transportation	City of Portland	X
10310	Portland		Prescott, NE (47th - I-205): Pedestrian and Bicycle Improvements	NE 47th	I-205	Local	Construct bike lanes, sidewalks, and crossing improvements for pedestrian and bike safety and to improve access to transit.	1,403,000	2,076,440	2018-2024	X	Regional Center	Active Transportation	City of Portland	
10311	Portland		Skidmore, N/NE, (Interstate - Cully): Bikeway	N Interstate	NE Cully	Local	Design & implement bike boulevard including traffic calming techniques and intersection improvements.	105,330	155,889	2018-2024	X	Town Center, Main street, Station community	Active Transportation	City of Portland	
10312	Portland		Banfield LRT Stations, NE/SE: Pedestrian Improvements			Local	Retrofit existing streets along eastside MAX and at intersecting streets to include better sidewalks and crossings, curb extensions, bus shelters, and benches at 82nd, 148th, and 162nd stations.	3,156,750	3,551,344	2014-2017	X	Town Center, Main street, Station community	Active Transportation	City of Portland	
10313	Portland		Ventura Park Pedestrian District, NE/SE			Local	Improve sidewalks, lighting, crossings, bus shelters & benches to improve ease of crossing and install curb extensions at transit stops.	1,403,000	1,578,375	2014-2017	X	Town Center, Main street, Station community	Active Transportation	City of Portland	
10314	Portland		99th & 96th, NE/SE (Glisan-Market: Gateway Plan District Street Improvements, Phase II & III	NE Glisan	SE Market	Local	Reconstruct primary local main street in Gateway Regional Center. Phase II - 99th (Glisan - Washington). Phase III - 96th (Washington to Market).	4,910,500	7,267,540	2018-2024	X	Regional Center	Roads and Bridges	City of Portland	
10315	Portland		Ceasar E, Chavez., NE/SE (Sandy - Woodstock): Safety & Pedestrian Improvements	NE Sandy Blvd	SE Woodstock	Major Arterial	Reconstruct street (Burnside-Holgate). Construct sidewalks and crossing improvements (Stark - Schiller). Upgrade three pedestrian signals to full signals, remodel two full signals, and provide channelization improvements to three other signals to improve safety at high accident locations.	3,086,600	4,568,168	2018-2024	X	2040 Corridor	Active Transportation	City of Portland	
10316	Portland		Halsey, NE (Bridge at I-84): Seismic Retrofit	NE Halsey/I-84		Collector	Seismic retrofit bridge.	387,000	784,062	2025-2032	X	Town Center, Main street, Station community	Roads and Bridges	City of Portland	
10317	Portland		Halsey/Weidler, NE (I-205 - 114th): Multi-modal Improvements	I-205	NE 114th	Major Arterial	Implement Gateway Regional Center Plan boulevard design including new traffic signals, improved pedestrian facilities and crossings and street lighting.	17,014,883	47,165,254	2033-2040	X	Regional Center	Active Transportation	City of Portland	
10318	Portland		Glisan St, NE (I-205 - 106th): Gateway Plan District Multi-modal Improvements	I-205	NE 106th	Major Arterial	Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, bike facilities, improved pedestrian facilities and crossings, and street lighting.	3,240,930	6,566,124	2025-2032	X	Regional Center	Active Transportation	City of Portland	
10319	Portland		Stark & Washington, SE (92nd - 111th): Gateway Plan District Street Improvements	SE 92nd	SE 111th	Major Arterial	Implement Gateway regional center plan with boulevard design retrofit including new traffic signals, improved pedestrian facilities and crossings, and street lighting.	6,157,767	12,475,636	2025-2032	X	Regional Center	Active Transportation	City of Portland	
10320	Portland		Halsey, NE (39th - I-205): Bikeway	NE 39th	I-205	Major Arterial	Retrofit bike lanes to existing street.	161,345	181,513	2014-2017	X	Regional Center	Active Transportation	City of Portland	
10321	Portland		Stark, SE (111th - City Limits): Bikeway	SE 111th	City Limits	Major Arterial	Retrofit bike lanes to existing street (excluding 92nd - 111th).	243,070	359,743	2018-2024	X	Regional Center	Active Transportation	City of Portland	
10323	Portland		111th/112th Ave., SE (Market - Mt. Scott Blvd.): Bicycle & Pedestrian Improvements	SE Market	Mt. Scott Blvd	Collector	Retrofit bike lanes to existing street (Market - Mt. Scott Blvd.) and construct sidewalks (Holgate - Mt. Scott Blvd.).	2,070,127	4,194,076	2025-2032	X	2040 Corridor	Active Transportation	City of Portland	X
10324	Portland		Glisan St., NE (106th - 122nd): Bikeway	NE 106th	NE 122nd	Major Arterial	Retrofit bike lanes to existing street.	81,023	119,914	2018-2024	X	Regional Center	Active Transportation	City of Portland	
10325	Portland		Glisan St., NE (47th - I-205): Bikeway	NE 47th	I-205	Major Arterial	Retrofit bike lanes to existing street.	81,023	91,151	2014-2017	X	2040 Corridor	Active Transportation	City of Portland	
10326	Portland		Gateway Regional Center, NE/SE: Local Street Improvements, Phase II			Local	High priority local street and pedestrian improvements in regional center.	8,418,000	12,458,640	2018-2024	X	Regional Center	Active Transportation	City of Portland	
10327	Portland		Gateway District Plan, NE/SE: Traffic Management			N/A	Implement a comprehensive traffic management plan throughout the regional center to reduce cut-through traffic on residential streets and improve traffic flow on regional streets. Project includes utility improvements.	1,944,558	2,187,628	2014-2017	X	Regional Center	TSMO/TDM	City of Portland	
10328	Portland		Gateway Regional Center, NE/SE: Local Street Improvements, Phase III			Local	High priority local street and pedestrian improvements in regional center.	8,418,000	17,054,868	2025-2032	X	Regional Center	Active Transportation	City of Portland	
10329	Portland		Marine Dr./122nd, NE: Intersection Improvements	NE Marine Dr/122nd		Local	Signalize and widen dike to install left turn lane on Marine Drive.	2,361,249	2,656,405	2014-2017	X	Employment area, Industrial area	Roads and Bridges	City of Portland	
10330	Portland		148th, NE (Marine Dr - Glisan): Bicycle & Pedestrian Improvements	NE Marine Dr	NE Glisan	Minor Arterial	Retrofit bike lanes to existing street (Marine Dr - I-84) and construct sidewalk and safety improvements including signal/ intersection improvements at 148th/Sandy (Airport Way-Glisan).	2,568,893	3,801,962	2018-2024	X	Employment area, Industrial area	Active Transportation	City of Portland	
10331	Portland		Columbia Blvd, N (Bridge at Taft): Seismic Retrofit			Principal arterial	Seismic retrofit of bridge.	583,367	1,181,902	2025-2032	X	Inner neighborhood	Roads and Bridges	City of Portland	
10332	Portland	ODOT	Lombard, N/NE (MLK Jr - Philadelphia) (US 30): ITS	MLK Jr. Blvd	Philadelphia	Minor Arterial	Communications infrastructure including closed circuit TV camera, Bluetooth detection, improved bus priority variable message signs for remote monitoring and control of traffic flow at the intersections with MLK Jr, Interstate, Greeley, Portsmouth, Philadelphia/Ivanhoe.	673,440	996,691	2018-2024	X	Employment area, Industrial area	TSMO/TDM	City of Portland	
10334	Portland		11th/13th, NE (at Columbia Blvd.): Crossing Elimination	NE Columbia Blvd	NE Lombard	Major Arterial	If feasible, eliminate the at-grade crossing and improve alternate roadway access.	1,000,000	2,026,000	2025-2032	X	Industrial Area	Roads and Bridges	City of Portland	

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10335	Portland		42nd Bridge, NE (at Lombard): Bridge Replacement	NE 42nd at Lombard		Collector	Replace 42nd bridge over Lombard to remove weight restriction.	4,900,000	13,582,800	2033-2040	X	Employment area, Industrial area	Roads and Bridges	City of Portland	
10336	Portland		Alderwood/Columbia Blvd/Cully, NE: Intersection Improvements	Intersection of NE Alderwood/Columbia Blvd/Cully		Major Arterial	Reconstruct intersection to provide signalization, left turn pockets, enhancing turning radii and improving circulation for trucks serving expanding air cargo facilities south of Portland.	1,460,000	1,642,500	2014-2017	X	Employment area, Industrial area	Roads and Bridges	City of Portland	
10337	Portland		33rd/Marine Dr., NE: Intersection Improvements	33rd/Marine Dr.		Local	Signalize intersection for freight movement.	(5,760,643)	(8,525,751)	2018-2024	X	Employment area, Industrial area	TSMO/TDM	City of Portland	
10338	Portland/Port		Alderwood St., NE, (Alderwood Trail - Columbia Blvd.): Bikeway	Alderwood Trail	Columbia Blvd	Collector	Provide bike lanes. Project includes some shoulder widening.	561,200	830,576	2018-2024	X	Employment area, Industrial area	Active Transportation	City of Portland	X
10339	Portland		Columbia Blvd., N/NE (MLK Jr BL - Lombard): Bikeway	MLK Jr. Blvd	N Lombard	Principal arterial	Retrofit bike lanes to existing street.	153,944	227,837	2018-2024	X	Employment area, Industrial area	Active Transportation	City of Portland	
10340	Portland		Cornfoot, NE (47th - Alderwood): Road Widening & Intersection Improvements	NE 47th	NE Alderwood	Collector	Road widening project including lighting and landscaping, left turn lanes, and bike lanes (47th - AirTrans Way). Signalize Cornfoot/AirTrans intersection and reconfigure traffic flow. Stripe bike lanes (AirTrans - Alderwood).	2,806,000	4,152,880	2018-2024	X	Employment area, Industrial area	Roads and Bridges	City of Portland	
10341	Portland		Columbia Blvd, N (Swift - Portland Rd. & Argyle Way - Albina): Pedestrian Improvements, Phase I & II	N Swift	N Argyle Way	Principal arterial	Construct sidewalk and crossing improvements.	4,213,209	8,535,961	2025-2032	X	Industrial Area	Active Transportation	City of Portland	
10342	Portland		Columbia Blvd, N/NE(I-205 - Burgard): ITS	I-205	N Burgard	Principal arterial	Communications infrastructure including closed circuit TV cameras, truck priority detection, variable message signs for remote monitoring and control of traffic flow for six signals.	589,260	662,918	2014-2017	X	Industrial Area	TSMO/TDM	City of Portland	
10343	Portland/Port	Portland/Port	West Hayden Crossing, N	N Marine Dr.	Hayden Island	Minor Arterial	Provide primary access to Port's Marine Development and secondary access to existing development of Hayden Island, if it is determined through the West Hayden planning process that development of this portion of the island is an appropriate location for a bridge.	99,258,000	146,901,840	2018-2024	X	Industrial area	Freight	Port of Portland	
10344	Portland		Force/Broadacre/Victory, N: Bikeway	N Marine Dr.	N Whitaker	Local	Signed bikeway connection to I-5 river crossing.	28,060	56,850	2025-2032	X	Industrial area	Active Transportation	City of Portland	X
10346	Portland		Marine Dr, N/NE (Portland Rd. to 185th): ITS	N Portland Rd.	NE 185th	Collector	CCTV at N Portland Rd. Changeable message signs at Portland Rd, Vancouver and 185th.	238,510	352,995	2018-2024	X	Industrial Area	TSMO/TDM	City of Portland	
10347	Portland/Gresham		Foster Rd., SE (162nd - Giese Rd.): Multi-modal Street Improvements	SE 162nd	SE Giese Rd.	Minor Arterial	Multimodal improvements based on PV Implementation Plan.	2,525,400	5,116,460	2025-2032	X	Town Center	Active Transportation	E. Multnomah County	X
10348	Portland		Foster Rd., SE (102nd - Foster Pl): Pedestrian Improvements	SE102nd	SE Foster Pl	Major Arterial	Construct walkway and crossing improvements to facilitate pedestrian travel and access to transit.	1,403,000	2,076,440	2018-2024	X	Town Center, Main street, Station community	Active Transportation	City of Portland	
10349	Portland		174th & Jenne Rd. , SE (Foster - Powell): Multi-modal Improvements	SE Powell	SE Foster Rd.	Local	Roadway improvements to increase safety and capacity to accommodate increased residential development. Widen roadway to 3 lanes and provide bike lanes, sidewalks to provide better transportation links in this vital north/south link.	7,155,300	14,496,638	2025-2032	X	Outer neighborhood	Roads and Bridges	City of Portland	X
10351	Portland		Wildwood Bridge at West Burnside	Wildwood Trail north of W Burnside	Wildwood Trail south of W Burnside	Other	Provide pedestrian bridge over W Burnside instead on dangerous at-grade crossing.	2,126,948	2,392,817	2014-2017	X	Portland Central City	Active Transportation	City of Portland	X
10354	Portland		Fanno Creek Greenway (Red Electric) Trail	SW Dover near Multnomah County line	Willamette Park	Other	Provide east-west route for pedestrians in cyclists in SW Portland that connects and extends the existing Fanno Creek Greenway Trail to Willamette Park.	17,653,000	26,126,440	2018-2024	X	Town Center	Active Transportation	City of Portland	X
10356	Portland		Willamette Greenway - St Johns segment [previous called Willamette Greenway Trail Extension']	Cathedral Park	Pier Park	Other	Provide trail route from Willamette Greenway at Cathedral Park to future Columbia Slough Trail at St. Johns Landfill.	1,600,000	2,368,000	2018-2024	X	Town Center	Active Transportation	City of Portland	
10358	Port of Portland	Port of Portland	Airport Way Terminal Entrance Roadway Relocation	PDX Terminal Area		Collector	Relocate and widen Airport Way northerly at Terminal entrance (to be scoped by PDX Master Plan).	12,818,000	25,969,268	2025-2032		Employment area	Freight	Port of Portland	
10360	Port of Portland	Port	Airport Way Return and Exit Roadways	PDX Terminal Area		Collector	Relocate Airport Way exit roadway and construct new return roadway (Terminal Access Study, projects R4 and R5; to be scoped by PDX Master Plan).	6,400,900	7,201,013	2014-2017	X	Employment area	Freight	Port of Portland	
10362	Port of Portland	Port	82nd Ave./Airport Way Grade Separation	82nd Avenue/Airport Way Intersection		Major Arterial	Construct grade-separated overcrossing.	86,000,000	96,750,000	2014-2017	X	Employment area	Freight	Port of Portland	
10363	Port of Portland	Port	SW Quad Access	NE 33rd Ave.	SW Quad	Local	Provide street access from 33rd Ave. into SW Quad.	5,917,500	6,657,188	2014-2017	X	Employment area	Freight	Port of Portland	
10364	Port of Portland	Port	PDX Light Rail Station/Track Realignment	PDX Terminal Area		N/A	Realign light rail track into terminal building.	16,330,700	33,085,998	2025-2032	X	Passenger Intermodal Facility	Transit	Port of Portland	
10366	Port of Portland	Portland/Port	Airtrans Way and Cornfoot Road Intersection Improvements	Airtrans Way/ Cornfoot Road Intersection		collector	Add signals and improve turn lanes at AirTrans Way/Cornfoot Rd.	650,000	962,000	2018-2024	X	Freight Intermodal Facility	Freight	Port of Portland	
10368	Port of Portland	Port	PIC Ped/Bike Network			N/A	Construct bike and pedestrian facilities as shown in the CS/PIC Plan District.	1,163,835	1,309,314	2014-2017	X	Freight and Passenger Intermodal Facility	Active Transportation	Port of Portland	
10371	Port of Portland	Port	Airport Way Braided Ramps	I-205	Mt. Hood Interchange	major arterial	Construct braided ramps between the I-205 interchange and Mt. Hood Interchange.	59,000,000	119,534,000	2025-2032		Employment area	Freight	Port of Portland	

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10373	Port of Portland	City of Portland	Rivergate ITS			N/A	Intelligent Transportation System in Rivergate.	480,000	540,000	2014-2017	X	Freight Intermodal Facility	TSMO/TDM	Port of Portland	
10375	Port of Portland	City of Portland	Cathedral Park Quiet Zone	UPRR St. Johns Lead		N/A	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.	8,200,000	9,225,000	2014-2017	X	Industrial area	Freight	Port of Portland	
10376	Portland/Port		Columbia Blvd. Widening	60th Ave.	82nd Ave.	Major Arterial	Widen Columbia Blvd. to five lanes between 60th Ave and 82nd Ave.	14,859,000	30,104,334	2025-2032		Employment area, Industrial area	Roads and Bridges	City of Portland	
10378	Port of Portland	Port	T-6 Internal Overcrossing	Marine Dr.	Terminal 6	Major Arterial	Construct an elevated roadway between Marine Dr. and Terminal 6.	3,649,084	7,393,044	2025-2032	X	Freight Intermodal Facility	Freight	Port of Portland	
10379	Port of Portland	City of Portland	Marine Dr. Improvement Phase 2	BNSF grade crossing		Major Arterial	Construct rail overcrossing on Marine Dr.	13,644,200	20,193,416	2018-2024	X	Freight Intermodal Facility	Freight	Port of Portland	
10380	Port of Portland	Port	PDX Transportation Demand Management (TDM)			N/A	Implement strategies at PDX and PIC properties that reduce auto trips in the airport area. Programs to be undertaken with other area businesses/developers to maximize effectiveness; possible administration through a transportation management association.	500,000	562,500	2014-2017	X	Freight and Passenger Intermodal Facility	TSMO/TDM	Port of Portland	
10382	Multnomah Co.	Multnomah Co.	Reconstruct Stark St. to arterial standards	257th Ave.	Troutdale Rd.	Minor Arterial	Reconstruct Stark St. to minor arterial standards by widening the existing 2 lanes to provide for 4 traffic lanes, a continuous left-turn lane, bike lanes, sidewalks, and intersection improvements.	3,150,000	3,543,750	2014-2017	X	Outer neighborhood	Roads and Bridges	E. Multnomah County	X
10384	Multnomah Co.	Multnomah Co.	Reconstruct Scholls Ferry Rd.	US 26	Washington County	Minor Arterial	Reconstruct Scholls Ferry Rd. to provide for bicycle and pedestrian travel; includes SW Patton intersection improvements.	5,800,000	8,584,000	2018-2024	X	Outer neighborhood	Roads and Bridges	E. Multnomah County	X
10385	Multnomah Co.	Multnomah Co.	Reconstruct Halsey St. with Improvements	238th Ave.	Historic Columbia River Hwy	Minor Arterial	Widen Halsey St to 3 lane minor arterial with center turn lane/median, sidewalk and bicycle lanes, consistent with Halsey Street Conceptual Design Plan	1,080,900	1,216,013	2014-2017	X	Town Center	Roads and Bridges	E. Multnomah County	
10386	Multnomah Co./Gresham	Multnomah Co./Gresham	Glisan St. Multi-modal Improvements	202nd Ave./Gresham-Fairview Trail	207th Ave./Salish Ponds Natural Area	Minor Arterial	Reconstruct Glisan Street to provide multimodal connection between Gresham-Fairview Trail and Salish Ponds Natural Area. Include bike lanes, sidewalks, two travel lanes in each direction, and on-street parking. 4 lanes. 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.	11,500,000	17,020,000	2018-2024	X	Employment area	Roads and Bridges	E. Multnomah County	
10387	Multnomah Co.	Multnomah Co.	Reconstruct Arata Rd.	223rd Ave.	238th Ave.	Local	Construct to 3 lane collector standards with center turn lane/median, sidewalks, bicycle lanes.	4,500,000	5,062,500	2014-2017	X	Town Center	Roads and Bridges	E. Multnomah County	
10388	Multnomah Co.	Multnomah Co.	Reconstruct 223rd Ave.	Halsey St.	Fairview Creek	Collector	Reconstruct 223rd Ave to major collector standards with 2 travel lanes, center turn lane/median, sidewalks and bicycle lanes. Context sensitive design through area known as Old Town Fairview.	2,098,768	2,361,114	2014-2017	X	Inner neighborhood	Roads and Bridges	E. Multnomah County	
10389	Multnomah Co.	Multnomah Co.	Reconstruct 223rd Ave.	Fairview Creek	40-mile loop	Collector	Improve 223rd Ave to major collector standards including 2 travel lanes, center turn lane/median, sidewalks, bicycle lanes. Replacement of RR bridge not included in this proposal (10394)	2,076,029	2,335,533	2014-2017	X	Industrial area	Roads and Bridges	E. Multnomah County	X
10390	Multnomah Co.	Multnomah Co.	Reconstruct Troutdale Rd.	Stark St.	Division Dr.	Minor Arterial	Reconstruct with 2 travel lanes; construct center turn lane/median, sidewalks, bicycle lanes between Stark and Strebin. Reconstruct Troutdale Rd/Division Dr. intersection including new fish culverts. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	8,297,000	16,809,722	2025-2032	X	Outer neighborhood	Roads and Bridges	E. Multnomah County	X
10391	Multnomah Co.	Multnomah Co.	Reconstruct Historic Columbia River Hwy.	244th Ave.	Halsey St.	Collector	Reconstruct Historic Columbia River Hwy and NE 244th Ave to minor arterial standards with 2 travel lanes, center turn lane/median, bicycle lanes and sidewalk. Reconstruction of railroad bridge on HCRH is not included in this project.	6,151,000	12,461,926	2025-2032	X	Industrial Area, Town Center	Roads and Bridges	E. Multnomah County	
10394	Multnomah Co.	Multnomah Co.	Replace RR Over-crossing on 223rd Ave.	2000' north of I-84		Collector	Reconstruct railroad bridge on 223rd Ave, 2000' north of I-84 to accommodate wider travel lanes, sidewalks and bike lanes.	7,000,000	10,360,000	2018-2024	X	Industrial area	Freight	E. Multnomah County	
10395	Multnomah Co.	Multnomah Co.	Replace RR over crossing at Historic Columbia River Hwy	Half mile east of 244th Ave.		Principal arterial	Reconstruct railroad bridge to accommodate wider travel lanes, sidewalks and bike lanes.	7,000,000	14,182,000	2025-2032	X	Employment area	Roads and Bridges	E. Multnomah County	
10396	Multnomah Co.	Multnomah Co.	Reconstruct Cornelius Pass Rd.	Mile Post 2.8	Mile Post 3.5	Rural Arterial	Reconstruct Cornelius Pass Road including passing lane, safety, shoulder and drainage improvements. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	45,000,000	66,600,000	2018-2024	X	Other	Freight	E. Multnomah County	
10398	Multnomah Co.	Multnomah Co.	Wood Village Blvd Extension	Arata Rd.	Halsey St.	Local	Construct new extension of Wood Village Blvd as a major collector with 2 travel lanes, center turn lane/median, sidewalks and bicycle lanes.	1,573,000	1,769,625	2014-2017	X	Town Center	Roads and Bridges	E. Multnomah County	
10399	Multnomah Co.	Multnomah Co.	Reconstruct Sandy Blvd.	201st Ave.	230th	collector	Reconstruct Sandy Blvd to minor arterial standards with bike lanes, sidewalks and drainage improvements, utilizing recommendations from TGM grant.	7,438,000	8,367,750	2014-2017	X	Industrial area	Roads and Bridges	E. Multnomah County	X
10401	Multnomah Co.	Multnomah Co.	Reconstruct Marine Dr.	Interlachen	I-84	Collector	Reconstruct Marine Drive between Intelachen and the frontage roads in Troutdale.	14,000,000	28,364,000	2025-2032	X	Industrial area	Roads and Bridges	E. Multnomah County	X
10402	Multnomah Co.	Multnomah Co.	Construct new road north of I-84, Exit 16	Sandy Blvd	Marine Dr.	Local	Conduct design options alternatives (DOA) study for new connection between Sandy Blvd and Marine Dr. Construct new connector linking industrial sites with I-84.	13,000,000	36,036,000	N/A		Industrial area	Freight	E. Multnomah County	
10403	Multnomah Co.	Multnomah Co.	257th Ave. Pedestrian improvements at intersections and mid-block crossings	Stark St.	Cherry Park Rd. north	Major Arterial	Improve sidewalks, crossings, lighting and bus stops.	1,600,000	1,800,000	2014-2017	X	2040 Corridor	Active Transportation	E. Multnomah County	
10404	Multnomah Co.	Multnomah Co.	Beaver Creek Culvert Replacement	Troutdale Rd.	Cochran Rd.	N/A	Replace culverts with fish friendly structures allowing for passage to federally endangered species.	2,500,000	2,812,500	2014-2017	X	Other	Roads and Bridges	E. Multnomah County	X
10405	Multnomah Co.	Multnomah Co.	Pedestrian Improvements	Various streets		Local	Install pedestrian improvements--crossings, lighting, sidewalks.	1,940,000	2,871,200	2018-2024	X	Various	Active Transportation	E. Multnomah County	
10406	Multnomah Co.	Multnomah Co.	Reconstruct Stark St. to arterial standards	Troutdale Rd.	Hampton Rd.	Minor Arterial	Reconstruct road to arterial standards with 1 travel lanes in each direction, center turn lane/median, sidewalks and bicycle lanes.	1,810,000	2,678,800	2018-2024	X	Outer neighborhood	Roads and Bridges	E. Multnomah County	
10407	Multnomah Co.	Multnomah Co.	Fish passage culvert replacement	Fairview and Arata Creeks		N/A	Replace 5 culverts with fish friendly structures allowing for passage to federally endangered species. Culvert locations: 223rd/Fairview, Sandy/Fairview, Arata/244th, Arata Creek/Halsey, Fairview/Glisan.	1,511,000	4,188,492	N/A		Other	Roads and Bridges	E. Multnomah County	

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10409	Multnomah County	Multnomah Co.	Beaver Creek Trail	Mt. Hood Community College	Historic Columbia River Hwy	Other	Construct new trail adjacent to Beaver Creek.	1,400,000	1,575,000	2014-2017	X	Other	Active Transportation	E. Multnomah County	X
10410	Multnomah Co.	Multnomah Co.	Broadway Bridge Rehabilitation			Major Arterial	Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic.	22,700,000	25,537,500	2014-2017	X	Portland Central City	Roads and Bridges	E. Multnomah County	X
10411	Multnomah Co.	Multnomah Co.	Burnside Bridge Rehabilitation - Phase 1			Major Arterial	Rehabilitate mechanical system, approach structure, corrosion control, phase 1seismic. Phase 1.	25,000,000	28,125,000	2014-2017	X	Portland Central City	Roads and Bridges	E. Multnomah County	X
10412	Multnomah Co.	Multnomah Co.	Morrison Bridge Rehabilitation - Phase 1			Major Arterial	Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic. (Phase 1)	25,700,000	28,912,500	2014-2017	X	Portland Central City	Roads and Bridges	E. Multnomah County	X
10413	Multnomah Co.	Multnomah Co.	Hawthorne Bridge Rehabilitation			Major Arterial	Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic.	13,300,000	19,684,000	2018-2024	X	Portland Central City	Roads and Bridges	E. Multnomah County	X
10414	Multnomah Co.	Multnomah Co.	Sellwood Bridge Replacement	S.E. Tacoma St.	Hwy. 43	Minor Arterial	Final Engineering and ROW acquisition phase of bridge replacement.	58,000,000	65,250,000	2014-2017	X	Main street	Roads and Bridges	E. Multnomah County	X
10416	Gresham	Gresham	Hogan Corridor Improvements	Stark	Burnside	Principal arterial	Interim capacity improvements and access controls.	19,140,461	28,327,882	2018-2024		2040 Corridor	Roads and Bridges	E. Multnomah County	
10417	Gresham	Gresham	Hogan Corridor Improvements	Palmquist	Rugg Rd.	Arterial	Complete study and construct new principal arterial connection.	34,009,517	94,274,381	2033-2040		2040 Corridor	Roads and Bridges	E. Multnomah County	X
10421	Gresham	Gresham	Burnside Rd. Blvd Improvements	181st	197th	Major Arterial	Complete boulevard improvements.	7,873,990	11,653,505	2018-2024	X	Town Center	Roads and Bridges	E. Multnomah County	
10422	Gresham	Gresham	Division St. Improvements	257th Ave.	268th Ave.	Collector	Improve to community street standards, including bikelanes.	3,945,711	10,937,511	2033-2040		Employment area	Active Transportation	E. Multnomah County	
10423	Gresham	Gresham	Cleveland St. Reconstruction.	Powell	Burnside	Local	Reconstructs street from Burnside to Powell.	1,100,000	1,237,500	2014-2017	X	Regional Center	Roads and Bridges	E. Multnomah County	
10424	Gresham	Gresham	Wallula St. Reconstruction, + intersections	Division	Stark	Local	Widen road, add curb/gutter, sidewalks. At Burnside, add northbound, southbound, left turn lanes. Signalize Stark.	8,347,988	16,913,024	2025-2032	X	Regional Center	Roads and Bridges	E. Multnomah County	
10425	Gresham	Gresham	1st Street/Bull Run. Reconstruction	242nd Ave.	257th Ave.	Local	Brings to standards, adds pedestrian, bicycle facilities.	4,466,312	6,610,142	2018-2024	X	Employment area	Roads and Bridges	E. Multnomah County	
10427	Gresham	Gresham	Regner Rd. Reconstruction	Roberts	Southern City Limits	Minor Arterial	Brings to standards, adds pedestrian, bicycle facilities, improves Regner/Butler intersection by adding NB left-turn pocket and signalizing intersection.	29,265,570	43,313,044	2018-2024	X	Outer neighborhood	Roads and Bridges	E. Multnomah County	X
10429	Gresham	Gresham	Powell Valley Imps.	Burnside	282nd. Ave.	Minor Arterial	Improve Powell Valley w. ped and bike facilities.	14,645,408	21,675,204	2018-2024	X	Regional Center	Active Transportation	E. Multnomah County	X
10430	Gresham	Gresham	Orient Dr. Imps.	South City Limits	257th Ave.	Minor Arterial	Upgrades to arterial 4 lane standards.	9,000,000	13,320,000	2018-2024	X	Industrial area	Roads and Bridges	E. Multnomah County	
10431	Gresham	Gresham	Highland/190th Rd. Widening	200' south of SW 11th	Ending at the intersection of Pleasant View Dr./SE 190th and Butler	Major Arterial	Reconstruct and widen street to five lanes with sidewalks and bike lanes. Widen and determine the appropriate cross-section for Highland Drive and Pleasant View Drive from Powell Boulevard to 190th Ave.	19,646,521	29,076,851	2018-2024	X	Employment area	Roads and Bridges	E. Multnomah County	X
10432	Gresham	Gresham	Division St. Improvements	Birdsdale	Wallula	Major Arterial	Complete boulevard design improvements.	12,162,471	13,682,780	2014-2017		Regional Center	Active Transportation	E. Multnomah County	
10433	Gresham	Gresham	Division St. Improvements	Kelly	Burnside	Major Arterial	Complete boulevard design improvements.	10,331,749	15,290,989	2018-2024		Regional Center	Roads and Bridges	E. Multnomah County	
10434	Gresham	Gresham	Burnside St. Improvements	NE Wallula St.	Hogan	Major Aterial	Complete boulevard design improvements Wallula to Hogan (2004 RTP 2048), also improve intersection of Burnside at Division (2002 TSP #15) by adding eastbound RT and signal, and also improve the intersection of Burnside and Hogan (2004 RTP #2032).	32,545,601	48,167,489	2018-2024	X	Regional Center	Roads and Bridges	E. Multnomah County	
10436	Gresham	Gresham	Max Trail	Cleveland	Hogan	Other	Construct new shared use path.	2,500,000	2,812,500	2014-2017	X	Regional Center	Active Transportation	E. Multnomah County	
10437	Gresham	Gresham	Gresham/Fairview Trail	Halsey	Marine Dr.	Other	Springwater trail connect. incl. Trailhead @ Marine Dr.	4,608,799	6,821,023	2018-2024	X	Town Center	Active Transportation	E. Multnomah County	X
10438	Gresham	Gresham	Springwater Trail Connections	Pl. View/190th	N/A	Other	Provide ped, bike and equestrian access to regional trail.	271,562	401,912	2018-2024	X	Town Center	Active Transportation	E. Multnomah County	X
10440	Gresham	Gresham	Division St. Multimodal Improvements	Wallula	west city limits	Minor Arterial	Retrofit street to add bicylce facilities, sidewalks, and explore other multimodal facilities and connections.	4,939,693	7,310,746	2018-2024	X	2040 Corridor	Active Transportation	E. Multnomah County	
10441	Gresham	Gresham	Gresham RC Ped and Ped to Max	all stations		N/A	Improve sidewalks, lighting, crossings, bus shelters, benches.	584,820	865,534	2018-2024	X	Regional Center	Active Transportation	E. Multnomah County	
10442	Gresham	Gresham	Phase 3 Signal Optimization	System Wide		N/A	Optimize signals, provide message boards.	6,227,280	9,216,374	2018-2024	X	Regional Center	TSMO/TDM	E. Multnomah County	
10443	Gresham	Gresham	Sandy Blvd. Widening	181st Ave.	202nd	Major Arterial	Widens Sandy Blvd. to 5 lanes with sidewalks, bikelanes from 181st to 202nd Ave.	10,000,000	11,250,000	2014-2017	X	Industrial area	Roads and Bridges	E. Multnomah County	
10444	Gresham	Gresham	181st Ave. Widening	Halsey St.	EB on-ramp to I-84	Major Arterial	Widens street to three lanes southbound.	1,797,270	4,982,032	N/A		2040 Corridor	Roads and Bridges	E. Multnomah County	
10445	Gresham	Gresham	181st Ave. Intersection Improvement (181st/Glisan)	181st/Glisan		Major Arterial	Improve Intersection.	1,041,867	1,541,963	2018-2024	X	2040 Corridor	Freight	E. Multnomah County	
10446	Gresham	Gresham	181st Ave. Intersection Improvement (181st/Burnside)	181st/Burnside		Major Arterial	Improve Intersection.	831,210	1,230,191	2018-2024	X	2040 Corridor	Freight	E. Multnomah County	
10447	Gresham	Gresham	162nd Ave. Imps. Plus TIF project	Glisan	Halsey	Minor Arterial	Reconstruct, widen to 5 lanes, plus EB RT at Glisan.	7,915,303	11,714,648	2018-2024	X	Outer neighborhood	Roads and Bridges	E. Multnomah County	
10448	Gresham	Gresham	201st: Glisan to Halsey	Glisan	Halsey	Collector	Improve to collector standards.	24,302,809	49,237,491	2025-2032		Industrial area	Roads and Bridges	E. Multnomah County	
10449	Gresham	Gresham	201st: Halsey to Sandy	Halsey	Sandy	Collector	Improve to collector standards, signalize 201st/Sandy Blvd.	8,335,400	16,887,520	2025-2032	X	Industrial area	Roads and Bridges	E. Multnomah County	
10450	Gresham	Gresham	2 Birdsdale Projects, at Division	at Division	at Stark	Collector	Division: SB, EB turn lanes. At Stark: add 2nd NB LT lane and exclusive RT lane.	1,375,500	2,035,740	2018-2024	X	Industrial area	Roads and Bridges	E. Multnomah County	
10454	Gresham	Gresham	181st Ave. Improvements	Glisan	Yamhill	Major Arterial	Complete boulevard design improvements.	11,440,061	16,931,290	2018-2024	X	Town Center	Roads and Bridges	E. Multnomah County	

RTP ID	Nominating Agency	Facility Owner	Project/Program Name	Project Start Location	Project End Location	Local Functional Classification	Description	Estimated Cost ($2014)	Estimated Cost ($YOE)	Time Period	Financial Constrained	2040 Land Use	Metro Investment Category	Subregion	Sensitive Habitat Area
10455	Gresham	Gresham	Rockwood TC Ped and Ped to Max:188th LRT Stations and Ped to Max			N/A	Improve sidewalks, lighting, crossings, bus shelters, benches.	8,919,615	13,201,030	2018-2024	X	Town Center	Active Transportation	E. Multnomah County	
10457	Gresham	Gresham	223rd Ave. Improvements	Glisan	Stark	Major Arterial	Improve sidewalks, lighting, crossings, bus shelters, benches.	102,229	151,299	2018-2024		Industrial area	Active Transportation	E. Multnomah County	
10458	Gresham		Halsey St. Improvements	181st	201st	Minor Arterial	Widen to 4 lanes w. sidewalks and bikelanes.	8,118,008	16,447,084	2025-2032	X	Town Center	Roads and Bridges	E. Multnomah County	
10459	Gresham	Gresham	Burnside SC Pedestrian Imps.	172nd, 197th, Glisan, Stark & intersecting streets		Major Arterial	Improve sidewalks, lighting, crossings, bus shelters, benches.	1,192,669	1,765,150	2018-2024	X	Regional Center	Active Transportation	E. Multnomah County	
10460	Gresham	Gresham	SE 174th N/S Improvements	Giese	174th/Jenne	Major Arterial	Construction of new roadway that adds n/s capacity in vicinity of 174/Jenne. This facility will have two travel lanes in each direction (total 4 travel lanes), and a median/turn lane which will be primarily a median, with left turn pockets at the intersection of the New Road/Giese, and also New Road/McKinley.	27,498,638	76,226,225	2033-2040	X	Town Center	Roads and Bridges	E. Multnomah County	X
10461	Gresham	Gresham	Towle Ave. Improvements	Butler	Benford	Minor Arterial	Construct sidewalks, bike lanes and intersection improvements.	3,302,775	4,888,107	2025-2032		Outer neighborhood	Active Transportation	E. Multnomah County	X
10462	Gresham	Gresham	Butler Rd. Improvements	190th	Towle Rd.	Minor Arterial	Improve Butler Rd. in new alignment to collector standards, at intersection, add northbound and westbound turn pockets and signalize.	13,166,455	26,675,238	2025-2032	X	Outer neighborhood	Roads and Bridges	E. Multnomah County	X
10463	Gresham	Portland/Gresham	Foster Rd. Extension (north)	Jenne	172nd	Local	New north extension of Foster.	15,417,627	42,737,662	2033-2040	X	Town Center	Roads and Bridges	E. Multnomah County	
10464	Gresham	N/A	Giese Rd. Extension	182nd	172nd	Local	New ext. of Giese Rd. to Foster Road.	17,987,232	36,442,132	2025-2032	X	Town Center	Roads and Bridges	E. Multnomah County	
10465	Gresham	N/A	172nd Ave. Improvements	Giese Rd.	Foster Rd.	Local	Upgrade street to urban standards w. sidewalks, bikelanes.	11,520,364	23,340,257	2025-2032	X	Town Center	Roads and Bridges	E. Multnomah County	
10466	Gresham	N/A	172nd Ave. Improvements	Butler Rd.	Cheldelin Rd.	Local	Upgrade street to urban standards w. sidewalks, bikelanes, and add roundabout or traffic signal at 172nd/Foster.	7,112,978	14,410,893	2025-2032	X	Town Center	Roads and Bridges	E. Multnomah County	
10468	Gresham	Gresham	Giese Rd. Improvements	182nd Ave.	190th Ave.	Local	Upgrade street to urban standards w. sidewalks, bikelanes.	5,430,469	11,002,130	2025-2032	X	Town Center	Roads and Bridges	E. Multnomah County	
10469	Gresham	N/A	Foster Rd. Bridge	Foster Rd.		Minor Arterial	Construct bridge crossing.	2,642,220	5,353,138	2025-2032	X	2040 Corridor	Roads and Bridges	E. Multnomah County	
10471	Gresham	N/A	Butler Rd. Extension and Bridge	Binford	Rodlun	collector	Construct new Butler road extension and bridge crossing.	12,268,899	24,856,789	2025-2032	X	Town Center	Roads and Bridges	E. Multnomah County	X
10472	Gresham	Gresham	Eastman at Division			Major Arterial	Add 2nd NB and SB LT lanes.	912,928	1,849,592	2025-2032	X	Regional Center	Roads and Bridges	E. Multnomah County	
10473	Gresham	Gresham	Eastman at Stark			Major Arterial	Add EB and NB RT lanes and 2nd NB and SB LT lanes.	1,196,756	1,771,199	2018-2024	X	Regional Center	Roads and Bridges	E. Multnomah County	
10474	Gresham	N/A	Rugg Rd. Ext.	Orient Dr.	US 26	Local	Construction of new roadway that adds e/w capacity in vicinity Rugg Rd and connects Springwater Industrial area to Highway 26.	30,672,208	85,023,361	2033-2040	X	Industrial area	Roads and Bridges	E. Multnomah County	
10475	Gresham	N/A	Rugg Rd. Ext.	US 26	252nd Ave.	Local	Construction of new roadway that adds e/w capacity in vicinity Rugg Rd and connects Springwater Industrial area to Highway 26.	39,329,973	109,022,685	2033-2040	X	Industrial area	Roads and Bridges	E. Multnomah County	
10476	Gresham	N/A	Rugg Rd.	252nd Ave.	242nd. Ave.	Local	Construction of new roadway that adds e/w capacity in vicinity Rugg Rd and connects Springwater Industrial area to Highway 26.	12,770,187	35,398,958	2033-2040	X	Industrial area	Roads and Bridges	E. Multnomah County	
10477	Gresham	Gresham	Springwater Road Section 4	19h Ave/Springwater Rd Section 4	Palmblad/252nd	Local	Construction of new street for implementation of Springwater Plan.	13,148,679	19,460,045	2018-2024	X	Industrial area	Roads and Bridges	E. Multnomah County	
10478	Gresham	Gresham	Palmblad/252nd/Palmquist Rd	Hillyard Rd/10	10	Local	Construction of new street for implementation of Springwater Plan.	26,162,462	38,720,444	2018-2024	X	Industrial area	Roads and Bridges	E. Multnomah County	
10479	Gresham	Gresham	252nd/Palmblad	Hillyard Rd/10	Rugg Rd.	Local	Construction of new street for implementation of Springwater Plan.	9,808,690	14,516,861	2018-2024	X	Industrial area	Roads and Bridges	E. Multnomah County	
10480	Gresham	Gresham	Springwater Plan Road/Springwater Road Section 7	Hogan Road 2900 feet north of Rugg Road	McNutt Road/9	Local	Construction of new street for implementation of Springwater Plan.	8,008,421	11,852,463	2018-2024	X	Industrial area	Roads and Bridges	E. Multnomah County	
10481	Gresham	Gresham	Springwater Planned Road/Springwater Road 8	Hogan Road 1300 feet north of Rugg Road	McNutt Road	Local	Construction of new street for implementation of Springwater Plan.	5,519,551	8,168,935	2018-2024	X	Industrial area	Roads and Bridges	E. Multnomah County	
10482	Gresham	Gresham	McNutt Road/Springwater Road 9,10,11	Intersection of project 10480/10481	Planned Rugg Road ext	Local	Construction of new street for implementation of Springwater Plan.	41,242,122	61,038,341	2018-2024	X	Industrial area	Roads and Bridges	E. Multnomah County	
10485	Gresham	Gresham	Hogan	Palmquist Rd.	Rugg Rd.	Minor Arterial	Improvement of existing roadway to arterial 4 lane standards.	47,291,190	69,990,961	2018-2024	X	Industrial area	Roads and Bridges	E. Multnomah County	X
10486	Gresham	Gresham	Telford Rd.	Springwater Boundary	252nd Ave.	Minor Arterial	Improvement of existing roadway to Minor Arterial standards, add bike and ped facilities, intersection improvements.	29,419,888	59,604,693	2024-2032	X	Industrial area	Roads and Bridges	E. Multnomah County	
10488	Gresham	Gresham	282nd Ave.	Springwater Boundary	Powell Valley Road	Minor Arterial	Improvement of existing roadway to Minor Arterial standards, add bike and ped facilities, intersection improvements.	7,146,436	10,576,725	2018-2024	X	Industrial area	Roads and Bridges	E. Multnomah County	
10490	Gresham	Gresham	201st RR Bridge at I-84	201st/I-84	"	Collector	Construct new RR bridge to accommodate alternative modes.	2,359,125	3,491,505	2018-2024	X	Industrial area	Freight	E. Multnomah County	
10492	Gresham	Gresham	162nd RR bridge@I-84	162nd/I-84	N/A	Collector	Reconstruct RR bridge to accommodate alternative modes.	2,621,250	5,310,653	2025-2032		Employment area	Active Transportation	E. Multnomah County	
10493	Gresham	Gresham	181st Ave. Sandy to I-84	Sandy	I-84	Major Arterial	Add southbound aux lane & widen RR overcrossing.	827,659	2,294,271	2033-2040	X	Industrial area	Roads and Bridges	E. Multnomah County	
10494	Gresham	Gresham	162nd	Stark Street		Major Arterial	Exclusive southbound and eastbound right turns at Stark.	888,209	1,314,549	2018-2024	X	Employment area	Roads and Bridges	E. Multnomah County	
10495	Gresham	Gresham	181st Ave	Halsey St.		Major Arterial	add 2nd LT lane to N & S legs, add RT lane to EB WB SB.	1,025,038	1,517,056	2018-2024	X	Industrial area	Freight	E. Multnomah County	
10496	Gresham	Gresham	181st at I-84	181st/I-84		Major Arterial	Freight mobility improvements subject to refinement study.	250,000	506,500	2025-2032	X	2040 Corridor	Freight	E. Multnomah County	

RTP ID	Nominating Agency	Facility Owner	Project/Program Name	Project Start Location	Project End Location	Local Functional Classification	Description	Estimated Cost ($2014)	Estimated Cost ($YOE)	Time Period	Financial Constrained	2040 Land Use	Metro Investment Category	Subregion	Sensitive Habitat Area
10497	Gresham	Gresham	181st	At Sandy	At Stark	Major Arterial	At Sandy: Northbound right turn, 2nd westbound left turn. Overlap eastbound right turn. At Stark, add 2nd left turn lane on east and west legs.	1,884,390	2,788,897	2018-2024	X	2040 Corridor	Roads and Bridges	E. Multnomah County	
10498	Gresham	Gresham	181st (182nd) at Division/Powell Intersections	181st at Division, Powell		Major Arterial	At Division: add second westbound left turn lane (TIF P1). At Powell, add northbound and southbound double left turn lanes (TIF P2 and TSP8).At Powell add SB and NB lanes.	1,682,670	2,490,352	2018-2024	X	2040 Corridor	Roads and Bridges	E. Multnomah County	
10499	Gresham	Gresham	192nd Ave	Wilkes Road	Halsey Street	Minor Arterial	Improve to Minor Arterial street standards.	3,833,031	5,672,886	2018-2024	X	Industrial area	Roads and Bridges	E. Multnomah County	
10501	Gresham	Gresham	Barnes Rd	Powell Valley	Hillyard	Collector	Widen road and add improvements.	7,135,229	14,455,974	2025-2032	X	Industrial area	Roads and Bridges	E. Multnomah County	
10502	Gresham	Gresham	Bike signs	various locations		N/A	Add directional signs to bike network.	1,400,000	1,575,000	2014-2017	X	Other	Active Transportation	E. Multnomah County	
10503	Gresham	Gresham	Burnside	Powell		Arterial	At Powell: eliminate EB and WB left turn lanes.	683,517	1,011,605	2018-2024	X	2040 Corridor	Roads and Bridges	E. Multnomah County	
10504	Gresham	Gresham	Ped to Max: Hood St.	Powell	Division	Local	Improve ped access/multi-modal on Hood St.	1,000,000	1,480,000	2018-2024	X	Regional Center	Active Transportation	E. Multnomah County	
10505	Gresham	Gresham	Civic Neighborhood TOD	16th and NW Norman		Local	Support construction of street infrastructure improvements.	4,765,219	7,052,524	2018-2024	X	Regional Center	Roads and Bridges	E. Multnomah County	
10506	Gresham	Gresham	Transit: Columbia Corridor TMA			N/A	Transit/bus service improvements, 2 locations.	185,258	274,182	2018-2024	X	Industrial area	TSMO/TDM	E. Multnomah County	
10509	Gresham	Gresham	Safe walking routes, missing links	various locations		N/A	Construct missing links and safe routes to school.	4,089,150	6,051,942	2018-2024	X	Other	Active Transportation	E. Multnomah County	
10510	Gresham	Gresham	Hillyard	Palmblad	Anderson	Collector	Widen roadway and construct curb and gutter, sidewalks, bike lanes, streetlights, storm drainage and intersection improvements.	9,628,553	14,250,258	2018-2024		Outer neighborhood	Active Transportation	E. Multnomah County	
10511	Gresham	Gresham	Hogan Road	Stark		Major Arterial	Add right turn lanes on all approaches and second northbound and southbound left turns.	1,908,431	2,824,478	2018-2024	X	2040 Corridor	Roads and Bridges	E. Multnomah County	
10512	Gresham	Gresham	Hogan: Powell to Burnside boulevard improvements plus three intersection improvements	Powell	Burnside	Principal arterial	Improve to boulevard standards, and intersection improvements at Burnside, Division and Powell.	8,739,328	12,934,205	2018-2024	X	Regional Center	Roads and Bridges	E. Multnomah County	
10514	Gresham	Gresham	Powell	Burnside	Kane	Minor Arterial	Construct to arterial standards, 4 travel lanes, center turn lane, bike lanes and pedestrian facilities.	5,294,917	7,836,477	2018-2024		2040 Corridor	Roads and Bridges	E. Multnomah County	
10515	Gresham	Gresham	Riverside Dr.	Riverside Parkway	Portal Way	Minor Arterial	Extend the arterial from Riverside Parkway to Portland Way to improve industrial access	5,000,000	7,400,000	2018-2024		Industrial area	Roads and Bridges	E. Multnomah County	X
10516	Gresham	Gresham	San Rafael	181st	201st	Minor Arterial	Construct to Minor Arterial cross section	9,990,952	27,694,919	2033-2040	X	Industrial area	Freight	E. Multnomah County	
10517	Gresham	Gresham	Welch Rd., Anderson to 282nd	Anderson Rd.	282nd	collector	Widen roadway and construct improvements.	9,507,235	19,261,658	2025-2032		Industrial area	Roads and Bridges	E. Multnomah County	
10518	Gresham	Gresham	Wilkes Street	181st	192nd	Local	Improve Wilkes to collector standards	6,781,698	18,798,867	2033-2040	X	Industrial area	Freight	E. Multnomah County	
10519	Gresham	Gresham	Pedestrian enhancements	162nd/Bside, and	181st Burnside	Local	Pedestrian enhancements.	75,492	111,728	2018-2024	X	Regional Center	Active Transportation	E. Multnomah County	
10521	Gresham	Gresham	Signalize intersections			N/A	Signalize intersections.	768,590	1,137,513	2018-2024	X	Other	TSMO/TDM	E. Multnomah County	
10522	Gresham	Gresham	Burnside	Hogan	Powell	Major Arterial	Safety improvements and reconstruction.	8,807,400	13,034,952	2018-2024		Regional Center	Roads and Bridges	E. Multnomah County	
10523	Gresham	Gresham	Chase Road	Orient	282nd	collector	Widen road and construct improvements.	2,494,006	3,691,129	2018-2024		Industrial area	Roads and Bridges	E. Multnomah County	
10526	Gresham	Gresham	Heinery Road	Binford Lake Parkway	14th Drive	collector	Widen road and construct improvements.	3,583,249	7,259,662	2025-2032		Outer neighborhood	Roads and Bridges	E. Multnomah County	
10527	Gresham	Gresham	Hogan	Powell	Palmquist	Principal arterial	Improve to arterial standards.	12,444,619	18,418,036	2018-2024	X	Industrial area	Roads and Bridges	E. Multnomah County	
10529	Gresham	Gresham	Salquist Road	Barnes Rd.	282nd Ave.	Collector	Widen road and construct improvements.	5,528,671	11,201,087	2025-2032		Industrial area	Roads and Bridges	E. Multnomah County	X
10530	Gresham	Gresham	Towle Ave. Butler Rd. to Binford Lake	Butler Rd.	Eastman Parkway	Minor Arterial	Improve to collector standards. Add roundabout at Towle/Binford.	11,897,840	24,105,024	2025-2032	X	Outer neighborhood	Roads and Bridges	E. Multnomah County	X
10532	Gresham	Gresham	Williams Rd., Powell Valley to Div.	Powell Valley Rd.	Division St.	Collector	Widen road and construct improvements.	7,202,147	14,591,550	2025-2032		Industrial area	Roads and Bridges	E. Multnomah County	
10533	Gresham	Gresham	190th	30th	Cheldelin	Major Arterial	Improve existing road to major arterial standards, signalize 190th @ Giese, Butler, Richey, Cheldelin.	28,644,245	58,033,240	2025-2032	X	Town Center	Roads and Bridges	E. Multnomah County	X
10534	Gresham	Gresham	Cheldelin	Western Pleasant Valley Limits	190th	Minor Arterial	Improve existing road to minor arterial standards, signalize Cheldelin at 172nd, 182nd, and Foster.	19,795,513	54,873,162	2033-2040	X	Town Center	Roads and Bridges	E. Multnomah County	X
10536	Portland	Portland	Clatsop: Improvements	162nd	Portland Boundary	Collector	Improve Clatsop to minor arterial standards, and signalize Clatsop at 162nd.	4,202,582	6,219,821	2018-2024		Town Center	Roads and Bridges	City of Portland	
10537	Gresham	Gresham	Richey	182nd	190th	Local	Improve to collector standards, and signalize 190th/Richey.	7,925,735	16,057,539	2025-2032	X	Town Center	Roads and Bridges	E. Multnomah County	
10538	Happy Valley	Happy Valley	Sager	162nd	Foster	Local	Improve to collector standards, and signalize Sager @172nd.	15,800,000	43,797,600	2033-2040		Outer Neighborhood	Roads and Bridges	Clackamas County	
10541	Gresham	Gresham	182nd	Giese	Cheldelin	Collector	Improve 182nd to collector standards.	11,797,690	32,703,197	2033-2040	X	Town Center	Roads and Bridges	E. Multnomah County	X
10542	Portland	Portland	Foster Rd. Improvements	162nd	Jenne Rd.	Local	Improve Foster Rd. to Minor Arterial (Parkway) standards, 2 lanes, with turn pockets where appropriate.	3,014,698	3,391,535	2014-2017	X	Town Center	Roads and Bridges	City of Portland	X
10543	Gresham	Gresham	172nd	Cheldelin	Northern boundary of Pleasant Valley	Major Arterial	Improve 172nd Ave. to major arterial standards.	8,651,396	23,981,670	2033-2040	X	Town Center	Roads and Bridges	E. Multnomah County	
10544	Gresham	Gresham	Butler Rd. Bike and Ped Improvements	Towle	Regner	Minor Arterial	Construct bikelanes and sidewalks.	5,705,413	11,559,167	2025-2032	X	Outer neighborhood	Active Transportation	E. Multnomah County	X

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10545	Washington Co.	ODOT	OR 10: Oleson Rd. Improvement	Oleson Rd. south of OR10	Oleson Rd. at Scholls Ferry	Arterial	Realign Oleson Rd. 500 feet to east and reconfigure Oleson intersections with OR10 and Scholls Ferry Rd.	34,200,000	50,616,000	2018-2024	X	Town Center	Roads and Bridges	Washington County	X
10546	Washington Co.	Washington Co.	170th Ave. Improvements	Alexander St.	Merlo Rd.	Arterial	Widen roadway to 4 lanes with left turn lanes at major intersections, sidewalks, and bike lanes or cycle tracks.	15,277,000	30,951,202	2025-2032	X	Neighborhood	Roads and Bridges	Washington County	
10547	Washington Co.	Washington Co.	173rd/174th Under Crossing Improvement	Cornell Rd.	Bronson Rd.	Arterial	Construct four-lane under of Hwy. 26 with bike lanes and sidewalks.	58,640,000	162,550,080	2033-2040	X	Town Center	Roads and Bridges	Washington County	
10548	Washington Co.	Washington Co.	174th Ave. Improvements	Bronson Rd.	Meadowgrass Ln.	Arterial	Add turn lanes, bike lanes and sidewalks	16,230,000	44,989,560	2033-2040	X	Neighborhood	Roads and Bridges	Washington County	X
10549	Washington Co.	Washington Co.	Cornell @ 143rd Improvements	Science Park Dr.	143rd Ave.	Arterial	Realign 143rd with Science Park Dr. @ Cornell as a 4-way signalized intersection.	12,400,000	34,372,800	2033-2040	X	Town Center	Roads and Bridges	Washington County	
10550	Washington Co.	Washington Co.	185th Avenue Improvement	West Union Rd.	Springville Rd.	Arterial	Widen 185th Ave 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 as of March 2014.	5,400,000	7,992,000	2018-2024	X	Neighborhood	Roads and Bridges	Washington County	
10552	Washington Co.	Washington Co.	Cornell/Cornelius Pass Interchange	N/A	N/A	Arterial	Grade separate Cornell at Cornelius Pass.	21,200,000	58,766,400	N/A		Industrial area	Roads and Bridges	Washington County	
10553	Hillsboro	Washington Co.	209th Improvements	T.V. Hwy.	Farmington Rd.	Arterial	Widen roadway to 4 lanes with left turn lanes at major intersections, access management, sidewalks, and bike lanes or buffered bike lanes.	27,391,000	55,494,166	2018-2032	X		Roads and Bridges	Washington County	X
10557	Washington Co.	Washington Co.	Murray/TV Hwy. Intersection	Farmington Rd.	TV Hwy.	Arterial	Intersections improvement at TV Hwy. and Farmington with Murray Blvd.	25,000,000	69,300,000	N/A		Corridor	Roads and Bridges	Washington County	
10558	Washington Co.	Washington Co.	Cornell Rd. Improvements	113th Ave.	107th Ave.	Arterial	Widen from two to three lanes with bike lanes and sidewalks.	9,941,000	14,712,680	2018-2024	X	Neighborhood	Roads and Bridges	Washington County	
10559	Washington Co.	Washington Co.	Cornell Improvements	Murray Blvd.	Hwy. 26	Arterial	Widen Cornell from three to five lanes with bike lanes and sidewalks.	40,620,000	112,598,640	2033-2040	X	Town Center	Roads and Bridges	Washington County	
10560	Washington Co.	ODOT	Farmington Rd. Improvements	185th	Kinnaman Rd.	Arterial	Widen roadway from 2/3 lanes to 4 lanes with turn lanes at major intersections, bike lanes, sidewalks, access management, realignment of Rosa/179th intersection.	27,299,000	55,307,774	2025-2032	X	Corridor	Roads and Bridges	Washington County	
10561	Washington Co.	Washington Co.	Jenkins Rd. Improvements	158th Ave.	Murray	Arterial	Widen roadway from three to five lanes with bike lanes and sidewalks.	15,530,000	22,984,400	2018-2024	X	Station community	Roads and Bridges	Washington County	
10563	Washington Co.	Washington Co.	Kaiser/143rd Ave. Improvements	Bethany Blvd.	Cornell Rd.	Collector	Widen from two to three lanes with bike lanes and sidewalks.	38,357,000	106,325,604	2033-2040	X	Neighborhood	Roads and Bridges	Washington County	
10564	Washington Co.	Washington Co.	Kaiser Improvements	Springville Rd.	Bethany Blvd.	Arterial	Widen from two to five lanes with bike lanes and sidewalks.	6,100,000	16,909,200	2033-2040	X	Town Center	Roads and Bridges	Washington County	
10565	Washington Co.	Washington Co.	Springville Rd. Improvements	185th Ave.	Joss St.	Arterial	Widen from 2 to five lanes with bike lanes and sidewalks.	11,100,000	16,428,000	2018-2024	X	Corridor	Roads and Bridges	Washington County	
10566	Washington Co.	Washington Co.	Springville Rd. Improvements	Joss St.	Kaiser Rd.	Arterial	Widen from two to three lanes with bike lanes and sidewalks.	3,600,000	5,328,000	2018-2024	X	Corridor	Roads and Bridges	Washington County	
10567	Washington Co.	Washington Co.	Taylors Ferry Extension	Oleson Rd.	Washington Dr.	Collector	Construct new two lane extension with bike lanes and sidewalks	4,390,000	12,169,080	2033-2040	X	Neighborhood	Roads and Bridges	Washington County	X
10568	Washington Co.	Washington Co.	Tualatin-Sherwood Rd. Improvements	Langer Farms Parkway	Teton Ave.	Arterial	Widen from three to five lanes with bike lanes and sidewalks.	49,150,000	72,742,000	2018-2024	X	Industrial area	Roads and Bridges	Washington County	
10569	Washington Co.	Washington Co.	Walker Rd. Improvements	Amberglen	185th	Arterial	Widen from two to five lanes with bike lanes and sidewalks.	17,611,000	35,679,886	2025-2032	X	Town Center	Roads and Bridges	Washington County	
10571	Washington Co.	Washington Co.	West Union Rd. Improvements	185th Ave.	143rd Ave.	Arterial	Widen from two to three lanes with bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	34,870,000	96,659,640	2033-2040	X	Neighborhood	Roads and Bridges	Washington County	X
10572	Washington Co.	Washington Co.	Barnes Rd. Improvements	St. Vincent's Hosp. entrance	Leahy Rd.	Arterial	Widen from two to five lanes with bike lanes and sidewalks.	8,933,000	10,049,625	2014-2017	X	Station community	Roads and Bridges	Washington County	
10573	Washington Co.	Washington Co.	Barnes Rd. Improvements	Leahy Rd.	Multnomah. Co. Line	Arterial	Widen from two to three lanes with bike lanes and sidewalks.	17,326,000	48,027,672	2033-2040	X	Neighborhood	Roads and Bridges	Washington County	
10575	Washington Co.	Washington Co.	West Union Rd.	Cornelius Pass Rd.	185th Ave.	Arterial	Widen 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 as of March 2014.	26,192,000	38,764,160	2018-2024	X	Neighborhood	Roads and Bridges	Washington County	X
10577	Washington Co.	Washington Co.	Scholls Ferry Improvements	Allen Blvd.	Beaverton-Hillsdale Hwy.	Arterial	Widen roadway from two to three lanes with bike lanes and sidewalks	22,587,000	62,611,164	2033-2040	X	Town Center	Roads and Bridges	Washington County	
10578	Washington Co.	Washington Co.	Merlo/158th Improvements	170th Ave.	Walker Rd.	Arterial	Widen roadway to five lanes with bike lanes and sidewalks	24,735,000	50,113,110	2025-2032	X	Station community	Roads and Bridges	Washington County	
10579	Washington Co.	Washington Co.	Barnes Rd. Improvements	Cedar Hills Blvd	118th	Arterial	Widen to five lanes with bike lanes and sidewalks. Add double turn lanes.	4,000,000	8,104,000	2025-2032	X	Station community	Roads and Bridges	Washington County	
10580	Washington Co.	Washington Co.	Butner Rd. Improvements	Murray Blvd.	Cedar Hills Blvd.	Collector	Widen to 3 lanes with bike lanes and sidewalks.	18,515,000	51,323,580	N/A		Neighborhood	Roads and Bridges	Washington County	X
10582	Washington Co.	Washington Co.	185th Ave. Improvements	Blanton St.	Farmington Rd.	Arterial	Widen to five lanes with bike lanes and sidewalks	12,163,000	33,715,836	2033-2040	X	Town Center	Roads and Bridges	Washington County	
10584	Washington Co.	Washington Co.	Alexander St. Improvements	192nd Ave.	178th Ave.	Collector	Add sidewalks, lighting, streetscape features, bike boulevard treatments, signal at 185th Ave, turn lanes at major intersections.	9,293,000	18,827,618	2025-2032	X	Town Center	Active Transportation	Washington County	
10585	Washington Co.	Washington Co.	Johnson St. Improvements	Cornelius Pass Rd.	185th Ave.	Collector	Add sidewalks, bike lanes, lighting, turn lanes at major intersections.	24,333,000	67,451,076	2033-2040	X	Town Center	Active Transportation	Washington County	
10586	Washington Co.	Washington Co.	197th/198th Ave. Improvements	Baseline Rd.	T.V. Hwy.	Collector	Add sidewalks, bike lanes, lighting, turn lanes at major intersections.	19,297,000	53,491,284	N/A		Neighborhood	Active Transportation	Washington County	X
10587	Washington Co.	Washington Co.	Cornelius Pass Rd. Improvements	Frances St.	T.V. Hwy.	Arterial	Widen to five lanes with bike lanes and sidewalks	11,307,000	16,734,360	2018-2024	X	Neighborhood	Roads and Bridges	Washington County	X
10588	Washington Co.	Washington Co.	Grahams Ferry Rd Improvements	Helenius St.	Washington/ Clackamas County line	Arterial/ Collector	Widen Grahams Ferry Rd to 3 lanes, add bike/pedestrian connections to regional trail system and fix undersized railroad overcrossing.	28,000,000	56,728,000	2025-2032	X	Industrial area	Freight	Washington County	
10589	Washington Co.	Washington Co.	95th Ave. Ped/Bike Connection	Morrison St.	Sunset TC	Collector	Pedestrian/bicycle pathway, lighting, bridge over Johnson Creek, grade-separated crossing of Barnes Road.	11,546,000	23,392,196	2025-2032	X	Station community	Active Transportation	Washington County	X
10590	Washington Co.	Washington Co.	Tonquin Rd. Improvements	Grahams Ferry Rd.	Oregon St.	Arterial	Realign and widen to three lanes with bike lanes and sidewalks and street lighting. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	15,000,000	30,390,000	2025-2032	X	Neighborhood	Roads and Bridges	Washington County	X

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10591	Washington Co.	Washington Co.	Glencoe Rd. Improvements	Evergreen Rd.	Jackson Ave.	Arterial	Widen to three lanes with bike lanes and sidewalks.	26,016,000	72,116,352	2033-2040	X	Regional Center	Roads and Bridges	Washington County	
10592	Washington Co.	Washington Co.	205th Ave. Improvements	Quatama Rd.	Baseline Rd.	Collector	Widen road to 5 lanes with bike lanes and sidewalks. Widen bridge over Beaverton Creek to four lanes with bike lanes and sidewalks.	31,000,000	62,806,000	2025-2032	X	Station community	Roads and Bridges	Washington County	
10593	Washington Co.	Washington Co.	Kinnaman Rd. Improvements	209th Ave.	Farmington Rd.	Collector	Reconstruct with sidewalks, bike lanes and turn lanes at major intersecions; consolidate offset intersection at 198th Ave.	26,810,000	74,317,320	2033-2040	X	Neighborhood	Roads and Bridges	Washington County	
10594	Tigard	Washington Co.	Greenburg Rd. Improvements	Gomartin Ln.	Washington Square Dr.	Major Arterial	Widen to five lanes with bike lanes and sidewalks.	3,780,000	10,478,160	N/A		Regional Center	Roads and Bridges	Washington County	
10595	Washington Co.	ODOT	Hall Blvd. Improvements	Scholls Ferry Rd.	Oleson Rd	Arterial	Widen to five lanes with bike lanes and sidewalks.	2,401,000	6,655,572	N/A		Regional Center	Roads and Bridges	Washington County	X
10596	Washington Co.		Scholls Ferry Rd. Improvements	Hwy. 217	121st Ave.	Arterial	Widen to seven lanes with bike lanes and sidewalks.	19,749,000	54,744,228	N/A		Corridor	Roads and Bridges	Washington County	
10598	Washington Co.		99W to I-5 Southern Arterial	Hwy. 99W	I-5	Arterial	Purchase ROW. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	53,000,000	146,916,000	2033-2040	X	Industrial area	Roads and Bridges	Washington County	X
10599	Washington Co. / Tigard	ODOT	Hwy. 217/72nd Ave. Interchange Improvements	N/A	N/A I-5	Freeway/ Arterial	Complete interchange reconstruction with additional ramps and bridge structure replacement.	20,000,000	29,600,000	2018-2024	X	Industrial area	Throughways	Washington County	
10605	Washington Co.	Washington Co.	Hillsboro Area ITS	N/A	N/A	Arterials	Install advanced traffic management systems including adaptive signals, communications, dynamic messaging signs, and surveillance and management equipment.	10,888,000	16,114,240	2018-2024	X		TSMO/TDM	Washington County	
10606	Washington Co.	Washington Co.	Washington Square Regional Center Pedestrian Improvements	Wash. Sq. Regional Center		N/A	Complete 7400 feet of sidewalk improvements.	8,954,000	24,820,488	2033-2040	X	Regional Center	Active Transportation	Washington County	
10607	Washington Co.	Washington Co.	Sunset TC Station Community Pedestrian Improvements	Sunset TC Station Community		N/A	Sidewalks, pedestrian crossings, accessways, ped/bike bridges over creeks.	6,006,000	16,648,632	2033-2040	X	Station community	Active Transportation	Washington County	
10608	Washington Co.	Washington Co.	Aloha-Reedville Pedestrian Improvements	Aloha-Reedville Study Area		N/A	Sidewalk infill, pedestrian crossings, accessways, ped/bike bridges over creeks, at-grade ped/bike crossings of Portland and Western Railroad.	27,045,000	54,793,170	2025-2032	X	Town Center	Active Transportation	Washington County	
10609	Washington Co.	Washington Co.	Science Park Dr. Bike	Murray Blvd.	Cornell Rd.	Collector	Complete 3600 feet of bike lanes in town center.	2,124,000	5,887,728	N/A		Corridor	Active Transportation	Washington County	
10610	Washington Co.	Washington Co.	Saltzman Rd. Bike	Cornell Rd.	Barnes Rd.	Arterial	Complete 950 feet of bike lanes in town center.	1,000,000	1,480,000	2018-2024	X	Town Center	Active Transportation	Washington County	
10611	Washington Co.	Washington Co.	Locust Ave. Bike	Hall Blvd.	80th Ave.	Collector	Completes 1650 feet of bike lanes in regional center.	3,417,000	9,471,924	2033-2040	X	Station community	Active Transportation	Washington County	
10612	Washington Co.	Washington Co.	Greenburg Rd. Bike	Hall Blvd.	Hwy. 217	Arterial	Completes 3400 feet of bike lanes in regional center.	3,610,000	10,006,920	2033-2040	X	Town Center	Active Transportation	Washington County	
10613	Washington Co.	Washington Co.	Cornell Rd. Bike	Saltzman Rd.	119th Ave.	Arterial	Completes 1750 feet of bike lanes in town center.	1,036,000	2,871,792	2033-2040	X	Town Center	Active Transportation	Washington County	
10614	Washington Co.	Washington Co.	Butner Rd. Bike	Cedar Hills Blvd..	Park Way	Collector	Completes 7800 feet of bike lanes to transit corridor.	3,520,000	9,757,440	2033-2040	X	Corridor	Active Transportation	Washington County	
10615	Washington Co.	Washington Co.	Bronson Rd. Bike	185th Ave.	Bethany Blvd.	Collector	Completes 15000 feet of bike lanes to transit corridor.	5,490,000	11,122,740	2025-2032	X	Corridor	Active Transportation	Washington County	
10616	Beaverton	Beaverton	Rose Biggi Ave.: Crescent Street to Hall Blvd. Complete right-of-way and construction of multimodal street extension with Boulevard Design	Crescent St.	Hall Blvd.	Collector	Extend 2-lane Rose Biggi Ave. to Hall Blvd. (via Westgate Drive) to fill a gap; boulevard design; add sidewalks, bikeway (PE funded STIP Key #14400).	3,500,000	3,937,500	2014-2017	X	Regional Center	Roads and Bridges	Washington County	
10617	Beaverton	Beaverton/ Washington Co.	Farmington Rd.	Murray Blvd.	Hocken Ave.	Arterial	Construct turn lanes and intersection improvements; signalize where warranted; add bike lanes and sidewalks in gaps. Includes multi-modal improvements to Murray: TV HWY to Farmington.	10,700,000	12,037,500	2014-2017	X	Regional Center	Active Transportation	Washington County	
10618	Beaverton	Beaverton	Dawson/Westgate multimodal extension from Rose Biggi Ave. to Hocken Ave.	Rose Biggi Avenue	Hocken Ave. via Dawson to Westgate at Rose Biggi	Collector	Extend 2 lane street from Hocken via Dawson and Westgate at Rose Biggi to fill a gap; realign Dawson/Westgate at Cedar Hills; add turn lanes at intersections, sidewalks, bikeway.	8,900,000	10,012,500	2014-2017	X	Regional Center	Roads and Bridges	Washington County	
10619	Beaverton	Beaverton	Crescent St. multimodal extension to Cedar Hills Blvd.	Rose Biggi Ave.	Westgate Dr.	Collector	Extend 2 lane Crescent from Cedar Hills to Rose Biggi Ave. to fill a gap; add sidewalks, bikeway.	3,500,000	3,937,500	2014-2017	X	Regional Center	Roads and Bridges	Washington County	
10620	Beaverton	Beaverton	Millikan Way multimodal extension from Watson Ave. to 114th Ave.	Watson Ave.	114th Ave.	Collector	Extend 2 lane Millikan Way to 114th to fill a gap; add turn lanes at intersections, sidewalks, bikeway.	13,800,000	20,424,000	2018-2024	X	Regional Center	Roads and Bridges	Washington County	
10621	Beaverton	Beaverton	New street connection from Broadway to 115th Ave.	Broadway	115th Ave.	Collector	Construct new 2 lane street with bikeway and sidewalks.	4,500,000	6,660,000	2018-2024	X	Regional Center	Roads and Bridges	Washington County	
10622	Beaverton	Beaverton	Electric to Whitney to Carousel to 144th multimodal street connections	Electric	144th Ave.	Local	Connect existing streets and improve to standard with bikeways and sidewalks.	7,200,000	10,656,000	2018-2024	X	Station community	Roads and Bridges	Washington County	
10623	Beaverton	Beaverton	Hall Blvd. multimodal street extension to Jenkins Rd.	Hall Blvd.	Jenkins Rd.	Arterial	Construct new 4 lane street (2 lane boulevard design if all other Regional Center street connections are complete) with bike lanes and sidewalks.	14,400,000	29,174,400	2025-2032	X	Regional Center	Roads and Bridges	Washington County	
10624	Beaverton	Beaverton	120th Ave.: new 2 lane multimodal street	Center St.	Canyon Rd.	Collector	Construct new multimodal street with bikeways and sidewalks; turn lanes and signals as needed.	8,900,000	13,172,000	2018-2024	X	Regional Center	Roads and Bridges	Washington County	
10625	Beaverton	Beaverton	Rose Biggi Ave.: 2 lane multimodal street extension	Tualatin Valley Hwy	Broadway	Collector	Construct 2 lane boulevard extension with bikeways and sidewalks.	3,000,000	3,375,000	2014-2017	X	Regional Center	Roads and Bridges	Washington County	
10626	Beaverton	Beaverton	114th Ave./115th Ave. 2 lane multimodal street	LRT	Beaverton Hillsdale Hwy/Griffith Drive	Collector	Construct 2 lane street with bike and pedestrian improvements.	10,000,000	11,250,000	2014-2017	X	Regional Center	Roads and Bridges	Washington County	
10627	Beaverton	Beaverton	Tualaway 2 lane multimodal street extension	Electric	Millikan	Local	Extend existing street to Millikan with bikeways and sidewalks.	3,900,000	5,772,000	2018-2024	X	Station community	Roads and Bridges	Washington County	

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10628	Beaverton	Beaverton	Center Street and 113th Ave. safety, bike, and pedestrian improvements	Hall Blvd.	Cabot Street	Collector	Add sidewalks and bikelanes; add turn lanes where needed.	5,800,000	6,525,000	2014-2017	X	Regional Center	Active Transportation	Washington County	
10629	Beaverton	Beaverton	Hocken Ave. multimodal improvements	Tualatin Valley Hwy	Farmington Rd.	Collector	Widen existing street from 3 to 5 lanes, add bike lanes and sidewalks.	1,600,000	2,368,000	2018-2024	X	Regional Center	Roads and Bridges	Washington County	
10630	Beaverton	Beaverton	Hall Blvd. multimodal extension from Cedar Hills Blvd. to Hocken Ave.	Hocken Ave.	Cedar Hills Blvd.	Collector	Extend Hall Blvd. from Cedar Hills to Hocken to fill a gap; add turn lanes at intersections, sidewalks and bikeway.	5,500,000	6,187,500	2014-2017	X	2040 Corridor	Roads and Bridges	Washington County	
10631	Beaverton	Beaverton	141st/142nd/144th multimodal street extension connections	141st Ave.	144th Ave.	Local	Connect streets, add bikeways, sidewalks, turns lanes and signalize as warranted.	6,700,000	7,537,500	2014-2017	X	Station community	Active Transportation	Washington County	
10633	Beaverton	Beaverton	Allen Blvd. safety, bicycle and pedestrian improvements	Highway 217	Western Ave.	Arterial	Widen street to 4/5 lanes adding turn lanes and signals where needed, construct bike lanes and sidewalks.	6,300,000	9,324,000	2018-2024	X	Industrial area	Roads and Bridges	Washington County	
10634	Beaverton	Beaverton	Cedar Hills Blvd. safety, bicycle and pedestrian improvements	Farmington Rd.	Walker Rd.	Arterial	Add turn lanes, bike lanes and sidewalks.	19,000,000	28,120,000	2018-2024	X	2040 Corridor	Active Transportation	Washington County	
10635	Beaverton	Beaverton	125th Ave. multimodal extension Brockman to Hall Blvd.	Brockman St.	Hall Blvd.	Arterial	Construct new multimodal street with bike lanes and sidewalks.	13,900,000	15,637,500	2014-2017	X	Neighborhood	Roads and Bridges	Washington County	X
10636	Beaverton	Beaverton	Millikan Way safety, bike and pedestrian improvements	141st Ave.	Hocken Ave.	Collector	Add turn lanes as needed, bike lanes and sidewalks, signalize as warranted.	2,600,000	3,848,000	2018-2024	X	Station community	Active Transportation	Washington County	
10637	Beaverton	Beaverton	Millikan Way safety, bicycle and pedestrian improvements and 4/5 lanes from Murray to 141st	Tualatin Valley Hwy	141st Ave.	Collector	Add bikelanes in gaps, vehicle and turn lanes as needed, and signals as warranted.	17,100,000	25,308,000	2018-2024	X	Station community	Active Transportation	Washington County	X
10638	Beaverton	Beaverton	Davies Rd. multimodal street extension	Scholls Ferry Rd.	Barrows Rd.	Collector	Extend 2 lane street with turn lanes, bike lanes and sidewalks.	4,900,000	5,512,500	2014-2017	X	Town Center	Roads and Bridges	Washington County	X
10639	Beaverton	Beaverton	Weir Rd. safety, bicycle and pedestrian improvements	155th Ave.	175th Ave.	Collector	Add turn lanes, bikelanes and sidewalks in gaps, turn lanes. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	4,100,000	4,612,500	2014-2017	X	Neighborhood	Active Transportation	Washington County	
10641	Washington Co.		102nd/103rd 2 lane multimodal connection	Western Ave.	Walker Rd.	Neighborhood Route	Connect streets and construct bike lanes and sidewalks. Realign intersection at BH Hwy and Western.	16,500,000	45,738,000	N/A		Corridor	Roads and Bridges	Washington County	X
10642	Beaverton	Beaverton	Adaptive Traffic Signal Systems			Arterial	New signals and signal upgrades. Locations include, Allen Blvd., Cedar Hills Blvd., Hall Blvd., and Farmington Road/Beaverton-Hillsdale Hwy.	10,000,000	14,800,000	2018-2024	X	Regional Center	TSMO/TDM	Washington County	
10644	Beaverton	Washington Co.	110th Ave. sidewalk gaps	Beaverton Hillsdale Hwy	Canyon Rd.	Collector	Construct sidewalks.	1,400,000	2,072,000	2018-2024	X	Regional Center	Active Transportation	Washington County	
10646	Beaverton	Beaverton	Hall Blvd. / Watson Ave. pedestrian improvements	Cedar Hills Blvd..	Allen Blvd.	Arterial	Add pedestrian improvements at intersections and amenities (lighting, plazas).	2,400,000	2,700,000	2014-2017	X	Regional Center	Active Transportation	Washington County	
10648	Beaverton	Beaverton	Denney Rd. sidewalks	Nimbus Rd.	Scholls Ferry Rd.	Collector	Construct sidewalks.	2,200,000	4,457,200	2025-2032	X	Industrial area	Active Transportation	Washington County	X
10649	Beaverton	Beaverton	Allen Blvd sidewalks	Western Ave.	Arctic Dr.	Arterial	Construct sidewalks.	200,000	296,000	2018-2024	X	Industrial area	Active Transportation	Washington County	
10653	Beaverton	Beaverton	Sexton Mountain Drive multimodal street extension from 155th Ave. to Sexton Mtn. across the Powerline	155th Ave.	Sexton Mountain Drive	Collector	Extend 2 lane street with bikelanes and sidewalks	2,500,000	3,700,000	2018-2024	X	Neighborhood	Roads and Bridges	Washington County	
10654	Beaverton	Beaverton	Nora Road sidewalks and bike lanes	175th Ave.	155th Ave.	Arterial	Construct sidewalks and bike lanes. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	2,000,000	2,960,000	2018-2024	X	Neighborhood	Active Transportation	Washington County	X
10656	Beaverton	Beaverton	Jamieson Rd. sidewalks	Pinehurst/Cypress	Woodlands Dr.	Collector	Construct sidewalks.	1,100,000	1,628,000	2018-2024	X	Neighborhood	Active Transportation	Washington County	
10661	Beaverton	Beaverton	155th Ave. sidewalks	Beard Rd.	Weir Rd.	Collector	Construct sidewalks.	2,700,000	3,037,500	2014-2017	X	Neighborhood	Active Transportation	Washington County	
10662	Beaverton	Beaverton	155th Ave. sidewalks	Davis Rd.	Beverly Beach Ct	Collector	Construct sidewalks.	1,800,000	2,025,000	2014-2017	X	Neighborhood	Active Transportation	Washington County	
10663	Beaverton	Beaverton	Hall Blvd. bike lanes & turn lanes to Cedar Hills	Farmington Road	Cedar Hills Blvd.	Arterial	Construct bike lanes and turn lanes.	5,200,000	7,696,000	2018-2024	X	Regional Center	Active Transportation	Washington County	
10664	Beaverton	Beaverton	Watson Ave. bike lanes	Hall Blvd.	Farmington Rd.	Arterial	Construct bike lanes.	4,500,000	6,660,000	2018-2024	X	Regional Center	Active Transportation	Washington County	
10665	Beaverton	Beaverton	6th Ave. bikelanes	Murray Blvd.	Erickson Ave.	Collector	Construct bike lanes.	3,600,000	5,328,000	2018-2024	X	Regional Center	Active Transportation	Washington County	
10666	Beaverton	Beaverton	Greenway Dr. bike lanes	Hall Blvd.	125th Ave.	Arterial	Construct bike lanes.	3,700,000	5,476,000	2018-2024	X	Regional Center	Active Transportation	Washington County	
10667	Beaverton	Beaverton	155th Ave. bike lanes	Davis Rd.	Weir Rd.	Collector	Construct bike lanes in gaps.	5,400,000	7,992,000	2018-2024	X	Neighborhood	Active Transportation	Washington County	
10668	Beaverton	Beaverton	Farmington Rd Bike lane retrofit	Hwy 217	Hocken Ave.	Arterial	Construct bike lanes.	12,600,000	18,648,000	2018-2024	X	Regional Center	Active Transportation	Washington County	
10669	Beaverton	Beaverton	Hall Blvd. bike lanes & turn lanes	12th St.	s/o Allen Blvd.	Arterial	Construct bike lanes and turn lanes.	5,200,000	7,696,000	2018-2024	X	Regional Center	Active Transportation	Washington County	
10670	Beaverton	Beaverton	Denney Rd. bike lanes	Hall Blvd.	Scholls Ferry Rd.	Collector	Construct bike lanes.	6,100,000	9,028,000	2018-2024	X	Neighborhood	Active Transportation	Washington County	X
10671	Beaverton	Beaverton	Allen Blvd. bike lanes	200' e/o Western	Scholls Ferry Rd.	Arterial	Construct bike lanes.	4,300,000	6,364,000	2018-2024	X	Industrial Area	Active Transportation	Washington County	
10672	Beaverton	Beaverton	Western Ave. bike lanes	Beaverton Hillsdale Hwy	Allen Blvd.	Arterial	Construct bike lanes.	5,600,000	8,288,000	2018-2024	X	Industrial Area	Active Transportation	Washington County	

RTP ID	Nominating Agency	Facility Owner	Project/Program Name	Project Start Location	Project End Location	Local Functional Classification	Description	Estimated Cost ($2014)	Estimated Cost ($YOE)	Time Period	Financial Constrained	2040 Land Use	Metro Investment Category	Subregion	Sensitive Habitat Area
10674	Sherwood	Sherwood, Wash. County	Oregon-Tonquin Roundabout	Oregon Street	at Tonquin	Arterial	Reconstruct and realign three leg intersection with a roundabout (partial two-lane) approx 400 feet northeast of existing roundabout at SW Oregon St & Murdock Rd. ROW, PE, construction.	2,300,000	3,404,000	2018-2024	X	Industrial area	Roads and Bridges	Washington County	
10680	Sherwood	Sherwood, Wash. County, ODOT	Elwert-99W-Sunset Blvd Improvements	99W	Kruger-Cedar Brook Way	Principal Arterial, Arterial	Relocate Kruger Rd intersection 600' northeast along Elwert Rd. Construct roundabout at Elwert-Kruger-Cedar Brook. Widen Sunset Blvd approach. Reconstruct 99W intersection and replace signal. PE, construction. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	4,000,000	4,500,000	2014-2017	X	Employment area	Roads and Bridges	Washington County	
10681	Sherwood	Sherwood	Elwert Rd	Kruger-Cedar Brook	Edy Rd	Arterial	Construct collector status road with median between new roundabout and SW Edy Rd. PE, construction. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	8,000,000	11,840,000	2018-2024	X	Employment area	Roads and Bridges	Washington County	
10682	Sherwood	Sherwood	Brookman Rd	99W	Ladd Hill Rd	Collector	Construct collector status road with median between new OR 99W and SW Ladd Hill Road. ROW, PE, construction. Alignment to be determined as part of Sherwood 2035 TSP update.	15,000,000	30,390,000	2025-2032	X	Neighborhood	Roads and Bridges	Washington County	X
10684	Sherwood	Sherwood	Cedar Brook Way	99W	Elwert Rd	Collector	Construction of 2 lane collector road.	5,600,000	6,300,000	2014-2017	X	Employment area	Roads and Bridges	Washington County	X
10687	Sherwood	Sherwood	South Loop Rd.	99W	99W	Local	Construction of 2 lane frontage road.	3,400,000	9,424,800	N/A		Employment area	Roads and Bridges	Washington County	X
10688	Sherwood	Sherwood	Villa Rd.	Park St	Stellar Dr	Collector	Construction of 2 lane road.	2,700,000	7,484,400	2033-2040	X	Neighborhood	Roads and Bridges	Washington County	X
10689	Sherwood	Sherwood	Old Town Arterials-Collectors			Collector	Complete arterials and collector streets within old town overlay per City TSP.	5,500,000	15,246,000	N/A		Main street	Roads and Bridges	Washington County	
10691	Sherwood	Sherwood	Sherwood Blvd Improvements	Century Dr	3rd St.	Arterial	Reonstruct road to arterial standards. Median/turn lane, landscape strip, ADA compliant sidewalks. Reconstruct intersection at 3rd St to increase capacity.	6,700,000	18,572,400	2033-2040	X	2040 Corridor	Roads and Bridges	Washington County	
10692	Sherwood	Sherwood	Edy Rd Improvments	Cherry Orchards	City limits	Collector	Reconstruct road to collector standards w/ sidewalks and bike lanes.	7,000,000	10,360,000	2018-2024	X	2040 Corridor	Roads and Bridges	Washington County	X
10693	Sherwood	Sherwood	Ladd Hill Rd.	Sunset Blvd	UGB	Arterial	Upgrade street to arterial standards.	6,400,000	12,966,400	2025-2032	X	Neighborhood	Roads and Bridges	Washington County	
10694	Sherwood	Sherwood	Murdock	UGB	Oregon St	Arterial	Add bike lanes. Add landscape strip and sidewalks on west side. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	1,800,000	2,664,000	2018-2024	X	Neighborhood	Active Transportation	Washington County	
10695	Sherwood	Sherwood	Meinecke	99W	3rd St.	Collector	Add bike lanes. Reconstruct road to collector standards with bike lanes, landscape strip and sidewalks between Marshall St and creek.	1,500,000	4,158,000	2033-2040	X	Employment area, Main street	Roads and Bridges	Washington County	X
10698	Sherwood	Sherwood	Sunset Blvd.	Aldergrove	Greengate	Arterial	Reconstruct road to 3 lane arterial standards in sections not to TSP section for arterial. Fix vertical crest sight distance issue at Pine St intersection. Possible signal or roundabout at Sunset/Main/Ladd Hill	7,500,000	20,790,000	N/A		Neighborhood	Roads and Bridges	Washington County	X
10699	Sherwood	Sherwood	Oregon Street	Murdock	Railroad Crossing	Collector	Construct road to 3 lane collector standards.	5,400,000	7,992,000	2018-2024	X	2040 Corridor	Roads and Bridges	Washington County	
10700	Sherwood	Sherwood	Arrow St	Adams Ave (Langer Farms Parkway)	Gerda	Collector	Construct road to collector standards.	8,190,000	22,702,680	2033-2040	X	Industrial area	Roads and Bridges	Washington County	X
10701	Sherwood	Sherwood	Regional Trail System / West fork of Tonquin Trail	Oregon Street	Roy Rogers Road	Regional Trail	Construct regional trail to Roy Rogers Rd, north along Roy Rogers to city limits to meet Metro trail.	5,500,000	8,140,000	2018-2024	X		Active Transportation	Washington County	X
10702	Sherwood	Sherwood	Edy-Borchers Intersection Improvements	Borchers Dr	Cherry Orchards	Collector	Improve intersection capacity and safety. Possible roundabout 400' west of Borchers. Restrict Borchers movements to right-in/right-out. Can be combined with RTP 10692.	1,500,000	2,220,000	2018-2024	X		Roads and Bridges	Washington County	
10703	Sherwood	Sherwood	Pedestrian Links to Schools & Town Center			Varies	Pedestrian upgrades, new sidewalks, sidewalk infill at: Sunset, Division, Edy, Elwert, Meinecke, Pine, Roy, Ladd Hill, Timbrel, Washington, Willamette, Old Pacific Hwy.	6,900,000	19,126,800	N/A		Various	Active Transportation	Washington County	
10706	Sherwood	ODOT	99W Pedestrian Improvements	UGB South	UGB North	Principal arterial	Pedestrian upgrades. Completes pedestrian links along 99W. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	2,000,000	2,960,000	2018-2024	X	2040 Corridor	Active Transportation	Washington County	
10707	Sherwood	ODOT	99W Regional Trail Crossing	Edy Rd	Meinecke	Principal arterial/regional trail	99W undercrossing for Cedar Creek Trail (a regional trail)	15,000,000	30,390,000	2025-2032	X	2040 Corridor	Active Transportation	Washington County	X
10708	Washington Co.	Washington Co.	Roy Rogers Rd. / Tualatin-Sherwood Road	Langer Farms Parkway	Borchers Dr	Arterial	Construct road to 5 lane collector standard.	1,900,000	2,137,500	2014-2017	X	Town Center	Roads and Bridges	Washington County	
10709	Tualatin	Tualatin	Sagert	Martinazzi	65th	Major Arterial	Signalize intersection and improve grades on Sagert at Martinazzi and 65th	2,750,000	4,070,000	2018-2024	X	Employment area	Roads and Bridges	Washington County	
10711	Tualatin	Tualatin	Teton	Tualatin Rd	N/A	Minor Arterial	Signalize intersection.	609,000	685,125	2014-2017	X	Neighborhood	TSMO/TDM	Washington County	
10712	Tualatin	ODOT / Tualatin	Boones Ferry	Martinazzi	Lower Boones Ferry	Major Arterial	Reconstruction/widen to 5-lanes from Martinazzi to Lower Boones Ferry Road, includes bridge over Tualatin River.	17,818,000	36,099,268	2025-2032	X	Town Center	Roads and Bridges	Washington County	X
10714	Tualatin	Tualatin	105th Ave/Avery Street	Blake	105th	Local	Realign curves and add sidewalks on 105th from Avery to 108th.	5,000,000	5,625,000	2014-2017	X	Industrial Area	Roads and Bridges	Washington County	X
10715	Tualatin	Tualatin	Herman	Teton	Tualatin	Local	Upgrade to standard 2-lane road.	2,390,000	2,688,750	2014-2017	X	Industrial Area	Roads and Bridges	Washington County	
10716	Tualatin	Tualatin	Myslony	112th	124th Ave	Local	Reconstruct/widen from 112th to 124th to fill system, includes bridge.	11,437,000	12,866,625	2014-2017	X	Industrial Area	Roads and Bridges	Washington County	X
10717	Tualatin	Washington County	Cipole	ORE 99W	Tualatin-Sherwood	Local	Reconstruct/widen to 3 lanes from 99W to Tualatin-Sherwood Road and include multi-use path for the Ice Age Tonquin Trail, includes signal at Cipole and Herman. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	20,030,000	40,580,780	2025-2032	X	Industrial Area	Roads and Bridges	Washington County	X
10718	Tualatin	Tualatin	Herman	Cipole	124th Ave	Local	Reconstruction/ widen to 3-lanes from Cipole to 124th.	2,574,000	2,895,750	2014-2017	X	Industrial Area	Roads and Bridges	Washington County	
10721	Tualatin	Tualatin	McEwan	65th	Lake Oswego	Local	Widen to 3 lanes from 65th to Lake Oswego.	3,520,000	7,131,520	2025-2032	X	Industrial Area	Roads and Bridges	Washington County	
10723	Tualatin	ODOT	ORE 99W	Cipole	River	Major Arterial	Widen to 6 lanes from Cipole to the Tualatin River.	14,400,000	39,916,800	N/A		2040 Corridor	Roads and Bridges	Washington County	X

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10728	Tualatin	Tualatin	Boones Ferry	N/A	N/A	Minor Arterial	Interconnect signals on Boones Ferry Road from Tualatin-Sherwood Road to Ibach (6 signals).	78,000	87,750	2014-2017	X	Neighborhood	TSMO/TDM	Washington County	
10729	Tualatin	Tualatin	Loop Rd	Martinazzi	Boones Ferry	Collector	Construct street from Tualatin-Sherwood to Boones Ferry Rd to Martinazzi, including improved intersection at Nyberg near Fred Meyer entrance	2,463,000	2,770,875	2014-2017	X	Town Center	Roads and Bridges	Washington County	
10736	Washington Co.	Washington Co.	124th Ave Extension	Tualatin-Sherwood Rd.	Grahams Ferry Rd	Arterial	New road to facilitate development of industrial lands, grade seperated rail crossing South of Tonquin. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	31,000,000	34,875,000	2014-2017	X	RSIA	Roads and Bridges	Washington County	X
10737	Tualatin	Tualatin	Central Design District Pedestrian Improvements			Major Arterial	Pedestrian improvements & bike lanes.	10,600,000	15,688,000	2018-2024	X	Other	Active Transportation	Washington County	
10738	Tualatin	Tualatin	Teton	Herman	Tualatin-Sherwood	Minor Arterial	Reconstruct/widen to 3 lanes, Add bikelanes to Teton from Avery to Tualatin Rd.	2,464,000	4,992,064	2025-2032	X	Industrial Area	Roads and Bridges	Washington County	
10739	Tualatin	Tualatin	Nyberg	Tualatin-Sherwood	65th	Major Arterial	Add bikelanes on Nyberg from I-5 to 65th.	7,000,000	10,360,000	2018-2024	X	Employment Area	Active Transportation	Washington County	
10741	Tualatin	Tualatin	95th Ave.	Avery	Tualatin-Sherwood	Local	Add bikelanes from Avery to Tualatin-Sherwood Rd.	2,920,000	5,915,920	2025-2032	X	Industrial Area	Active Transportation	Washington County	
10742	Tualatin	Tualatin	108th Ave.			Other	Pedestrian bridge over Tualatin River and connecting paths.	2,434,000	4,931,284	2025-2032	X	Neighborhood	Active Transportation	Washington County	
10743	Tualatin	ODOT	99W	City Limits	City Limits	Major Arterial	Install sidewalks from Cipole to Tualatin River.	10,400,000	21,070,400	2025-2032	X	2040 Corridor	Active Transportation	Washington County	X
10744	Tualatin	Tualatin	Tualatin River Pathway			Other		8,451,000	17,121,726	2025-2032	X	Other	Active Transportation	Washington County	X
10745	Tualatin	Tualatin	Nyberg Creek Greenway Trail	65th	Martinazzi	Other	Pedestrian trail from 65th to Martinazzi.	1,947,000	2,190,375	2014-2017	X	Employment area, Industrial area	Active Transportation	Washington County	X
10746	Tigard		Washington Square Connectivity Improvements	Washington Square local street connections	Washington Square local street connections	Collector	Increase local street connections at Washington Square Center based on recommendations in regional center plan.	1,000,000	2,026,000	2025-2032	X	Regional Center	Roads and Bridges	Washington County	
10747	Tigard	Tigard	Hwy. 217 Overcrossing - Cascade Plaza	Nimbus	Locust	Collector	Provide congestion relief and bicycle/pedestrian connection	20,000,000	55,440,000	2033-2040	X	22	Roads and Bridges	Washington County	
10748	Tigard		Greenburg Road Improvements, South	Shady Lane	North Dakota	Arterial	Widen to 5 lanes with bikeways and sidewalks. Includes bridge replacement.	6,000,000	12,156,000	2025-2032	X	Regional Center	Roads and Bridges	Washington County	
10749	Tigard	Tigard, ODOT, Washington Co.	Washington Square Regional Center Pedestrian Improvements	Various	Various	N/A	Improve sidewalks, lighting, crossings, bus shelters, and benches at Washington Square.	3,900,000	4,387,500	2014-2017	X	Regional Center	Active Transportation	Washington County	
10750	Tigard		Greenburg Road Improvements	Tiedeman Ave.	Hwy. 99W	Arterial	Widen to 5 lanes with bikeways and sidewalks.	6,000,000	8,880,000	2018-2024	X	Town Center	Roads and Bridges	Washington County	
10751	Tigard	ODOT	Hwy. 217 Overcrossing	Hunziker Road	72nd Ave.	Arterial/ Collector	Realign Hunziker Road to meet Hampton Street at 72nd Ave, remove existing 72nd/Hunziker Road intersection, provide bicycle, pedestrian and transit facilities. Project to be refine based on SW Corridor High Capacity Transit recommendations.	10,000,000	20,260,000	2025-2032	X	Employment area, Station community	Roads and Bridges	Washington County	
10752	Tigard	Tigard	Bonita Road Improvements	Hall Blvd.	Bangy Road	Arterial	Widen to 4 lanes.	45,000,000	91,170,000	2025-2032	X	Employment Area	Roads and Bridges	Washington County	
10753	Tigard	Tigard	Durham Road Improvements	Upper Boones Ferry Road	Hall Blvd.	Arterial	Widen to 5 lanes with bikeways and sidewalks.	8,000,000	9,000,000	2014-2017	X	Employment Area	Roads and Bridges	Washington County	X
10754	Tigard	Tigard	Walnut Street Extension	99W	Ash Ave.	Collector	Extend street east of 99W to connect to Downtown Tigard (PE Phase only)	14,000,000	38,808,000	2033-2040	X	Town Center	Roads and Bridges	Washington County	X
10755	Tigard	Tigard	72nd Ave. Improvements	99W	Hunziker Road	Arterial	Widen to 5 lanes with bikeways and sidewalks.	13,500,000	19,980,000	2018-2024	X	Employment area	Roads and Bridges	Washington County	
10756	Tigard	Tigard	72nd Ave. Improvements	Hunziker Road	Bonita Road	Arterial	Widen to 3 lanes with bikeways and sidewalks	12,000,000	17,760,000	2018-2024	X	Employment Area	Roads and Bridges	Washington County	
10757	Tigard	Tigard	72nd Ave. Improvements	Bonita Road	Durham Road	Arterial	Widen to 3 lanes with bikeways and sidewalks	6,000,000	8,880,000	2018-2024	X	Employment Area	Roads and Bridges	Washington County	
10759	Tigard	Tigard	Dartmouth Street Improvements	72nd Ave.	68th Ave.	Collector	Widen to 4 lanes with turn lanes and sidewalks.	2,500,000	3,700,000	2018-2024	X	Employment area	Roads and Bridges	Washington County	
10760	Tigard	Tigard	Tigard Town Center Pedestrian Improvements	Tigard Town Center	Throughout TC area	Various	Improve Sidewalks, lighting, crossings, bus shelters and benches throughout the Town Center including: Highway 99W, Hall Blvd, Main Street, Hunziker, Walnut and neighborhood streets.	4,880,000	5,490,000	2014-2017	X	Town Center	Active Transportation	Washington County	
10763	Tigard		Washington Square Regional Center Greenbelt Shared Use Path	Hall Blvd.	Hwy. 217	N/A	Complete shared-use path construction.	1,800,000	3,646,800	2025-2032	X	Regional Center	Active Transportation	Washington County	X
10764	Tigard	Tigard	Durham Road Improvements	Hall Blvd.	99W	Arterial	Widen to 5 lanes with bikeways and sidewalks.	15,000,000	30,390,000	2025-2032	X	Town Center	Roads and Bridges	Washington County	
10766	Tigard		Regional Trail Gap Closure	multiple sections on Fanno, Wash Sq Loop, and Westside Trails	Multiple sections on Fanno, Wash Sq Loop, and Westside Trails	Regional Pedestrian and Bike systems	Infill gaps in regional trail network. Affected trails include Fanno Creek, Washington Square Loop and Westside Trails.	5,000,000	7,400,000	2018-2024	X	Regional Center, Town Center	Active Transportation	Washington County	
10768	Tigard	Tigard	Upper Boones Ferry Intersection Improvements	Durham Road	I-5	Arterial	Reconfigure intersection of Durham & Upper Boones Ferry to create a through route between Durham & I-5/Carmen Interchange; 2nd Northbound Turn Lane at 72nd/Carmen; 72nd/Boones Ferry assuming Boones Ferry/72nd widened to 5 lanes; eastbound right turn lane	12,000,000	24,312,000	2025-2032	X	Employment area	Roads and Bridges	Washington County	
10769	Tigard	Tigard	Greenburg Intersection Improvements	Hall	Tiedeman Ave	Arterial	Add 2nd Northbound turn lane; install boulevard treatment at Greenburg/Washington Square Road; improve geometry/alignment Greenburg/Tiedeman and update signal timing as needed.	8,000,000	16,208,000	2025-2032	X	Regional Center	Roads and Bridges	Washington County	

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10770	Tigard	ODOT	Hwy. 99W Intersection Improvements	64th Ave.	Durham Rd.	Principal arterial	Project development phase: Provide increased capacity at priority intersections, including bus queue bypass lanes in some locations, improved sidewalks, priority pedestrian crossings, and an access management plan, while retaining existing 4/5-lane facility from I-5 to Durham Road. See 2035 Tigard TSP Project #66 for specific improvements.	8,000,000	9,000,000	2014-2017	X		Roads and Bridges	Washington County	
10771	Forest Grove	TriMet	High Capacity Transit: Blue Line west : Hwy. 8 extension	Hillsboro	Forest Grove	Other	Planning study to examine the potential of extending from Hillsboro to downtown Forest Grove. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	2,290,000	4,639,540	2025-2032	X	Regional Center	Transit	Washington County	X
10772	Forest Grove	Forest Grove	David Hill	HWY 47	Brook St.	Minor Arterial	Extend easterly from east terminus (just east of Brook) to Sunset Drive (Highway 47) as a arterial facility with left-turn lanes at major intersections, traffic signal and turn lanes at Hwy47. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	13,610,000	15,311,250	2014-2017	X	Neighborhood	Roads and Bridges	Washington County	X
10773	Forest Grove	Forest Grove	Thatcher Road Realignment	Thatcher	Gales Creek	Minor Arterial	Re-align Thatcher Road at its intersection with Gales Creek Road and add traffic signal.	3,710,000	4,173,750	2014-2017	X	Employment area	Roads and Bridges	Washington County	
10774	Forest Grove	Forest Grove	23rd Avenue Extension	Hawthorne	Hwy 47	Local	Extend from Hawthorne Avenue east to Highway 47 and refine intersection design.	15,424,000	31,249,024	2025-2032	X	Industrial area	Roads and Bridges	Washington County	X
10775	Forest Grove	Forest Grove	E Street/Pacific Avenue-19th Avenue Intersection	E	19th	Minor Arterial	Extend 19th west and connect up to E Street and Pacific Avenue with a round-about.	4,940,000	7,311,200	2018-2024	X	Neighborhood	Roads and Bridges	Washington County	
10778	Forest Grove	Forest Grove	Heather Industrial Connector	Mountain View	HWY 47	Local	Construct new 2-lane industrial collector from west terminus of Heather to Poplar Street	4,930,000	7,296,400	2018-2024	X	Industrial area	Roads and Bridges	Washington County	
10779	Forest Grove	Forest Grove/ODOT	Hwy 8/Pacific/19th	Cornelius City Limits	B	Minor Arterial	Retrofit the street with a boulevard design from B Street to Cornelius City Limits including wider sidewalks, curb extensions, safer street crossings, bus shelters and benches.	9,630,000	14,252,400	2018-2024	X	2040 Corridor	Active Transportation	Washington County	
10780	Forest Grove	ODOT	Hwy 47/ Pacific Avenue Intersection Improvements	HWY 47	Hwy 8	Major Arterial	Intersection Improvement. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	4,100,000	4,612,500	2014-2017	X		Roads and Bridges	Washington County	X
10781	Forest Grove	Forest Grove	West UGB Trail	B Street	Gales Creek Rd	Other	Multi-use trail. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	4,270,000	6,319,600	2018-2024	X	Neighborhood	Active Transportation	Washington County	X
10782	Forest Grove	Forest Grove	Thatcher (Gales Ck-David Hill), Willamina (Gales Ck-Sunset), B Street (26th-Willamina) Ped and Bike Improvements	Gales Creek-David Hill /Gales Creek - Sunset / 26th-Willamina	Gales Creek-David Hill /Gales Creek - Sunset / 26th-Willamina	Local	Bike lanes and sidewalks.	4,470,000	5,028,750	2014-2017	X	Neighborhood	Active Transportation	Washington County	X
10784	Forest Grove	Forest Grove	David Hill Trail	HWY 47	Forest Gale Dr.	Other	Multi-use trail. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	5,910,000	8,746,800	2018-2024	X	Neighborhood	Active Transportation	Washington County	X
10788	Cornelius	Cornelius	10th Ave	Holladay St.	Golf Course Rd	Arterial	Improve to urban standard w/in City (sidewalks & bike lanes); widen rural road with shoulder bike lane, increase turning radii at Adair. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	5,300,000	5,962,500	2014-2017	X	Main street	Roads and Bridges	Washington County	X
10795	Cornelius	Cornelius / Forest Grove	Holladay St Extension	4th	Yew	Collector	Construct new collector.	2,500,000	3,700,000	2018-2024	X	Industrial area	Roads and Bridges	Washington County	
10796	Cornelius	Cornelius	Holladay St Extension	10th	Gray	Collector	Construct new collector.	3,022,306	8,377,832	2033-2040	X	Neighborhood	Roads and Bridges	Washington County	
10797	Cornelius	Cornelius	Holladay St Extension	Gray	19th	Collector	Construct new collector.	3,221,579	8,930,217	2033-2040	X	Neighborhood	Roads and Bridges	Washington County	
10798	Cornelius	Cornelius	Davis St. Extension	4th Ave	10th Ave	Collector	Construct new collector.	3,885,822	10,771,499	2033-2040	X	Neighborhood	Roads and Bridges	Washington County	
10799	Cornelius	Cornelius	Davis St. Extension	19th Ave	29th Ave	Collector	Construct new collector.	9,905,382	27,457,719	2033-2040	X	Industrial area	Roads and Bridges	Washington County	
10802	Cornelius	Cornelius	29th Ave	TV Hwy		Arterial	Intersection improvements	600,000	1,663,200	2033-2040	X	Main street	Roads and Bridges	Washington County	
10804	Cornelius	Cornelius	Collector Bike Lanes			Collector	Sign & stripe about 50 blocks of collectors.	305,568	452,241	2018-2024	X	Neighborhood	Active Transportation	Washington County	
10805	Cornelius	ODOT	TV Hwy Ped Infill	East City Limits	West City Limits	Arterial	Build out sidewalk gaps on TV Hwy. in Cornelius.	2,567,952	5,202,671	2025-2032	X	Main street	Active Transportation	Washington County	
10806	Forest Grove	Forest Grove	Council Creek Regional Trail	Banks	Hillsboro	Other	PE: multi-use trail from the end of the Westside MAX light-rail line in Hillsboro, through Washington County, the City of Cornelius, the City of Forest Grove, the City of Banks, connecting to the Banks-Vernonia State Trail, with an additional short trail. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	5,200,000	7,696,000	2018-2024	X	2040 Corridor	Active Transportation	Washington County	X
10807	Cornelius	Cornelius	Park & Ride	10th Ave	26th Ave	N/A	Build park & ride facilities at 10th and 26th Avenue.	1,700,000	4,712,400	2033-2040	X	Main street	Transit	Washington County	
10809	THPRD	THPRD	Bronson Creek Trail (Community)	Bronson Creek Park Cornell Rd. (THPRD)	Laidlaw Rd.	Other	To design and construct a community trail segment in a greenway corridor, 8'-10' wide paved.	3,500,000	5,180,000	2018-2024	X	Neighborhood	Active Transportation	Washington County	X
10810	THPRD	THPRD	Westside Trail (Regional)	Hwy 26	THPRD Nature Park	Other	To design and construct a regional trail multi-use segment in a utility corridor, 10'-12' wide paved.	4,000,000	5,920,000	2018-2024	X	Employment area, Outer neighborhood	Active Transportation	Washington County	X
10811	THPRD	THPRD	Beaverton Creek Trail (Regional)	SW 194th Ave.	Fanno Creek Trail	Other	To design and construct a regional trail multi-use segment in a utility corridor, 10'-12' wide paved.	7,000,000	10,360,000	2018-2024	X	Employment area, Industrial area, Outer neighborhood, Regional Center	Active Transportation	Washington County	X
10817	Hillsboro	Hillsboro	Aloclek	Amberwood	Cornelius Pass	Collector	Extend 3 lane road with bike lanes/sidewalks.	2,000,000	4,052,000	2025-2032	X	Employment area	Roads and Bridges	Washington County	
10818	Hillsboro	Hillsboro	231st Ave./Century Blvd	Baseline	Lois	Minor Arterial	Bridge and 3 lanes with bike lanes and sidewalks.	16,500,000	24,420,000	2018-2024	X	2040 Corridor	Roads and Bridges	Washington County	X

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10819	Hillsboro	Hillsboro	231st Ave./Century Blvd	Baseline	Cornell Rd. Light Rail	Minor Arterial	Widen to 3 lanes with bike lanes and sidewalks.	5,000,000	10,130,000	2025-2032	X	2040 Corridor	Roads and Bridges	Washington County	
10820	Hillsboro	Hillsboro	Brookwood (247th)	Alexander	South UGB	Arterial	Widen to two lanes with onstreet parking and sidewalks Alexander to Davis; widen to 3 lanes with bike lanes and sidewalks Davis to South UGB. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	1,700,000	1,912,500	2014-2017	X	Neighborhood	Roads and Bridges	Washington County	
10821	Hillsboro	Hillsboro	Huffman	Shute	West UGB (Sewell)	Collector	Build 3 lane with bike lanes and sidewalks.	7,890,000	8,876,250	2014-2017	X	Industrial area	Roads and Bridges	Washington County	
10822	Hillsboro	Hillsboro	253rd	Evergreen	Huffman Extn	Collector	Build 3 lane with bike lanes and sidewalks.	5,000,000	5,625,000	2014-2017	X	Industrial area	Roads and Bridges	Washington County	X
10823	Hillsboro	Hillsboro	Amberwood	206th	Cornelius Pass	Collector	Complete gap and Improve to 3 lane with bike lanes and sidewalks. Modify signal phasing at Corn Pass.	1,500,000	3,039,000	2025-2032	X	Town Center	Roads and Bridges	Washington County	X
10824	Hillsboro	Hillsboro / Wa. Co.	Cornell Rd	Arrington	Main Street	Major Arterial	Improve to 5 lane with bike lanes and sidewalks.	9,248,000	25,635,456	N/A		Regional Center	Roads and Bridges	Washington County	
10825	Hillsboro	Hillsboro	Amberglen Parkway	Wilkins	Stucki Extn	Minor Arterial	Extend 3 lane road with bike lanes/sidewalks.	1,800,000	2,664,000	2018-2024	X	Future Regional Center	Roads and Bridges	Washington County	
10826	Hillsboro	Hillsboro	Jackson School Road	Evergreen Rd.	Grant	Collector	Improve to 3 lanes with bike/ped facilities, storm drainage, street lighting	7,000,000	10,360,000	2018-2024	X	Neighborhood	Roads and Bridges	Washington County	X
10827	Hillsboro	Hillsboro	Quatama Road	LRT	Cornelius Pass	Collector	Widen to 3 lane with bike lanes/sidewalks.	1,800,000	3,646,800	2025-2032	X	Station community	Roads and Bridges	Washington County	
10828	Hillsboro	Hillsboro	Edgeway	Holly St.	Walker Rd	Collector	Extend as 2/3 lane with bike/sidewalks.	4,000,000	11,088,000	2033-2040	X	Station community	Roads and Bridges	Washington County	X
10829	Hillsboro	Hillsboro	Wilkins Extension	206th	185th Ave.	Collector	Extend as 2/3 lane with bike/sidewalks.	16,000,000	44,352,000	2018-2040	X		Roads and Bridges	Washington County	
10830	Hillsboro	Hillsboro	Johnson	Cornelius Pass	Century Blvd	Collector	Widen to 3 lanes with bike/sidewalks.	8,000,000	22,176,000	2033-2040	X	2040 Corridor	Roads and Bridges	Washington County	
10831	Hillsboro	Hillsboro	Century Blvd	Bennett	West Union Rd	Minor Arterial	Extend 2/3 lane with US 26 Overpass, connect existing segments. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	12,920,000	26,175,920	2025-2032	X	Industrial area	Roads and Bridges	Washington County	
10832	Hillsboro	Hillsboro	Quatama Road	Cornelius Pass	227th/69th Ave	Collector	Widen and extend 2/3 lane with bike/sidewalks.	1,800,000	4,989,600	N/A		Neighborhood	Roads and Bridges	Washington County	X
10834	Hillsboro	Hillsboro	28th Ave.	Main St	Light Rail	Minor Arterial	Widen to three lanes with bike/sidewalks.	3,750,000	4,218,750	2014-2017	X		Roads and Bridges	Washington County	
10836	Hillsboro	Washington Co.	Evergreen Rd	Glencoe Rd	25th	Minor Arterial	Widen to 5 lanes with bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	5,440,000	11,021,440	2025-2032	X	2040 Corridor	Roads and Bridges	Washington County	X
10837	Hillsboro	Hillsboro	Campus Court Extension	W. end Campus Ct	Ray Circle	Collector	Extend 3 lane road with bike lanes/sidewalks.	1,500,000	1,687,500	2014-2017	X	Town Center	Roads and Bridges	Washington County	X
10838	Hillsboro	Hillsboro	Davis Road	Brookwood	234th (Century)	Collector	Extend 3 lane road with bike lanes/sidewalks.	2,700,000	3,037,500	2014-2017	X	Neighborhood	Roads and Bridges	Washington County	
10839	Hillsboro	Hillsboro	Century Blvd (234th)	Alexander	South UGB	Collector	Extend 3 lane road with bike lanes/sidewalks.	4,000,000	4,500,000	2014-2017	X	Neighborhood	Roads and Bridges	Washington County	X
10844	Hillsboro	Hillsboro/ Wa.Co.	Cornelius Pass Road	TV Hwy.	Rosedale Rd	Major Arterial	Extend as a 5 lane facility with buffered bike lanes/sidewalks	26,500,000	53,689,000	2014-2032	X		Roads and Bridges	Washington County	X
10846	Hillsboro	ODOT	TV Hwy.	196th Ave.	Maple	Principal arterial Arterial	Add westbound "Busines Access and Transit (BAT)" lane; provide bike lane, sidewalk, transit, and signal improvements. Add EB bus pull-out, shelter and ped improvements.	25,000,000	50,650,000	2025-2032	X	2040 Corridor	Roads and Bridges	Washington County	
10848	Hillsboro	Hillsboro	Tanasbourne/Amberglen Ped and Bike Improvements	N/A	N/A	N/A	Infill missing pedestrian sidewalks, bike lanes, bike/ped trail	5,000,000	13,860,000	2033-2040	X	Future Regional Center	Active Transportation	Washington County	
10849	Hillsboro	Hillsboro	Regional Center- Bike and Ped Improvement	N/A	N/A	N/A	Infill missing bike lane connections.	5,000,000	7,400,000	2018-2024	X	Regional Center	Active Transportation	Washington County	
10850	Hillsboro	Hillsboro	Beaverton Ck Trail, Bronson Ck Trail,	Baseline Rd, 185th	Rock Creek Trail	Other	Construct bike/ped trail. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	1,000,000	2,772,000	2033-2040	X	2040 Corridor	Active Transportation	Washington County	X
10851	Hillsboro	Hillsboro	Rock Ck Trail - Multi Use	River Road	Orchard Park (East of Cornelius Pass Rd) Wilkins	Other	Construct bike/ped trail.	5,520,000	15,301,440	2033-2040	X	2040 Corridor	Active Transportation	Washington County	X
10853	Wilsonville	Wilsonville	Kinsman Rd. Extension	Ridder Rd.	Day St.	Arterial	Construct three lane road extension with sidewalks & bike lanes	10,400,000	15,392,000	2018-2024	X	Industrial Area	Roads and Bridges	Clackamas County	
10855	Metro		Regional TOD Implementation Program	2040 Centers, Stations Areas and Corridors	2041 Centers, Stations Areas and Corridors	N/A	The mission of the TOD Program is to stimulate private investment to implement the region's 2040 growth concept of vibrant urban centers and station areas linked by transit. Program activities help to optimize the existing transit system through bringing more people to live, work and shop in areas with a functional pedestrian connection to transit. The core program activity is to provide financial incentives for TOD projects to increase transit ridership and stimulate private development of compact and mixed-use buildings that would otherwise not proceed.	67,500,000	187,110,000	2014-2040	X	Other	Regional Program	Metro	
10856	Gresham		Richey/Foster Connection	Intersection Richey/Foster		Minor Arterial	Construct roundabout and related improvements to Foster.	656,452	1,819,685	2033-2040	X	Employment area	Roads and Bridges	E. Multnomah County	
10857	Portland	Portland	Jenne/Foster	Intersection Jenne/Foster		Minor Arterial	Add second EB left turn lane. Requires widening of Jenne North.	540,780	800,354	2018-2024	X	Employment area	Roads and Bridges	City of Portland	
10858	Portland	Portland	174th/Powell	Intersection of 174th/Powell		Major Arterial	Improve intersection to 5 lane section.	1,860,824	2,754,020	2018-2024	X	Employment area	Roads and Bridges	City of Portland	
10859	Gresham	Gresham	Pleasant View Dr., Powell Loop to Highland Drive	Powell Loop	Highland Drive	Local	Widen roadway and construct curb and gutter, sidewalks, bike lanes and storm drainage.	8,965,420	18,163,941	2025-2032		Employment area	Active Transportation	E. Multnomah County	X
10860	Gresham	Gresham	Knapp Street/Collector 72	172nd	182nd	collector	Build new road to green street collector standards.	10,703,002	29,668,722	2033-2040	X	Town Center	Roads and Bridges	E. Multnomah County	

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10861	Gresham	Gresham	Knapp Street/Collector 72	182nd	190th	collector	Build new road to green street collector standards.	10,368,393	21,006,364	2025-2032	X	Town Center	Roads and Bridges	E. Multnomah County	
10862	Gresham	Gresham	Knapp Street/Community Street 72	190th	Binford Parkway	Local	Build new road to green street community standards.	9,991,393	14,787,262	2018-2024	X	Employment area	Roads and Bridges	E. Multnomah County	
10863	ODOT	ODOT	Troutdale Interchange (Exit 17) Improvements	Troutdale interchange (Exit 17)	N/A	Collector	Improve eastbound off-ramp, widen South Frontage Road, improve intersection at Graham Road. Also includes initial reconstruction of west end of interchange (NW Marine Dr.)	32,200,000	36,225,000	2014-2017	X	Town Center	Freight	ODOT	X
10864	ODOT	ODOT	New interchange on US 26 to serve industrial area.	Callister Road	267th Ave.	Principal arterial	New interchange on US 26 to serve industrial area.	29,500,000	81,774,000	2033-2040	X	Industrial area	Throughways	ODOT	
10865	ODOT	ODOT	I-205/Airport Way interchange	I-205 and Airport Way		Interstate	Implement recommendations consistent with I-205/Airport Way Study.	10,500,000	11,812,500	2014-2017	X	Employment area, Industrial area	Throughways	ODOT	X
10867	ODOT	ODOT	I-5 from I-405 to I-84 (Rose Quarter/Lloyd District) PE and NEPA	I-84	Greeley St.	Interstate	Conduct preliminary engineering and environmental work to improve safety and operations on I-5, connection between I-84 and I-5, and multimodal access to and connectivity between the Lloyd District and Rose Quarter.	20,000,000	22,500,000	2014-2017	X	Portland Central City	Throughways	ODOT	X
10869	ODOT	ODOT	Sunrise Project: Construct improvements in the Sunrise Corridor consistent with the supplemental EIS	I-205	122nd Ave.	Interstate	Construct improvements consistent with the supplemental EIS.	150,000,000	168,750,000	2014-2017	X	2040 Corridor	Throughways	ODOT	
10872	ODOT	ODOT	Add lane: SB I-205 to SB I-5 interchange ramp and extend acceleration lane and add auxiliary lane on SB I-5 to Elligsen Road.	I-205	Elligsen Road	Interstate	Add lane to SB I-205 to SB I-5 interchange ramp and extend acceleration lane and add auxiliary lane on SB I-5 to Elligsen Road. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	9,700,000	10,912,500	2014-2017	X	2040 Corridor	Throughways	ODOT	
10873	ODOT	ODOT	US 26W: Widen highway to 6 lanes	185th Ave.	Cornelius Pass Road	Principal arterial	Widen highway to 6 lanes.	25,000,000	28,125,000	2014-2017	X	Employment area	Throughways	ODOT	X
10874	ODOT	ODOT	I-5 Delta Park Phase 2 (99W / Denver)	Victory	Argyle	Minor Arterial	Construct Shared Use Paths, rehabilitate, resurface and restripe Denver Ave. for buffered bike lanes, connect SUP to Columbia Slough levee trail.	10,000,000	11,250,000	2014-2017	X	Main Street, Station Community	Active Transportation	ODOT	X
10875	ODOT	ODOT	OR 217: ITS Project	US 26	I-5	Principal arterial	ITS, Variable Speed signs	21,500,000	24,187,500	2014-2017	X	Regional Center	TSMO/TDM	ODOT	
10884	ODOT	ODOT	I-5 from I-405 to I-84 (Rose Quarter/Lloyd District) Right-of-way	I-84	Greeley St.	Interstate	Acquire right-of-way to improve safety and operations on I-5, connection between I-84 and I-5, and multimodal access to and connectivity between the Lloyd District and Rose Quarter.	5,000,000	7,400,000	2018-2024	X	Portland Central City	Throughways	ODOT	X
10890	ODOT	ODOT	Sunrise Project Phase 2: PE, Acquire right-of-way and Construction: I-205 to SE 172nd Ave	I-205	172nd Ave.	Principal arterial	PE and Acquire right-of-way: I-205 to SE 172nd Ave. Construct improvements in the Sunrise corridor consistent with the FEIS/ROD	100,000,000	148,000,000	2018-2024	X	2040 Corridor	Throughways	ODOT	X
10893	ODOT	ODOT	Improve I-5/Columbia River bridge	Victory Blvd.	Washington state line	Interstate	Replace I-5/Columbia River bridges and improve interchanges on I-5. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	2,982,000,000	3,354,750,000	2014-2017	X	Industrial Area	Throughways	ODOT	X
10894	ODOT	ODOT	Sunrise Hwy. PE: I-205 to SE 172nd Ave	0	SE 172nd Ave	Principal arterial	Preliminary engineering and EIS from I-205 to 172nd.	20,000,000	22,500,000	2014-2017	X	2040 Corridor	Throughways	ODOT	X
10899	TriMet		Washington County Commuter Rail DMUs	N/A	N/A	N/A	2 DMUs for service capacity.	8,000,000	9,000,000	2014-2017	X	Other	Transit	TriMet	
10900	TriMet		Washington County Commuter Rail Frequency improvements	N/A	N/A	N/A	Beaverton to Wilsonville frequency and span of service improvements. Will require capital improvements including DMUs.	250,000,000	693,000,000	N/A		2040 Corridor	Transit	TriMet	X
10901	TriMet		MAX light rail: South Corridor Phase 2: Portland to Milwaukie	N/A	N/A	Other	Portland, N Macadam, OMSI, Brooklyn, Milwaukie, (Park Ave.).	1,495,000,000	1,681,875,000	2014-2017	X	2040 Corridor	Transit	TriMet	X
10902	TriMet		MAX light rail: Yellow Line: CRC / I-5 North extension	N/A	N/A	Other	CRC - Expo to Vancouver, north on Main to Lincoln. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	1,075,965,000	2,982,574,980	2018-2040	X	2040 Corridor	Transit	TriMet	X
10905	TriMet		Renew the Blue Station Rehabilitation	N/A	N/A	N/A	Security & Safety station improvements from Hollywood to Gresham stations.	12,315,000	13,854,375	2014-2017	X	Other	Transit	TriMet	
10907	TriMet		High Capacity Transit: Southwest Corridor (Portland to Tualatin via Tigard) - Project Development	N/A	N/A	Other	Project Development through ROW acquisition/early construction for High Capacity Transit project between Portland and Tualatin via Tigard. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	75,000,000	111,000,000	2014-2024	X	2040 Corridor	Transit	TriMet	X
10909	TriMet		Powell / Division Transit Project - Project Development	N/A	N/A	N/A	HCT on Powell/Division from Portland CBD to Gresham TC.	75,000,000	111,000,000	2014-2024	X	2040 Corridor	Transit	TriMet	
10916	TriMet		Bus Improvements: SE McLoughlin to Oregon City and CCC	N/A	N/A	Other	Bus improvements along McLoughlin Blvd in Milwaukie, Galdstone, Oregon City, and CCC to improve access in corridor and connect to PMLR	6,000,000	6,750,000	2014-2017	X	2040 Corridor	Transit	TriMet	X
10920	TriMet		MAX LRT: Rose Quarter junction track and intersection improvements	N/A	N/A	N/A	Improve operations, possible grade separation, bike accommodation.	25,000,000	69,300,000	N/A		Portland Central City	Transit	TriMet	
10921	TriMet		MAX LRT on Steel Bridge: Capacity and operations improvements	N/A	N/A	N/A	Possible additional tracks, bridge rehabilitation, seismic upgrade.	60,000,000	166,320,000	N/A		Other	Transit	TriMet	X
10922	TriMet		MAX LRT: Gateway junction restructuring	N/A	N/A	N/A	Track reconfiguration to provide direct N/S operations and eliminate single track section.	70,000,000	194,040,000	N/A		Other	Transit	TriMet	
10923	TriMet		MAX LRT: Downtown Portland speed and capacity improvements	N/A	N/A	N/A	Train speed and station spacing study, signal upgrades.	5,000,000	13,860,000	N/A		Portland Central City	Transit	TriMet	
10926	TriMet		Transit dispatch center upgrade	N/A	N/A	N/A	To accommodate increasing operating complexities. Part of the work is funded by Portland-Milwaukie Light Rail project.	4,000,000	4,500,000	2014-2017	X	Other	Transit	TriMet	

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10927	TriMet		MAX LRT: Operational upgrades	N/A	N/A	N/A	Sidings, powered turnouts, block and signal control infill.	19,000,000	28,120,000	2018-2024	X	Other	Transit	TriMet	
10928	TriMet		New MAX LRT vehicles	N/A	N/A	N/A	Fleet expansion to meet growing demand.	52,800,000	106,972,800	2025-2032	X	Other	Transit	TriMet	
10979	Portland		Burnside/Couch Streetcar, East & West [NW 23rd to E 14th]	NW 23rd	E 14th	Other	Construct streetcar from NW 23rd Avenue to E 14th Avenue after an alternatives analysis study is completed.	118,500,000	328,482,000	2033-2040	X	Portland Central City	Transit	City of Portland	X
10985	TriMet		Sunset Park & Ride rework to match Peterkort redevelopment	N/A	N/A	N/A	Redesign to expand park & ride lot and integrate station with pending site development.	10,000,000	11,250,000	2014-2017	X	Station community	Transit	TriMet	
10987	TriMet		Gresham City Hall Park & Ride reconfiguration	N/A	N/A	N/A	Reconfigure / structure City Hall P&R for TOD opportunity.	3,000,000	8,316,000	N/A		Station community	Transit	TriMet	
10988	TriMet		Incremental increases in park & ride lots and capacities	N/A	N/A	N/A	50-space +/- lots (or additions to existing lots) in communities. 20 lots region-wide.	20,000,000	55,440,000	N/A		Station community	Transit	TriMet	
10989	TriMet		181st park & ride lot	N/A	N/A	N/A	Redevelop site in conjunction with TOD opportunity.	2,000,000	2,250,000	2014-2017	X	Station community	Transit	TriMet	
10990	TriMet		Park & Ride management strategy implementation	N/A	N/A	N/A	Convert major park & ride lots for shared use and/or pay lots.	1,000,000	1,480,000	2018-2024	X	Other	Transit	TriMet	
10991	TriMet		Gateway Phase 2 TOD development	N/A	N/A	N/A	Coordinate with development and garage expansion.	4,000,000	11,088,000	N/A		Station community	Transit	TriMet	
10992	TriMet		Gateway Phase 3 TOD development	N/A	N/A	N/A	Coordinate with development and garage expansion.	3,500,000	9,702,000	N/A		Station community	Transit	TriMet	
10996	TriMet		Rose Quarter Transit Center reconstruction	N/A	N/A	N/A	Reconstruct TC to better suit redevelopment needs.	2,000,000	5,544,000	N/A		Portland Central City	Transit	TriMet	
10997	TriMet		Willow Creek Transit Center, Phase 2	N/A	N/A	N/A	Restructure parking to support additonal TOD opportunity in AmberGlen station community.	8,000,000	9,000,000	2014-2017	X	Station community	Transit	TriMet	
10998	TriMet		Bus replacements	N/A	N/A	N/A	40 buses annually to keep fleet to fleet age standards.	385,128,000	1,067,574,816	2014-2040	X	Other	Transit	TriMet	
10999	TriMet		Bus purchases for congestion and expansion	N/A	N/A	N/A	Ffleet expansion to meet growing demand.	15,488,000	42,932,736	2018-2040	X	Other	Transit	TriMet	
11016	TriMet		LIFT vehicle replacement and expansion of fleet	N/A	N/A	N/A	Replace and expand fleet. Starting at approximately 40 LIFT vehicles annually in early years and expanding.	106,250,000	294,525,000	2014-2040	X	Other	Transit	TriMet	
11032	TriMet		Ruby Junction light rail operating base expansion	N/A	N/A	N/A	LRV maintenance and storage facility, including expansion on west side of Eleven-Mile Ave. Capital cost is included in PMLR and CRC projects.	-	-	2014-2017	X	Other	Transit	TriMet	
11035	TriMet		Powell bus operating base expansion	N/A	N/A	N/A	Expand bus operations, maintenance and storage facility to accommodate larger fleet.	12,571,700	14,143,163	2014-2017	X	Other	Transit	TriMet	
11037	TriMet		Merlo bus operating base expansion	N/A	N/A	N/A	Pave graveled property for bus parking expansion.	1,000,901	2,774,498	N/A		Other	Transit	TriMet	
11038	TriMet		Center Street bus operating base expansion	N/A	N/A	N/A	Includes upgrades to bus facilities and responses to some changes needed to accommodate Portland to Milwaukie Light Rail. Capital cost is included in PMLR project.	-	-	2014-2017	X	Other	Transit	TriMet	
11041	TriMet		4th bus base	N/A	N/A	N/A	Land acquisition and construction of a 4th bus base.	77,000,000	213,444,000	N/A		Other	Transit	TriMet	
11042	TriMet		Bus priority treatment	N/A	N/A	N/A	Traffic signal priority treatments, jump lanes, etc. regionwide. Including adding bus priority when other signal improvements are made.	15,000,000	41,580,000	2018-2040	X	Other	Transit	TriMet	
11043	TriMet		Pedestrian access improvements, Phase 1	N/A	N/A	N/A	Sidewalks, crosswalks and ADA improvements to transit access.	5,000,000	5,625,000	2014-2017	X	Other	Active Transportation	TriMet	
11044	Metro		Regional Trail Master Plans	N/A	N/A	Regional Trail	Develop trail master plans, working with local jurisdictions, trail advocate organizations, local residents, property owners, railroad companies, and businesses.	1,100,000	1,628,000	2018-2024	X	Various	Active Transportation	Metro	
11045	Washington Co.	Washington County	Baseline @ 185th Improvement	185th Ave.	Baseline	Arterial	Grade separate intersection and MAX.	24,700,000	68,468,400	N/A		Employment area	Roads and Bridges	Washington County	
11054	Metro		Regional Travel Options Program	Employment Areas, 2040 Centers, new corridor projects and congested corridors	Employment Areas, 2040 Centers, new corridor projects and congested corridors	N/A	RTO is the region's transportation demand management program to manage congestion and reduce air pollution through the reduction of single-occupant vehicle travel. RTO supports the work of regional public and private partners who help people become more aware of the various travel options available to them and encourage the use of those options. A variety of strategies are implemented to address trips for all purposes, including commuting, shopping, activities, and more. As the region's population and economy grows, the RTO program will gain efficiencies moving people and goods on built-out transportation infrastructure.	74,250,000	205,821,000	2014-2040	X	Employment area	Regional Program	Metro	
11074	Gresham	Gresham	East Buttes Loop Trail: From Springwater Trail to Rodlun Road	Springwater Trail	Rodlun Road	Other	Construct new shared use trail (12' wide pervious asphalt)	8,300,000	23,007,600	N/A		Outer neighborhood	Active Transportation	E. Multnomah County	X
11075	Gresham	Gresham	East Buttes Loop Trail (S) (Informally known as "Kelly Creek Trail"	East Buttes Loop Trail approx. 0.7 mile south of the	South of Kelley Creek approx. 2.2 miles then back to the	Other	Construct 8' wide "soft surface" trail	10,215,000	15,118,200	2018-2024		Outer neighborhood	Active Transportation	E. Multnomah County	X
11081	Lake Oswego	Lake Oswego	Boones Ferry Rd bike lanes	Country Club	North City Limits	Minor Arterial	3,500' long widening includes retaining walls above and below the roadway grade for bike lanes, sidewalks, and intermittent turn lanes. NHS/AASHTO stds apply.	9,908,000	20,073,608	2025-2032		2040 Corridor	Roads and Bridges	Clackamas County	X
11082	Lake Oswego	Lake Oswego	Carman Dr. sidewalks &/ bike lanes	Meadows Rd	I-5	Major Collector	6,600' long widening for 6' wide bike lanes, 6' wide separated concrete sidewalks along 70% of length, both sides.	3,710,000	7,516,460	2025-2032		Neighborhood	Active Transportation	Clackamas County	
11087	Lake Oswego	Lake Oswego	Bryant Rd bike lanes/pathway	Boones Ferry Rd	Childs Rd	Minor Arterial	7,500' long widening for 6' bike lanes, 6' sidewalk/pathway, both sides. RR crossing reconstruction; retaining wall needed at X-ing.	12,700,000	18,796,000	2018-2024		Corridor	Active Transportation	Clackamas County	
11088	Oregon City	Clackamas Co.	Holly Lane	Redland Rd.	Holcomb Rd.	Local	Through lanes, sidewalks, bike lanes, turn lanes to serve UGB expansion area. (TSP project D36 (50%), D43, D48)	18,000,000	49,896,000	2033-2040	X	Other	Roads and Bridges	Clackamas County	
11089	Washington Co.	Washington Co.	92nd Ave. Ped.	Garden Home Blvd.	Allen Blvd.	Arterial	Completes 3800 feet of sidewalk improvements to transit corridor	3,922,000	10,871,784	2033-2040	X	Neighborhood	Active Transportation	Washington County	
11090	Washington Co.	Washington Co.	Cornell Rd	Arrington	25th Ave.	Arterial	Completes 2100 feet of bike lanes in transit corridor	4,740,000	13,139,280	N/A		2040 Corridor	Active Transportation	Washington County	

RTP ID	Nominating Agency	Facility Owner	Project/Program Name	Project Start Location	Project End Location	Local Functional Classification	Description	Estimated Cost ($2014)	Estimated Cost ($YOE)	Time Period	Financial Constrained	2040 Land Use	Metro Investment Category	Subregion	Sensitive Habitat Area
11091	Portland/Port	Portland/Port	Columbia Blvd./I-205 Interchange: SB On-Ramp Improvement			Freeway	Expand the on-ramp to three lanes, including for truck/HOV	750,000	843,750	2014-2017	X	Employment Area	Throughways	City of Portland	
11095	Cornelius	Cornelius	17th Avenue	Baseline	Adair	Local	Ped improvement of Main Street Dist local streets	349,564	517,355	2018-2024	X	Main Street	Active Transportation	Washington County	
11096	Gresham	Gresham	Cleveland St. Reconstruction.	Burnside	Stark	Collector	Reconstructs street from Stark to Burnside.	13,838,103	20,480,392	2018-2024		Regional Center	Roads and Bridges	E. Multnomah County	
11098	Gresham	Gresham	Rockwood TC 181st LRT station and Ped Enhancements			Other	Improve sidewalks, lighting, crossings, bus shelters, benches at 181st LRT station, on Stark St. and other intersecting streets.	8,919,615	13,201,030	2018-2024		Town Center	Active Transportation	E. Multnomah County	
11099	Gresham	Gresham	Barnes	Orient	Hillyard	Collector	Widen road and add improvements.	7,135,229	19,778,855	2033-2040	X	Outer neighborhood	Roads and Bridges	E. Multnomah County	
11102	Portland		Streetcar Extension to Hollywood via Sandy Blvd or Broadway/ Weidler	E 14th	Hollywood District	Other	Corridor Alternatives Analysis, public outreach, planning, design, engineering, and construction for future streetcar extension from Lloyd District/Central Eastside to Hollywood Town Center. The new extension intended to provide streetcar service from Northwest Portland to Hollywood.	70,000,000	141,820,000	2025-2032	X	Town Center	Transit	City of Portland	
11103	Metro		Regional Planning			N/A		67,500,000	187,110,000	2014-2040	X	Various	Regional Program	Metro	
11104	Metro		Regional TSMO	N/A	N/A	N/A	Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee; allocation and implementation of MTIP programming for TSMO; manage regional policy and project development; and oversee performance data development and tracking.	40,500,000	112,266,000	2014-2040	X	Various	Regional Program	Metro	
11107	SMART		Expand transit service from Wilsonville to downtown Portland			Other	Additional Service hours for new services and related bus stop and ROW improvements.	3,000,000	3,375,000	2014-2017	X	Portland Central City	Transit	SMART	
11108	SMART		Expand Service through Villebois and other west side areas			Other	Additional Service hours for new services and related bus stop and ROW improvements.	1,000,000	1,125,000	2014-2017	X	Neighborhood	Transit	SMART	
11109	SMART		Bus Replacements - including Alternative Fuel Vehicles			N/A	Purchase buses to replace those that are out of date, unreliable or inoperable.	4,000,000	4,500,000	2014-2017	X	Other	Transit	SMART	
11110	SMART		Wilsonville Park & Ride Expansion			N/A	Design & construct an additional 250 spaces of parking at the Wilsonville Stations.	4,500,000	6,660,000	2017-2024		Station community	Transit	SMART	
11112	SMART		Wilsonville SMART Fleet Services Facility Phase II			N/A	Completion of fleet maintenance facility consisting of previously designed and planned Phase II .	3,000,000	4,440,000	2017-2024		Station community	Transit	SMART	
11113	SMART		Transportation Management Association (TMA)			N/A	Form a transportation management association (TMA) to provide transportation services and information on alternatives to local employers and employees.	1,190,000	1,761,200	2017-2024		Employment Area	TSMO/TDM	SMART	
11116	Portland		SW Garden Home Road	SW Capitol Hwy	SW Multnomah Blvd	Collector	Pedestrian and bicycle safety improvements, including drainage designed for constrained right-of-way.	1,795,000	2,019,375	2014-2017	X	Inner neighborhood	Active Transportation	City of Portland	
11117	Portland		St. Helens Rd. (US 30), (in vicinity of NW Balboa) Connectivity Improvements	NW Balboa		Collector	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.	23,113,022	64,069,297	2033-2040		Industrial Area	Roads and Bridges	City of Portland	
11121	ODOT	ODOT	I-5 Delta Park Phase 1	Victory	Lombard	Interstate	Widen I-5 to 3 lanes and realign ramps.	50,000,000	56,250,000	2014-2017	X	2040 Corridor	Throughways	ODOT	X
11123	ODOT	ODOT	I-5 North Macadam	I-5/Macadam interchange	N/A	Interstate	Construct improvements in North Macadam/South Waterfront area to enhance safety and access.	15,000,000	16,875,000	2014-2017	X	Portland Central City	Throughways	ODOT	
11127	Portland	Portland	School Access Safety Improvements: various locations	N/A	N/A	N/A	Pedestrian safety enhancements at 11 elementary schools.	499,600	562,050	2014-2017	X	Inner neighborhood, Outer neighborhood	Active Transportation	City of Portland	
11128	Multnomah Co.	Multnomah Co.	Morrison Bridge Rehabilitation - Phase 2			Major Arterial	Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic. (Phase 2).	19,300,000	28,564,000	2018-2024	X	Portland Central City	Roads and Bridges	E. Multnomah County	X
11129	Multnomah Co.	Multnomah Co.	Burnside Bridge Rehabilitation - Phase 2			Major Arterial	Rehabilitate mechanical system, approach structure, corrosion control, phase 1seismic. (Phase 2)	16,600,000	24,568,000	2018-2024		Portland Central City	Roads and Bridges	E. Multnomah County	X
11131	Portland		Vermont St., SW, (30th - 45th): Bicycle and Pedestrian Improvements	SW 30th	SW 45th	Local	Multi-modal street improvements including bicycle and pedestrian facilities.	1,350,000	1,998,000	2018-2024	X	Town Center, Main street, Station community	Active Transportation	City of Portland	
11132	Clackamas County	Clackamas County	Clackamas Industrial area muli-modal improvements	area wide improvements		Arterials and Collectors	Complete bike and pedestrian connections within the Clackamas Industrial area.	5,000,000	7,400,000	2017-2024	X	Industrial area	Active Transportation	Clackamas County	
11133	Portland		St. Johns Truck Strategy Implementation Phase III				Addresses pedestrian safety, bicycle safely and neighborhood livability impacts associated with cut-through truck traffic on N. Fessenden St. The project will construct pedestrian crossing safety and traffic calming improvements, such as curb extensions and median islands.	1,000,000	1,480,000	2018-2024	X	Inner neighborhood	Active Transportation	City of Portland	
11134	THPRD	THPRD	Westside Trail (Regional)	Bronson Creek Trail (Kaiser Ridge Park)	Rock Creek Trail (Kaiser Woods Park)	Regional Trail	To design and construct a regional trail multi-use segment in a utility corridor, 10'-12' wide paved.	2,675,000	3,009,375	2014-2017	X	Neighborhood	Active Transportation	Washington County	X
11135	Happy Valley	Happy Valley	Rock Creek Blvd. improvements	Hwy. 212/224 (planned Sunrise Corridor Rock Creek Interchange)	177th Ave.	Major Arterial	Complete final construction of a new 5-lane roadway with sidewalks, bike lanes and traffic signals	22,270,000	32,959,600	2018-2024	X	Employment/Industrial area	Roads and Bridges	Clackamas County	
11136	Hillsboro	ODOT	TV Hwy/209th Intersection	N/A	N/A	Regional Arterial	Add eastbound right turn lane, widen crossing for second northbound to westbound left turn lane, add second southbound lane, protected N-S turn phasing	3,800,000	5,624,000	2018-2024	X	2040 Corridor	Roads and Bridges	Washington County	
11137	Hillsboro	ODOT/Hillsboro	TV Hwy/Century Blvd Intersection	N/A	N/A	Regional Arterial	Add second southbound lane, Add northbound left turn lane, widen rail crossing, add offroad bike lanes on Century from TV Hwy to Alexander.	1,800,000	2,025,000	2014-2017	X	2040 Corridor	Roads and Bridges	Washington County	

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11138	Hillsboro	Hillsboro	206th Ave	LRT	Von Neumann Rd.	Collector	Widen roadway to add sidewalks and bike lanes	1,200,000	1,776,000	2018-2024	X	Future Regional Center	Active Transportation	Washington County	
11140	Hillsboro	Washington Co.	Brookwood Parkway	Ihly Way	Cornell Rd.	Minor Arterial	Widen to five lanes with offstreet sidewalk and bikeway	9,000,000	18,234,000	2025-2032	X	Industrial area	Roads and Bridges	Washington County	X
11141	Hillsboro	Hillsboro	Brogden Ave	28th Ave	Brookwood Ave.	Collector	Widen to provide sidewalks and Bikeway network signage access to LRT and parks. New traffic signal at Brookwood.	3,000,000	6,078,000	2025-2032	X	Station Area	Roads and Bridges	Washington County	X
11142	Hillsboro	Hillsboro	37th Ave	Main St	Brogden Ave	Neighborhood Route	Widen to provide sidewalks and Bikeway Network signage access to LRT and Fairgrounds	1,000,000	1,125,000	2014-2017	X	Station Area	Active Transportation	Washington County	
11145	Hillsboro	Hillsboro	Airport Rd	48th Ave	Brookwood Pkwy	Collector	Widen to 2/3 lanes with bike lanes and sidewalks	1,500,000	4,158,000	2033-2040	X	Industrial area	Roads and Bridges	Washington County	
11147	Hillsboro	Hillsboro	Schaaf Rd	Pinefarm Pl Helvetia Rd	Century	Collector	Construct 3 lane roadway with bike lanes and sidewalks.	4,000,000	8,104,000	2025-2032	X	Industrial area	Roads and Bridges	Washington County	
11148	Hillsboro	Hillsboro	Westmark Dr.	Croeni Rd.	West Union Rd.	Collector	Construct 3 lane roadway with bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	1,700,000	3,444,200	2025-2032	X	Industrial area	Roads and Bridges	Washington County	
11149	Hillsboro	Washington Co.	Helvetia Rd.	Schaaf Rd	West Union Rd.	Minor Arterial	Construct 3 lane roadwy with bike lanes and sidewalks	4,000,000	11,088,000	2033-2040	X	Industrial area	Roads and Bridges	Washington County	
11150	Hillsboro	Hillsboro	Jacobson Rd.	Century Blvd	Helvetia Rd	Collector	Complete 3 lane roadway with bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	2,500,000	5,065,000	2025-2032	X	Industrial area	Roads and Bridges	Washington County	
11151	Hillsboro	Hillsboro	Bentley St.	32nd Ave.	Brookwood Ave.	Collector	Construct sidewalks and bike lanes.	3,000,000	8,316,000	2033-2040	X	Neighborhood	Active Transportation	Washington County	X
11152	Hillsboro	Hillsboro	Cedar St.	32nd Ave.	Brookwood Ave.	Neighborhood Route	Construct sidewalks	1,000,000	1,125,000	2014-2017	X	Neighborhood	Active Transportation	Washington County	
11153	Hillsboro	Hillsboro	Golden Rd.	Brookwood Ave.	Imlay Ave.	Collector	Widen to provide bike lanes and sidewalks	2,000,000	2,250,000	2014-2017	X	Neighborhood	Active Transportation	Washington County	
11155	Hillsboro	Hillsboro	Drake St.	Imlay Ave.	67th Ave.	Collector	Widen to provide 2/3 lanes with bike lanes and sidewalks	1,800,000	4,989,600	N/A		2040 Corridor	Roads and Bridges	Washington County	
11156	Hillsboro	Hillsboro	Drake St.	Brookwood Ave.	Imlay Ave.	Collector	Widen to provide 2/3 lanes with bike lanes and sidewalks	1,500,000	4,158,000	N/A		2040 Corridor	Roads and Bridges	Washington County	
11157	Hillsboro	Hillsboro	Imlay Ave.	TV Hwy	Lois St.	Collector	Widen to provide bike lanes and sidewalks	2,000,000	5,544,000	2033-2040	X	Outer neighborhood	Active Transportation	Washington County	
11158	Hillsboro	Hillsboro/ Wa.Co.	206th Ave.	Baseline	Rock Rd.	Collector	Widen to provide bike lanes and sidewalks	3,000,000	6,078,000	2025-2032	X	Neighborhood	Active Transportation	Washington County	
11159	Hillsboro	Hillsboro	Alexander St.	Brookwood (247th)	56th Ct.	Collector	Widen to provide bike lanes and sidewalks	1,000,000	1,480,000	2018-2024	X	2040 Corridor	Active Transportation	Washington County	
11160	Hillsboro	Hillsboro	Witch Hazel Rd.	River Road	Brookwood (247th)	Collector	Widen to provide sidewalks	1,000,000	2,772,000	2033-2040	X	2040 Corridor	Active Transportation	Washington County	
11161	Hillsboro	Hillsboro	Rood Bridge Rd	River Road	South UGB	Collector	Widen to provide bike lanes and sidewalks	2,500,000	6,930,000	2033-2040	X	Neighborhood	Active Transportation	Washington County	
11162	Hillsboro	Hillsboro	24th Ave	Maple	Main Street	Collector	Widen to provide bike lanes and sidewalks, bridge over Dawson Creek	4,000,000	8,104,000	2025-2032	X	Neighborhood	Active Transportation	Washington County	X
11163	Hillsboro	Hillsboro	Sunrise Lane	Jackson School	25th	Collector	Widen to provide sidewalks	1,700,000	3,444,200	2025-2032	X	Neighborhood	Active Transportation	Washington County	
11164	Hillsboro	Hillsboro	17th Ave	Cornell Rd	Sunrise Ln	Collector	Widen to provide sidewalks	1,000,000	2,026,000	2025-2032	X	Neighborhood	Active Transportation	Washington County	
11165	Hillsboro	Hillsboro	15th Ave.	Sunrise Ln	Evergreen Rd	Collector	Widen to provide bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	1,500,000	4,158,000	2025-2032	X	Neighborhood	Active Transportation	Washington County	X
11166	Hillsboro	Hillsboro	25th Ave.	Intel Jones Farm (north end)	Evergreen	Minor Arterial	Widen to provide bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	1,500,000	4,158,000	2025-2032	X	Neighborhood	Active Transportation	Washington County	X
11167	Hillsboro	Hillsboro	Garibaldi	Ebberts	1st Avenue	Collector	Widen to provide sidewalks. Bike network Wayfinding signage	500,000	562,500	2014-2017	X	Neighborhood	Active Transportation	Washington County	
11168	Hillsboro	Hillsboro	Connell	Garibaldi	Darnielle	Collector	Widen to provide sidewalks. Bike boulevard Wayfinding signage	500,000	562,500	2014-2017	X	Neighborhood	Active Transportation	Washington County	
11169	Hillsboro	Hillsboro	Cornell/25th Ave Intersection Improvements	N/A	N/A	Minor Arterial	Widen 25th Ave for double southbound to eastbound left turn lanes, second northbound lane within 500 feet of intersection	6,000,000	8,880,000	2018-2024	X	2040 Corridor	Roads and Bridges	Washington County	
11170	Hillsboro	Hillsboro	Cornell/Brookwood Prkwy Intersection Improvements	N/A	N/A	Major Arterial	Widen Cornell Rd to provide double left turn lanes eastbound and westbound	3,300,000	4,884,000	2018-2024	X	2040 Corridor	Roads and Bridges	Washington County	
11171	Lake Oswego	Lake Oswego	Tryon Creek Ped Bridge (@Tryon Cove Park)	Foothills Park	Tryon Cove Park	N/A	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.	2,520,000	5,105,520	2025-2032		Other	Active Transportation	Clackamas County	X
11172	Lake Oswego	ODOT	Hwy 43 (State St) Bike Lanes	Terwilliger Blvd	Oak St	Major Arterial	5,500' long widening for bike lanes, NB and SB from Terwilliger Blvd to Oak St. NHS/AASHTO/ODOT stds apply. Improve access and connectivity to the Foothills area.	7,587,000	21,031,164	2033-2040	X	2040 Corridor, Town Center	Active Transportation	Clackamas County	X

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11174	Milwaukie	Milwaukie	Group 3--Improved Bike/Ped Connections to Springwater Trail near Tacoma Station	Springwater Trail between 29th Ave and 17th Ave	Monroe St	Regional Route, Neighborhood Route, Local, and Other	29th/Harvey/40th Neighborhood Greenway = Designate as a "neighborhood greenway" and install traffic-calming improvements. ($220,000) 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) ($630,000) 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) ($100,000) Improved Connection from Springwater Trail to Tacoma Station = Construct stairs to connect Springwater Trail to Tacoma station. (TSAP) ($80,000) Improved Connection to Springwater Trail at 29th Ave and Sherrett St = Pave the connection to Springwater Trail at 29th Ave and Sherrett St. (TSAP) ($20,000) Improved Connection from Springwater Trail to Pendleton Site (Tunnel) = Construct tunnel under Springwater Trail to improve connection to Pendleton site at Clatsop St. (TSAP) ($1,200,000) Improved Connection from Springwater Trail to McLoughlin Blvd = Construct stairs or other facility to connect Springwater Trail to west side of McLoughlin Blvd. (TSAP) ($500,000) Springwater Trail Completion = Contribute to regional project to complete Springwater Trail ("Sellwood Gap") along Ochoco St. ($90,000).	2,620,000	2,947,500	2014-2017		Station Community, Neighborhood	Active Transportation	Clackamas County	
11175	Milwaukie	Milwaukie	Public Parking Structure	Location-specific	Location-specific	N/A	Construct 3- to 4-story public parking structure with retail at ground floor for visitor/employee parking.	11,000,000	16,280,000	2018-2024		Town Center	Other	Clackamas County	
11176	ODOT	ODOT	I-5 from I-405 to I-84 (Rose Quarter/Lloyd District) Construction	I-84	Greeley St.	Interstate	Construct improvements to enhance safety and operations on I-5, connection between I-84 and I-5, and multimodal access to and connectivity between the Lloyd District and Rose Quarter.	296,390,000	600,486,140	2025-2032	X	Portland Central City	Throughways	ODOT	
11178	ODOT	ODOT	US Highway 26 at Shute Road interchange improvements	US 26 and Shute Road	N/A	Principal Arterial	Interchange improvements to improve operations and construct a new westbound-southbound loop ramp to serve Shute Road.	45,000,000	50,625,000	2014-2017	X	Industrial area	Throughways	ODOT	
11179	ODOT	ODOT	I-5 to 99W replacement projects	N/A	N/A	N/A	Construct improvements consistent with recommendations from I-5/99W connector process. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	10,000,000	11,250,000	2014-2017	X	2040 Corridor	Roads and Bridges	ODOT	X
11181	ODOT	ODOT	OR 43 Sellwood Bridge Interchange	OR 43 at Sellwood Bridge	N/A	Minor Arterial	Improve connection at the west end (OR 43) of the Sellwood Bridge, including the interchange influence area.	30,000,000	33,750,000	2014-2017	X	Main street	Roads and Bridges	ODOT	
11182	Oregon City	Oregon City	Molalla Ave. Roundabout	Taylor	Division	Major Arterial	Reconfigure intersection for safety and LOS into roundabout. (TSP project D30)	1,500,000	2,220,000	2018-2024	X	2040 Corridor	Roads and Bridges	Clackamas County	
11183	Oregon City	Oregon City	Linn/Leland/Meyers Road pedestrian and bike improvement project (active transportation project)	Jackson & 5th Street	Moccasin Way	Minor Arterial	Construct Linn Avenue/Leland Road/Meyers Road Corridor Improvements including roundabout intersection, sidewalk infill, complete bike lanes or multi-use path for safety and to connect pedestrian generators. (TSP project(s) D19, D34, FF24, FF27, W35, W38, W62, W63, B33, B35, C15, C18, C28, C31, C32, C33, S52).	4,100,000	4,612,500	2014-2017	X	Inner neighborhood	Roads and Bridges	Clackamas County	
11184	Oregon City	Oregon City	Main Street Ped and Bike Imp.	10th Street	Dunes Drive	Minor Arterial	Construct separated multi-use path or sidewalks and bike lanes on both sides. (D90 only extends to Agnes so cost estimate omits funding for Agnes to Dunes Dr.; TSP project D90, W2, W3, B3 B4, S1, C2).	7,500,000	8,437,500	2014-2017	X	Regional Center	Active Transportation	Clackamas County	
11186	Oregon City	Oregon City/ODOT/Metro	Willamette River Shared-Use Path	S 2nd Street	UGB	Major Arterial	Add a shared-use path along the railroad grade. Rehabilitate existing boardwalk between South 2nd Street and Hedges Street (TSP Project S37). The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	7,920,000	16,045,920	2025-2032	X	Neighborhood	Active Transportation	Clackamas County	X
11187	Oregon City	Oregon City	Abernethy Road Improvements	Redland Rd.	Washington Street	Minor Arterial	Add a bike lane to the south side of the street. A shared-use path will be added on the north side per project S2 (TSP Project B8, S2)	1,315,000	1,946,200	2018-2024	X	Regional Center	Active Transportation	Clackamas County	
11190	Port of Portland	Multnomah Co.	Sundial Road Improvements	Sundial Road	North of Marine Drive	TBD	Widen north of Swigert Way and construct signal and turn lanes at Graham Road.	3,200,000	3,600,000	2014-2017	X	Industrial area	Roads and Bridges	E. Multnomah County	
11191	Portland		Citywide Bicycle Boulevards	N/A	N/A	N/A	Develop 100 miles of the new bicycle boulevards, and bring our existing bicycle boulevards up to a higher standard of operation	20,800,000	57,657,600	2033-2040	X	Other	Active Transportation	City of Portland	
11192	Portland		Streetcar Planning/ Alternatives Analysis	N/A	N/A	N/A	This project will perform follow up and alternatives analysis of the Streetcar System Plan (SSP) for up to three of its highest rated corridors.	6,250,000	7,031,250	2014-2017	X	Other	Transit	City of Portland	
11193	Portland		Citywide Sidewalk Infill Program	N/A	N/A	N/A		12,500,000	14,062,500	2014-2017	X	Other	Active Transportation	City of Portland	
11196	Portland		East Portland Advisory Bicycle Lane Network	NE and SE Portland	NE and SE Portland		Build out the proposed network of advisory bicycle lanes in East Portland (28 miles). This project is the East Portland equivalent of the bicycle boulevard project. Advisory bicycle lanes are the shared roadway facility type best adapted to conditions in East Portland. This 28 miles is currently mapped and the projects can be listed with specific “from-to” information.	12,000,000	24,312,000	2025-2032	X	Inner neighborhood	Active Transportation	City of Portland	
11197	Portland		Swan Island Active Transportation Access and Mobility Improvements	Various roadways on Swan Island	Various roadways on Swan Island		Improve access and mobility on Swan Island by constructing recommended bikeway network. This includes separated bikeways on: N Basin Ave (N Going to Greenway Trail), and N Lagoon (N Dolphin to N Going), N Anchor St (N Basin to N Channel); Shared Roadway Bikeway on:and N Commerce (N Channel to N Lagoon); and pathway connections from Willamette to Basin and Lagoon to Channel.	9,000,000	13,320,000	2018-2024	X	Industrial Area	Active Transportation	City of Portland	
11198	Portland	ODOT	Portland-Milwaukie Light Rail Active Transportation Enhancements Project	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 and build a bicycle parking center at the Tacoma/Springwater light rail station. This project will be coordinated with ODOT to determine the alignment along McLoughlin Blvd.	8,000,000	9,000,000	2014-2017	X	2040 Corridor	Active Transportation	City of Portland	X
11201	Portland		SW Columbia & SW Jefferson Bus Pads: Naito - 14th	SW Naito	SW 14th		Concrete Bus Pads on SW Columbia and SW Jefferson	325,000	900,900	2033-2040	X	Portland Central City	Transit	City of Portland	

RTP ID	Nominating Agency	Facility Owner	Project/Program Name	Project Start Location	Project End Location	Local Functional Classification	Description	Estimated Cost ($2014)	Estimated Cost ($YOE)	Time Period	Financial Constrained	2040 Land Use	Metro Investment Category	Subregion	Sensitive Habitat Area
11202	Portland		SW 3rd & SW 4th Reconstruction (Portland)	3rd: Glisan 4th: Glisan	3rd: Market 4th: Lincoln		Base repair and paving on areas of 3rd and 4th damaged by bus loads. Preservation of arterial, transit, bicycle.	325,000	900,900	2033-2040	X	Portland Central City	Transit	City of Portland	
11203	Portland		SW Yamhill & SW Morrison brick intersections	intersection	-		Replacement of brick intersections on SW Yamhill & SW Morrison	1,000,000	2,772,000	2033-2040	X	Portland Central City	Roads and Bridges	City of Portland	
11206	Portland		Active Corridor Management Projects on I-84/Powell/Glisan/Sandy				This project expands traveler information and enables incident management techniques that reduce traveler delay and improve safety through the I-84 corridor. The project provides real-time traveler information along I-84 and parallel facilities so travelers can make informed route decisions. It also implements incident management strategies such as variable speed limits and event signal timing plans.	1,500,000	4,158,000	2033-2040	X	2040 Corridor	TSMO/TDM	City of Portland	
11207	Port of Portland	Port	T6 Modernization	Terminal 6		N/A	Provide improvements to container terminal including crane electronics and stormwater improvements.	8,000,000	9,000,000	2014-2017	X	Freight Intermodal Facility	Freight	Port of Portland	
11208	Port of Portland	Port	T4 Modernization	Terminal 4		N/A	Renovate operation areas at T4 to create intermodal processing areas. Rail spur relocation and expansion, grain elevator demolition, wharf removal.	14,906,000	22,060,880	2018 - 2024	X	Freight Intermodal Facility	Freight	Port of Portland	
11209	Port of Portland	Port	Airport Way East Terminal Access Link Roadway	PDX Terminal Area		N/A	Construct Airport Way East Terminal access link roadway. Facilitates direct East Terminal Access, preventing failure of Main Terminal Roadway.	19,092,300	38,681,000	2025-2032	X	Employment area	Freight	Port of Portland	
11211	THPRD	THPRD	Bridge crossing of Hwy. 26 by the Westside Trail			Regional Trail	Would avoid out-of-direction bike/ped trips on a major regional trail	9,000,000	13,320,000	2018-2024	X	Employment area	Active Transportation	Washington County	
11214	THPRD	THPRD	Westside /Waterhouse Trail Connection	Westside Trail @ Westside MAX tracks	southern terminus of Waterhouse Trail @ Merlo Rd.	Regional Trail	To design and construct a multi-use regional trail segment 10'-12' wide paved.	1,500,000	1,687,500	2014-2017	X	Station Community	Active Transportation	Washington County	X
11217	Tigard	Tigard	McDonald Street Improvements	Hall	99W	Arterial	Construct turn lanes & intersection improvements; add bike lanes & sidewalks in gaps	8,000,000	11,840,000	2018-2024	X	Neighborhood	Roads and Bridges	Washington County	
11220	Tigard	ODOT/Tigard	Hall Blvd. Improvements	Locust	Durham	Arterial	Widen to 3 lanes; build sidewalks & bike lanes; safety improvements	18,000,000	36,468,000	2025-2032	X	Neighborhood, Town Center	Roads and Bridges	Washington County	X
11221	Tigard	Tigard	Regional Bikeway Improvements	Multiple locations	Various	Various	Make spot improvements on key low-volume, low speed through-routes to facilitate bike & pedestrian travel; identify them as bike/pedestrian routes	4,000,000	4,500,000	2014-2017	X	Other	Active Transportation	Washington County	
11223	Tigard	ODOT/Tigard	Hall/Hunziker/Scoffins Intersection Realignment	Hall Blvd.	Intersection with Hunziker & Scoffins	Arterial	Realign offset intersection to cross intersection to alleviate congestion and safety issues	5,000,000	5,625,000	2014-2017	X	Town Center	Roads and Bridges	Washington County	
11224	Tigard	Tigard	Greenburg/Tiedeman/N. Dakota Reconfiguration	Tiedeman Ave.	N. Dakota St.	Arterial & Collector	Realign one or more streets to improve intersection configurations, railroad crossings & creek crossings	5,500,000	6,187,500	2014-2017	X	Regional Center	Roads and Bridges	Washington County	
11225	Tigard	Tigard	Downtown Circulation Plan Implementation	Downtown Tigard	Between Hwy. 99W, Hall & Fanno Creek	Various	Acquire ROW, construct streets and streetscape improvements in downtown Tigard	4,000,000	4,500,000	2014-2017	X	Town Center	Roads and Bridges	Washington County	
11226	Tigard	Tigard	Pedestrian Improvements	Multiple locations		Arterials & Collectors	Fill gaps in sidewalk & pedestrian network	5,000,000	5,625,000	2014-2017	X	Various	Active Transportation	Washington County	
11227	Tigard	Tigard	Neighborhood Trails & Regional Trail Connections	Multiple locations		Regional Pedestrian and Bike systems	Construct high priority neighborhood trails to regional trails, sidewalks & transit	1,100,000	1,628,000	2018-2024	X	Various	Active Transportation	Washington County	
11228	Tigard	P&W RR	Portland & Western Rail Trail	Tiedeman Ave.	Main Street		Construct trail along portion of abandoned rail line	1,250,000	1,406,250	2014-2017	X	Town Center	Active Transportation	Washington County	
11229	Tigard	Tigard	Walnut Street Improvements	99W	116th Ave.	Arterial	Widen to 3 lanes; build sidewalks & bike lanes; safety improvements	7,000,000	10,360,000	2018-2024	X	Outer neighborhood	Roads and Bridges	Washington County	
11230	TriMet		Frequent Service Bus Capital Improvements - Phase 1	N/A	N/A	N/A	Bus stop and ROW improvements to support expansion of frequent service bus	15,000,000	16,875,000	2014-2017	X	Other	Transit	TriMet	
11231	Troutdale/Port	Troutdale	Swigert Way Extension	Existing terminus	Graham Road	Local	Extend Swigert Way from its existing terminus to Graham Road	2,500,000	2,812,500	2014-2017	X	Industrial area	Roads and Bridges	E. Multnomah County	
11232	Troutdale/Port	Troutdale	Graham Road Reconstruction	I-84 North Frontage Road	Sundial Road	Local	Reconstruct and widen Graham Road	13,500,000	15,187,500	2014-2017	X	Industrial area	Roads and Bridges	E. Multnomah County	
11233	Washington Co.	Washington Co.	Walker Rd. Improvements	185th Ave.	173rd Ave.	Arterial	Widen from two to five lanes with bike lanes and sidewalks.	13,570,000	27,492,820	2025-2032	X	Corridor	Roads and Bridges	Washington County	X
11234	Washington Co.	Washington Co.	Walker Rd. Improvements	173rd	Murray Blvd.	Arterial	Widen from two to five lanes with bike lanes and sidewalks.	16,600,000	18,675,000	2014-2017	X	Station community	Roads and Bridges	Washington County	
11235	Washington Co.	Washington Co.	Walker Rd. Improvements	Murray Blvd.	Hwy. 217	Arterial	Widen from two to four lanes with turn lanes, intersection treatments, bike lanes, sidewalks and street lighting.	33,000,000	48,840,000	2018-2024	X	Corridor	Roads and Bridges	Washington County	X
11236	Washington Co.	Washington Co.	Cedar Hills Blvd. Improvements	Butner Rd	Celeste Ln	Arterial	Widen to five lanes thru Barnes, turn lane improvements at US26, signalize US26 EB, continous bike lanes and sidewalks through interchange area.	4,000,000	8,104,000	2025-2032	X	Station community	Roads and Bridges	Washington County	
11238	Washington Co.	Washington Co.	Cedar Mill Local Street Connectivity	Cedar Mill Town Center		Special Area Collector or Local	Connect local streets to reduce out of direction travel and use of arterial roads for local trips	10,000,000	20,260,000	2025-2032	X	Town Center	Roads and Bridges	Washington County	
11239	Washington Co.	Washington Co.	Washington County Neighborhood Bikeways	N/A	N/A	Collector/ Local	30 miles of neighborhood bikeways (bike boulevards) on low-traffic streets throughout unincorporated urban Washington County, including enhanced at-grade crossings of arterials.	16,000,000	32,416,000	2025-2032	X	Corridor	Active Transportation	Washington County	
11240	Washington Co.	Washington Co.	Murray Blvd. Bikelane & sidewalk	Farmington Rd.	TV Hwy.	Arterial	Construct a six-foot wide bikelane on west side of Murray & replace existing asphalt path with six-foot wide concrete sidewalk & five-foot wide planting strip. Move railroad equipment.	2,900,000	3,262,500	2014-2017	X	Corridor	Active Transportation	Washington County	
11241	Washington Co.	Washington Co.	Evergreen Rd. Bike Lanes	NW 215th Ave.	Cornelius Pass Rd.	Arterial	Construct six-foot wide bike lanes east and westbound & correct vertical alignment	2,000,000	2,250,000	2014-2017	X	Employment area	Active Transportation	Washington County	
11242	West Linn	ODOT	I-205 / 10th Street Improvements	Willamette Falls Drive	Blankenship Rd / Salamo Road	Other	Construct a long-term interchange improvement	20,000,000	29,600,000	2018-2024		Town Center	Throughways	Clackamas County	
11243	Wilsonville	Washington Co.	Day Rd. Improvements	Grahams Ferry Rd.	Boones Ferry Rd.	Arterial	Widen from 3 lanes to 5 lanes with bike lanes, sidewalks and street lighting. Improve structural integrity for increased freight traffic and provide congestion relief.	14,000,000	20,720,000	2018-2024	X	Industrial Area	Roads and Bridges	Clackamas County	
11245	Cornelius	Cornelius	Davis St.	10th Ave	19th Ave	Collector	Widen street and add sidewalks	3,106,663	8,611,670	2033-2040	X	Neighborhood	Roads and Bridges	Washington County	

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11246	Cornelius	Cornelius	Cornelius Citywide Sidewalk Infill			Local	Sidewalk infill on Dogwood St (12th Ave - 20th Ave); Heather St (8th Ave - 10th Ave); 4th Ave (3F Railroad - Barlow); 26th Ave (Holladay - S. City Limits)	1,466,273	4,064,509	2033-2040	X	Neighborhood	Active Transportation	Washington County	
11249	Cornelius	Cornelius	19th/20th Avenue	N. City Limits	S. City Limits	Arterial/ Collector	Build out sidewalk gaps & improve to collector standards. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	4,651,458	9,423,854	2025-2032	X	Main Street	Active Transportation	Washington County	X
11251	Cornelius	Cornelius	29th Ave	3F Railroad	Baseline	Collector	Improve to collector standards including sidewalks.	4,234,436	11,737,857	2033-2040	X	Neighborhood	Roads and Bridges	Washington County	
11252	Gresham	Gresham	Halsey St.: Arterial Corridor Management (ACM)	162nd	181st Ave	Major Arterial	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.	4,900,000	7,252,000	2018-2024		2040 Corridor	TSMO/TDM	E. Multnomah County	
11253	Gresham	Gresham	Stark St.: Arterial Corridor Management (ACM)	162nd	190th	Major Arterial	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.	3,600,000	5,328,000	2018-2024		2040 Corridor	TSMO/TDM	E. Multnomah County	
11254	Gresham	Gresham	Glisan St.: Arterial Corridor Management (ACM)	162nd	242nd. Ave.	Major Arterial	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.	5,400,000	7,992,000	2018-2024		2040 Corridor	TSMO/TDM	E. Multnomah County	
11255	Gresham	Gresham	Division St.: Arterial Corridor Management (ACM) - Signal equipment upgrade	160th	190th	Minor Arterial	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.	700,000	1,036,000	2018-2024		2040 Corridor	TSMO/TDM	E. Multnomah County	
11256	Gresham	Gresham	Division St.: ACM - Auto-Adaptive Signal Timing and Transit Priority Treatment	Birdsdale	US 26	Minor Arterial	Includes the ACM with both adaptive signal timing and transit priority treatment.	2,100,000	3,108,000	2018-2024		2040 Corridor	TSMO/TDM	E. Multnomah County	
11257	Gresham	Gresham	SE Division: ACM - Traveler Information	182nd	Birdsdale	Minor Arterial	Provide real time 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.	950,000	1,406,000	2018-2024		2040 Corridor	TSMO/TDM	E. Multnomah County	
11258	Gresham	Gresham	Powell Blvd.: Arterial Corridor Management (ACM) - Signal equipment upgrade	Birdsdale	US 26	Major Arterial	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.	1,900,000	2,812,000	2018-2024		2040 Corridor	TSMO/TDM	E. Multnomah County	
11259	Gresham	Gresham	SE Powell Blvd.: ACM - Traveler Information	190th	Birdsdale	Major Arterial	Provide real time 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.	200,000	296,000	2018-2024		2040 Corridor	TSMO/TDM	E. Multnomah County	
11260	Gresham	Gresham	223rd Ave.: Arterial Corridor Management (ACM)	Glisan	Burnside	Major Arterial	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.	2,100,000	3,108,000	2018-2024		2040 Corridor	TSMO/TDM	E. Multnomah County	
11261	Gresham	Gresham	NE 181st/182nd Ave.: ACM with Transit Priority Treatment	Glisan	Powell	Major Arterial	Includes the ACM project with transit signal priority added to traffic signals along a facility.	4,000,000	5,920,000	2018-2024		2040 Corridor	TSMO/TDM	E. Multnomah County	
11262	Gresham	Gresham	NE 181st Ave: ACM with Adaptive Signal Timing and Transit Priority Treatment	I-84	Glisan	Major Arterial	Provide real time 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.	3,700,000	5,476,000	2018-2024		2040 Corridor	TSMO/TDM	E. Multnomah County	
11263	Gresham	Gresham	Burnside: Traveler Information Only	223rd Ave	Powell	Major Arterial	Adaptive signal timing is in place along this segment, traveler information will be added.	1,950,000	2,886,000	2018-2024		2040 Corridor	TSMO/TDM	E. Multnomah County	
11264	Gresham	Gresham	US 26 Roadside Travel Time Information	Portland	Gresham	Principal arterial	Provide real time traveler information on westbound US 26 for different routes (arterial and freeway) between Portland and Gresham. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	1,100,000	1,628,000	2018-2024		2040 Corridor	TSMO/TDM	E. Multnomah County	
11265	Gresham	Gresham	Transportation Management Associations	Gresham Regional Center/Gresham Civic Station Neighborhood			Support public private partnerships in regional or town centers that assist employees and/or residents increase use of travel options. Implement and/or support intensive outreach to targeted neighborhoods that encourages use of travel options through delivery of local travel options information and services to interested residents. Support public/private partnerships in regional or town centers that assist employees and/or residents increase use of travel options.	2,520,000	3,729,600	2018-2024		2040 Corridor	TSMO/TDM	E. Multnomah County	
11268	Gresham	Gresham	Parking management	Gresham Regional Center			Convene stakeholders to plan and implement parking management strategies. Ideally this action raises revenue to expand TDM solutions.	900,000	1,332,000	2018-2024		Regional Center	TSMO/TDM	E. Multnomah County	

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11269	Gresham	Gresham	Bike Sharing	Transit oriented developments, large employers, colleges, hotels and significant transit stops.			Provide funding to implement bikes for loan or rent.	550,000	814,000	2018-2024		Regional Center	Active Transportation	E. Multnomah County	
11270	Gresham	Gresham	Car share operations	Gresham Regional Center			Support 3 or more carsharing vehicles in developing centers.	1,800,000	2,664,000	2018-2024		Regional Center	TSMO/TDM	E. Multnomah County	
11271	Happy Valley	Happy Valley	Misty Drive	162nd Ave.	177th Ave.	Collector	Construct a new 3 lane roadway with sidewalks, bike lanes, traffic signals and a bridge over Rock Creek	27,850,000	41,218,000	2018-2024	X	Employment area	Roads and Bridges	Clackamas County	X
11272	Hillsboro	Hillsboro	Kinnaman Rd. Extension	209th	Century Blvd. Extension	Collector	Construct 3 lane with bike lanes and sidewalks	7,900,000	11,692,000	2018-2024	X	Future Town Center	Roads and Bridges	Washington County	X
11273	Hillsboro	Hillsboro	Alexander St. Extension	229th	209th at Blanton	Collector	Construct 3 lane with bike lanes and sidewalks	7,000,000	7,875,000	2014-2017	X	Future Town Center	Roads and Bridges	Washington County	X
11274	Hillsboro	Hillsboro	Century Blvd Extension	Area 71 UGB	229th	Collector	Construct 3 lane with bike lanes and sidewalks	3,000,000	3,375,000	2014-2017	X	Future Town Center	Roads and Bridges	Washington County	X
11275	Hillsboro	Hillsboro	Walker Rd. Extension	Stucki	Amberwood Dr.	Collector	Construct 3 5 lane with bike lanes and sidewalks	2,500,000	3,700,000	2018-2024	X	Future Regional Center	Roads and Bridges	Washington County	
11276	Hillsboro	Hillsboro	Stucki Ave. Extension	Walker Rd	206th/LRT	Minor Arterial	Construct 3 lane with off-street bike lanes and sidewalks, Realign intersection of Walker and Stucki	10,000,000	14,800,000	2018-2024	X	Future Regional Center	Roads and Bridges	Washington County	
11277	Hillsboro	Hillsboro	194th Ave. Extension	Cornell Rd	Amberglen Pkwy	Collector	Construct 2/3 lane with sidewalks and LRT in part or all of new segment	3,000,000	4,440,000	2018-2024	X	Future Regional Center	Roads and Bridges	Washington County	
11278	Hillsboro	TriMet	Red Line LRT Extension	Quatama LRT	Evergreen TC	Transit	Provide local match funding to leverage federal funds for LRT extension thru Amberglen. Continue work as part of the HCT System Expansion Policy. Next phase corridor as identified in the HCT System plan and adopted by JPACT and Metro Council.	25,000,000	50,650,000	2025-2032	X	Future Regional Center	Transit	Washington County	
11279	Hillsboro	ODOT/Wash. Co	US26/185th Interchange Refinement Plan and Implementation	N/A	N/A	Throughway	Refinement planning and construction of interchange improvements.	25,000,000	69,300,000	N/A		Future Regional Center	Throughways	Washington County	
11280	Hillsboro	Hillsboro	East-West Connector Ronler Dr	229th/Century Cornelius Pass Rd	Aloclek	Neighborhood Route Collector	Construct 2/3 lane roadway with sidewalks	2,000,000	2,960,000	2018-2024	X	Industrial area	Roads and Bridges	Washington County	
11282	Hillsboro	Hillsboro	Minter Bridge Rd	River Road	South UGB	Minor Arterial	Widen to provide sidewalks and bike lanes. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	2,000,000	2,960,000	2018-2024	X	Neighborhood	Active Transportation	Washington County	
11284	Hillsboro	Hillsboro/ ODOT/ Wa. Co.	Farmington Rd	185th	198th	Minor Arterial	Widen to 5 lanes with bike lanes and sidewalks.	24,000,000	66,528,000	2033-2040	X	Neighborhood	Roads and Bridges	Washington County	
11285	Hillsboro	Hillsboro/ ODOT/ Wa. Co.	Farmington Rd	198th	209th	Minor Arterial	Widen to 5 lanes with bike lanes and sidewalks.	18,000,000	49,896,000	2033-2040	X	Neighborhood	Roads and Bridges	Washington County	
11286	Lake Oswego	ODOT	Tryon Creek Bridge (@ Hwy 43 / Terwilliger)	500' north of Hwy 43/Terwilliger	Hwy 43/G Ave	Major Arterial	Replace existing box culvert under Hwy 43 with vehicular bridge over Tryon Creek, add multi-use pathway along creek and complete with bike lanes, sidewalks and turn lane to Terwilliger.	18,000,000	26,640,000	2018-2024	X	2040 Corridor, Town Center	Roads and Bridges	Clackamas County	X
11290	Multnomah Co. & East Co. Cities		Transportation Management Associations	CCRD			Support public/private partnerships in CCRD that assist employees and/or residents increase use of travel options.	675,000	1,871,100	N/A		Industrial area	TSMO/TDM	E. Multnomah County	
11291	Multnomah Co. & East Co. Cities	To be determined	CCRD Employee Shuttle	CCRD			Initiate transit/shuttle to regional transit system.	100,000	277,200	N/A		Industrial area	TSMO/TDM	E. Multnomah County	
11292	Multnomah Co. & East Co. Cities	To be determined	Rideshare incentives - for East Multnomah County	I-84			Leverage regional rideshare services to encourage greater levels of carpooling and vanpooling by providing financial incentives to commuters. $50k annually	450,000	1,247,400	N/A		2040 Corridor	TSMO/TDM	E. Multnomah County	
11293	Multnomah Co. & East Co. Cities	To be determined	Locate efficient living				Support programs and strategies that promote and advance location efficient living strategies.	450,000	1,247,400	N/A		Industrial area, Town Center	TSMO/TDM	E. Multnomah County	
11294	Multnomah Co. & East Co. Cities	To be determined	Travel Options: Individualized Marketing	Fairview, Troutdale, Wood Village			Implement and/or support intensive outreach to targeted neighborhoods that encourages use of travel options through delivery of local travel options information and services to interested residents.	450,000	1,247,400	N/A		Regional Center, Town Center	TSMO/TDM	E. Multnomah County	
11295	Multnomah Co.	Multnomah Co.	Cornelius Pass Road Reconstuction (north)	US 30	Mile Post 2.8	Rural Arterial	Widen road segments to provide shoulder, new box culvert, possible passing lane segments. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	22,000,000	32,560,000	2018-2024	X	Other	Roads and Bridges	E. Multnomah County	
11296	Multnomah Co.	Multnomah Co.	Cornelius Pass Road Reconstuction (south)	Skyline Rd	Washington County line (MP 4.9)	Rural Arterial	Widen road segments to provide shoulder, possible passing lane, improve intersection of CPR/Skyline. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	20,000,000	29,600,000	2018-2024	X	Other	Roads and Bridges	E. Multnomah County	X
11297	Multnomah Co.	Multnomah Co.	NE 207th Ave.: Arterial Corridor Management (ACM)	Sandy	Glisan	Major Arterial	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.	1,550,000	2,294,000	2018-2024		2040 Corridor	TSMO/TDM	E. Multnomah County	X
11298	Multnomah Co.	Multnomah Co.	Cornelius Pass Road Safety Improvements - TSM	US 30	Washington County line (MP 4.9)	Rural Arterial	Implement system management improvements recommended in FHWA Safety Audit; i.e., targeted shoulder widening, new/additional guard rails. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	6,000,000	6,750,000	2014-2017		Other	Roads and Bridges	E. Multnomah County	X

RTP ID	Nominating Agency	Facility Owner	Project/Program Name	Project Start Location	Project End Location	Local Functional Classification	Description	Estimated Cost ($2014)	Estimated Cost ($YOE)	Time Period	Financial Constrained	2040 Land Use	Metro Investment Category	Subregion	Sensitive Habitat Area
11299	Multnomah Co./Gresham	Multnomah Co./Gresham	257th/Kane Dr.: Arterial Corridor Management (ACM) w/ Adaptive Signal Timing	I-84	Orient Dr.	Major Arterial	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.	2,800,000	4,144,000	2018-2024		2040 Corridor	TSMO/TDM	E. Multnomah County	X
11300	Multnomah Co./Gresham	Multnomah Co./Gresham	238th/242nd Ave/Hogan Dr.: ACM with Adaptive Signal Timing	Sandy	Palmquist	Minor/Principal Arterial	Includes the ACM project with signal systems that automatically adapt to current arterial roadway conditions.	4,600,000	6,808,000	2018-2024		2040 Corridor	TSMO/TDM	E. Multnomah County	
11301	ODOT	ODOT	Sunrise Project Phase 3 Construction	I-205	172nd Ave.	Principal Arterial	Construct improvements in the Sunrise corridor consistent with the FEIS/ROD	75,000,000	207,900,000	2033-2040		Industrial Area	Throughways	ODOT	
11302	ODOT	ODOT	I-5/OR 217 Interchange Phase 2	I-5/OR 217 Interchange	N/A	Interstate	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.	50,000,000	138,600,000	2033-2040		Employment area	Throughways	ODOT	
11304	ODOT	ODOT	I-5 South operational improvements	Marquam Bridge	Region Boundary	Interstate	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. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	110,000,000	304,920,000	2033-2040		TBD	Throughways	ODOT	X
11305	ODOT	ODOT	I-205 operational improvements	Columbia River	I-5	Interstate	Construct improvements to address recurring bottlenecks on I-205. Specific improvements as identified in operational analysis, Mobility Corridor analysis and refinement planning. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	100,000,000	277,200,000	2033-2040		TBD	Throughways	ODOT	X
11306	Port of Portland	Port	T6 Second Entrance from Marine Drive	N. Bybee Lake Rd.	N. Pacific Gateway	N/A	Construct 2nd entrance from Marine Drive and internal rail overcrossing to Terminal 6.	12,000,000	17,760,000	2018-2024	X	Freight Intermodal Facility	Freight	Port of Portland	
11307	Port of Portland	Portland/Port	T6 Suttle Road entrance	Terminus of N. Suttle Road	Terminal 6	N/A	Access to T6 off the terminus of Suttle Road, improvements to existing Suttle Road.	3,000,000	3,375,000	2014-2017	X	Freight Intermodal Facility	Freight	Port of Portland	
11308	Port of Portland	Portland	11th/13th Grade separation	Columbia	Lombard	N/A	Construct roadway overcrossing at NE 11th/13th over Kenton line.	35,000,000	70,910,000	2025-2032		Freight Intermodal Facility	Freight	Port of Portland	
11309	Port of Portland	City of Portland	Cully Blvd. Grade separation	Columbia	Lombard	N/A	Construct roadway overcrossing at NE Cully Blvd. over Kenton line.	35,000,000	70,910,000	2025-2032		Employment area	Freight	Port of Portland	
11316	Portland		Lents Town Center Active Transportation Demonstration Project	Various roadways in SE Portland	Various roadways in SE Portland		Expand from existing 26 miles of developed bikeway to 53 miles, including improvements of existing facilities. Construct 4 miles of new sidewalks and undertake encouragement programs in support of new infrastructure.	57,000,000	158,004,000	2033-2040	X	Town Center	Active Transportation	City of Portland	
11318	Portland		MLK (Broadway Killingworth) Streetcar Corridor		MLK/Grand and Broadway	PCC Cascade Campus	Corridor Alternatives Analysis, public outreach, planning, design, engineering, and construction for future streetcar extension from Lloyd District to NE Portland. The new extension intended to provide streetcar service from South Waterfront District to Northeast Portland neighborhoods.	65,000,000	131,690,000	2025-2032		2040 Corridor	Transit	City of Portland	
11319	Portland		NW 18th/19th (Saiver/Thurman Streetcar Corridor)	18th/19th and Lovejoy/Northrup	Montgomery Park		Corridor Alternatives Analysis, public outreach, planning, design, engineering, and construction for future streetcar extension to Con-Way and NW Portland.	35,000,000	70,910,000	2025-2032		Portland Central City	Transit	City of Portland	
11320	Portland		NE 60th & Glisan LRT Station Area	Various roadway improvements as defined in the Transportation Plan for the 60th & Glisan Station Area	Various roadway improvements as defined in the Transportation Plan for the 60th & Glisan Station Area		LRT station area as the focu for Active Transportation. Improvements are defined by the Transportation Plan included in the Eastside MAX Station Area Communities Project	7,570,723	8,517,063	2014-2017	X	Station community	Active Transportation	City of Portland	
11322	Portland		North Portland Greenway Active Transportation Project	Willamette Cove	to Columbia Slough in Smith & Bybee NA		The proposed trail alignment takes riders and walkers north along the river from Willamette Cove natural area.The trail parallels the active UPRR railroad line, crosses Lampros Steel property and the BES water lab before entering Cathedral Park. The trail segment then travels the Baltimore Woods corridor and turns east along industrial property before it crosses Lombard St. into Pier Park. A new bridge over the UPRR (Union Pacific Railroad) connects Pier with Chimney Park. Finally, the trail safely crosses Columbia Blvd into the Smith and Bybee Wetland Natural Area. The trail section proposed for this grant will terminate at the Columbia Slough.	7,900,000	8,887,500	2014-2017	X	Industrial Area	Active Transportation	City of Portland	X
11323	Portland		Sullivan's Gulch	Eastbank Esplande	NE 21st		Sullivan's Gulch Trail is envisioned as a five mile commuter and recreational trail that will provide a vital east-west link in the Portland Metropolitan area's bike network. A critical section of this proposed trail corridor in Northeast Portland is being submitted as a 2009 Metro Active Demonstration Transportation Project. The proposed trail section for this grant begins at Eastbank Esplanade and runs to NE 21st Street. The Sullivan's Gulch Trail is on the State RTP list. The project has been chosen to fit Metro's criteria and principles of an urban project that serves a large and significant city population "commute shed".	7,700,000	8,662,500	2014-2017	X	2040 Corridor	Active Transportation	City of Portland	
11324	Portland	ODOT	Barbur Bridges	City Limits	I-405		For seismic upgrades, reconstruction and bike and ped. facilities.	32,000,000	36,000,000	2014-2017	X	Portland Central City	Roads and Bridges	City of Portland	
11327	SMART		Expansion of commuter bus service to neighboring communities				Additional Service hours for new services and related bus stop and ROW improvements	4,000,000	5,920,000	2017-2024		Regional and Town Center	Transit	SMART	
11328	SMART		New Service to Clackamas Town Center and Oregon City				Additional Service hours for new services and related bus stop and ROW improvements	9,000,000	13,320,000	2017-2024		Regional Center	Transit	SMART	
11329	TriMet		Capital Projects to support TOD	N/A	N/A	N/A	Reconfigure / structure P&R and other TriMet-owned and -controlled land for TOD opportunity when market conditions or development partnerships allow.	10,000,000	27,720,000	N/A		Other	Transit	TriMet	

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11331	TriMet		Frequent Service Bus Capital Improvements - Phase 2	N/A	N/A	N/A	Bus stop and ROW improvements to support expansion of frequent service bus	16,000,000	44,352,000	N/A		Other	Transit	TriMet	
11332	TriMet		High Capacity Transit Capital Construction: I-205	N/A	N/A	N/A	HCT on I-205, as envisioned in regional HCT System Plan.	150,000,000	415,800,000	N/A		2040 Corridor	Transit	TriMet	X
11333	TriMet		Local and Regional Bus Improvements	N/A	N/A	N/A	Bus stop and ROW and other related transit improvements to support improvement of bus system including new and existing lines	14,000,000	38,808,000	N/A		Other	Transit	TriMet	
11334	TriMet		Maintenance of Light Rail System	N/A	N/A	N/A	Additional maintence costs to support existing LRT system, including additional service, LRV and track replacement	98,500,000	273,042,000	N/A		Other	Transit	TriMet	
11335	TriMet		Maintenance of Bus System	N/A	N/A	N/A	Additional maintence costs to support existing bus system including ongoing bus purchases as needed to maintain and update fleet.	227,000,000	629,244,000	N/A		Other	Transit	TriMet	
11337	TriMet		Pedestrian access improvements: Phase 2	N/A	N/A	N/A	Phase 2: Sidewalks, crosswalks and ADA improvements to transit access.	10,000,000	27,720,000	N/A		Other	Active Transportation	TriMet	
11338	TriMet		Rail Operations and Maintenance Base Improvements	N/A	N/A	N/A	Improvements and capacity expansions at Light Rail Operations and maintenance bases	26,000,000	72,072,000	N/A		Other	Transit	TriMet	
11339	Washington Co.		I-5/99W Connector Southern Arterial	Hwy. 99W	124th Ave. Extension	Arterial	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 as of March 2014.	130,000,000	360,360,000	N/A		Industrial area	Roads and Bridges	Washington County	X
11340	Washington Co.		I-5/99W Connector Southern Arterial	Hwy. 99W	124th Ave. Extension	Arterial	Widen road to 5 lanes. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	80,000,000	221,760,000	N/A		Industrial area	Roads and Bridges	Washington County	X
11341	Hillsboro	Washington Co.	West Union Rd.	Helvetia Rd.	Cornelius Pass	Minor Arterial	Construct 3 lane roadway with bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	25,000,000	69,300,000	2033-2040	X	Industrial area	Roads and Bridges	Washington County	
11343	SMART		Pedestrian Improvements				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.	1,200,000	1,350,000	2014-2017	X	Town Center and Other	Transit	SMART	
11345	Portland		SW Stephenson(Boones Ferry - 35th): Multi-modal Improvements	SW Boones Ferry	SW 35th	Local	Install bikeway and pedestrian facilities from SW Boones Ferry Road to 35th Ave.	2,374,408	4,810,551	2025-2032	X	Outer neighborhood	Active Transportation	City of Portland	
11346	Happy Valley	Clackamas County	162nd Ave. Extension South Phase 2	157th Ave.	Rock Creek Blvd.	Collector	Construct a new 3 lane roadway with sidewalks, bike lanes, traffic signals and bridge over Rock Creek. The first phase is Project #10041.	15,600,000	31,605,600	2025-2032	X	Employment/Industrial area	Roads and Bridges	Clackamas County	X
11347	Clackamas County	ODOT	Sunrise Multi- use path (Sunrise JTA)	I-205	122nd Ave	regional bikeway	Construct new mullti use path from I-205 paralleling the Sunrise project.	6,000,000	6,750,000	2014-2017	X	Industrial area	Active Transportation	Clackamas County	X
11349	ODOT	ODOT	Hwy-212/224 improvements	82nd	98th	Principal arterial	Construct 3rd WB lane on 212/224	20,000,000	22,500,000	2014-2017	X	Industrial area	Roads and Bridges	ODOT	
11350	ODOT	ODOT	Milwaukie Expressway improvements	I-205	Webster	Principal arterial	3rd WB lane on Milwaukie Expressway (Hwy-224) from I-205 to/past Webster Rd	5,000,000	7,400,000	2018-2024	X	Industrial area	Roads and Bridges	ODOT	
11351	Portland		SW Multnomah Blvd. (Barbur Blvd. to 45th Ave.)	Barbur Blvd.	45th Ave.	Local	Reconstruct street to urban standards, including curbs, sidewalks, storm sewers and upgraded street lights.	4,000,000	4,500,000	2014-2017	X	Town Center, Main street, Station community	Active Transportation	City of Portland	
11353	Port of Portland	BNSF	West Hayden Island Rail Access	BNSF Rail Bridge	West Hayden Island	N/A	Advance rail-dependent development.	3,000,000	4,440,000	2018-2024	X	Industrial area	Freight	Port of Portland	
11354	Port of Portland	Port	West Hayden Island Rail Yard	West Hayden Island	West Hayden Island	N/A	Advance rail development on West Hayden Island.	9,500,000	14,060,000	2018-2024	X	Industrial area	Freight	Port of Portland	
11355	Port of Portland	UPRR	Barnes to Terminal 4 Rail	Terminal 4	Barnes Yard	N/A	Improve Rail Access to Terminal 4.	3,000,000	4,440,000	2018-2024	X	Freight Intermodal Facility	Freight	Port of Portland	
11356	Port of Portland	UPRR	Kenton Rail Line Upgrade	Kenton	North Portland Junction	N/A	Expand rail capacity and reduce delays for greater efficiency.	25,382,000	37,565,360	2018-2024	X	Industrial area	Freight	Port of Portland	
11357	Port of Portland	BNSF	Terminal 6 Rail Support Yard Improvements	Terminal 6		N/A	Increase Terminal 6 rail capacity.	10,000,000	14,800,000	2018-2024	X	Freight Intermodal Facility	Freight	Port of Portland	
11359	Hillsboro	ODOT	Northbound Cornelius Pass Road to US 26 Eastbound	Cornelius Pass Road at Imbrie	Cornelius Pass Road and On-ramp to US 26 Eastbound	Major Arterial	Widen northbound Cornelius Pass road to provide a second right turn lane to US 26 Eastbound.	1,500,000	1,687,500	2014-2017	X		Roads and Bridges	Washington County	
11360	Multnomah County	Multnomah County	Sellwood Bridge Replacement	SE Tacoma St.	OR 43	Minor Arterial	Construction phase of bridge replacement.	263,800,000	296,775,000	2014-2017	X	Portland Central City	Roads and Bridges	E. Multnomah County	X
11361	Portland	Portland	Portland Bike Share	Central City	Central City		Portland Bike Share's primary goals are to attract Portlanders to bicycling, increase the number of bicycle trips, reduce the number of single occupancy vehicle trips.	4,690,000	5,276,250	2014-2017	X		Active Transportation	City of Portland	
11363	Hillsboro	Hillsboro	Gibbs Drive	Stucki Rd	Walker Rd	Collector	New three lane street with cycletracks and sidewalks.	2,000,000	4,052,000	2025-2032	X		Roads and Bridges	Washington County	
11364	Hillsboro	Hillsboro	253rd	Huffman Rd	Meek Rd	Collector	New three lane street with bike lanes and sidewalks.	4,000,000	4,500,000	2014-2017	X		Roads and Bridges	Washington County	X
11365	Hillsboro	Hillsboro	Brookwood Parkway	Evergreen Rd. Shute Rd	US 26	Major Arterial	Widen from five lanes to seven lanes with buffered bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	11,000,000	12,375,000	2014-2017	X		Roads and Bridges	Washington County	
11366	Hillsboro	Hillsboro	Butler Drive	229th Ave.	Cornell Rd.	Minor Arterial	Widen from three lanes to five lanes with bike lanes and sidewalks.	2,000,000	2,250,000	2014-2017	X		Roads and Bridges	Washington County	
11367	Hillsboro	Hillsboro	Cornelius Pass Road	Cornell Rd	US 26	Major Arterial	Widen from five lanes to seven lanes with buffered bike lanes and sidewalks. Dual EB and WB left-turns at Cornell Rd. Dual NB and SB lefts at Evergreen.	13,000,000	14,625,000	2014-2017	X		Roads and Bridges	Washington County	
11368	Hillsboro	Hillsboro	US 26 Westbound Off Ramp	Cornelius Pass Rd. US 26	US 26 Cornelius Pass Rd	Major Arterial	Add second lane on westbound loop off ramp and third southbound approach lane.	5,000,000	7,400,000	2018-2024	X		Roads and Bridges	Washington County	
11369	ODOT	ODOT	Interstate 205 Southbound Auxiliary Lane	Interstate 84 Eastbound Entrance Ramp	Stark/Washington Street	Interstate	Extend existing auxiliary lane.	8,500,000	9,562,500	2014-2017	X	Other: System Interchange	Throughways	ODOT	
11370	ODOT	ODOT	Interstate 205 Northbound Phase 1 Auxiliary Lane	Powell Entrance Ramp	Stark/Washington Street	Interstate	Extend existing acceleration lane to Washington and construct 2 lane exit.	7,500,000	11,100,000	2018-2024	X	Neighborhood	Throughways	ODOT	

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11371	ODOT	ODOT	Interstate 5 Southbound: Phase 2 - Lower Boones Ferry Auxiliary Lane	Lower Boones Ferry Exit Ramp	Lower Boones Ferry Entrance Ramp	Interstate	Extend existing auxiliary lane.	8,500,000	9,562,500	2014-2017	X	Employment Area	Throughways	ODOT	
11372	Portland	Portland	N. Williams Traffic Safety Operations	N. Winning Way	N. Killingsworth St.	Collector	Enhance crossings, buffered bike lanes, traffic calming, new traffic signal, and modifications at existing signals.	1,640,000	1,845,000	2014-2017	X		Active Transportation	City of Portland	
11373	Multnomah County	Multnomah County	NE 238th Drive Freight and Multimodal Improvements	Halsey St.	Glisan St	Major Arterail	Construct southbound travel lanes with passing lane and northbound travel lane. Add bike and pedestrian facilities on both northbound and southbound sides.	9,000,000	10,125,000	2014-2017	X		Roads and Bridges	E. Multnomah County	
11374	Gresham		Powell-Division Transit and Development Project	Portland/Gresham City Limits	City/County Limits		Implementation of recommendations of Powell-Division Transit and Development Project	32,481,500	36,541,688	2014-2017	X		Active Transportation	E. Multnomah County	
11375	Multnomah County	Multnomah County	Stark Street Bridge	Stark Street Bridge at Sandy River				15,000,000	22,200,000	2018-2024	X		Roads and Bridges	E. Multnomah County	
11376	Multnomah County	Multnomah County	Phase 2 upgrade for Burnside Bridge					50,000,000	138,600,000	N/A		Portland Central City	Roads and Bridges	E. Multnomah County	X
11377	Multnomah County	Multnomah County	Seismic Analysis for Broadway, Burnside, Morrison, Hawthorne Briges					6,500,000	7,312,500	2014-2017		Portland Central City	Roads and Bridges	E. Multnomah County	X
11378	Troutdale		Sundial Road Widening				Widen to 3 lanes from Marine Drive to the north city limits. Includes sidewalks and bike lanes	2,287,000	2,572,875	2014-2017	X		Roads and Bridges	E. Multnomah County	
11379	Beaverton	ODOT	Canyon Road Safety and Complete Corridor Project	Hocken Ave.	117th Ave.	Arterial	Raised landscaped median for access control and protected pedestrian crossings; new multimodal connections; intersection improvements; striping and safety improvements; sidewalk enhancements and high visibility crossings at intersections; road resurfacing.	16,087,977	18,098,974	2014-2017	X	Regional Center	Roads and Bridges	Washington County	
11380	Forest Grove	Forest Grove	Yew St / Adair St Intersection Improvements	Yew St	Adair St	Major Arterial	Intersection Improvement	1,390,000	1,563,750	2014-2017	X	Industrial area	Roads and Bridges	Washington County	
11381	Hillsboro	TriMet	Transit Stop Enhancements	N/A	N/A	N/A		5,000,000	7,400,000	2018-2024	X	Other	Transit	Washington County	
11382	Hillsboro	Hillsboro	City-wide	N/A	N/A	N/A	Provide bike way-finding signage and sharrow markings	2,000,000	2,960,000	2018-2024	X	2040 Corridor	Active Transportation	Washington County	
11383	Hillsboro	Hillsboro	N-S Collector Rd	Jacobsen Rd	Schaaf Rd	Collector	Construct new three-lane road with bike lanes and sidewalks	2,500,000	3,700,000	2018-2024	X	Industrial Area	Roads and Bridges	Washington County	
11384	Hillsboro	Hillsboro	Rosa Rd	229th Ave.	209th Ave	Collector	Construct new three-lane road with bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	8,300,000	12,284,000	2018-2024	X	Future Town Center	Roads and Bridges	Washington County	X
11385	Hillsboro	Hillsboro	229th Ave	Alexander St	Kinnaman Rd Extn	Collector	Widen to three lanes with bike lanes and sidewalks	6,500,000	9,620,000	2018-2024	X	Future Town Center	Roads and Bridges	Washington County	X
11386	Hillsboro	Washington Co	198th Ave	TV Hwy	Alexander St	Collector	Widen to five lanes with bike lanes and sidewalks	3,000,000	6,078,000	2025-2032	X	Neighborhood	Roads and Bridges	Washington County	
11387	Hillsboro	Hillsboro	Meek Rd	Sewell Rd	253rd Ave	Collector	Improve to three-lane road with bike lanes and sidewalks	6,500,000	13,169,000	2025-2032	X	Industrail Area	Roads and Bridges	Washington County	
11388	Hillsboro	Hillsboro	264th Ave	Evergreen Rd.	Meek Rd	Collector	Construct new three-lane road with bike lanes and sidewalks	12,600,000	25,527,600	2025-2032	X	Industrial Area	Roads and Bridges	Washington County	X
11389	Hillsboro	Hillsboro	Imbrie Dr	Evergreen Pkwy	Cornelius Pass Rd.	Collector	Widen to four lanes (addition of one eastbound lane)	2,500,000	5,065,000	2025-2032	X	Employment Area	Roads and Bridges	Washington County	
11390	Hillsboro	Hillsboro	TV Hwy/198th Intersection	N/A	N/A	N/A	Add dual WB left-turn lanes and a SB right-turn lane; modify signal; restripe NB approach lanes	1,300,000	2,633,800	2025-2032	X	2040 Corridor	Roads and Bridges	Washington County	
11391	Hillsboro	Hillsboro	TV Hwy/Cornelius Pass Rd Intersection	N/A	N/A	N/A	Add EB and WB right-turn lanes, dual left-turn lanes on all approaches; modify signal; construct new rail crossing	7,200,000	14,587,200	2025-2032	X	2040 Corridor	Roads and Bridges	Washington County	
11392	Hillsboro	Hillsboro	TV Hwy/River Rd Intersection	N/A	N/A	N/A	Add Eb right-turn lane and 2nd NB left-turn lane; modify signal; improve bike and ped crossing of TV Hwy	2,000,000	5,544,000	2033-2040	X	2040 Corridor	Roads and Bridges	Washington County	
11393	Hillsboro	ODOT	US 26	Brookwood Pkwy/Helvetia Rd	Cornelius Pass Rd.	Freeway	Widen to six lanes. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	25,000,000	69,300,000	2033-2040	X	Corridor	Roads and Bridges	Washington County	
11394	Hillsboro	Hillsboro	229th Ave	McInnis Ln Extn	Rosedale Rd	Collector	Widen to three lanes with bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	9,200,000	25,502,400	2033-2040	X	Future Town Center	Roads and Bridges	Washington County	X
11395	Hillsboro	Washington Co.	Baseline Rd Improvements	231st Ave	Brookwood Ave.	Arterial	Improve to 5 lanes with bike/ped facilities, storm drainage, street lighting	9,000,000	10,125,000	2014-2017	X		Roads and Bridges	Washington County	
11396	Lake Oswego	Lake Oswego	South Shore Pathway	Lakeview Blvd	McVey Ave	Major Collector	12,800' long, 6' wide separated asphalt pathway on south side of roadway. Retaining walls and storm water improvements required.	7,300,000	10,804,000	2018-2024	X	Neighborhood	Active Transportation	Clackamas County	X
11397	Lake Oswego	Lake Oswego	Hwy 43 Pathway: LO to West Linn	Hwy 43/A Ave	Willamette Falls Dr.	Major Arterial	Implement the design plan for an active transportation corridor along Hwy 43 consistent with the Connecting Clackamas Plan.	46,100,000	127,789,200	2033-2040	X	Corridor	Active Transportation	Clackamas County	X
11398	ODOT	ODOT	I-205 Northbound Auxiliary Lane	I-84 Entrance Ramp	Killingsworth St exit ramp	Interstate	Construct an auxiliary lane	15,000,000	16,875,000	2014-2017	X	Other: System Interchange	Throughways	ODOT	
11399	ODOT	ODOT	I-205 Northbound Phase 2: Auxiliary Lane Extension	Division St. entrance ramp	I-84 WB Exit Ramp	Interstate	Extend existing auxiliary lane.	8,000,000	22,176,000	2033-2040	X	Regional Center	Throughways	ODOT	
11400	ODOT	ODOT	OR 217: Southbound Auxiliary Lane	Allen Blvd	Denney Rd	Principal arterial	Extend auxiliary lane under overpass at Allen and Denney and reposition ramps for proper merge/diverge. (Complements Washington County Collector -Distributor Road project.)	15,000,000	22,200,000	2018-2024	X	Employment Area	Throughways	ODOT	
11401	ODOT	ODOT	I-5 Southbound: Phase 3 - Auxiliary Lane Extension	Lower Boones Ferry entrance ramp	I-205 exit ramp	Interstate	Extend existing auxiliary lane.	17,000,000	47,124,000	2033-2040	X	Town Center	Throughways	ODOT	X
11402	ODOT	ODOT	I-5 Northbound: Phase 2 - Auxiliary Lane Extension	Nyberg Rd. Interchange	Lower Boones Ferry Rd. Interchange	Interstate	Extend existing auxiliary lane.	13,500,000	37,422,000	2033-2040	X	Employment Area, Town Center	Throughways	ODOT	X
11403	ODOT	ODOT	I-5 Delta Park Phase 3 (99W / Denver Avenue)	Schmeer	Argyle	Minor Arterial	Construct highest priority improvements consistent with the Delta-Lombard Environmental Assessment. Replace Denver Viaducts over Columbia Slough and Columbia Blvd. / UPRR	30,000,000	83,160,000	2033-2040	X	Industrial Area, Station Community	Freight	ODOT	
11404	Sherwood	Sherwood	Baler Way	TS Rd	99W	Collector	Extend Baler Way to Adams Ave (Langer Farms Pkwy) @ 99W. Possible signal at Adams integrated into 99W signal.	3,300,000	4,884,000	2018-2024	X	2040 Corridor	Roads and Bridges	Washington County	

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11405	THPRD	THPRD	Westside Trail (Regional)	Highway 26	Bronson Creek	Regional Trail	To design and construct multi-use regional trail segments 10'-12' wide paved.	5,000,000	10,130,000	2025-2032	X	Employment area, Outer neighborhood	Active Transportation	Washington County	X
11406	THPRD	THPRD	Fanno Creek Trail Bridge (Regional)	@Hall Boulevard		Regional Trail	Would avoid out-of-direction bike/ped trips on a major regional trail that is otherwise complete in this area.	5,000,000	10,130,000	2025-2032	X	Neighborhood	Active Transportation	Washington County	
11407	Tigard	Tigard	Ash Avenue RR Crossing	Burnham Street	Commercial Street	Collector	Extend Ash Avenue from Burnham, across the RR, to Commercial Street	4,000,000	4,500,000	2014-2017	X	Town Center/Station Community	Roads and Bridges	Washington County	
11408	Tigard	Tigard	Atlanta Street Extension to Dartmouth	69th	Dartmouth	Collector	Road extension connecting Haines Road to Dartmouth	3,300,000	3,712,500	2014-2017	X	Employment Area/Station Community	Roads and Bridges	Washington County	X
11409	Tigard	Tigard	Ash Avenue Extension, Burnham to Maplewood	Maplewood	Burnham	Collector	Extend Ash Avenue from Burnham, across the Fanno Creek Trail, to Maplewood	5,000,000	13,860,000	2033-2040	X	Town Center/Station Community	Roads and Bridges	Washington County	X
11410	TriMet		Positive Train Control	N/A	N/A	N/A	Installation of PTC system.	8,200,000	9,225,000	2014-2017	X	Other	Transit	TriMet	
11411	TriMet		Bike and Ride Facilities	N/A	N/A	N/A	Provide secure bike parking at TriMet stations.	7,500,000	8,437,500	2014-2017	X	Other	Active Transportation	TriMet	
11412	TriMet		Corridor Safety and Access to Transit: Barbur-99W	N/A	N/A	N/A	Improving bus stops, constructing sidewalks, enhancing crossings, installing signal priority and transit operations improvements on and connecting to Barbur-99W between Portland and Sherwood.	3,605,000	4,055,625	2014-2017	X	2040 Corridor	Active Transportation	TriMet	
11413	TriMet		East Portland Access to Employment and Education	N/A	N/A	N/A	Sidewalk improvements for access to transit and safety, efficiency and comfort improvements for transit.	3,500,000	3,937,500	2014-2017	X	2040 Corridor	Active Transportation	TriMet	
11414	TriMet		Corridor Safety and Access to Transit: Powell-Division	N/A	N/A	N/A	Priority improvements for safety, access to transit and transit operations in the Powell and Division corridors, with current TriMet Frequent Service lines and a designated regional High Capacity Transit development corridor.	2,800,000	3,150,000	2014-2017	X	2040 Corridor	Active Transportation	TriMet	
11415	TriMet		Corridor Safety and Access to Transit: Highway 8	N/A	N/A	N/A	Improving bus stops, constructing sidewalks, enhancing crossings, and installing signal priority on and connecting to Highway 8 between 110th Ave. in Beaverton and SW 209th Ave. in Hillsboro.	1,614,000	1,815,750	2014-2017	X	2040 Corridor	Active Transportation	TriMet	
11416	Tualatin	Tualatin	105th Ave/Avery Street	105th	Avery	Local	Signalize intersection	1,000,000	1,125,000	2014-2017	X	Neighborhood	TSMO/TDM	Washington County	
11417	Tualatin	Tualatin	115th	Blake	124th Ave	Major Collector	Construct new street from future Blake Street to interim alignment of 124th	6,000,000	8,880,000	2018-2024	X	Employment area	Roads and Bridges	Washington County	
11418	Tualatin	Tualatin	Blake	124th Ave	Railroad Tracks	Minor Collector	Construct new street from future 124th Ave to railroad tracks	4,500,000	6,660,000	2018-2024	X	Employment area	Roads and Bridges	Washington County	X
11419	Tualatin	Tualatin	Boones Ferry Road	Ibach	Norwood	Major Arterial	Uprgrade to urban standards and add sidewalks	1,000,000	1,480,000	2018-2024	X	Neighborhood	Roads and Bridges	Washington County	
11420	Tualatin	ODOT	Nyberg	I-5 on-ramp	I-5 on-ramp	Major Arterial	Add an additional northbound on-ramp to I-5	1,071,000	1,585,080	2017-2024	X	Town Center	Throughways	Washington County	
11421	Tualatin	Tualatin	Tualatin Rd	115th	Herman Rd	Major Collector	Signalize intersection at 115th and eliminate free right-turn on Tualatin Road, consider roundabout	2,240,000	3,315,200	2018-2024	X	Neighborhood	Roads and Bridges	Washington County	
11422	Tualatin	Washington County	Tualatin-Sherwood Road	Boones Ferry Road	124th Ave	Major Arterial	Add eastbound right turn lane on Tualatin-Sherwood at Boones Ferry Rd and add right-turn lane on Tualatin-Sherwood to 124th	1,112,000	1,645,760	2018-2024	X	Town Center	Roads and Bridges	Washington County	
11423	Tualatin	Tualatin	Avery	Teton	Tualatin-Sherwood	Major Collector	Widen to 3-lanes	3,600,000	7,293,600	2025-2032	X	Employment area	Roads and Bridges	Washington County	
11424	Tualatin	Tualatin	Hazelbrook Road	ORE 99W	Jurgens	Minor Collector	Uprgrade to urban standards	3,543,000	7,178,118	2025-2032	X	Neighborhood	Roads and Bridges	Washington County	
11425	Tualatin	Tualatin	Teton	Tualatin-Sherwood	Avery	Minor Arterial	Add a dedicated right-turn lane on Teton to Tualatin-Sherwood and add southbound turn pocket on Teton to Avery and signalize intersection	1,773,000	3,592,098	2025-2032	X	Employment Area	Roads and Bridges	Washington County	
11426	Tualatin	Tualatin	65th Ave.	Tualatin River	I-205	Major Arterial	Add multi-use path along road	9,734,000	19,721,084	2025-2032	X	Employment Area/Neighborhood	Active Transportation	Washington County	X
11427	Tualatin	Tualatin	Ice Age Tonquin Trail	112th	Tualatin / Boones Ferry	Other	Construct multi-use path	22,705,000	46,000,330	2025-2032	X	Neighborhood/Town Center	Active Transportation	Washington County	X
11428	Tualatin	Tualatin	Martinazzi	Warm Springs	Tualatin-Sherwood	Major Arterial	Add bikelane	2,403,000	4,868,478	2025-2032	X	Town Center	Active Transportation	Washington County	
11429	Tualatin	Tualatin	Sagert			Minor Arterial	Add sidewalks on I-5 bridge overpass	3,282,000	6,649,332	2025-2032	X	Neighborhood	Active Transportation	Washington County	
11430	Tualatin	Tualatin	Helenius	109th	Grahams Ferry Road	Minor Collector	Uprgrade to urban standards	1,403,000	3,889,116	2033-2040	X	Neighborhood	Roads and Bridges	Washington County	
11431	Tualatin	Tualatin	Norwood	Boones Ferry Road	East City Limits	Major Collector	Uprgrade to urban standards	2,824,000	7,828,128	2033-2040	X	Neighborhood	Roads and Bridges	Washington County	
11432	Tualatin	Tualatin	I-5 Path	Lower Boones Ferry Road	Norwood	Other	Construct multi-use path parallel to I-5	3,245,000	8,995,140	2033-2040	X	Town Center/Neighborhood	Active Transportation	Washington County	X
11433	Tualatin	Tualatin	Saum Creek Greenway	Sagert	Tualatin River	Other	Construct multi-use path. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	2,135,000	5,918,220	2033-2040	X	Neighborhood	Active Transportation	Washington County	X
11434	Tualatin	Tualatin	Norwood	Boones Ferry Road	I-5	Major Collector	Construct multi-use path	3,757,000	10,414,404	2033-2040	X	Neighborhood	Active Transportation	Washington County	
11435	Tualatin	Tualatin	Westside Trail Pedestrian Bridge	Cipole	North of Tualatin River	Trail	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 as of March 2014.	8,551,749	23,705,448	2033-2040	X	Neighborhood	Active Transportation	Washington County	X
11436	Wash Co, Tualatin & Wilsonville	Washington Co.	East-West Arterial Overcrossing	Boones Ferry Rd	East of I-5	Arterial	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 as of March 2014.	38,000,000	105,336,000	2033-2040	X	Industrial area	Roads and Bridges	Washington County	X
11437	Washington Co.	Washington Co.	Oleson Rd Bridge	North of Fanno Creek	South of Fanno Creek	Arterial	Bridge Replacement	5,800,000	6,525,000	2014-2017	X	Town Center	Roads and Bridges	Washington County	

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11438	Washington Co.	Washington Co.	Tonquin / Grahams Ferry Intersection Improvements	N/A	N/A	Arterial/ Collector	Raise intersection elevation, widen approaches to three lanes, provide sidewalks and bike lanes, install traffic signal.	3,353,000	3,772,125	2014-2017	X	Employment area	Roads and Bridges	Washington County	
11439	Washington Co.	ODOT	Southbound Hwy 217 Allen/Denny Split Diamond Interchange	Allen Blvd	Denny Rd	Freeway	Consolidate Allen Blvd and Denney Rd SB interchanges with split diamond interchange and collector/distributor roads.	5,941,000	6,683,625	2014-2017	X	Employment area	Roads and Bridges	Washington County	X
11440	Washington Co.	ODOT	TV Hwy (and Canyon Rd) Corridor Safety and Access to Transit	209th Ave.	107th Ave.	Arterial	Bus stop improvements, ADA improvements, sidewalk infill, enhanced pedestrian crossings, signal priority, queue jumps. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	1,614,000	1,815,750	2014-2017	X	Corridor	Active Transportation	Washington County	X
11441	Washington Co.	ODOT	TV Highway in Aloha-Reedville Safety and Operational Improvements	19500 block	160th Ave.	Arterial	Enhanced pedestrian crossings, sidewalk infill, bike lane infill, street lighting, bus stop enhancements, intersection safety and operational improvements.	11,667,500	13,125,938	2014-2017	X	Corridor	Active Transportation	Washington County	
11442	Washington Co.	Washington Co.	Cornell/Evergreen/229th Corridor Safety and Access to Transit	Hillsboro TC	Sunset TC	Arterial	Bus stop improvements, ADA improvements, sidewalk infill, enhanced pedestrian crossings, signal priority.	560,000	630,000	2014-2017	X	Employment area	Active Transportation	Washington County	X
11443	Washington Co.	Washington Co.	Walnut St	116th	Tiedeman	Arterial	Widen from two to three lanes with bike lanes and sidewalks.	4,000,000	4,500,000	2014-2017	X	Neighborhood	Roads and Bridges	Washington County	
11444	Washington Co.	Washington Co.	Joss St	Shackelford Rd	existing terminus	Collector	Extend Joss Rd to Road A to serve development of North Bethany Area	4,100,000	4,612,500	2014-2017	X	Neighborhood	Roads and Bridges	Washington County	
11445	Washington Co.	Washington Co.	P15 (Oats)	Brugger Rd	Springville Rd.	Collector	New 2 lane road with sidewalks, bike and street lighting	2,300,000	2,587,500	2014-2017	X	Neighborhood	Roads and Bridges	Washington County	
11446	Washington Co.	Washington Co.	Tigard/Tualatin/Sherwood Area ITS	N/A	N/A	Arterials	Install advanced traffic management systems including adaptive signals, communications, dynamic messaging signs, and surveillance and management equipment.	2,853,000	3,209,625	2014-2017	X	Corridor	TSMO/TDM	Washington County	X
11447	Washington Co.	Washington Co.	Baseline Rd Improvements	197th	Lisa Dr	Arterial	Eastbound: Widen to five lanes with bike lanes and sidewalks	4,600,000	5,175,000	2014-2017	X	Neighborhood	Roads and Bridges	Washington County	
11448	Washington Co.	Washington Co.	198th Ave. Improvements - South	T.V. Hwy.	Farmington Rd.	Collector	Add sidewalks, bike lanes, lighting, turn lanes at major intersections.	27,900,000	41,292,000	2018-2024	X	Neighborhood	Active Transportation	Washington County	X
11449	Washington Co.	ODOT/TriMet	TV Highway HCT Study	Forest Grove	Beaverton	Arterial	High capacity transit study, including alternatives analysis, to determine transit mode, alignment, station/stop locations, operational characteristics and phasing options for a high capacity transit service between Forest Grove and Beaverton TC. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	1,000,000	1,480,000	2018-2024	X	Corridor	Transit	Washington County	X
11450	Washington Co.	Washington Co.	Merlo Rd. Interim Bike Improvements	170th Ave.	Jenkins Rd	Arterial	Completes 6700 feet of bike lanes to transit corridor.	3,015,000	4,462,200	2018-2024	X	Corridor	Active Transportation	Washington County	
11451	Washington Co.	Washington Co.	Saltzman Rd	Laidlaw Rd	Thompson Rd	Collector	Widen to three lanes with bike lanes and sidewalks.	17,000,000	25,160,000	2018-2024	X	Neighborhood	Roads and Bridges	Washington County	X
11452	Washington Co.	Washington Co.	Scholls Ferry Rd. Improvements	West of Tile Flat Rd		Arterial	Realign Curves to Improve Safety. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	4,300,000	6,364,000	2018-2024	X	Rural	Roads and Bridges	Washington County	
11453	Washington Co.	Washington Co.	Jackson School Road	Meek	Scotch Church	Arterial	Realign intersection and construct a round-about. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	1,000,000	1,480,000	2018-2024	X	Rural	Roads and Bridges	Washington County	
11454	Washington Co.	ODOT	Jackson School Road	US 26 and Jackson School Road		Arterial	Signalize ramp intersections. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	1,000,000	1,480,000	2018-2024	X	Rural	TSMO/TDM	Washington County	
11455	Washington Co.	Washington Co.	Brugger Rd	Joss St.	Kaiser Rd.	Collector	Widen from 2 to three lanes with sidewalks, bike lanes, street lighting, and community features	3,200,000	4,736,000	2018-2024	X	Neighborhood	Roads and Bridges	Washington County	
11456	Washington Co.	Washington Co.	Shackelford Rd	185th	Bridge	Collector	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 as of March 2014.	12,000,000	17,760,000	2018-2024	X	Neighborhood	Roads and Bridges	Washington County	X
11457	Washington Co.	Washington Co.	Shackelford Rd Bridge			Collector	Build new 3 lane road with bike/ped facilities, storm drainage, street lighting to serve North Bethany	14,600,000	21,608,000	2018-2024	X	Neighborhood	Roads and Bridges	Washington County	
11458	Washington Co.	Washington Co.	Shackelford Rd	Bridge	Kaiser Rd.	Collector	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 as of March 2014.	18,100,000	26,788,000	2018-2024	X	Neighborhood	Roads and Bridges	Washington County	X
11459	Washington Co.	Washington Co.	Shackelford Rd	Kaiser Rd.	Springville Rd.	Collector	Build new 3 lane road with bike/ped facilities, storm drainage, street lighting to serve North Bethany	9,900,000	14,652,000	2018-2024	X	Neighborhood	Roads and Bridges	Washington County	
11460	Washington Co.	ODOT	OR 10: Oleson Rd. Improvement	Beaverton-Hillsdale Hwy.	Oleson Rd. and Scholls Ferry	Arterial	BHOS Phase 2 improvements to project 10545	35,000,000	70,910,000	2025-2032	X	Town Center	Roads and Bridges	Washington County	X
11461	Washington Co.	Hillsboro	Reedville Trail North Segment	Wilkins St.	T.V. Hwy.	Trail	Multi-use trail following BPA Pearl-Keeler Powerline.	6,240,000	12,642,240	2025-2032	X	Neighborhood	Active Transportation	Washington County	X
11462	Washington Co.	N/A	Reedville Trail South Segment	T.V. Hwy.	Rosedale Rd.	Trail	Multi-use trail following BPA Pearl-Keeler Powerline.	5,640,000	11,426,640	2025-2032	X	Neighborhood	Active Transportation	Washington County	X
11463	Washington Co.	Washington Co.	Thompson Rd Realignment	Saltzman Rd.	Circle A Dr	Arterial	Realign as 3 lane arterial, with sidewalks, bike and street lighting	9,000,000	18,234,000	2025-2032	X	Neighborhood	Roads and Bridges	Washington County	
11464	Washington Co.	Washington Co.	Jenkins Rd. Improvements	Murray Blvd.	Cedar Hills Blvd.	Arterial	Widen from 3 lanes to 5 lanes with bike lanes, sidewalks and street lighting	10,000,000	20,260,000	2025-2032	X	Neighborhood	Roads and Bridges	Washington County	
11465	Washington Co.	Washington Co.	Metzger Area				Metzger Area Bike / Ped Improvement program	16,000,000	32,416,000	2025-2032	X	Neighborhood	Active Transportation	Washington County	
11466	Washington Co.	Washington Co.	Laidlaw Improvements	Skycrest	Lakeview	Collector	Straighten curves, widen to 3 lanes with bike lanes and sidewalks.	10,000,000	20,260,000	2025-2032	X	Neighborhood	Roads and Bridges	Washington County	X
11467	Washington Co.	Washington Co.	Fischer Rd. Interim Bike and Pedestrian Improvements	131st Ave	Pacific Hwy (99W)	Collector	Add sidewalks, bike lanes, lighting, turn lanes at major intersections.	4,580,000	9,279,080	2025-2032	X	Corridor	Active Transportation	Washington County	
11468	Washington Co.	Washington Co.	Washington County Pedestrian Arterial Crossings	N/A	N/A	Arterial	Construct 12 enhanced at-grade pedestrian crossings of 170th Avenue, 185th Avenue, Baseline Road, Cornell Road and Walker Road.	3,585,000	7,263,210	2025-2032	X	Corridors	Active Transportation	Washington County	
11469	Washington Co.	Washington Co.	124th Ave Improvements	Tualatin-Sherwood Rd.	Grahams Ferry Rd	Arterial	Widen 124th from 2 lanes to 5 lanes with bike lanes and sidewalks	14,000,000	28,364,000	2025-2032	X	RSIA	Roads and Bridges	Washington County	X
11470	Washington Co.	Washington Co.	Basalt Creek E-W Connector	Grahams Ferry Rd.	Boones Ferry Rd	Arterial	Extend new 5 lane Arterial with bike lanes, sidewalks and street lighting.	57,900,000	117,305,400	2025-2032	X	RSIA	Roads and Bridges	Washington County	X

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11471	Washington Co.	Washington Co.	Laidlaw Improvements	Saltzman Rd.	Countyline	Collector	Widen to three lanes with bike lanes and sidewalks.	22,000,000	44,572,000	2025-2032	X	Neighborhood	Roads and Bridges	Washington County	
11472	Washington Co.	Washington Co.	160th Ave Improvements	TV Hwy.	Farmington Rd.	Arterial	Widen to three lanes with bike lanes and sidewalks.	15,000,000	30,390,000	2025-2032	X	Neighborhood	Roads and Bridges	Washington County	
11473	Washington Co.	Washington Co.	111th / Rainmont Rd / 113th Ave	McDaniel Rd	Cornell Rd.	Collector	Construct sidewalks	9,000,000	18,234,000	2025-2032	X	Neighborhood	Active Transportation	Washington County	
11474	Washington Co.	Washington Co.	113th Ave	McDaniel Rd	Rainmont Rd	Collector	Construct new 2 lane Collector Rd with sidewalks bikelanes and street lighting	6,000,000	12,156,000	2025-2032	X	Neighborhood	Roads and Bridges	Washington County	
11475	Washington Co.	Washington Co.	Beaverton Area ITS	N/A	N/A	Arterials	Install advanced traffic management systems including adaptive signals, communications, dynamic messaging signs, and surveillance and management equipment.	10,450,000	21,171,700	2025-2032	X	Corridor	TSMO/TDM	Washington County	
11476	Washington Co.	Washington Co.	Saltzman Rd	Bayonne Ln	Bauer Woods DR	Collector	Widen to three lanes with bike lanes and sidewalks.	8,000,000	16,208,000	2025-2032	X	Neighborhood	Roads and Bridges	Washington County	
11477	Washington Co.	Washington Co.	Kaiser	Shackelford Rd	Springville Rd.	Arterial	Widen from 2 to three lanes with sidewalks, bike lanes, street lighting, and community features	7,800,000	15,802,800	2025-2032	X	Neighborhood	Roads and Bridges	Washington County	
11478	Washington Co.	Washington Co.	185th	Springville Rd.	Shackelford Rd	Arterial	Widen 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 as of March 2014.	57,000,000	115,482,000	2025-2032	X	Neighborhood	Roads and Bridges	Washington County	X
11479	Washington Co.	N/A	Council Creek Trail: East-West Segment	Hwy. 47 (Forest Grove)	1st Ave. (Hillsboro)	Trail	Multi-use trail connecting Hillsboro, Cornelius, Forest Grove, unincoporated Washington County. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	20,100,000	55,717,200	2033-2040	X	Neighborhood	Active Transportation	Washington County	X
11480	Washington Co.	Washington Co.	185th Ave	Kinnaman Rd	Farmington Rd.	Arterial	Wide from two lanes to three lanes with bike lanes and sidewalks - interim improvement	14,700,000	40,748,400	2033-2040	X	Neighborhood	Roads and Bridges	Washington County	X
11481	Washington Co.	Washington Co.	Garden Home Rd Improvements	92nd	Oleson Rd.	Arterial	Improvements to enhance safety, and bike / ped accessibility	9,000,000	24,948,000	2033-2040	X	Neighborhood	Active Transportation	Washington County	
11482	Washington Co.	Washington Co.	West Union Rd. Interim Bike and Pedestrian Improvements	NW Helvetia	NW 185th Ave	Arterial	Add sidewalks, bike lanes, lighting, turn lanes at major intersections. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	15,000,000	30,390,000	2025-2032	X	Corridor	Active Transportation	Washington County	X
11483	Washington Co.	N/A	Turf-to-Surf Trail: South Hillsboro / Reedville Segment	Century Blvd.	Shaw St.	Trail	Multi-use trail along south side of Portland & Western Railroad.	5,600,000	15,523,200	2033-2040	X	Neighborhood	Active Transportation	Washington County	
11484	Washington Co.	N/A	Westside Trail: Segment 2	Tigard City Limit	Beef Bend Rd.	Trail	Multi-use trail following BPA powerline	4,300,000	11,919,600	2033-2040	X	Neighborhood	Active Transportation	Washington County	X
11485	Washington Co.	N/A	North Hillsboro Active Transportation Connections	N/A	N/A	Trail	Multi-use trails, cycletracks and grade-separated bike/ped crossings connecting Intel Ronler Acres, Hillsboro Ballpark, Fred Meyer shopping center, Rock Creek Trail, Oregon Electric Railway Trail and Cornelius Pass Road.	12,000,000	33,264,000	2033-2040	X	Employment area	Active Transportation	Washington County	
11486	Washington Co.	Washington Co.	Roy Rogers Rd.	Scholls Ferry Rd.	UGB	Arterial	Widen to five lanes with bike lanes and sidewalks	20,000,000	55,440,000	2033-2040	X	Neighborhood	Roads and Bridges	Washington County	X
11487	Wilsonville	Washington Co.	Boones Ferry Improvements	Basalt Creek East-West Arterial	Day Rd	Arterial	Widen from 3 lanes to 5 lanes with bike lanes, sidewalks and street lighting	1,100,000	2,228,600	2025-2032	X	Industrial area	Roads and Bridges	Clackamas County	
11488	Wilsonville	Washington Co.	Boones Ferry Road/Commerce Circle/95th Avenue			Arterial	intersection improvement and Access Control	1,000,000	2,026,000	2025-2032	X	Industrial area	Roads and Bridges	Clackamas County	
11489	Wilsonville	ODOT	Boones Ferry / I-5 ramp improvements	SB I-5 off ramp	Boones Ferry Rd	Principal Arterial	construct second right-turn lane	1,000,000	2,026,000	2025-2032	X	Industrial area	Roads and Bridges	Clackamas County	
11490	Wilsonville	Washington Co.	Day Rd Overcrossing	Boones Ferry Rd	Elligsen Rd	Arterial	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 as of March 2014.	44,100,000	122,245,200	2033-2040	X	Industrial area	Roads and Bridges	Clackamas County	X
11491	Clackamas County	Clackamas County	Flavel Dr	Alberta Ave	County boundary	Minor Arterial	Add bikeways	2,410,000	2,711,250	2014-2017	X	Corridor	Active Transportation	Clackamas County	
11492	Clackamas County	Clackamas County	Sunnyside Rd	Sunnyside Rd / Stevens Rd intersection		Major Arterial	Intersection improvements, such as additional turn lanes, turn lane extensions, and/or signal timing modifications	2,000,000	2,250,000	2014-2017	X	Regional Center	Roads and Bridges	Clackamas County	
11493	Clackamas County	Clackamas County	Otty St	Otty St / OR 213 / Otty Rd Intersection		Minor Arterial	Realign Otty St with Otty Rd at OR 213; install dual westbound left-turn lanes; install flashing yellow arrow for left-turns on northbound and southbound approaches.	1,600,000	1,800,000	2014-2017	X	Corridor	Roads and Bridges	Clackamas County	
11494	Clackamas County	Clackamas County	Monroe St	72nd Ave to Fuller Rd	Fuller	Collector / Connector	Add bikeways, pedways and traffic calming	7,470,000	8,403,750	2014-2017	X	Neighborhood	Active Transportation	Clackamas County	
11495	Clackamas County	Clackamas County	I-205 Ped / Bike Overpass	Between Causey Ave and Sunnyside Rd		Interstate	Construct a bike / ped crossing over I-205 to connect transit services, businesses and residents	4,780,000	5,377,500	2014-2017	X	Regional Center	Active Transportation	Clackamas County	
11496	Clackamas County	Clackamas County	Park Ave	River Rd	McLoughlin Blvd	Collector	Add pedways	1,750,000	1,968,750	2014-2017	X	Station Community	Active Transportation	Clackamas County	
11497	Clackamas County	ODOT	I-205	SW Stafford Rd	OR 99E	Interstate	Work with ODOT, Metro, Oregon City, West Linn and any other affected jurisdiction to analyze and develop a solution to the transportation bottle neck on I-205 between Oregon City and I-205 / Stafford Road Interchange. This process may include undertaking a Environmental Impact Statement to identify a preferred alternative that addresses the transportation congestion and facility operations issues on this portion of the I-205 corridor. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	10,000,000	14,800,000	2018-2024	X	Town Center Neighborhood Urban Reserve	Roads and Bridges	Clackamas County	X
11498	Clackamas County	Clackamas County / ODOT	Harmony Rd / Sunnyside Rd	Harmony Rd / Sunnyside Rd / OR 213 intersection		Major Arterial	Extend queue storage on westbound approach and rebuild median; extend queue storage on eastbound approach and install median; convert to right-in-right-out accesses on frontage road.	1,250,000	2,532,500	2025 - 2032	X	Regional Center	Roads and Bridges	Clackamas County	
11499	Clackamas County	Clackamas County	River Rd	Lark St	Courtney	Minor Arterial	Add pedways	4,760,000	9,643,760	2025 - 2032	X	Neighborhood	Active Transportation	Clackamas County	
11500	Clackamas County	Clackamas County	River Rd	Oak Grove Blvd	Risley Ave	Minor Arterial	Fill gaps in bikeways and pedways	5,570,000	11,284,820	2025-2032	X	Neighborhood	Active Transportation	Clackamas County	X

RTP ID	Nominating Agency	Facility Owner	Project/Program Name	Project Start Location	Project End Location	Local Functional Classification	Description	Estimated Cost ($2014)	Estimated Cost ($YOE)	Time Period	Financial Constrained	2040 Land Use	Metro Investment Category	Subregion	Sensitive Habitat Area
11501	Clackamas County	Clackamas County	Concord Rd	River Rd	Oatfield Rd	Minor Arterial Collector	Fill gaps in pedway	7,230,000	14,647,980	2025-2032	X	Corridor Neighborhood	Active Transportation	Clackamas County	
11502	Clackamas County	Clackamas County	Concord Rd	River Rd	Oatfield Rd	Minor Arterial / Collector	Add turn lanes at major intersections	570,000	1,154,820	2025-2032	X	Corridor Neighborhood	Roads and Bridges	Clackamas County	
11503	Clackamas County	Clackamas County	Jennings Ave	River Rd	Oatfield Rd	Minor Arterail	Widen to 2-lane urban minor arterial standard with bikeway and pedway infill	13,870,000	28,100,620	2025-2032	X	Corridor Neighborhood	Roads and Bridges	Clackamas County	
11504	Clackamas County	Clackamas County	Oak Grove Blvd	Oatfield Rd	River RD	Minor Arterial	Fill gaps in pedways and bikeways	2,520,000	5,105,520	2025-2032	X	Corridor Neighborhood	Active Transportation	Clackamas County	
11505	Clackamas County	Clackamas County	Hull Ave	Wilmot St	Tims View Ave	Local	Fill gaps in pedways	4,130,000	8,367,380	2025-2032	X	Corridor Neighborhood	Active Transportation	Clackamas County	
11506	Clackamas County	Clackamas County	Clackamas Rd	Johnson Road	Webster Road	Collector	Fill gaps in bikeways and pedestrian facilities	3,420,000	6,928,920	2025-2032	X	Neighborhood	Active Transportation	Clackamas County	
11507	Clackamas County	Clackamas County	Roots Rd	Webster Road	McKinley Road	Minor Arterial	Add pedestrian facilities	4,720,000	9,562,720	2025-2032	X	Neighborhood	Active Transportation	Clackamas County	
11508	Clackamas County	Clackamas County	Hubbard Rd	122nd Ave	132nd Ave	Minor Arterial	Fill gaps in pedestrian facilities	1,650,000	3,342,900	2025-2032	X	Neighborhood	Active Transportation	Clackamas County	
11509	Clackamas County	Clackamas County	Lake Rd	Milwaukie City limits	OR 224	Minor Arterial	Fill gaps in pedestrian facilities	5,530,000	11,203,780	2025-2032	X	Neighborhood	Active Transportation	Clackamas County	
11510	Clackamas County	Clackamas County	Sunnybrook Blvd	Sunnybrook Blvd / 82nd Ave intersection		Major Arterial	Add dual southbound left-turn lanes, extend queue storage for southbound lefts and westbound lefts	290,000	587,540	2025-2032	X	Regional Center	Roads and Bridges	Clackamas County	
11511	Clackamas County	Clackamas County	Stevens Rd / Stevens Way	Causey Ave	Idleman Rd	Collector	Add pedways and optional traffic calming	4,620,000	9,360,120	2025-2032	X	Neighborhood	Active Transportation	Clackamas County	
11512	Clackamas County	Clackamas County	Clatsop St / Luther Rd	72nd Ave	Fuller Rd	Minor Arterial / Local	Add turn lanes and signals at OR 213 intersection; add bikeways, pedestrian facilities and traffic calming	7,920,000	16,045,920	2025-2032	X	Neighborhood Corridor	Roads and Bridges	Clackamas County	X
11513	Clackamas County	Clackamas County	Mather Rd	Summers Ln	122nd Ave	Collector	Add bikeways, pedestrian facilities and eastbound left turn lanes at Mather Rd / 122nd Ave	6,420,000	13,006,920	2025-2032	X	Neighborhood	Active Transportation	Clackamas County	X
11514	Clackamas County	Clackamas County	Strawberry Ln	Strawberry Ln / 82nd Dr intersection		Minor Arterial	Install traffic signal and eastbound turn lane	490,000	992,740	2025-2032	X	Industrial area	Roads and Bridges	Clackamas County	
11515	Clackamas County	Clackamas County	Sunnyside Rd	OR 213	97th Ave	Major Arterial	Modified boulevard treatment including lane redesign, medians, beautification, curb extensions, reconstructed sidewalks, landscaping, south side bikeways. Consider flashing yellow arrow for left-turns at signalized intersections.	3,000,000	6,078,000	2025-2032	X	Regional Center	Active Transportation	Clackamas County	
11516	Clackamas County	Clackamas County	Evelyn St / Mangan Dr	Jennifer St	Water Ave	Minor Arterial Connector	Add bikeways	50,000	101,300	2025-2032	X	Industrial area	Active Transportation	Clackamas County	
11517	Clackamas County	Clackamas County	Jennings Ave	Oatfield Road	Webster Road	Minor Arterial	Widen to 2-lane urban minor arterial standard with bikeway and pedestrian facilities infill	13,340,000	36,978,480	2033-2040	X	Neighborhood	Roads and Bridges	Clackamas County	
11518	Clackamas County	Clackamas County	Webster Rd	OR 224	Gladstone	Minor Arterial	Fill gaps in bikeways and pedestrian facilities	19,010,000	52,695,720	2033-2040	X	Corridor	Active Transportation	Clackamas County	
11519	Clackamas County	Clackamas County	Thiessen Rd	Oatfield Road	Webster Road	Minor Arterial	Add bikeways and pedestrian facilities	23,830,000	66,056,760	2033-2040	X	Neighborhood	Active Transportation	Clackamas County	X
11520	Clackamas County	Clackamas County	Courtney Ave	OR 99E	Oatfield Rd	Collector	Fill gaps in pedways and bikeways	1,860,000	5,155,920	2033 -2040	X	Corridor Neighborhood	Active Transportation	Clackamas County	
11521	Clackamas County	Clackamas County	132nd Ave	Sunnyside Rd	Hubbard Rd	Collector	Add bikeways, pedways, traffic calming and turn lanes at major intersections	1,680,000	4,656,960	2033 -2040	X	Corridor Neighborhood	Active Transportation	Clackamas County	
11522	Clackamas County	Clackamas County	97th Ave / Mather Rd	Lawnfield Rd	Summers Lane	Minor Arterial	Add bikeways, pedways and eastbound left turn lanes at Mather Rd / Summers Ln	4,560,000	12,640,320	2033 -2040	X	Neighborhood	Roads and Bridges	Clackamas County	
11523	Clackamas County	Clackamas County	Rosemont Rd	Stafford Rd	West Linn City Limits	Minor Arterial	Add paved shoulders and turn lanes at major intersections. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	8,570,000	23,756,040	2033 -2040	X	Urban Reserve	Roads and Bridges	Clackamas County	
11524	Clackamas County	Clackamas County	Monroe St	Linwood Ave	72nd Ave	Collector	Add bikeways and traffic calming	5,330,000	14,774,760	2033 -2040	X	Corridor	Active Transportation	Clackamas County	
11525	Clackamas County	Clackamas County	Courtney Ave	River Rd	McLoughlin Blvd	Collector	Construct pedway / complete gaps on the south side; add bikeways	5,010,000	13,887,720	2033 -2040	X	Corridor Neighborhood	Active Transportation	Clackamas County	
11526	Clackamas County	Clackamas County	Harold Ave	Concord Rd	Rothe Rd	Connector	Add pedways and traffic calming	3,310,000	9,175,320	2033 -2040	X	Neighborhood	Active Transportation	Clackamas County	
11527	Clackamas County	Clackamas County	Johnson Creek Blvd	OR 213	92nd Ave.	Major Arterial	Add pedways, restripe for bikeways	1,400,000	3,880,800	2033 -2040	X	Corridor	Active Transportation	Clackamas County	
11528	Clackamas County	Clackamas County	Transportation Safety Action Plan Program	Countywide		Other	Develop a program to support the implementation of the County's TSAP and support the County's efforts to make improvements based on the outcomes of the road safety audits and other safety studies.	17,700,000	49,064,400	2014-2040	X	All	Roads and Bridges	Clackamas County	
11529	Happy Valley	Happy Valley	Armstrong Extension	162nd Ave	172nd Ave	Collector	Construct a new 3-lane roadway with sidewalks, bike lanes and traffic signals	14,300,000	28,971,800	2025-2032	X	Employment/Industrial area	Roads and Bridges	Clackamas County	
11530	Happy Valley	Happy Valley	Troge Extension West	162nd Ave.	172nd Ave	Collector	Construct a new 3 lane roadway with sidewalks, bike lanes, traffic signals and a bridge over Rock Creek	23,200,000	64,310,400	2033-2040	X	Employment/Industrial area	Roads and Bridges	Clackamas County	
11531	SMART		Vanpool Services				Development of Vanpool Program to augment transportation options for commuters in Wilsonville	1,000,000	1,125,000	2014-2017	X	Employment area	Transit	SMART	
11532	Milwaukie	Milwaukie	Linwood Ave Capacity Improvements (south)	King Rd	Harmony Rd	Arterial	Widen to standard three lane cross section.	12,500,000	18,500,000	2018-2024	X	Corridor	Roads and Bridges	Clackamas County	
11533	Milwaukie	Milwaukie	Bicycle and Pedestrian Overpass over Railroad Ave	Railroad Ave	International Way	Collector and Other	Establish a dedicated bicycle and pedestrian connection across Railroad Ave and the railroad tracks.	2,200,000	3,256,000	2018-2024	X	Employment Area	Active Transportation	Clackamas County	
11534	Milwaukie	Milwaukie	Lake Rd Bike Lanes	Main St	Guilford Dr	Arterial	Fill in gaps in existing bicycle network with bike lanes.	3,400,000	5,032,000	2018-2024	X	Neighborhood	Active Transportation	Clackamas County	

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11535	Milwaukie	Milwaukie	Group 6--Sidewalk & Pedestrian Safety Projects (part 1)	Various locations	Various locations	Varied	43rd Ave Sidewalks = Fill in sidewalk gaps on both sides of street. ($600,000) Harmony Rd Sidewalks = Fill in sidewalk gaps on both sides of street. ($40,000) Logus Rd Sidewalks = Fill in sidewalk gaps on both sides of street. ($850,000) International Way Sidewalks = Fill in sidewalk gaps on both sides of street. ($840,000) Brookside Dr Sidewalks = Fill in sidewalk gaps on both sides of street. ($20,000) Walk Safely Milwaukie Program = Complete a few small traffic-calming and pedestrian safety projects throughout the city each year. ($300,000)	2,710,000	4,010,800	2018-2024	X	Neighborhood, Corridor, Employment Area	Active Transportation	Clackamas County	
11536	Milwaukie	Milwaukie	Downtown Transit Center Improvements	Location-specific	Location-specific	N/A	Construct new bus layover facility outside of the downtown core.	1,250,000	1,850,000	2018-2024	X	Town Center	Transit	Clackamas County	
11537	Milwaukie	ODOT and Milwaukie	Group 4--Pedestrian Improvements at Hwy 224	Harrison St	Freeman Way	Regional Route and Collector	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. ($2,100,000) Intersection Improvements at Hwy 224 and Oak St = Add left-turn lanes and protected signal phasing on Oak St approaches. ($20,000) 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). ($50,000) Intersection Improvements at Hwy 224 and Oak St = Improve pedestrian crossing. ($20,000) Intersection Improvements at Hwy 224 and 37th Ave = Improve pedestrian crossing. ($20,000) Hwy 224 Crossing Improvements at Oak and Washington Sts = Improve intersection crossing safety for bicyclists at Washington St and Oak St. ($10,000) Intersection Improvements at Hwy 224 and Freeman Way = Improve pedestrian crossing. ($20,000) Intersection Improvements at Hwy 224 and Harrison St = Improve pedestrian crossing. ($20,000) Intersection Improvements at Hwy 224 and Monroe St = Improve pedestrian crossing. ($20,000)	2,330,000	3,448,400	2018-2024	X	Town Center and Corridor	Active Transportation	Clackamas County	
11538	Milwaukie	Milwaukie	Linwood Ave Capacity Improvements (north)	Johnson Creek Blvd	King Rd	Arterial	Widen to standard three lane cross section. Widen bridge over Johnson Creek.	9,300,000	18,841,800	2025-2032	X	Corridor	Roads and Bridges	Clackamas County	X
11539	Milwaukie	ODOT	Intersection Improvements at McLoughlin Blvd and River Rd	Location-specific	Location-specific	Arterial	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.	980,000	1,985,480	2025-2032	X	Corridor	Roads and Bridges	Clackamas County	
11540	Milwaukie	Milwaukie	Group 8--Street Connectivity & Intersection Improvement Projects	Various locations	Various locations	Regional Route, Arterial, and Collector	Harrison St and King Rd Connection = Enhance connection between King Rd and Harrison St at 42nd Ave. ($60,000) King Rd Boulevard Treatments = Install street boulevard treatments: widen sidewalks and improve crossings. ($550,000) Intersection Improvements at 42nd Ave and King Rd = Enhance intersection function. ($20,000) Intersection Improvements at 42nd Ave and Harrison St = Signalize intersection to facilitate dominant traffic flow. ($280,000) Intersection Improvements at Harrison St and Hwy 224 = Add left-turn lanes and protected signal phasing on Harrison St approaches. ($20,000) Intersection Improvements at Linwood Ave and King Rd = Implement protected/permissive left-turn phasing for northbound and southbound approaches. ($20,000) Intersection Improvements at Johnson Creek Blvd and Linwood Ave = Improve safety of crossing at intersection. ($880,000)	1,830,000	3,707,580	2025-2032	X	Neighborhood, Town Center, Corridor, and Main St	Roads and Bridges	Clackamas County	

RTP ID	Nominating Agency	Facility Owner	Project/Program Name	Project Start Location	Project End Location	Local Functional Classification	Description	Estimated Cost ($2014)	Estimated Cost ($YOE)	Time Period	Financial Constrained	2040 Land Use	Metro Investment Category	Subregion	Sensitive Habitat Area
11541	Milwaukie	Milwaukie	Group 7--Bicycle Infrastructure Improvements	Various locations	Various locations	Varied	Oatfield Rd Bike Lanes = Fill in gaps in existing bicycle network with bike lanes. ($380,000) Harrison St Bike Lanes = Fill in gaps in existing bicycle network with bike lanes (cost included with Harrison St road widening project). ($300,000) International Way Bicycle Facilities = Construct bike lanes or other bike facilities. ($400,000) 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) ($2,900,000) Bicycle/Pedestrian Connection over Johnson Creek = Construct bike/ped bridge over Johnson Creek along Clatsop St at 23rd Ave to connect Tacoma station area with adjacent neighborhood. (TSAP) ($400,000) Improved Bicycle/Pedestrian Connections on West Side of Tacoma Station Area = Improve bike/ped connections to adjacent neighborhood to west of Tacoma station area at Ochoco St and Milport Rd. (TSAP) ($500,000)	4,880,000	9,886,880	2025-2032	X	Neighborhood, Town Center, Employment Area, Station Community	Active Transportation	Clackamas County	X
11542	Milwaukie	Milwaukie	Harrison St Capacity Improvements	32nd Ave	42nd Ave	Arterial	Widen to standard three lane cross section.	2,800,000	5,672,800	2025-2032	X	Town Center	Roads and Bridges	Clackamas County	
11543	Oregon City	Oregon City	Regional Center Road	Washington Street/Home Depot Driveway	Abernethy Road	Minor Arterial	Through lanes, sidewalks, bike lanes, turn lanes to serve a Regional Center. (TSP D63, S5)	18,800,000	27,824,000	2018-2024	X	Regional Center	Roads and Bridges	Clackamas County	
11544	Oregon City	Oregon City	Meyers Road Extension	OR 213	Meadow Lane Road	Principal Arterial	Through lanes, sidewalks, bike lanes, turn lanes to serve UGB expansion area. (TSP D46, D47,)	8,600,000	12,728,000	2018-2024	X	Employment Area	Roads and Bridges	Clackamas County	
11545	Oregon City	Oregon City	Holly Lane	Maple Lane Road	Thayer Road	Collector	Through lanes, 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 as of March 2014.	4,500,000	6,660,000	2018-2024	X	Corridor	Roads and Bridges	Clackamas County	
11546	Oregon City	Oregon City	Meyers / Beavercreek Shared Use Path	Morrie Drive	Beavercreek Road	Other	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 a essential Oregon City Business core area. (TSP S22). The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	2,000,000	2,960,000	2018-2024	X	Inner Neighborhood	Active Transportation	Clackamas County	X
11547	Oregon City	Oregon City	Claimont Drive Extension	Beavercreek Road	Holly Lane	Collector	Through lanes, sidewalks, bike lanes, turn lanes to serve UGB expansion area. (TSP D54)	1,900,000	2,812,000	2018-2024	X	Employment Area	Roads and Bridges	Clackamas County	
11548	Oregon City	Oregon City	Washington St. Improvements	11th Street	7th Street	Minor Arterial	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)	1,500,000	2,220,000	2018-2024	X	Inner Neighborhood	Active Transportation	Clackamas County	
11549	Oregon City	Oregon City/Metro	Newell Creek Canyon/Beavercreek Road Shared-Use Path	Maple Lane Road	Glen Oak Road	Other	Add a shared-use path on the east side of the Holly Lane extension between Maple Lane and Loder and on the south/east side of the Loder Road extension between Glen Oak Road and the Holly Lane extension. Install enhanced pedestrian crossings at Maple Lane. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	3,360,000	4,972,800	2018-2024	X	Employment Area	Active Transportation	Clackamas County	X
11550	Oregon City	Oregon City	Holly Lane	Thayer Road	Meyers Road	Collector	Through lanes, sidewalks, bike lanes, turn lanes to serve UGB expansion area. (TSP D58)	4,500,000	9,117,000	2025-2032	X	Employment Area	Roads and Bridges	Clackamas County	
11551	Oregon City	Oregon City	South End Road	Partlow Road	UGB	Minor Arterial	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.	7,250,000	14,688,500	2025-2032	X	Corridor	Roads and Bridges	Clackamas County	
11552	Oregon City	Oregon City/Metro	Highway 99E Overcrossing	McLoughlin Promenade	Willamette River	Major Arterial	Construct a pedestrian and bicycle bridge over Highway 99E, connecting the McLoughlin Promenade to the Willamette Falls Shared-Use Path	6,095,000	12,348,470	2025-2032	X	Regional Center	Active Transportation	Clackamas County	
11553	Tualatin	Clackamas County	Borland Rd	SW 65th Ave	Tualatin City Limits	Major Arterial	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.	9,646,000	14,276,080	2018-2024	X	Neighborhood	Roads and Bridges	Clackamas County	X
11554	Wilsonville	Wilsonville	Barber St / Town Center Loop Bike/Pedestrian Bridge over I-5	Boones Ferry Rd.	Town Center Loop Road	Other	Wilsonville TSP project BW-09	7,000,000	10,360,000	2018-2024	X	Town Center	Active Transportation	Clackamas County	
11555	Wilsonville	Wilsonville	Boeckman Creek Trail	Canyon Creek Park	Memorial Park	Other	TSP Project RT-01	1,950,000	2,886,000	2018-2024	X	Inner Neighborhood	Active Transportation	Clackamas County	X
11556	Wilsonville	Clackamas County	Stafford Rd. Improvements	Eilligsen Rd	Boeckman Rd.		Upgrade to meet arterial standards, 3 lanes with bike lanes, sidewalks, etc. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	12,000,000	17,760,000	2018-2024	X	Outer neighborhood	Roads and Bridges	Clackamas County	
11557	Wilsonville	Wilsonville	Brown Road Extension	Boones Ferry Road	Brown Road	Collector	New connection between Boones Ferry road and Wilsonville Road	15,200,000	30,795,200	2025-2032	X	Outer Neighborhood	Roads and Bridges	Clackamas County	X
11558	Portland		Inner Burnside Safety Improvements	E 16th Ave	E 32nd Ave		Safety improvements including improved crossings, left turn pockets and improved signal timing.	125,000	140,625	2014-2017	X		Roads and Bridges	City of Portland	
11559	Portland		NE Halsey Safety Improvements	NE 40th Ave.	NE 92nd Ave		Safety improvements including improved crossings, left turn pockets and improved signal timing.	150,000	168,750	2014-2017	X		Roads and Bridges	City of Portland	
11560	Portland		Central City Multimodal Safety Improvements	Portland Cental City			Strategy that identifies multi-modal safety improvements and prioritizes investments in the Portland Central City. Preliminary development of a new greenway trail south of the Marquam Bridge, providing access to the new transit bridge serving South Waterfront.	6,616,200	7,443,225	2014-2017	X	Regional Center	Active Transportation	City of Portland	
11561	Portland		South Rivergate Freight	South Rivergate District			Roadway improvements and evaluating alternatives to resolve rail blockages, and reconstructing the N Lombard/Rivergate intersections to accommodate truck turning movements. Install ITS communication.	3,552,899	5,258,291	2018-2024	X		TSMO/TDM	City of Portland	

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11562	Portland		Swan Island ITS	Swan island Industrial Area			Signal-timing project to improve access to and from Swan Island Industrial area. Install ITS communication infrastructure including advance notification systems for rail blockage and CCTV cameras to monitor truck and rail traffic in the South Rivergate Industrial District	551,350	815,998	2018-2024	X		TSMO/TDM	City of Portland	
11563	Portland		Southwest In Motion Active Transportation Strategy	SW Portland			Develop 5-year active transportation strategy for all of Southwest Portland. It will incorporate projects in the RTP, the Portland Bicycle Plan for 2030, Barbur Concept Plan, Southwest Corridor Plan, and community-led Platinum Bicycle Facility Strategy in Southwest.	299,934	443,902	2018-2024	X		Active Transportation	City of Portland	
11564	Portland		Barbur Demonstration Project 19th Ave. to 26th Ave.	19th Ave	26th Ave		The project will make minor improvements to existing signalized intersections and provide two new enhanced crossings for pedestrians and cyclists along SW Barbur Boulevard.	2,100,000	3,108,000	2018-2024	X		Active Transportation	City of Portland	
11565	Portland		East Portland in Motion - Access to Employment and Education	I-205	174th		The project will build and improve sidewalks, crossings, bus stops, bike facilities and other safety improvements in East Portland	9,116,021	13,491,711	2018-2024	X		Active Transportation	City of Portland	
11566	Portland		Connected Cully	Cully Blvd.	Thomas Cully Park		Improve transportation and safety needs while positioning public lands to meet local economic and community development needs. The project will calm traffic, fill in the missing sidewalks along transit routes, and increase walking and bicycling by creating new north/south connections to schools.	3,337,372	4,939,311	2018-2024	X		Active Transportation	City of Portland	
11567	Portland		Downtown I-405 Pedestrian Safety and Operational Improvements	NW Couch from NW 14th	NW 16th Ave.		Improve pedestrian and bike access from NW Portland to Central City across I-405. Improves traffic operations for I-405 off-ramp.	2,240,000	3,315,200	2018-2024	X		Active Transportation	City of Portland	
11568	Portland		St. Johns Truck Strategy Phase II	Columbia	St. Louis/Fressenden		Implement traffic calming pedestrian and bicycle improvements along the Fessenden/St. Louis corridor. Implement freight and other multimdal improvements on N. Lombard street from N. Bruce to St. Louis Ave.	3,345,990	4,952,065	2018-2024	X		Roads and Bridges	City of Portland	
11569	Portland		Willamette Greenway Trail/Chimney Park	Chimney Park	Pier Park		Portion of np greenway segment 2. The project will add a bike/ped only bridge over Columbia Blvd and adjacent connections.	2,612,381	3,866,324	2018-2024	X		Active Transportation	City of Portland	
11570	Portland		Columbia/Alderwood	Cully Blvd.	Alderwood		Improve traffic operations and freight mobility on Columbia Blvd. between Cully and Alderwood.	5,527,534	8,180,750	2018-2024	X		Freight	City of Portland	
11571	Portland		Barbur/99W Corridor Safety and Access to Transit	SW Hooker	53rd Ave		This project makes priority improvements for safety, access to transit and transit operations in the regional Southwest Corridor. The project would improve safety, access to transit, active transportation and transit operations by improving bus stops, constructing sidewalks, enhancing crossings, installing signal priority and transit operations improvements on and connecting to Barbur-99W between Portland and Sherwood. $1.1 million will be funded by the City of Portland. The rest will be in Tigard and Sherwood.	3,605,001	5,335,401	2018-2024	X		Active Transportation	City of Portland	X
11572	Portland		Powell-Division Safety and Access to Transit	SE 22nd	City Limits		This project makes improvements for safety, access to transit and transit operations in the Powell and Division corridors.	2,800,000	4,144,000	2018-2024	X		Active Transportation	City of Portland	492680682
11573	Hillsboro	TriMet	Red Line LRT Extension	Evergreen TC	Hillsboro Staduim/ Ronler Acres	Transit	Provide local match funding to leverage federal funds for LRT extension. Continue work as part of the HCT System Expansion Policy. Next phase corridor as identified in the HCT System plan and adopted by JPACT and Metro Council.	50,000,000	138,600,000	N/A		Future Regional Center	Transit	Washington County	
11574	Washington Co.	Washington Co.	Cornell Road	107th	Countyline	Arterial	Widen from 2 to three lanes with sidewalks, bike lanes, street lighting, and community features	21,000,000	58,212,000	N/A		Neighborhood	Roads and Bridges	Washington County	
11575	Washington Co.	Washington Co.	Leahy	Cornell Rd.	Barnes Rd.	Collector	Construct sidewalks	2,500,000	6,930,000	N/A		Neighborhood	Active Transportation	Washington County	
11576	Washington Co.	Washington Co.	Bull Mountain Rd	Roy Rogers Rd.	HWY 99W	Collector	Widen to three lanes with bike lanes and sidewalks.	34,000,000	94,248,000	N/A		Neighborhood	Roads and Bridges	Washington County	
11577	Washington Co.	Washington Co.	Beef Bend Rd	150th	HWY 99W	Arterial	Widen to three lanes with bike lanes and sidewalks.	30,000,000	83,160,000	N/A		Neighborhood	Roads and Bridges	Washington County	X
11578	Washington Co.	Washington Co.	80th Ave	Oleson Rd	Oak St	Collector	Add sidewalks, bike lanes, lighting, turn lanes at major intersections.	13,000,000	36,036,000	N/A		Neighborhood	Active Transportation	Washington County	X
11579	Washington Co.	Washington Co.	119th Ave	McDaniel Rd	Cornell Rd.	Collector	Add sidewalks, bike lanes, lighting, turn lanes at major intersections.	12,000,000	33,264,000	N/A		Neighborhood	Active Transportation	Washington County	
11580	Washington Co.	Washington Co.	McDaniel Rd	119th Ave	Countyline	Collector	Add sidewalks, bike lanes, lighting, turn lanes at major intersections. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	21,000,000	58,212,000	N/A		Neighborhood	Active Transportation	Washington County	
11581	Washington Co.	Washington Co.	Thompson Rd	Saltzman Rd.	Countyline	Arterial	Widen to three lanes with bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	37,000,000	102,564,000	N/A		Neighborhood	Roads and Bridges	Washington County	
11582	Washington Co./ Beaverton/ Tigard	ODOT	Hwy. 217 Capacity Improvements	OR 8	I-5	Freeway/Arterial	Construct as a 6-lane freeway, adding 3rd through lane in each direction, and complete interchange reconstruction with ramp and overcrossing improvements	1,368,385,000	3,793,163,220	N/A		Industrial area	Throughways	Washington County	X
11583	ODOT	ODOT	I-5 Northbound: Phase 3 - Auxiliary Lane Extension	Lower Boones Ferry Rd. Interchange	Carman Dr. Interchange	Interstate	Extend existing auxiliary lane.	21,000,000	58,212,000	2033-2040		Employment area	Throughways	ODOT	
11584	ODOT	ODOT	Region-Wide Transportation System Management, Operations, Active Transportation	N/A	N/A	Various	Specific projects to be determined	90,630,000	251,226,360	2033-2040		TBD	TSMO/TDM	ODOT	
11585	ODOT	ODOT	I-205 Southbound and Northbound Abernethy Bridge widening	OR99E Interchange	Oswego Hwy (OR 43) Interchange	Interstate	Widen bridge to address recurring bottlenecks on the bridge.	75,000,000	207,900,000	2033-2040		Regional Center, Town C enter	Throughways	ODOT	X
11586	ODOT	ODOT	I-205 Southbound and Northbound widening	Oswego Hwy Interchange	Stafford Rd Interchange	Interstate	Widen highway to address recurring bottlenecks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	190,000,000	526,680,000	2033-2040		Neighborhood, Urban Reserve	Throughways	ODOT	X
11587	TriMet		High Capacity Transit: Southwest Corridor Capital Construction	N/A	N/A	N/A	Capital Construction of High Capacity Transit project between Portland and Tualatin via Tigard.	1,000,000,000	2,772,000,000	N/A		2040 Corridor	Transit	TriMet	
11588	TriMet		High Capacity Transit Capital Construction: Amberglen	N/A	N/A	N/A	HCT serving AmberGlen area of Tansbourne Town Center, as envisioned in regional HCT System Plan.	150,000,000	415,800,000	N/A		2040 Corridor	Transit	TriMet	
11589	TriMet		High Capacity Transit Capital Construction: TV Highway	N/A	N/A	N/A	HCT on TV Hwy, as envisoned in regional HCT System Plan.	150,000,000	415,800,000	N/A		2040 Corridor	Transit	TriMet	

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11590	TriMet		Powell / Division Transit Project Capital Construction	N/A	N/A	N/A	HCT on Powell/Division from Portland CBD to Gresham TC.	75,000,000	207,900,000	N/A		2040 Corridor	Transit	TriMet	
11591	TriMet		Electronic Fare System	N/A	N/A	N/A	Development of protocol specifications for and installation of eFare system.	30,000,000	83,160,000	N/A		Other	Transit	TriMet	
11592	TriMet		Portland-Milwaukie LRT Corridor TOD development	N/A	N/A	N/A	Reconfigure / structure P&R and other TriMet-owned and -controlled land for TOD opportunity when market conditions or development partnerships allow.	15,000,000	16,875,000	2014-2017	X	Other	Transit	TriMet	
11593	TriMet		CNG Conversion at Merlo Operating Base	N/A	N/A	N/A	Capital costs for incremental bus purchase cost, facilities changes for CNG operation and fueling infrastructure	13,900,000	15,637,500	2014-2017	X	Other	Transit	TriMet	
11594	TriMet		Bike and Ride Facilities	N/A	N/A	N/A	Provide secure bike parking at TriMet stations.	12,500,000	34,650,000	N/A		Other	Active Transportation	TriMet	
11595	TriMet		Argyle Equitable TOD development	N/A	N/A	N/A	Reconfigure streetscape to support equitable TOD development at priority site.	4,000,000	4,500,000	2014-2017	X	Station community	Active Transportation	TriMet	
11597	Tualatin	Tualatin	Ice Age Tonquin Trail	Cipole	Tualatin River	Other	Construct multi-use path. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	14,615,000	40,512,780	N/A		Industrial Area	Active Transportation	Washington County	X
11598	Troutdale		Marine Drive Extension				Construct Marine Drive extension	980,000	2,716,560	N/A			Roads and Bridges	E. Multnomah County	
11599	E. Multnomah Cities/Counties		ATP Project Implementation				Implementation of recommendations from ATP	20,000,000	55,440,000	N/A			Active Transportation	E. Multnomah County	
11600	Multnomah County	Multnomah County	Marine Drive at 223rd	Marine Drive at 223rd			Widen to accommodate freight traffic and provide bike/ped facilities	10,000,000	27,720,000	N/A			Freight	E. Multnomah County	
11601	Troutdale	Troutdale	Kibling Access	Historic Columbia River Highway	Railroad/Urban Renewal Area		Provide access from HCRH to Urban Renewal Area	20,000,000	55,440,000	N/A			Roads and Bridges	E. Multnomah County	
11602	Gresham	Gresham	Phase 5 of Gresham /Fairview Trail				Construct Phase 5 of Gresham-Fairview Trail	30,000,000	83,160,000	N/A			Active Transportation	E. Multnomah County	
11603	Gresham	Gresham	Hogan	Powell	Division		Full build out of Hogan	25,000,000	69,300,000	N/A			Roads and Bridges	E. Multnomah County	
11605	Forest Grove	Forest Grove	Taylor Way Extension	Elm	Poplar	Collector	Construct 2-lane industrial road to complete gaps between Elm and Poplar Street	7,840,000	15,883,840	2025-2032	X	Industrial area	Roads and Bridges	Washington County	
11606	Forest Grove	Forest Grove	26th Avenue Improvements & Extension	Sunset Drive	Oak	Collector	Construct new 2-lane collector from Boyd Lane to Oak Street and improve to City standards from Hawthorne to Sunset Drive	9,800,000	19,854,800	2025-2032	X	Neighborhood	Roads and Bridges	Washington County	X
11607	Lake Oswego	Lake Oswego / ODOT	Bonita Rd Sidewalks and Bike Lanes	Bangy Road	Carman Drive	Major Collector	2,300' long, 5.5' sidewalks and 6' bike lanes on both sides. Widening of roadway involves tree removals and loss of on-street parking.	5,075,000	7,511,000	2018-2024		Neighborhood	Active Transportation	Clackamas County	X
11608	Lake Oswego	Lake Oswego	3rd Street Reconstruction	3rd/A Ave	3rd/B Ave	Local	450' long, 60' wide roadway reconstruction. 12' travel lanes, 8' parking lanes, 10' sidewalks.	1,900,000	2,812,000	2018-2024		Town Center	Roads and Bridges	Clackamas County	
11609	Lake Oswego	Lake Oswego	4th Street Reconstruction	4th/A Ave	4th/B Ave	Major Collector	450' long, 60' wide roadway reconstruction. 12' travel lanes, 8' parking lanes, 10' sidewalks.	2,000,000	2,960,000	2018-2024		Town Center	Roads and Bridges	Clackamas County	
11610	Lake Oswego	Lake Oswego	A Avenue Enhancements	4th/A Ave	6th/A Ave	Major Arterial	640' long, 7' parking lanes, 12' sidewalks. R/W adequate. Include street trees & landscaping to be consistent with adjacent street section. Consider crosswalk striping.	2,400,000	3,552,000	2018-2024		Town Center	Active Transportation	Clackamas County	
11611	Lake Oswego	ODOT	Hwy 43/B Ave: Intersection Improvement Geometry	200' north of Hwy 43/B Ave	Hwy 43/B Ave	Major Arterial	200' long road widening to add 12' wide SB Right Turn Lane with 2' shy; rebuild 8' sidewalk and ADA ramp. R/W required, structure demo/modification. Coordinate with ODOT. NHS/AASHTO/ODOT stds apply.	2,400,000	3,552,000	2018-2024		Town Center	Roads and Bridges	Clackamas County	
11612	Lake Oswego	Lake Oswego	Goodall Rd Pathway	Knaus	Country Club	Neighborhood Collector	3,000' long, 6' wide asphalt shoulder pathway on the east side of road. R/W needed for swale. Completes a connection.	2,300,000	4,659,800	2025-2032		Neighborhood	Active Transportation	Clackamas County	X
11613	Lake Oswego	Lake Oswego	Knaus Rd Pathways and Bike Lanes	Boones Ferry Road	Country Club	Neighborhood Collector	4,000' long, 6' wide separated asphalt pathway, 5' wide bike lanes.	7,300,000	14,789,800	2025-2032		Neighborhood	Active Transportation	Clackamas County	
11614	Sherwood	Sherwood	Pine St Phase 2	Division	Sunset Blvd	Collector	Resconstruct collector road	2,000,000	5,544,000	2033-2040	X	Neighborhood	Roads and Bridges	Washington County	
11615	Clackamas County	Clackamas County	72nd Ave Multi-Use Path Connection	Thompson Rd	Harmony rd	N/A	Construct multi-use path	1,140,000	3,160,080	N/A		Neighborhood	Active Transportation	Clackamas County	
11616	Clackamas County	NCPRD	North Clackamas Regional Park Trail	Linwood Ave	North Clackamas Park Complex	N/A	Construct multi-use path	1,100,000	3,049,200	N/A		Corridor Industrial area	Active Transportation	Clackamas County	X
11617	Clackamas County	NCPRD	North Clackamas Regional Parks Trail	OR 213	Linwood Ave	N/A	Construct multi-use path	1,840,000	5,100,480	N/A		Corridor	Active Transportation	Clackamas County	X
11618	Clackamas County	Clackamas County	Borland Rd	Stafford Rd	West Linn City Limits	Minor Arterial	Add paved shoulders. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	10,030,000	27,803,160	N/A		Urban Reserve	Active Transportation	Clackamas County	X
11619	SMART		Bus Alternative Fuel Charging Stations				Design & construct two alternative fuel (EV/LNG/CNG) charging stations within Wilsonville	3,000,000	4,440,000	2017-2024		Other	Transit	SMART	
11620	Milwaukie	ODOT	Hwy 224 & Hwy 99E Refinement Plan	Hwy 99E Project Limits: Tacoma St to River Rd	Hwy 224 Project Limits: Hwy 99E to Lake Rd Interchange	Regional Route and Arterial	Conduct refinement study to establish alternative mobility targets for Hwy 224 and McLoughlin Blvd for locations not meeting applicable state targets, and explore ways to minimize barrier effect and improve auto and freight mobility.	270,000	303,750	2014-2017		Corridor	Other	Clackamas County	X
11621	Milwaukie	Milwaukie	Intersection Curb Ramp Improvements	Citywide	Citywide	Varied	Install curb ramps at all intersections with sidewalks (approximately 700 intersections).	3,500,000	3,937,500	2014-2017		Varied	Active Transportation	Clackamas County	
11622	Milwaukie	Milwaukie	Group 10--19th Avenue Neighborhood Greenway Improvements	Milwaukie Riverfront	River Rd at Sparrow St	Local and Other	19th Ave and Sparrow St Neighborhood Greenway = Designate as a "neighborhood greenway" and install traffic-calming improvements. This would connect the south end of Kellogg Creek Trail to River Rd. ($800,000) Kellogg Creek Trail Improvements = Resurface trail and provide wayfinding signage to/from trail. ($680,000)	1,480,000	2,998,480	2025-2032		Neighborhood and Town Center	Active Transportation	Clackamas County	X

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11623	Milwaukie	ODOT and Milwaukie	Group 11--Intersection Improvements in North Industrial Area	Ochoco St	Harrison St	Regional Route, Arterial, Collector, and Local	Signage and Intersection Improvements at McLoughlin Blvd and Ochoco St = Establish signage for trucks and improve intersection. (TSAP) ($1,600,000) 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. ($20,000) Intersection Improvements at Main St and Mailwell Dr = Upgrade intersection turning radii to better accommodate freight movements. ($60,000)	1,680,000	3,403,680	2025-2032		Station Community, Town Center, and Industrial Area	Roads and Bridges	Clackamas County	
11624	Milwaukie	Milwaukie	Local Street Improvements in Tacoma Station Area	Location-specific	Location-specific	Local	Construct street improvements on Stubb St, Beta St, Ochoco St, Hanna Harvester Dr, and Mailwell Dr. (TSAP)	5,280,000	14,636,160	2033-2040		Station Community	Roads and Bridges	Clackamas County	
11625	Milwaukie	Milwaukie	43rd Ave Bike Lanes	King Rd	Filbert St	Collector	Fill in gaps in existing bicycle network with bike lanes.	1,100,000	3,049,200	2033-2040		Neighborhood	Active Transportation	Clackamas County	
11626	Oregon City	Oregon City	Maple Lane Upgrade	Beavercreek Road	UGB	Minor Arterial	Boulevard improvements including widening sidewalks, sidewalk infill, ADA accessibility, bike lanes, reconfigure travel lanes, add bus stop amenities. (TSP D84)	3,600,000	4,050,000	2014-2017		Employment Area	Active Transportation	Clackamas County	
11627	Oregon City	Oregon City	Division Street Upgrade	7th Street	18th Street	Collector	Boulevard improvements including widening sidewalks, sidewalk infill, ADA accessibility, bike lanes, add bus stop amenities. (D80, W70, 60 - Not shown in TSP Walking solutions map)	2,700,000	3,996,000	2018-2024		Neighborhood	Active Transportation	Clackamas County	
11628	Oregon City	Oregon City	Parrish Road Extension	Parrish Road (west)	Parrish Road (east)	Collector	Street improvements including a creek crossing, through lanes, sidewalks, bike lanes, to serve the South End Concept Area and the existing neighborhoods to the east. (TSP D65). The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	3,300,000	4,884,000	2018-2024		Outer Neighborhood	Roads and Bridges	Clackamas County	
11629	Oregon City	Oregon City	Dunes Drive Extension	Hwy 99E	Agnes Ave	Collector	Through lanes, sidewalks, bike lanes, turn lanes to serve a Regional Center. (TSP D62)	3,770,000	7,638,020	2025-2032		Regional Center	Roads and Bridges	Clackamas County	
11630	Oregon City	Oregon City/ODOT	City Wide Transportation System Management & Operations	Citywide	N/A	N/A	Blvd traffic surveylance, integrated corridor management, weather information systems, advanced warning systems, speed warning systems, school zone flashers (TSP D2-D6, D9-D10, D13-D26)	5,000,000	13,860,000	2033-2040		Employment Area	TSMO/TDM	Clackamas County	
11632	Portland/Port		North Hayden Island Drive	Burlington Northern Rail Bridge	Hayden Island	Minor Arterial	Reconstruct North Hayden Island Drive from the Burlington Northern Rail Bridge to the I-5 Hayden island Interchange.	12,350,000	34,234,200	2033-2040	X	Industrial area	Roads and Bridges	City of Portland	
11633	Portland/ Gresham		Gresham Fairview Trail Phase V	Sandy Blvd.	Marine Dr.		Multi-use path on 185th from Sandy to Marine drive.	1,000,000	1,125,000	2014-2017	X		Active Transportation	City of Portland	
11634	Portland		9th Ave Neighborhood Greenway NE	NE Holman	I-84 @ NE 7th		Greenway on NE 9th Ave to Lloyd district. Moves to 7th Ave through Lloyd	700,000	787,500	2014-2017	X		Active Transportation	City of Portland	
11635	Portland		9th Ave Neighborhood Greenway SE	I-84	SE Center St.		Greenway on SE 9th Ave	700,000	787,500	2014-2017	X		Active Transportation	City of Portland	
11636	Portland		NE Multnomah multi-modal improvements	NE 1st	NE 16th ave		Permanent improvements to NE Multnomah protected bikeway	1,000,000	1,125,000	2014-2017	X		Active Transportation	City of Portland	
11637	Portland		Mill/Market/Main Greenway	I-205	City Limits		Neighborhood greenway from I-205 to 162nd using the streets MillMain, Mill, Market and Main.	600,000	675,000	2014-2017	X		Active Transportation	City of Portland	
11638	Portland		SW Capitol Highway Safety Improvements	SW Huber St.	SW49th/ Hildago		Safety improvements including improved crossings, left turn pockets and improved signal timing.	150,000	168,750	2014-2017	X		Roads and Bridges	City of Portland	
11639	Portland		Johns Landing Streetcar	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.	80,000,000	162,080,000	2025-2032	X		Transit	City of Portland	
11640	Portland		North Portland Greenway Segment 1	Kelly Point ParkN. Columbia Blvd	N. Columbia Blvd		Will provide an off-street trail from the confluence of the Willamette and Columbia rivers at Kelley Point Park to N. Columbia Boulevard, connecting to the St. Johns neighborhood.	9,559,102	19,366,740	2025-2032	X		Active Transportation	City of Portland	X
11641	Portland		North Portland Greenway Segment 2	N. Columbia Blvd	Cathedral Park		Connects Chimney Park, Pier Park, Baltimore Woods, Cathedral Park, and the St. Johns neighborhood and pedestrian district. Off-street trails in Chimeny and Pier Park with shared roadway and sidewalks from Pier park to N Catlin.	2,083,874	3,084,134	2018-2024	X		Active Transportation	City of Portland	
11642	Portland		North Portland Greenway Segment 3	Cathedral Park	Swan Island		Connects the BES property with Swan Island via University of Portland and Willamette Cove; utilizes portions of existing trail. Off-street trail.	14,787,630	29,959,738	2025-2032	X		Active Transportation	City of Portland	
11643	Portland		North Portland Greenway Segment 4	Swan Island	N. Going St		Connects Waud Bluff Trail to N. Going Street, cycle track and sidewalks on N .Basin Avenue, and Off-street trail along south end of N Basin Avenue	5,256,420	7,779,502	2018-2024	X		Active Transportation	City of Portland	
11644	Portland		North Portland Greenway Segment 5	N. Going St	N. Tillamook/ Interstate		Connect Swan Island with downtown Portland via "Going to the River" sidewalk improvements and through Rose Quarter. Off-street separated trail along N. Greeley Avenue, new crossing of N. Going Street, and at-grade crossing of N Broadway Street	7,306,910	10,814,227	2018-2024	X		Active Transportation	City of Portland	
11645	Portland		7th/9th/I-84, NE: Pedestrian/Bike Bridge	NE 7th Ave	NE 9th Ave		Construct a pedestrian / bike bridge at NE 7th Ave or NE 9th Ave across Interstate 84.	8,300,000	12,284,000	2018-2024	X		Active Transportation	City of Portland	
11646	Portland		NE Broadway Multi-modal improvements	Broadway Bridge	NE 42nd Ave		Protected bikeway, enhanced crossings on N/NE Broadway	3,500,000	5,180,000	2018-2024	X		Active Transportation	City of Portland	
11647	Portland		1-205 Undercrossing	NE Hancock	I-84 WB on-ramp		Provides a connectivity and enhanced safety opportunities for bike/ped connections between East Portland and NE Portland.	2,011,505	2,977,027	2018-2024	X		Active Transportation	City of Portland	180985440.5
11648	Portland	ODOT	Powell, SE (I-205 - 174th): Multi-modal Improvements, Phase 1	SE 116th	SE 136th		Widen street to three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings.	66,551,572	98,496,327	2018-2024	X		Roads and Bridges	City of Portland	
11649	Port of Portland	Port	T2 Redevelopment	Terminal 2		N/A	Construct rail, rail scale, and crane modernization.	4,500,000	5,062,500	2014-2017	X	Freight Intermodal Facility	Freight	Port of Portland	
11650	Port of Portland	Port	Northside Redevelopment	PDX Terminal Area		N/A	Construct a new apron for business aviation.	5,800,000	6,525,000	2014-2017	X	Employment Area	Freight	Port of Portland	

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11651	Port of Portland	UPRR/BNSF	T2 Track Reconfiguration and Siding	Terminal 2		N/A	Construct rail loops and support siding.	8,900,000	13,172,000	2018-2024	X	Freight Intermodal Facility	Freight	Port of Portland	
11652	Port of Portland	UPRR/BNSF	Bonneville Rail Yard Build Out	Bonneville Rail Yard		N/A	Construct two interior yard tracks at Bonneville Yard and complete the double track lead from the wye at the east end of the yard to UP Barnes Yard.	3,600,000	5,328,000	2018-2024	X	Freight Intermodal Facility	Freight	Port of Portland	
11653	Port of Portland	UPRR/BNSF	Ramsey Yard Utilization	Columbia Slough	Bonneville Yard	N/A	Connect the existing set out track along the west side of the main lead with the industrial lead near the south end to provide a location to store a unit train.	1,700,000	2,516,000	2018-2024	X	Industrial Area	Freight	Port of Portland	
11654	Port of Portland	Port/Others	Time Oil Road Reconstruction	Lombard	Rivergate Boulevard	Local	Reconstruct Time Oil Road	9,000,000	13,320,000	2018-2024	X	Industrial Area	Freight	Port of Portland	
11655	Port of Portland	Port	Terminal Exit Roadway Widening	PDX Terminal Area		Major Arterial	Add one outbound lane between parking plaza and return roadway	2,208,000	3,267,840	2018-2024	X	Employment Area	Freight	Port of Portland	
11656	Port of Portland	Port	Airport Way Terminal Entrance Rdwy	PDX Terminal Area		Major Arterial	Add one inbound lane at entrance to terminal loop roadway	708,000	1,047,840	2018-2024	X	Employment Area	Freight	Port of Portland	
11657	Port of Portland	Port	Terminal Deplaning Rdwy Expansion	PDX Terminal Area		Major Arterial	Add one loading lane and one through lane on terminal lower roadway	4,116,000	6,091,680	2018-2024	X	Employment Area	Freight	Port of Portland	
11658	Port of Portland	Port	Terminal Enplaning Rdwy Expansion	PDX Terminal Area		Major Arterial	Add one lane on the approach and one lane on the exit to the terminal upper roadway	3,500,000	5,180,000	2018-2024	X	Employment Area	Freight	Port of Portland	
11659	Port/Portland	Portland/UPRR	Rivergate Blvd. Overcrossing	N. Lombard	Time Oil Road	Local	Relieve a congestion point in Rivergate Industrial Area, improve rail access to Terminal 5.	14,200,000	15,975,000	2014-2017	X	Freight Intermodal Facility	Freight	Port of Portland	
11660	Sherwood	Sherwood	Century-Langer Intersection Improvements	Century Dr	Langer Dr	Arterials	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.	1,000,000	1,480,000	2018-2024	X		Roads and Bridges	Washington County	
11661	Forest Grove	ODOT	Hwy 47/ Martin Road Intersection Improvements	HWY 47	Martin Road	Major Arterial	Intersection Improvement (e.g. roundabout) with connections to extensions of Holladay Street and 23rd Avenue	4,230,000	6,260,400	2018-2024	X		Roads and Bridges	Washington County	
11662	Forest Grove	ODOT	Hwy 47/ B St. Intersection Improvements	HWY 47	B Street	Major Arterial	Intersection Improvement	1,790,000	2,013,750	2014-2017	X		Roads and Bridges	Washington County	
11663	Forest Grove	ODOT	Hwy 47/ Purdin Rd. Intersection Improvements	HWY 47	Purdin Road	Major Arterial	Intersection Improvement (e.g. roundabout)	3,320,000	6,726,320	2025-2032	X		Roads and Bridges	Washington County	
11664	Metro		Next Corridor Program	N/A	N/A	N/A	As part of the RTP, the High Capacity Transit (HCT) Plan identifies corridors where new HCT investments are desired over the next 30 years. It priorities corridors for implementation and sets a framework to advance future corridors, consistent with the goals of the RTP and the Region's 2040 Growth Concept. In addition, the HCT Plan creates a System Expansion Policy that serves as the framework to advance future regional HCT corridors by setting targets and defining regional and local actions. The Next Corridor programs works with public and private partners to identify places where community aspirations and parternships create readiness for HCT corridor planning.	5,000,000	5,625,000	2014-2017	X	Various	Regional Program	Metro	
11665	Hillsboro	Hillsboro	28th Ave.	Light Rail	25th	Minor Arterial	Widen to five lanes with bike/sidewalks.	3,000,000	3,375,000	2014-2017	X		Roads and Bridges	Washington County	
11666	Tigard	ODOT	Hwy. 99W Intersection Improvements	64th Ave.	Durham Rd.	Principal arterial	Construction phase: Provide increased capacity at priority intersections, including bus queue bypass lanes in some locations, improved sidewalks, priority pedestrian crossings, and an access management plan, while retaining existing 4/5-lane facility from I-5 to Durham Road. See 2035 Tigard TSP Project #66 for specific improvements.	46,000,000	127,512,000	2018-2040	X		Roads and Bridges	Washington County	
11667	Forest Grove	ODOT	Hwy 47/ Fernhill-Maple St. Intersection Improvements	HWY 47	Fernhill-Maple	Major Arterial	Intersection Improvement	1,300,000	1,462,500	2014-2017	X	Employment area	Roads and Bridges	Washington County	
11668	Clackamas County	Clackamas County	Sunrise Multi- use path	122nd Ave	Rock Creek Junction	regional bikeway	Construct new mullti use path from 122nd Ave to 172nd paralleling the Sunrise project.	6,000,000	8,880,000	2018-2024	X	Industrial area	Active Transportation	Clackamas County	
11669	Damascus	Clackamas County	Foster Rd. Improvements	172nd 190th Connector	Sunnyside Road Extension	Minor Arterial	Widen to three lanes Project Segment Length 8,000 feet	10,400,000	28,828,800	NA		Corridor	Roads and Bridges	Clackamas County	X
11670	Damascus	ODOT	Hwy 212 widening to 5 lane boulevard	172nd	East City Limits	Principal arterial	Widen Highway 212 to a 5 lane boulevard section through Damascus. segment Length 8,200 Feet and segment length 11,000 feet	68,000,000	188,496,000	NA		Corridor	Roads and Bridges	Clackamas County	
11671	Milwaukie	Milwaukie	Linwood Ave Sidewalks (south)	King Rd	Railroad Ave	Arterial	Fill in sidewalk gaps on both sides of street.	2,150,000	2,418,750	2014-2017	X	Corridor	Active Transportation	Clackamas County	
11672	Forest Grove	Forest Grove	Holladay Ext (west)	HWY 47	East City Limits	Collector	Construct new 2-lane industrial collector from City Limit to Martin Road/Highway 47 intersection. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	12,080,000	24,474,080	2025-2032	X	Industrial area	Roads and Bridges	Washington County	
11673	Multnomah County	Multnomah County	Troutdale Road Pedestrian Improvement	Stark Street	21st		Troutdale Road improvements {ped btwn 21st - Stark}	1,300,000	1,924,000	2018-2024	X		Active Transportation	E. Multnomah County	X
11674	Multnomah County	Multnomah County	Troutdale Road Bike Improvements	Buxton	Stark		Troutdale Road improvements {bike btwn Buxton-Stark}	1,753,381	2,595,004	2018-2024	X		Active Transportation	E. Multnomah County	
11675	Gresham	Gresham	US 26 Multimodal Improvements	Burnside	Palmquist		US 26 multimodal improvements {Burnside to Palmquist: sidewalks}	1,328,319	1,965,912	2018-2024	X		Active Transportation	E. Multnomah County	
11676	Gresham	Gresham	181st Pedestrian Improvements	I-84	San Rafael		Complete sidewalk connections {181st: I-84-San Rafael}	1,000,000	1,480,000	2018-2024	X		Active Transportation	E. Multnomah County	
11677	Gresham	Gresham	Division Ped Improvements	212th	242nd		Division ped imps - widen sidewalks, improve crossings 212th-242nd	1,000,000	1,480,000	2018-2024	X		Active Transportation	E. Multnomah County	
11678	Gresham	Gresham	Powell Pedestrian Improvements between Eastman and Main	Eastman	Main		Powell ped imps - widen sidewalks, improve crossings {Eastman - Main}	1,000,000	1,480,000	2018-2024	X		Active Transportation	E. Multnomah County	
11679	Gresham	Gresham	Powell Pedestrian Improvements between Hood and Hogan	Hood	Hogan		Powell ped imps - widen sidewalks, improve crossings {Hood - Hogan}	1,000,000	1,480,000	2018-2024	X		Active Transportation	E. Multnomah County	
11680	Gresham	Gresham	17th Ave	Kane	East City Limit Boundary		17th Ave: Kane to Gresham east city boundary Bike/Ped Improvements	2,000,000	4,052,000	2025-2032	X		Active Transportation	E. Multnomah County	X

RTP ID	Nominating Agency	Facility Owner	Project/Program Name	Project Start Location	Project End Location	Local Functional Classification	Description	Estimated Cost ($2014)	Estimated Cost ($YOE)	Time Period	Financial Constrained	2040 Land Use	Metro Investment Category	Subregion	Sensitive Habitat Area
11681	Multnomah County	Multnomah County	17th Ave: Multnomah County	East City Limit Boundary	Troutdale Road		17th Ave: Troutdale to Gresham east city boundary Bike/Ped Improvements	2,000,000	4,052,000	2025-2032	X		Active Transportation	E. Multnomah County	X
11682	Gresham	Gresham	181st/Rockwood Safety Corridor	I-84	Stark		Safety corridor: 181st/Rockwood {I-84 - Stark}	1,900,000	2,812,000	2018-2024	X		Roads and Bridges	E. Multnomah County	
11683	Gresham	Gresham	Safety corridor: Halsey {162nd-181st}	162nd	181st		Safety corridor: Halsey {162nd-181st}	2,400,000	3,552,000	2018-2024	X		Roads and Bridges	E. Multnomah County	
11684	Multnomah County	Multnomah County	Safety corridor: Cherry Park/257th {Cherry Park - Division}	Cherry Park	Divison		Safety corridor: Cherry Park/257th {Cherry Park - Division}	2,600,000	3,848,000	2018-2024	X		Roads and Bridges	E. Multnomah County	
11685	Gresham	Gresham	Safety Corridor: Hogan/Burnside/Powell {Division - Palmquist}	Division	Palmquist		Safety Corridor: Hogan/Burnside/Powell {Division - Palmquist}	1,200,000	1,776,000	2018-2024	X		Roads and Bridges	E. Multnomah County	
11686	Multnomah County/East County Cities	Multnomah County/East County Cities	Sandy to Springwater Path design and construction	Springwater Corridor	40-mile loop		Sandy River to Springwater multi-modal connections	50,000,000	101,300,000	2025-2032	X		Active Transportation	E. Multnomah County	X
11687	Gresham	Gresham	Powell and Eastman	Intersection at Powell and Eastman			Powell and Eastman {additional southbound left turn}	908,431	1,840,481	2025-2032	X		Roads and Bridges	E. Multnomah County	
11688	Multnomah County/East County Cities	Multnomah County/East County Cities	Sandy to Springwater Path Planning	Springwater Corridor	40-mile loop		Sandy to Springwater Path: master plan	1,500,000	3,039,000	2025-2032	X		Active Transportation	E. Multnomah County	X
11689	Gresham	Gresham	Eastman	Division	Powell		Eastman & 25th pedestrian crossing and Eastman bikelane/stormwater improvements {Division - Powell}	4,780,000	7,074,400	2018-2024	X		Active Transportation	E. Multnomah County	
11690	Multnomah County	Multnomah County	Hogan at Glisan	Intersection at Hogan/Glisan			Hogan at Glisan (northwest corner)	3,000,000	4,440,000	2018-2024	X		Roads and Bridges	E. Multnomah County	
11691	Gresham	Gresham	Hogan/Butler Signal	Hogan/Butler Intersection			Hogan/Butler new signal	2,343,000	4,746,918	2025-2032	X		Roads and Bridges	E. Multnomah County	
11692	King City	ODOT	King City Sidewalk Infill	1000' west of SW Royalty Pkwy	SW Beef Bend Rd		Add sidewalks, bike lanes, lighting, turn lanes at major intersections.	1,036,427	1,165,980	2014-2017	X		Active Transportation	Washington County	
11693	Gresham	Gresham	169th Avenue	Wilkes Road	Halsey Street	Collector	Complete pedestrian system gaps by constructing sidewalks and improve to collector standard.	1,000,000	2,026,000	2025-2032	X	Industrial Area	Active Transportation	E. Multnomah County	
11694	Gresham	Gresham	190th Avenue	Division Street	Yamhill Street	Collector	Complete pedestrian system gaps by constructing sidewalks and improve to collector standard.	1,000,000	2,026,000	2025-2032	X	Town Center	Active Transportation	E. Multnomah County	
11695	Gresham	Gresham	192nd Avenue	Glisan Street	Stark Street	Collector	Complete pedestrian system gaps by constructing sidewalks and improve to collector standard.	4,432,624	8,980,496	2025-2032	X	Town Center	Active Transportation	E. Multnomah County	
11696	Gresham	Gresham	Main Street	Western City limits	SE 182nd Avenue	Collector	Complete pedestrian system gaps by constructing sidewalks and improve to collector standard.	2,350,226	4,761,558	2025-2032	X	Town Center	Active Transportation	E. Multnomah County	
11697	Gresham	Gresham	Yamhill Street	181st Avenue	197th Avenue	Collector	Construct to collector cross section with one motor vehicle travel lane in each direction and pedestrian facilities.	2,600,000	5,267,600	2025-2032	X	Neighborhood	Roads and Bridges	E. Multnomah County	
11698	Gresham	Gresham	5th Street	Main Avenue	Cleveland Avenue	Collector	Construct to collector cross section consistent with the Green Shared Street designation per the Downtown Plan	1,000,000	1,480,000	2018-2024	X	Regional Center	Roads and Bridges	E. Multnomah County	
11699	Gresham	Gresham	Main Avenue	Divison Street	5th Street	Collector	Ped to MAX project, improve pedestrian access to light rail transit	2,500,000	3,700,000	2018-2024	X	Regional Center	Active Transportation	E. Multnomah County	
11700	Gresham	Gresham	Walters Drive	Springwater Corridor Trail	7th Street	Collector	Construct to collector cross section with one motor vehicle travel lane in each direction and pedestrian facilities.	2,519,478	5,104,462	2025-2032	X	Neighborhood	Roads and Bridges	E. Multnomah County	
11701	Gresham	Gresham	7th Street	Eastman Avenue	Walters Drive	Collector	Construct to collector cross section with one motor vehicle travel lane in each direction and pedestrian facilities.	1,553,194	3,146,771	2025-2032	X	Neighborhood	Roads and Bridges	E. Multnomah County	X
11702	Gresham	Gresham	282nd Avenue	Powell Valley Road	Southern City Limits	Minor Arterial	Construct to minor arterial cross section with one motor vehicle travel lane in each direction, a center lane, bicycle and pedestrian facilities.	3,118,700	6,318,486	2025-2032	X	Corridor	Roads and Bridges	E. Multnomah County	
11703	Gresham	Gresham	Hillyard Road	Palmblad Road	Anderson Road	Collector	Construct to collector cross section with one motor vehicle travel lane in each direction and pedestrian facilities.	9,628,553	19,507,448	2025-2032	X	Neighborhood	Roads and Bridges	E. Multnomah County	
11705	Gresham	Gresham	Springwater Planned Road	Hogan Road	Fleming Avenue	Collector	Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities.	2,884,200	7,995,002	2033-2040	X	Industrial Area	Roads and Bridges	E. Multnomah County	X
11706	Gresham	Gresham	Fleming Avenue	19th Street extension	252nd Avenue	Collector	Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities	4,857,600	13,465,267	2033-2040	X	Industrial Area	Roads and Bridges	E. Multnomah County	
11707	Gresham	Gresham	Palmquist Road	Hogan Road	HWY 26	Minor Arterial	Construct to minor arterial cross section with one motor vehicle travel lane in each direction, a center lane, bicycle and pedestrian facilities.	2,997,500	6,072,935	2025-2032	X	Neighborhood	Roads and Bridges	E. Multnomah County	
11708	Gresham	Gresham	Palmblad Road	Palmquist Road	Hillyard Road	Collector	Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities.	8,611,625	17,447,152	2025-2032	X	Industrial Area	Roads and Bridges	E. Multnomah County	
11709	Gresham	Gresham	Knapp Street/41st Street	182nd Avenue	190th Drive	Collector	Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities.	6,552,502	9,697,703	2018-2024	X	Town Center	Roads and Bridges	E. Multnomah County	
11710	Gresham	Gresham	Pleasant Valley planned road	Pleasant Valley planned road #124	Cheldelin Road	Collector	Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities.	3,240,600	8,982,943	2033-2040	X	Town Center	Roads and Bridges	E. Multnomah County	X
11711	Gresham	Gresham	Pleasant Valley planned road	Springwater boundary	Chrystal Springs	Collector	Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities.	1,200,000	3,326,400	N/A		Town Center	Roads and Bridges	E. Multnomah County	
11712	Gresham	Gresham	170th Avenue	Chrystal Springs Boulevard	Baxter Road	Collector	Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities.	1,491,600	4,134,715	N/A		Town Center	Roads and Bridges	E. Multnomah County	
11713	Gresham	Gresham	Pleasant Valley planned road	Baxter Road	Pleasant Valley boundary	Collector	Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities.	1,200,000	3,326,400	N/A		Town Center	Roads and Bridges	E. Multnomah County	
11714	Gresham	Gresham	Chrystal Springs Boulevard	172nd Avenue	Pleasant Valley planned road #66	Collector	Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities.	1,200,000	3,326,400	N/A		Town Center	Roads and Bridges	E. Multnomah County	
11715	Gresham	Gresham	Pleasant Valley planned road	Chrystal Springs	Cheldelin Road	Collector	Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities.	1,413,500	3,918,222	N/A		Town Center	Roads and Bridges	E. Multnomah County	
11716	Gresham	Gresham	Pleasant Valley planned road	172nd Avenue	182nd Avenue	Collector	Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities.	3,764,200	10,434,362	2033-2040	X	Town Center	Roads and Bridges	E. Multnomah County	X
11717	Gresham	Gresham	Pleasant Valley planned road	182nd Avenue	City Limits	Collector	Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities.	1,921,700	5,326,952	2033-2040	X	Town Center	Roads and Bridges	E. Multnomah County	

RTP ID	Nominating Agency	Facility Owner	Project/Program Name	Project Start Location	Project End Location	Local Functional Classification	Description	Estimated Cost ($2014)	Estimated Cost ($YOE)	Time Period	Financial Constrained	2040 Land Use	Metro Investment Category	Subregion	Sensitive Habitat Area
11718	Gresham	Gresham	41st Street	190th Drive	Binford Avenue	Collector	Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities.	1,830,000	2,708,400	2018-2024	X	Town Center	Roads and Bridges	E. Multnomah County	
11719	Gresham	Gresham	41st Street	Eleven Mile Avenue	Rodlun Road	Collector	Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities.	1,000,000	1,480,000	2018-2024	X	Town Center	Roads and Bridges	E. Multnomah County	
11720	Gresham	Gresham	Crystal Springs	Pleasant Valley planned road #118	172nd Avenue	Collector	Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities.	1,000,000	2,772,000	N/A		Town Center	Roads and Bridges	E. Multnomah County	
11721	Gresham	Gresham	Foster Road	Pleasant Valley planned road #140	Cheldelin Road	Collector	Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities.	1,000,000	2,772,000	2033-2040	X	Town Center	Roads and Bridges	E. Multnomah County	
11722	Gresham	Gresham	Pleasant Valley planned road	Giese Road	Gresham city limits	Collector	Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities.	3,648,700	10,114,196	2033-2040	X	Town Center	Roads and Bridges	E. Multnomah County	
11723	Gresham	Gresham	Pleasant Valley planned road	Giese Road	Pleasant Valley planned road #79	Collector	Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities.	1,025,200	2,841,854	2033-2040	X	Town Center	Roads and Bridges	E. Multnomah County	
11724	Gresham	Gresham	Pleasant Valley planned road	Giese Road	172nd Avenue	Collector	Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities.	2,000,900	5,546,495	N/A		Town Center	Roads and Bridges	E. Multnomah County	
11725	Gresham	Gresham	Pleasant Valley planned road	182nd Avenue	Knapp Street	Collector	Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities.	1,489,950	4,130,141	2033-2040	X	Town Center	Roads and Bridges	E. Multnomah County	
11726	Gresham	Gresham	Springwater Planned Road	Springwater Planned Road #86	Rugg Road Extension	Collector	Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities.	1,833,700	5,083,016	N/A		Industrial Area	Roads and Bridges	E. Multnomah County	
11727	Gresham	Gresham	Anderson Road	Orient Drive	Springwater collector	Collector	Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities.	2,808,300	5,689,616	2025-2032	X	Industrial Area	Roads and Bridges	E. Multnomah County	
11728	Gresham	Gresham	Anderson Road	Springwater Collector	Rugg Road Extension	Collector	Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities.	6,197,400	17,179,193	2033-2040	X	Industrial Area	Roads and Bridges	E. Multnomah County	
11729	Gresham	Gresham	Anderson Road	Rugg Road Extension	282nd Avenue	Collector	Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities.	6,892,600	19,106,287	N/A		Industrial Area	Roads and Bridges	E. Multnomah County	
11730	Gresham	Gresham	Springwater Planned Road	Hogan Road	Planned SW road approximately 4,000 feet east of Hogan Road	Collector	Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities.	6,072,000	16,831,584	N/A		Industrial Area	Roads and Bridges	E. Multnomah County	
11731	Gresham	Gresham	Springwater Planned Road	Hogan Road approximately 5,200 feet north of Rugg Road	Hogan Road approximately 2,300 feet north of Rugg Road	Collector	Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities.	10,903,200	22,089,883	2025-2032	X	Industrial Area	Roads and Bridges	E. Multnomah County	
11732	Gresham	Gresham	Carl Street	Rugg Road extension	282nd Avenue	Collector	Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities.	3,795,000	10,519,740	N/A		Industrial Area	Roads and Bridges	E. Multnomah County	
11733	Gresham	Gresham	Springwater Planned Road	Orient Drive	Stone Road	Collector	Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities.	14,216,400	39,407,861	N/A		Industrial Area	Roads and Bridges	E. Multnomah County	X
11734	Gresham	Gresham	Springwater Planned Road	Approximately 2,100 feet west of 252nd Avenue	252nd Avenue	Collector	Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities.	2,277,000	6,311,844	N/A		Industrial Area	Roads and Bridges	E. Multnomah County	
11735	Gresham	Gresham	Springwater Planned Road	252nd Avenue	Rugg Road Extension	Collector	Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities.	12,470,700	34,568,780	N/A		Industrial Area	Roads and Bridges	E. Multnomah County	
11736	Gresham	Gresham	Pleasant Valley planned road	Pleasant Valley Boundary	Pleasant Valley planned road #82	Collector	Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities.	1,000,000	2,772,000	N/A			Roads and Bridges	E. Multnomah County	
11737	Washington Co.	Washington County	Cornell @ 185th Intersection Improvements	185th Ave.	Cornell Rd	Arterial	Prioritize near-term improvements such as signal timing, transit prioritization, traffic operations, monitoring, and specific turn lane configurations. Intersection improvements (and/or other reasonable replacement improvements) are to be implemented and prioritized as funding allows. If, after such improvments have been considered and motor vehicle traffic congestion becomes unacceptable, then these intersections could be considered as candidates for grade separation and/or other improvements to meet travel needs.	21,000,000	58,212,000	N/A		Town Center	Roads and Bridges	Washington County	
11738	Washington Co.	Washington County	Walker @ 185th Intersection Improvements	185th Ave.	Walker Rd.	Arterial	Prioritize near-term improvements such as signal timing, transit prioritization, traffic operations, monitoring, and specific turn lane configurations. Intersection improvements (and/or other reasonable replacement improvements) are to be implemented and prioritized as funding allows. If, after such improvments have been considered and motor vehicle traffic congestion becomes unacceptable, then these intersections could be considered as candidates for grade separation and/or other improvements to meet travel needs.	21,000,000	58,212,000	N/A		Town Center	Roads and Bridges	Washington County	
11739	Washington Co.	ODOT	Hall Blvd. Improvements	Oleson Rd.	Pfaffle	Arterial	Widen to 2/3-lane cross section with bike lanes and sidewalks.	13,800,000	38,253,600	2033-2040	X		Roads and Bridges	Washington County	
11740	Washington Co.	ODOT	Hall Blvd. Improvements	HWY 99W	Durham	Arterial	Widen to five lanes with bike lanes and sidewalks.	42,500,000	117,810,000	N/A			Roads and Bridges	Washington County	X
11741	Portland		Willamette Greenway Trail: Columbia Blvd. Bridge	Kelly Point ParkN. Columbia Blvd	N. Columbia Blvd		Construct bicycle and pedestrian bridge as part of np greenway segment 1	2,612,000	3,865,760	2018-2024	X		Active Transportation	City of Portand	
11742	Portland	ODOT	Powell, SE (I-205 - 174th): Multi-modal Improvements, Phase 2	1-205	174th		Widen street to three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings. Phase 2 includes all segments except Segment 2: 116th Ave to SE 136th Ave.	63,939,572	129,541,573	2025-2032	X		Roads and Bridges	City of Portland	
11743	Port of Portland	Troutdale, Multnomah County, ODOT	Troutdale Airport Master Plan Transportation Improvements	N/A	N/A		Implement transporation improvements developed as part of the Troutdale Airport Master Plan	20,000,000	55,440,000	N/A		Industrial Area	Roads and Bridges	E.Multnomah County	
11744	Portland	Portland/ODOT	23rd/Vaughn and 20th Ave (Upshur - Thurman), NW: Intersection Improvements and Street Extension				Modify the intersection of NW 23rd Ave & NW Vaughn St and extend NW 20th Ave from Upshur to Thurman in accordance with the Northwest Master Plan for Con-way Site. This project will not be adding auto capacity to the 23rd/Vaughn intersection.	1,540,000	1,732,500	2014-2017	X	Roads and Bridges			

Appendix 1.2 – 2014 RTP System Performance Measures

SYSTEM PERFORMANCE MEASURES FOR TOTAL REGION* TRIPS

**includes Clackamas, Multnomah, Washington, and Clark Counties*

			2010	2040 No Build	2040 FC	2040 ST
		Demographic Data				
1		Population	2,061,226	2,945,185	2,945,185	2,945,185
2		Households	811,730	1,210,551	1,210,551	1,210,551
3		Employment	916,407	1,491,536	1,491,536	1,491,536
		Network Data				
1	a	Total Miles in Network	6,849	6,874	7,100	7,114
	b	Freeway Miles	502	502	514	514
	c	Arterial Miles	6,347	6,372	6,586	6,599
	d	HOV Miles	3.4	3.4	3.4	3.4
2	a	Total Lane Miles	9,407	9,497	10,242	10,337
	b	Freeway Lane Miles	1,222	1,234	1,318	1,339
	c	Arterial Lane Miles	8,185	8,263	8,924	8,999
3	a	Total Roadway Capacity Miles	8,841,476	8,950,139	9,633,266	9,731,479
	b	Freeway Capacity Miles	2,127,980	2,162,032	2,325,563	2,369,253
	c	Arterial Capacity Miles	6,713,497	6,788,107	7,307,704	7,362,227
4		Total Lane Miles Added (from 2010)	-	90	835	930
		Motor Vehicle Data - Average Weekday (AWD)				
1	a	AWD Total Auto Person Trips	6,281,952	9,367,445	9,162,943	9,098,382
	b	AWD Total SOV Trips	3,478,732	5,277,911	5,078,360	5,017,917
	c	AWD Total HOV Vehicle Trips	1,195,867	1,730,282	1,723,321	1,713,787
	d	AWD Total Vehicle Trips	4,674,599	7,008,193	6,801,681	6,731,704
	e	AWD Total Shared Ride Person Trips	2,803,220	4,089,534	4,084,583	4,080,465
	f	AWD Total Person Trips	7,717,944	11,666,232	11,666,232	11,666,232
2		AWD Total VMT	31,650,396	44,323,070	44,263,206	44,255,748
		AWD Total VMT % change from 2010	-	40%	40%	40%
3		AWD VMT/Capita	15.36	15.05	15.03	15.03
		VMT/Capita % change from 2010	-	-2%	-2%	-2%
4		AWD VMT/Employee	34.54	29.72	29.68	29.67
		VMT/Employee % change from 2010	-	-14%	-14%	-14%
5		Single Occupant Vehicle (SOV) Percent of Person Trips	45.07%	45.24%	43.53%	43.01%
6		Non-SOV Percent of Person Trips (shared ride, walk, bike, transit)	54.93%	54.76%	56.47%	56.99%
7		AWD Motor Vehicle Average Trip Length (miles)	6.59	6.13	6.31	6.38
8		Home-Based-Work Average Trip Length (miles)	9.63	9.00	9.30	9.38
9		Auto Occupancy	1.34	1.34	1.35	1.35

			2010	2040 No Build	2040 FC	2040 ST
Motor Vehicle Data - PM 2 Hour Peak						
1		PM 2-HR Motor Vehicle Average Travel Time (minutes)	15.01	16.35	15.73	15.67
2		PM 2-HR Average Motor Vehicle Travel Speed (miles per hour)	30.48	25.95	27.74	28.11
3	a	PM 2-HR Total Congested miles (0.9 <= v/c < 1) (percentage of total miles in network)	75 (1.09%)	215 (3.13%)	168 (2.37%)	154 (2.16%)
	b	PM 2-HR Freeway Congested miles (percentage of freeway miles in network)	39 (7.85%)	60 (11.92%)	60 (11.61%)	60 (11.58%)
	c	PM 2-HR Arterial Congested miles (percentage of arterial miles in network)	35 (0.56%)	155 (2.43%)	109 (1.65%)	94 (1.43%)
4	a	PM 2-HR Total Severely Congested miles (v/c >=1) (percentage of total miles in network)	28 (0.41%)	207 (3.01%)	131 (1.84%)	113 (1.59%)
	b	PM 2-HR Freeway Severely Congested miles (percentage of freeway miles in network)	10 (1.94%)	49 (9.68%)	34 (6.62%)	25 (4.81%)
	c	PM 2-HR Arterial Severely Congested miles (percentage of arterial miles in network)	18 (0.29%)	158 (2.48%)	97 (1.47%)	88 (1.34%)
5		PM 2-HR Motor Vehicle Hours	187,705	304,146	284,921	281,203
6	a	PM 2-HR Motor Vehicle Hours of Delay (percentage of total PM 2 Motor Vehicle Hours)	4,585 (2.44%)	24,569 (8.08%)	15,671 (5.50%)	13,845 (4.92%)
	b	PM 2-HR Freeway VHD (percentage of total PM 2 Motor Vehicle Hours)	2,953 (1.57%)	13,837 (4.55%)	9,006 (3.16%)	7,889 (2.81%)
	c	PM 2-HR Arterial VHD (percentage of total PM 2 Motor Vehicle Hours)	1,632 (0.87%)	10,732 (3.53%)	6,665 (2.34%)	5,956 (2.12%)
Vehicle Hours of Delay (VHD) is the time accrued above the travel time at v/c=0.9						
Motor Vehicle Data - Midday 1 Hour						
1		MD 1-HR Motor Vehicle Average Travel Time (minutes)	12.90	12.98	13.04	13.06
2		MD 1-HR Average Motor Vehicle Travel Speed (miles per hour)	33.39	30.74	31.51	31.77
3	a	MD 1-HR Total Congested miles (0.9 <= v/c < 1) (percentage of total miles in network)	12 (0.18%)	70 (1.01%)	62 (0.87%)	44 (0.62%)
	b	MD 1-HR Freeway Congested miles (percentage of freeway miles in network)	8 (1.56%)	32 (6.40%)	34 (6.69%)	19 (3.75%)
	c	MD 1-HR Arterial Congested miles (percentage of arterial miles in network)	4 (0.07%)	37 (0.59%)	28 (0.42%)	25 (0.37%)
4	a	MD 1-HR Total Severely Congested miles (v/c >=1) (percentage of total miles in network)	4 (0.07%)	21 (0.31%)	15 (0.20%)	13 (0.19%)
	b	MD 1-HR Freeway Severely Congested miles (percentage of freeway miles in network)	2 (0.31%)	6 (1.29%)	5 (1.02%)	5 (0.92%)
	c	MD 1-HR Arterial Severely Congested miles (percentage of arterial miles in network)	3 (0.05%)	15 (0.23%)	9 (0.14%)	9 (0.13%)
5		MD 1-HR Motor Vehicle Hours	61,635	92,303	90,316	89,592
6	a	MD 1-HR Motor Vehicle Hours of Delay (percentage of total MD 1 Motor Vehicle Hours)	278 (0.45%)	1551 (1.68%)	1166 (1.29%)	1006 (1.12%)
	b	MD 1-HR Freeway VHD (percentage of total MD 1 Motor Vehicle Hours)	172 (0.28%)	977 (1.06%)	758 (0.84%)	656 (0.73%)
	c	MD 1-HR Arterial VHD (percentage of total MD 1 Motor Vehicle Hours)	106 (0.17%)	573 (0.62%)	408 (0.45%)	350 (0.39%)
Vehicle Hours of Delay (VHD) is the time accrued above the travel time at v/c=0.9						

		2010	2040 No Build	2040 FC	2040 ST
Freight Data - Average Weekday (AWD)					
1	AWD Total Truck Trips	66,948	117,631	117,631	117,631
2	AWD Truck Average Trip Length (miles)	26.43	25.12	25.10	25.10
4	Freight Network Miles	1,232	1,242	1,289	1,291
	Freight Network Miles added from 2010	-	10	57	58
3	Freight Network Lane Miles	2,580	2,625	2,836	2,891
	Freight Network Lane Miles added from 2010	-	45	256	311
Freight Data - PM 2 Hour Peak					
1	PM 2-HR Truck Average Travel Time (minutes)	40.82	48.25	44.85	44.35
2	PM 2-HR Truck Hours	3,988	8,283	7,700	7,614
3	PM 2-HR Truck Vehicle Hours of Delay (time accrued above v/c > 0.9)	132	944	592	518
4	PM 2-HR Congested Freight Network Miles (0.9 <= v/c < 1)	62	131	119	110
5	PM 2-HR Severely Congested Freight Network Miles (v/c >=1)	16	125	79	70
Freight Data - Midday 1 Hour					
1	MD 1-HR Truck Average Travel Time (minutes)	36.90	40.31	39.10	38.80
2	MD 1-HR Truck Hours	3,084	5,920	5,742	5,698
3	MD 1-HR Truck Vehicle Hours of Delay (time accrued above v/c > 0.9)	17	168	110	94
4	MD 1-HR Congested Freight Network Miles (0.9 <= v/c < 1)	9	61	52	37
5	MD 1-HR Severely Congested Freight Network Miles (v/c >=1)	3	17	13	10
Transit Data					
1	AWD Total Transit Trips (originating riders)	282,546	441,433	616,593	699,861
2	AWD Transit Revenue Hours	5,669	6,456	8,085	10,447
	AWD Transit Revenue Miles	87,334	95,008	124,192	165,460
3	Transit Percent of Person Trips	3.66%	3.78%	5.29%	6.00%
4	AWD Originating Riders Per Revenue Hour *	50	68	76	67
5	Percent Covered Households - Peak(w/in 1/2 mile of LRT or 1/4 mile of bus stop)	55%	54%	61%	63%
6	Percent Covered Employment - Peak(w/in 1/2 mile of LRT or 1/4 mile of bus stop)	80%	74%	78%	80%
7	Percent Covered Households off peak(w/in 1/2 mile of LRT or 1/4 mile of bus stop)	54%	52%	59%	61%
8	Percent Covered Employment off peak(w/in 1/2 mile of LRT or 1/4 mile of bus stop)	78%	71%	77%	78%
* AWD Transit Revenue Hours were calculated using existing daily peak and off-peak expansion factors					
Pedestrian Data					
1	Total Walk Trips (does not include walk trips to transit)	684,913	1,118,415	1,136,187	1,121,672
2	Walk Percent of Person Trips	8.87%	9.59%	9.74%	9.61%
Bicycle Data					
1	Total Bike Trips	216,541	362,378	373,947	369,756
2	Bike Percent of Person Trips	2.81%	3.11%	3.21%	3.17%

SYSTEM PERFORMANCE MEASURES FOR INTRA-UGB* TRIPS

**within Metro UGB (excludes Clark County, Washington)*

			2010	2040 No Build	2040 FC	2040 ST
Demographic Data						
1		Population	1,477,626	2,074,386	2,074,386	2,074,386
2		Households	594,898	884,855	884,855	884,855
3		Employment	754,321	1,189,516	1,189,516	1,189,516
Network Data						
1	a	Total Miles in Network	3,202	3,223	3,346	3,361
	b	Freeway Miles	201	201	212	212
	c	Arterial Miles	3,001	3,023	3,134	3,148
	d	HOV Miles	3.4	3.4	3.4	3.4
2	a	Total Lane Miles	4,832	4,902	5,306	5,393
	b	Freeway Lane Miles	550	561	610	625
	c	Arterial Lane Miles	4,282	4,342	4,696	4,768
3	a	Total Roadway Capacity Miles	4,410,965	4,480,619	4,836,426	4,920,271
	b	Freeway Capacity Miles	1,075,860	1,097,220	1,197,916	1,229,263
	c	Arterial Capacity Miles	3,335,104	3,383,399	3,638,511	3,691,008
4		Total Lane Miles Added (from 2010)	-	70	474	561
Motor Vehicle Data - Average Weekday (AWD)						
1	a	AWD Total Auto Person Trips	4,464,778	6,422,308	6,230,555	6,171,021
	b	AWD Total SOV Trips	2,482,293	3,628,726	3,449,912	3,393,641
	c	AWD Total HOV Vehicle Trips	845,612	1,177,783	1,167,616	1,158,889
	d	AWD Total Vehicle Trips	3,327,905	4,806,509	4,617,528	4,552,530
	e	AWD Total Shared Ride Person Trips	1,982,485	2,793,582	2,780,643	2,777,380
	f	AWD Total Person Trips	5,570,374	8,179,819	8,174,083	8,177,898
2		AWD Total VMT	19,226,604	25,699,002	25,307,208	25,261,656
		AWD Total VMT % change from 2010	-	34%	32%	31%
3		AWD VMT/Capita	13.01	12.39	12.20	12.18
		VMT/Capita % change from 2010	-	-5%	-6%	-6%
4		AWD VMT/Employee	25.49	21.60	21.28	21.24
		VMT/Employee % change from 2010	-	-15%	-17%	-17%
5		Single Occupant Vehicle (SOV) Percent of Person Trips	44.56%	44.36%	42.21%	41.50%
6		Non-SOV Percent of Person Trips (shared ride, walk, bike, transit)	55.44%	55.64%	57.79%	58.50%
7		AWD Motor Vehicle Average Trip Length (miles)	5.62	5.18	5.31	5.38
8		Home-Based-Work Average Trip Length (miles)	8.06	7.51	7.74	7.81
9		Auto Occupancy	1.34	1.34	1.35	1.36

			2010	2040 No Build	2040 FC	2040 ST
Motor Vehicle Data - PM 2 Hour Peak						
1		PM 2-HR Motor Vehicle Average Travel Time (minutes)	13.15	14.50	14.01	13.92
2		PM 2-HR Average Motor Vehicle Travel Speed (miles per hour)	26.75	22.52	23.86	24.29
3	a	PM 2-HR Total Congested miles (0.9 <= v/c < 1) (percentage of total miles in network)	64 (1.99%)	168 (5.21%)	140 (4.18%)	127 (3.79%)
	b	PM 2-HR Freeway Congested miles (percentage of freeway miles in network)	35 (17.30%)	48 (24.14%)	56 (26.29%)	55 (25.71%)
	c	PM 2-HR Arterial Congested miles (percentage of arterial miles in network)	29 (0.96%)	120 (3.96%)	84 (2.68%)	73 (2.31%)
4	a	PM 2-HR Total Severely Congested miles (v/c >=1) (percentage of total miles in network)	22 (0.69%)	151 (4.69%)	90 (2.69%)	76 (2.27%)
	b	PM 2-HR Freeway Severely Congested miles (percentage of freeway miles in network)	9 (4.62%)	42 (20.82%)	30 (14.30%)	23 (11.00%)
	c	PM 2-HR Arterial Severely Congested miles (percentage of arterial miles in network)	13 (0.42%)	110 (3.62%)	60 (1.90%)	53 (1.68%)
5		PM 2-HR Motor Vehicle Hours	111,804	177,515	165,065	161,789
6	a	PM 2-HR Motor Vehicle Hours of Delay (percentage of total PM 2 Motor Vehicle Hours)	4,144 (3.71%)	20,874 (11.76%)	13,820 (8.37%)	12,354 (7.64%)
	b	PM 2-HR Freeway VHD (percentage of total PM 2 Motor Vehicle Hours)	2,693 (2.41%)	11,746 (6.62%)	8,339 (5.05%)	7,479 (4.62%)
	c	PM 2-HR Arterial VHD (percentage of total PM 2 Motor Vehicle Hours)	1,451 (1.30%)	9,128 (5.14%)	5,480 (3.32%)	4,874 (3.01%)
Vehicle Hours of Delay (VHD) is the time accrued above the travel time at v/c=0.9						
Motor Vehicle Data - Midday 1 Hour						
1		MD 1-HR Motor Vehicle Average Travel Time (minutes)	11.26	11.48	11.53	11.55
2		MD 1-HR Average Motor Vehicle Travel Speed (miles per hour)	29.70	27.00	27.62	27.93
3	a	MD 1-HR Total Congested miles (0.9 <= v/c < 1) (percentage of total miles in network)	12 (0.37%)	56 (1.74%)	48 (1.44%)	36 (1.06%)
	b	MD 1-HR Freeway Congested miles (percentage of freeway miles in network)	8 (3.91%)	31 (15.43%)	30 (13.95%)	19 (9.08%)
	c	MD 1-HR Arterial Congested miles (percentage of arterial miles in network)	4 (0.13%)	25 (0.84%)	19 (0.59%)	16 (0.52%)
4	a	MD 1-HR Total Severely Congested miles (v/c >=1) (percentage of total miles in network)	4 (0.12%)	14 (0.45%)	11 (0.34%)	10 (0.31%)
	b	MD 1-HR Freeway Severely Congested miles (percentage of freeway miles in network)	2 (0.77%)	6 (3.24%)	5 (2.49%)	5 (2.23%)
	c	MD 1-HR Arterial Severely Congested miles (percentage of arterial miles in network)	2 (0.07%)	8 (0.26%)	6 (0.20%)	6 (0.18%)
5		MD 1-HR Motor Vehicle Hours	37,564	55,384	53,685	53,088
6	a	MD 1-HR Motor Vehicle Hours of Delay (percentage of total MD 1 Motor Vehicle Hours)	273 (0.73%)	1,462 (2.64%)	1,122 (2.09%)	971 (1.83%)
	b	MD 1-HR Freeway VHD (percentage of total MD 1 Motor Vehicle Hours)	172 (0.46%)	957 (1.73%)	753 (1.40%)	656 (1.24%)
	c	MD 1-HR Arterial VHD (percentage of total MD 1 Motor Vehicle Hours)	101 (0.27%)	505 (0.91%)	370 (0.69%)	315 (0.59%)
		Vehicle Hours of Delay (VHD) is the time accrued above the travel time at v/c=0.9				

		2010	2040 No Build	2040 FC	2040 ST
Freight Data - Average Weekday (AWD)					
1	AWD Total Truck Trips	25,688	48,279	48,279	48,279
2	AWD Truck Average Trip Length (miles)	12.90	14.26	14.26	14.25
4	Freight Network Miles	752	761	795	797
	Freight Network Miles added from 2010	-	9	43	45
3	Freight Network Lane Miles	1,622	1,665	1,811	1,858
	Freight Network Lane Miles added from 2010	-	42	188	235
Freight Data - PM 2 Hour Peak					
1	PM 2-HR Truck Average Travel Time (minutes)	25.95	33.98	32.33	31.87
2	PM 2-HR Truck Hours	987	2,423	2,305	2,272
3	PM 2-HR Truck Vehicle Hours of Delay (time accrued above v/c > 0.9)	117	783	507	453
4	PM 2-HR Congested Freight Network Miles (0.9 <= v/c < 1)	56	105	100	91
5	PM 2-HR Severely Congested Freight Network Miles (v/c >=1)	15	98	61	52
Freight Data - Midday 1 Hour					
1	MD 1-HR Truck Average Travel Time (minutes)	23.10	28.36	27.75	27.48
2	MD 1-HR Truck Hours	750	1,726	1,689	1,673
3	MD 1-HR Truck Vehicle Hours of Delay (time accrued above v/c > 0.9)	17	152	103	88
4	MD 1-HR Congested Freight Network Miles (0.9 <= v/c < 1)	9	50	41	31
5	MD 1-HR Severely Congested Freight Network Miles (v/c >=1)	3	13	12	9
Transit Data					
1	AWD Total Transit Trips (originating riders)	251,313	404,050	556,120	637,094
2	AWD Transit Revenue Hours	5,130	5,881	7,190	9,507
	AWD Transit Revenue Miles	75,948	83,277	107,616	147,384
3	Transit Percent of Person Trips	4.51%	4.94%	6.80%	7.79%
4	AWD Originating Riders Per Revenue Hour *	49	69	77	67
5	Percent Covered Households - Peak(w/in 1/2 mile of LRT or 1/4 mile of bus stop)	66%	65%	72%	74%
6	Percent Covered Employment - Peak(w/in 1/2 mile of LRT or 1/4 mile of bus stop)	86%	81%	84%	86%
7	Percent Covered Households off peak(w/in 1/2 mile of LRT or 1/4 mile of bus stop)	64%	63%	70%	73%
8	Percent Covered Employment off peak(w/in 1/2 mile of LRT or 1/4 mile of bus stop)	83%	78%	84%	85%
* AWD Transit Revenue Hours were calculated using existing daily peak and off-peak expansion factors					
Pedestrian Data					
1	Total Walk Trips (does not include walk trips to transit)	504,512	816,459	837,136	823,553
2	Walk Percent of Person Trips	9.06%	9.98%	10.24%	10.07%
Bicycle Data					
1	Total Bike Trips	178,530	297,487	310,998	306,953
2	Bike Percent of Person Trips	3.20%	3.64%	3.80%	3.75%

Appendix 1.3 – 2014 RTP Modeling Assumptions

The following is an overview of the travel demand model and the assumptions used in the analysis conducted for the 2014 Regional Transportation Plan (RTP). The year 2010 was the baseline and travel volumes were forecasted out to the year 2040. Provided are the details of the assumptions for three different model runs the "2040 No Build run, the Federal Priorities run, and the state system. The 2040 No Build assumed a scenario in which no new projects are built that do not currently have funds to complete construction as identified in the 2015-2018 Metropolitan Transportation Improvement Program (MTIP) and 2015-2018 Oregon State Transportation Improvement Program (STIP). The Federal Priorities (also known as the Financially Constrained (FC) System) represents a network of projects based on revenue sources that can reasonably be expected to be available for transportation uses during the plan period and serves as the basis for complying with federal planning and air quality regulations. The state system represents the financially constrained system plus additional investments that would be considered for funding if new or expanded revenue sources are secured. This system will be the basis for findings of consistency with the Statewide Planning Goal 12, the Oregon Transportation Planning Rule and the Oregon Transportation Plan and its components.

DESCRIPTION OF REGIONAL TRAVEL MODEL

The year 2010 and 2040 forecast travel volumes were estimated using the Metro regional travel demand model, with assignments executed in EMME/3. For travel forecasting purposes, land use assumptions are broken down into geographical areas called transportation analysis zones (TAZs). For the Portland metropolitan region, 2162 TAZs are identified (approximately five per U.S. census tract). Figure 1 (at end of this appendix) displays the boundaries of each TAZ. The TAZ is the "unit geography" for travel within the demand model. Households and employment are located within TAZs. All of the trips generated by the land use elements at the unit geography are aggregated and analyzed at the TAZ level.

Base year 2010 population and employment are based on census data for households and Bureau of Labors Statistics (BLS) data for employment[1] Future year population and employment was assigned to each TAZ based on the MetroScope land use model's mapback procedure, which was then reviewed by local jurisdictions. The cost of various forms of transportation, including parking and transit fare costs, and levels of street connectivity are also assigned to each TAZ or TAZ origin-destination zone pairs (as appropriate) based on regional transportation and land use policies. These are shown in Table 4.

[1] BLS data is partially suppressed to protect the identity, or identifiable information, of cooperating employers. However, totals of higher-level aggregations include partially suppressed data.

The travel model estimates the number of trips that will be made, the distribution patterns of the trips throughout the region, the likely mode used for the trip, and the actual roadways and transit lines used for auto and transit trips. Traffic volume projections from these simulations help assess transportation system performance and identify future road and transit needs. Due to the macro-scopic nature of the regional model, the model does not analyze walking, or local street traffic volumes at detailed analysis levels.

HOUSEHOLD AND EMPLOYMENT ASSUMPTIONS

In 2013, the 2040 Household and Employment Forecast Distribution was adopted by resolution after extensive review and involvement from local governments and Metro advisory committees. The 2040 Household and Employment Forecast Distribution serve as the basis of analysis in the 2014 RTP update. The model was prepared using the MetroScope "Gamma" TAZ Forecast and provides an estimate forecast and distribution of population and employment for the region. The land use assumptions used in this forecast are based on the LCDC-acknowledged 2040 Growth Concept, estimating a modest expansion of the regional urban growth boundary over the planning period that follows the existing state hierarchy for priority lands. The forecast followed basic legal and policy direction that results in future urban growth boundary (UGB) expansions on exception lands located primarily along the southern and eastern portions of the urban area.

The MetroScope model uses information on accessibility from the regional travel demand model to help determine the relative attractiveness of areas within the region for growth in households and employment. The number of dwelling units and employees were calculated and assigned to TAZs for travel analysis. Table 1 summarizes household and employment information for 2010 and 2040 for the four-county region, which includes Clackamas, Clark, Multnomah and Washington counties.

Table 1
2010 – 2040 Modeled Land Use Allocation

Land Use	# of TAZs	2010	2040
Households	2162	811,730	1,210,551
Employees	2162	916,407	1,491,536
Population	2162	2,0610,226	2,945,185

Prior to modeling for the 2014 RTP update, Metro adjusted the growth forecast distribution of households and employees to reflect local planning efforts[2]. The growth forecast distribution is based on policy and investment decisions and assumptions that local elected leaders and the Metro Council have already approved and adopted.

[2] There were no changes to the total amount of growth projected for a specific jurisdiction, rather only adjustments made to rearrange growth to areas or districts within a jurisdiction where it is most likely to occur, given zoning, public investments and market considerations

Metro and local government staff coordinate to refine the buildable land inventory (BLI) methodology. Land use and transportation models are then used o match demand with the BLI supply. Local government staff provide extensive review and comments on capacity estimates and distribution of population and employment during the entire duration of the MetroScope forecast project.

Table 2.
2010-35/45 TAZ Forecast: MetroScope Land Use/Forecast Scenario Assumptions

	Major Category	Subcategory	Scenario Assumption
Demand	Forecast control totals Portland-Hillsboro-Vancouver, OR-WA, PMSA (7 counties)	Household	Use 2010-35 adjusted lower middle-third forecast • 2010: 873, 100 (Census 2010) • 2040: 1,346,600 • 2010-35: 473,500 %APR 1.45%
		Employment	Use 2010-40 adjusted lower middle-third forecast • 2010: 968,800 (BLS 2010 estimate) • 2040: 1,593,000 • 2010-35: 624,200 %APR: 1.67%
Supply (Capacity)	Metro UGB capacity	Zoned capacity	Tri-county (Clackamas, Multnomah, Washington): updated 2010 zone class
		Vacant land	2008 vacant land based on aerial photography, permit data, and assessor recorded and amended by local review
		Buildable land	2008 inventory (less environmental constraints based on latest 2010 data, also deduct major known utility easements)
		Redevelopment capacity	Reviewed by local jurisdictions (see: Metro Research Center capacity white paper)
		Prospective UGB expansions	See separate map (expansion locations based on designated Urban Reserves; expansion timing assumptions informed by local jurisdiction review)
		Recent UGB expansions	Urban zoning assumptions for new urban areas (i.e. post-1997 expansions) and future urban reserves are delayed to account for lags in infrastructure development
	Clack County capacity	Zoning	2010 zoning
		Vacant, buildable land	2010 VBLM – provided by Clark County, using Clark County methodology (i.e. different than Metro's methodology for vacant/buildable)
		Redevelopment capacity	2010 VBLM
		Urban Growth Area expansions	Clack Co. urban reserve areas in effect in 2009 (incorporates latest court decision that added in ~19 sp. miles) metered in roughly equal

	Major Category	Subcategory	Scenario Assumption
			proportions (reflects court overturning selected areas) Zoning is based on latest comp plans
	Neighbor city capacity	Zoning	Zoned capacity is assumed equal to twice year 2000 Census number of households
		UGB expansions	Implicitly calculated from zoned capacity amount
	Tri-county rural residential capacity	M-49 and RRFU capacity	Assume 3 dwelling units per Measure 37 claims
	Ex-urban rural county capacity	Columbia, Yamhill & Marion County (part)	Zoned capacity is assumed equal to twice year 2000 Census number of households
Other Forecast Variables	Construction costs	SDC	Assumed added $25,000 per new dwelling unit in all locations to per unit construction costs
	Exogenous consumer preference assumptions	Residential subsidized redevelopment	Refer to separate schedule of investments (3 tiers of subsidies: $50,000, $25,000, $10,000 per new redevelopment unit); e.g. reflects either active urban renewal or other incentive such as a vertical housing tax credit
		Neighborhood score	Neighborhood score is an input that describes the relative (historic) desirability of different neighborhoods (based on a statistical analysis of historic residential sales data that controls for residence size, lot size, 3 of bedrooms, etc.)
	Accessibility	Transportation Travel times	Use 3 network years: 2010, 2017, and 2035 • 2010 network of existing conditions (2010-15 forecast years) • 2017 network (2020-25 forecast years) • 2035 network of federal financially constrained RTP assumptions (2020-25 forecast years) • 2035 network state RTP assumptions (2040 and 2045 forecast years)

ROADWAY NETWORK ASSUMPTIONS

It is important to note that projects that included preliminary engineering (PE) and right-of-way acquisition (ROW) were included as fully built in the travel demand model. The major projects are in various stages of project development and planning at this time. Locally preferred alternatives have yet been determined, therefore, the assumptions used only represent potential alignments or facility type determinations.

As part of the RTP project solicitation process, local jurisdictions and agencies were asked to identify regionally significant project which would result in potential air quality impacts and submit appropriate assumptions about the regionally significant projects for inclusion in the regional travel demand model and subsequent air quality conformity determination analysis. The following sections highlights major projects included in the Financially Constrained and State. The full list of RTP projects are recorded in Appendix 1.1

2010 Roadway Network

The 2010 Roadway Network consists of highways, arterials, and collectors from the year 2010. This roadway network is used as the baseline year for the 2014 RTP update. All projects in the region that were completed by spring 2010 have been incorporated into the 2010 network.

2040 No Build Roadway Network

The 2040 No Build Network includes the 2010 Roadway Network along with any projects that have been completed (or have received committed funding) as of 2014. A complete list of completed roadway projects used in the 2040 No Build is included as Table 3.

Financially Constrained 2040 Roadway Network

Roadway projects included in the Financially Constrained network were derived from projects submitted by ODOT and local agencies as part of the 2040 RTP call for projects in the summer of 2013. This includes the following major capital investments:

- Columbia River Crossing/I-5 Corridor
- Sunrise (I-205 to 172nd Avenue)
- I-5 from I-405 to I-84 (Rose Quarter/Lloyd District)
- I-5 to 99W Replacement Projects

For CRC, the 2040 RTP networks assume alternative T9 from the CRC study. This alternative has five lanes in each direction on the I-5 Bridge and includes four lanes from Hayden Island to Delta Park, and three lanes in each direction south of Delta Park to I-405/Central City loop. Paying for the construction of the five lane I-5 bridge requires assumptions regarding tolling. Therefore, tolling on the I-5 Bridge was assumed as part of both the Financially Constrained and State 2040 RTP modeling.

State 2040 Roadway Network

Major roadway projects included in the State network include all of the Financially Constrained projects. Additional major capital investments were not included in the model.

TRANSIT NETWORK ASSUMPTIONS

In general, the 2040 transit network includes an extensive mix of high capacity, regional and community service transit service. Lists of all of the bus and MAX service/headways used in the 2010 Base Year, 2040 No Build, Financially Constrained and State transit network are listed in Table 4.

2010 Transit Base Network

The 2010 Transit Base Network consists of current service and existing (2010) MAX lines and frequent service bus lines as well as existing service for other transit districts like C-TRAN, SMART, CAT, SAM and SCTD.

2040 No Build Transit Network

The 2040 No Build transit network includes:

- Current service similar to 2010 headways and TriMet bus routes and MAX lines.
- Existing service routes for SMART, CAT, SAM and SCTD.
- The assumed C-TRAN transit network for the year 2040 is similar to current service.
- Slight bus route modifications made to support the addition of the MAX Orange Line.
- Eastside Streetcar loop from OMSI to Broadway Bridge to Lowell.

Financially Constrained 2040 Transit Network

In addition to what was included in the 2040 No Build transit network, the Financially Constrained transit network includes the following:

- Columbia River Crossing light rail from Milwaukie to Clark College via downtown Vancouver
- Burnside/Couch Streetcar, East & West (NW 23rd to E 14th)
- Amber Glen Streetcar to Evergreen
- John's Landing Streetcar
- Southwest Corridor Bus Rapid Transit
- Powell/Division Bus Rapid Transit

State 2040 Transit Network

In addition to what was included in the Financially Constrained transit network, the State transit network includes the following:

- Bus assumptions updated to reflect light rail and streetcar improvement/extensions
- WES service improvements (15 minute peak/15 minute off-peak headways)
- NE MLK Streetcar (PSU to OMSI to NE Killingsworth)
- NW 19th/NW 20th Streetcar
- Streetcar serving Amber Glen area of Tanasbourne to Intel
- High Capacity Transit in Tualatin Valley Highway
- Powell/Division Transit Project

ASSUMPTIONS FOR CLARK COUNTY AND THE CITY OF VANCOUVER

The Financially Constrained and State road and transit networks are based on the 2035 Clark County comprehensive plan. Households and employment were estimated for 2040 based on this work and were extrapolated based on gamma model forecast values.

TRAFFIC ANALYSIS ZONE (TAZ) ASSUMPTIONS

The cost of various forms of transportation and levels of street connectivity are key elements in Metro's travel demand model that affect mode choice. The recommended intersection density, parking cost and transit fare factors vary by land use type and reflect regional transportation and land use policies adopted in the Regional Transportation Plan.

The assumptions were not used for the purpose of allocating population and employment to individual traffic analysis zones (TAZ). Rather, they were developed to allow transportation variables, such as parking costs, transit subsidies and ease of pedestrian travel, to be adjusted to closely reflect the 2040 Growth Concept land uses at the TAZ level[3]. The net result is a model exercise that better predicts how mode share will respond to different land use types and mixes.

A summary of the transportation analysis zone (TAZ) assumptions for street connectivity, parking costs and transit fares as generally applied to the 2040 Growth Concept design types are included as Table 5.

Intersection Density

The intersection density (e.g., a measure of street connectivity) represents the expected number of street intersections per mile for each 2040 grouping. Intersection density affects mode choice and trip length for all modes. The 2010 intersection density was generated in ArcView. The 2040 assumptions for financially constrained and state systems were derived by applying minimum density values based on the TAZ's 2040 design type. The 2040 No Build uses 2010 intersection densities.

Parking Factors

Future year parking factors for the Central City are based upon the 2006 City of Portland's research and recommendations proposing a 1.5 percent above inflation rate. Parking factors for the regional centers, station communities and town centers are scaled from these costs. No parking factors are assumed for main streets, corridors, neighborhoods, employment areas, industrial areas, green spaces and rural reserves. The parking costs are intended to represent both direct, out-of-pocket expense as well as the difficulty in finding a parking space and walking to your destination. The costs throughout the region are proportionally indexed to the parking prices in downtown Portland. For example, the parking costs in regional centers are 10% that of the Portland CBD.

[3] It is important to note TAZ boundaries do not directly correspond to the 2040 Growth Concept design type boundaries or locally adopted comprehensive plans designations.

Transit Pass Factor

The transit fare factors are reported as a proportion of the full transit fare that transit riders in each 2040 design type will pay. These factors are designed to reflect the presence of a Transportation Management Association (TMA) and/or the implementation of a program similar to the Transportation Demand Management Program, through which employers reduce the cost of transit available to their employees. Generally, TMA's are only assumed to be in place within major employment centers. Typically, industrial areas are not assumed to have reduced transit fares.

Application of TAZ Assumptions

To simplify the modeling assumptions, the 2040 design types have been grouped according to shared land use and transportation characteristics. Table 5 summarizes the 2040 land use assumptions for specified transportation modeling factors. These groupings define each set of TAZs in the modeling process. TAZs were assigned to each grouping. Table 6 displays the household and employment assumptions and the 2040 design type assigned to every TAZ.

Table 3. 2040 No Build Network Projects

Agency	Project Name
City of Gresham	Hogan Drive - Burnside to Powell
City of Gresham	Powell Valley Road
City of Gresham	NE Cleveland - Powell to Stark
City of Gresham	Sandy Boulevard Widening
City of Gresham	NE Wilkes Road Improvements
City of Gresham	NW Division Street Sidewalk/Bike Improvements
City of Gresham	Max Path
City of Gresham	Gresham-Fairview Trail Phase III
City of Gresham	East Metro ITS
City of Hillsboro	Ronler Drive
City of Hillsboro	Evergreen Road Widening
City of Hillsboro	Veterans Drive
City of Milwaukie	Lake Road Improvements
City of Milwaukie	Jackson Street Transit Improvements
City of Milwaukie	17th Avenue Improvements
City of Milwaukie	Adams Street Connector
City of Oregon City	McLoughlin Boulevard Improvements
City of Oregon City	McLoughlin Boulevard Improvements Phase II
City of Oregon City	Warner Milne Road/Molalla Road Intersection Improvements
City of Tigard	Dartmouth Street
City of Tigard	72nd Avenue Improvements
City of Tigard	99W Intersection Improvements
City of Tigard	McDonald Street Improvements
City of Tigard	Fanno Creek Trail
City of Tualatin	SW Leveton Drive

Agency	Project Name
City of Tualatin	SW Herman Road
City of Wilsonville	95th/Boones Ferry/Commerce Circle Intersection Improvements
Clackamas County	Tolbert Street Overcrossing
Clackamas County	102nd Avenue/Industrial Way Improvements
Clackamas County	West Monterey Extension
Clackamas County	Oatfield Road
Clackamas County	Springwater Corridor Trail to Dee Street
Clackamas County	Sunrise Multi-Use Path
Multnomah County	Sandy Boulevard Widening - 230th - 238th
Multnomah County	Arata Road
ODOT	OR 213 : I-205 - Redland Road (Oregon City) - Jughandle
ODOT	OR 217 : Sunset Highway - TV Highway
ODOT	I-84 : Sandy River - Jordan Road (Bundle 210)
ODOT	US 26 : 185th - Cornell Road
ODOT	SW Gibbs Street Pedestrian Bridge over I-5
ODOT	I-5 : Wilsonville Road Interchange
ODOT	I-5 at I-205 Interchange Project
ODOT	OR 8 : TV Highway at 178th Avenue
ODOT	OR 224 : I-205 - UPRR Overcrossing
ODOT	82nd Avenue/Columbia Intersection Improvements
ODOT	North Ivanhoe : North Richmond - North St. Louis Signals
ODOT	I-5 SB : Carman Drive - Lower Boones Ferry
ODOT	Main Street : 5th - 10th Oregon City
ODOT	US 26 : Sunset Highway @ Glencoe Road Project
ODOT	US 30 Bypass : NE 122nd - MP 13.54
ODOT	OR 99W @ Beef Bend Road
ODOT	I-205 : Airport Way Interchange
ODOT	I-84 : MLK to I-5 Restriping
ODOT	Bethany Overcrossing Widening
ODOT	I-84 to I-205 NB Aux Lane
ODOT	US 26 (SW Kelly Avenue) : SW 1st Avenue - Ross Island Bridge Section
ODOT	US 26 at Brookwood/Helvetia Road
ODOT	OR 47 : OR 8 Intersection Improvement
ODOT	St. Johns Truck Strategy Phase II
ODOT	I-5 NB : Lower Boones Ferry Exit Ramp
ODOT	I-5 SB : Lower Boones Ferry Exit to Lower Boones Ferry Entrance Aux Lane
ODOT	OR 217 : Allen-Denny SB Split Diamond Interchange
ODOT	FFO - OR 99W : 1-5 NB Ramps
ODOT	FFO - I-84 : Troutdale Interchange Phase II

Agency	Project Name
ODOT	Kinsman Rd. Boekman Rd. - Barber St. New Facility
ODOT	OR 99E : Victory - Argyle (Denver Avenue at Schmeer Road)
ODOT	OR 212 : Tolbert Street Overcrossing
ODOT	OR 99W : Gaarde/McDonald Intersection Improvements
ODOT	OR 99W : SW Durham Road - SW Fischer Road
ODOT	OR 99E : Vinyard Road
ODOT	I-5 NB : Exit to South Waterfront
ODOT	Sellwood Bridge Replacement
ODOT	Tigard Retail Center Improvements
ODOT	Cornelius Pass Road Improvements - Intel Expansion
ODOT	Portland to Milwaukie Light Rail
ODOT	City of Portland Road Diet - Multnomah Boulevard
ODOT	City of Portland Road Diet - Division Street
ODOT	City of Portland Road Diet - Holgate Boulevard
ODOT	FFO - OR 212/224 : Sunrise Corridor (I-205 - 122nd Avenue)
Tualatin Hills Parks and Recreation District	Westside Trail
Tualatin Hills Parks and Recreation District	Fanno Creek Trail Crossing at Hall Boulevard
Washington County	124th Avenue Extension
Washington County	NW 185th Avenue Widening
Washington County	Baseline Road Improvements - 231st to Brookwood
Washington County	US 26/Bethany Interchange Improvements
Washington County	NW Bethany Boulevard Widening
Washington County	Boones Ferry Road Improvements
Washington County	NW Brookwood Parkway Widening
Washington County	Cornelius Pass Road Improvements
Washington County	Cornell Road Improvements
Washington County	NE 25th Ave @ Cornell Intersection Improvements
Washington County	NW Evergreen Road Widening
Washington County	Farmington Road Improvements
Washington County	P15 (Oats) - New Street
Washington County	NW Saltzman Road Widening
Washington County	SW Scholls Ferry Road Widening
Washington County	SW 185th Avenue Widening
Washington County	Tonquin/Grahams Ferry Intersection Improvements
Washington County	Roy Rogers Rd./Tualatin-Sherwood Road Intersection Improvements
Washington County	Walker Road Improvements - 173rd to Murray
Washington County	Walnut Street Widening
Washington County	Baseline Road Improvements - 197th to Lisa
Washington County	Walker Road Improvements - Murray to OR 217

Table 4.
2040 Transit Headway Assumptions

Light Rail/HCT Service		2010 Base Year (Peak)	2010 Base Year (Off-Peak)	2040 No Build (Peak)	2040 No Build (Off-Peak)	2040 Financially Constrained (Peak)	2040 Financially Constrained (Off-Peak)	2040 State (Peak)	2040 State (Off-Peak)
01B	LRT HILLS/GRESHAM	7.5	15	7.5	15	6	15	6	12
01CR	COM RAIL WILS-BEAV	30	0	30	0	30	0	15	15
01G	GREEN CTC TO CBD	15	15	15	15	7.5	15	7.5	12
01R	PDX/185th LRT	15	15	15	15	15	15	10	12
01Y1	PSU-CLARKCOL					15	0	15	0
01Y2	MILW-UNION STATION					30	0	30	0
01Y	MILW-CLARKCOL TILL-P	15	15	7.5	15	15	15	15	12
02V	VERMONT (TO CBD)	30	0	30	0	20	30		
02VA	VERMONT ARCTIC							15	20
04D9	DIVISION to 92nd					15	12	15	12
04D	DIVISION to CBD	20	0	20	0				
04DF	FESSENDEN DIVISION	12	15	12	15	10	20	10	20
06M54	MLK JR To BH HWY					10	30	7.5	12
06M	MLK JR BLVD HAY ISL	12	15	12	15				
07T	THEISSEN/CTC					15	30	15	30
08J	JACKSON PARK-CBD					20	0		
08JN	JACKSON PARK-NE 15TH	8	15	8	15	10	15	7.5	12
09BRT	DIVISION/POWELL BRT					7.5	10	7.5	10
09P8	POWELL 82ND TO GRESH					15	15	10	10
09P98	CBD TO POWELL & 98T	15	0	30	0				
09PB	POWELL/BROADWAY ALL	15	15	15	15				
09PG	POWELL ALL					20	30	20	30
101OC	SOUTH OREGON CITY							30	60
102MC	MILW CTC PEAK							30	0
103CJ	JENNIFER CTC PEAK							30	0
10H73	HAROLD NE 33RD					15	15	10	20
10H	HAROLD	15	30	15	30				
12BB	BARBUR LOCAL TO BURL					30	30	30	30
12BRT	BRT Plceholder FC R					7.5	10	7.5	10
12G	SANDY BLVD-GRESHAM					10	15	10	15
12GS	GRESHAM to SHERWOOD	30	30						
12KP	KING CITY TO PARK RO	30	30	30	30				
12TP	TIGARD TO PARK RO			10	15				
14H	HAWTHORNE	5	15	5	15	7.5	10	7.5	10
152M	MILWSHTL(MTC/CTC)	45	90	45	90				

Light Rail/HCT Service		2010 Base Year (Peak)	2010 Base Year (Off-Peak)	2040 No Build (Peak)	2040 No Build (Off-Peak)	2040 Financially Constrained (Peak)	2040 Financially Constrained (Off-Peak)	2040 State (Peak)	2040 State (Off-Peak)
154W	WILL/WLINN SHUTTLE	60	60	60	60	60	60	30	30
155S	SUNNYSIDE	45	45	45	45	30	60	30	30
156M	MATHER RD.	60	60	60	60	45	60	30	30
15C6	CBD TO 60TH AVE BELM					60	0	60	0
15C9	CBD TO 92ND AVE BELM	15	0						
15CG	CBD to GATEWAY BELMO	15	0	15	0	30	0	30	0
15MG	MONT PK YE/GATEWAY	30	30	30	30	20	24	20	30
15TG	THURMAN/GATEWAY	30	30	30	30	20	20	20	20
16FA	FRONT AVE.	30	0	30	0	10	15	15	15
17H	HOLGATE TO CBD			60	0				
17HB	HOLGATE BROADWAY					10	20	10	12
17HM	HOLGATE MONT PK	20	30	15	30				
17HS	HOLGATE SAUVIE	30	30	30	30				
17SY	CBD TO YEON			20	0				
18H	HILLSIDE	60	0	60	0	60	0	30	0
19G	GLISAN GATEWAY			20	30	20	60	20	30
19W	WOODSTOCK/GLISAN	30	30						
19WG	WOODSTOCK/GLISAN			20	30	20	30	20	30
19WR	WOODSTOCK/REX/GLISAN	25	30						
19WRG	WOODSTOCK/REX HV/GLI			20	30	30	30	20	30
20BN	BURNSIDE-STARK/NW 19	0	30	0	30				
20BS	BURNSIDE-STARK/BEAV	15	40	15	30	12	15	10	12
21PG	PARKROSE TO GRESHAM			20	30				
22R	PARKROSE	30	30	30	30	30	30	20	30
23S	SAN RAFAEL/148TH	60	60	60	60	60	60	30	30
24F	FREMONT/GATEWAY	20	40	20	30				
25G	GLISAN-ROCKWOOD	60	60	60	60	60	60	20	30
27M	MARKET-MAIN	90	0	90	0				
28L	LINWOOD	70	70	70	70				
28LW	LINNWOOD/LAKE/WEB					20	30	20	30
29L	LAKE-WEBSTER	70	70	70	70				
30CE	CTC-ESTACADA					15	30	15	30
30CE	CTC-ESTACADA					15	30	15	30
30EI	INBOUND CTC EST	60	60						
30EO	OUTB CBD-MTC-CTC-EST	60	0						
31CD	CCC-MILW-DAMASCUS			20	30				
31CE	CCC-MILW-ESTACADA			20	60				

Light Rail/HCT Service		2010 Base Year (Peak)	2010 Base Year (Off-Peak)	2040 No Build (Peak)	2040 No Build (Off-Peak)	2040 Financially Constrained (Peak)	2040 Financially Constrained (Off-Peak)	2040 State (Peak)	2040 State (Off-Peak)
31KI	INB CTC to MTC KING	60	60						
31KO	OUTB CTC-MTC-CTC	60	60						
32MC	OATFIELD MILWAUKIE /			20	30	20	30	20	30
32O	OATFIELD/CCC	0	60						
32P	CBD/CCC PK SERV	20	0						
33MC	MCLOUGHLIN CLACK CC	30	30	30	60				
33MG	MCLOUGHLIN GLADSTN	30	30						
33MKC	CTC-MILW-CCC VIA GLA					10	15	12	12
34C	CLACKAMAS HEIGHTS	90	0	60	0	60	0	30	30
34R	RIVER ROAD/MLW-OCTC	60	60	15	30	15	30	15	30
35M	MACADAM/GREELEY	20	30	20	30	15	30	15	15
36K	TUAL/LAKE OSWEGO					30	60	20	30
36T	TUAL/PTLD CBD	60	0	60	0				
37LW	LO WASQ							15	20
37T	TUALATIN - LO	90	90	90	90	60	60		
38BK	BOONES FRY KRUSE CBD	30	0	30	60	30	60		
38BST	BOONES TS RD							15	20
39L	LEWIS & CLARK	45	45	45	45				
39LWL	LO WEST LINN							20	30
40PCT	PCC TUAL							15	20
41CB	CTC to BTC			20	30	20	30	15	20
43TN	TAYLOR FY/WS NIMB	30	0	30	0	30	30	20	30
43TW	TAYLOR FY/WS	30	60	30	60				
44C	CAPITOL HWY	0	35	0	35	30	0	30	0
44CM	CAPITOL HWY/MOCKS CR	30	35	30	35	15	15	12	15
45G	GARDEN HOME TO CBD	30	60	30	60				
45GJ	GARDEN HOME					30	30	15	30
46BW	BROOKWOOD					15	30	15	20
46NH	NORTH HILLSBORO	60	60	60	60				
47B	BASELINE /EVERGREEN	45	90	30	60				
47PE	PCC RC /EVERGREEN					10	15	12	15
48C	CORNELL	30	30	30	30	10	15	12	15
50C	Cedr Mill	30	0	30	0	30	0	30	0
51CD	COUNCIL CR/PAT-DOSCH	60	0	60	0				
51CLC	COUNCIL CREST/LC					15	30	15	30
51CP	COUNCIL CREST/PAT PL	60	60	60	60				
52O	FARMINGTON (185TH)	20	20	20	20	15	15	12	15

Light Rail/HCT Service		2010 Base Year (Peak)	2010 Base Year (Off-Peak)	2040 No Build (Peak)	2040 No Build (Off-Peak)	2040 Financially Constrained (Peak)	2040 Financially Constrained (Off-Peak)	2040 State (Peak)	2040 State (Off-Peak)
53A	ARCTIC/ALLEN SHUTTLE	30	0	30	0				
53WSS	WASQ SHERWOOD					15	30	15	20
54B	B-H HWY	20	30	20	30				
55BJ	HILLSB BTC							15	20
55H	HAML/78TH/BRENTWD	60	0	60	0				
56S	SCHOLLS CBD	20	30	20	30				
56SF	SCHOLLS							15	20
57F	FOREST GROVE	15	15	15	15	15	15		
57FBRT	FOREST GROVE BRT							7.5	10
57L	FOREST GROVE LOCAL							15	15
58C	CANYON ROAD/BVTC	20	30	20	30	20	30	10	20
59W	WALKER/PARK WAY	45	0	45	0				
59WE	WALKER/EVERGREEN					20	30	15	20
61X	MH/BVTN	30	0	30	0	30	0	30	0
62M	MURRAY BLVD	20	30	20	30	15	30	15	30
63Z	CBD-WASH PARK-SYLVAN	60	45	60	45	60	60	30	30
64MT	MARQ HILL TIGARD	30	0	30	0	30	0	30	0
65M	MARQ HILL BARBUR	30	0	30	0	30	0	30	0
66MH	MARQ HILL HOLLYWOOD	30	0	30	0	30	0	30	0
67BT	BETHANY TTC					15	30	15	20
67J	BVTC/JENKINS/PCC	30	45	30	45				
68C	COLLINS CIR/MAR. HL	15	0	15	0	15	30	12.5	20
70F3	12TH AVE VIA 13TH FREMO					30	30	20	20
70F7	12TH AVE VIA 17TH FREMO					30	30	20	20
70T13	12TH AVE VIA 13TH	30	30	30	30				
70T17	12TH AVE VIA 17TH	30	30	30	30				
71R	60TH-122ND	15	17	15	15	15	15	7.5	12
72K	KILLINGSWORTH/82ND	6	10	6	10	10	12	7.5	10
73P	NE 33RD AVE.	20	20	20	20				
75C	CHAVEZ/LOMBARD (MTC)	10	15	10	15	15	15	7.5	10
76B	BEAV/TUALATIN	30	30	30	30	15	15	10	15
77H	BWAY/HALSEY TROUTDL	15	20	15	20	15	15	10	15
78B	BEAV/LAKE OSWEGO	30	30	30	30	30	30	10	15
79C	CLACK TC-OREGON CITY	30	30	30	30	20	30	10	15
80GT	GRESHAM-TROUTDALE RD	60	60	60	60	60	60	30	40
81T	TROUTDALE VIA 257TH	60	60	60	60	60	60	30	40
82EP	EASTMAN PKWY/182ND	60	60	60	60				

Light Rail/HCT Service		2010 Base Year (Peak)	2010 Base Year (Off-Peak)	2040 No Build (Peak)	2040 No Build (Off-Peak)	2040 Financially Constrained (Peak)	2040 Financially Constrained (Off-Peak)	2040 State (Peak)	2040 State (Off-Peak)
82L	182ND AV					30	30	30	30
84KB	KELSO-BORING	120	0	120	0				
84PV	POWELL VALLEY LOOP					30	30	20	30
85SG	SWANISL GREELEY/RQ	20	40	20	40	20	30	20	30
86RG	ROCKWOOD-GRESH-TROUT							20	20
86S	148TH-SANDY-162ND							15	20
8782I	8287 INTERLINE					30	60	30	30
87A	AIRPORT WAY/181ST	40	0	40	0				
88D	DAVIS/198TH					30	30	15	30
88H	HART/198TH	30	35	30	35				
89T	TIGARD COMM					20	30	15	30
89TB	TANASBOURNE BRONSON	60	120	60	120				
89TC	TANASBOURNE CORNELL	60	120	60	120				
92JX	S BVTN EXP	25	0	25	0	30	0	30	30
93ST	SHERWOOD TIGARD					15	30	10	20
94X	SHERWOOD PACIFIC EXP	10	0	10	30				
95SH	SHERWOOD HILLSBORO					20	30	20	30
96TC	TUAL/COMMERCE CIR JC	20	0	20	0	30	60	20	40
96TM	TUAL/MOHAWK JEFF/COL	30	0	30	0	30	60	20	40
97HT	HILLSBORO TUALATIN					20	30	20	30
99GDC	GTC-Dmscus-CTC					30	30	30	0
99SM				12	0	12	0		
99X	PCBD-MCLOUGHLIN EXP	15	0					20	0
BRTI2	I-205 BRT							7.5	10
C02	LINCOLN	60	60	60	60	45	45	45	45
C03	KAUFFMAN/COLUMBIA	40	40	40	40	45	45	45	45
C04	FOURTH PLAIN	15	15	15	15				
C04BC	FOURTH PLAIN BRT					10	10	10	10
C07	VAN MALL BATTLEGROUND	45	45	45	45	35	35	35	35
C09	FELIDA	60	60	60	60	30	60	30	60
C105	I5 EXPa	15	60	15	60	15	45	15	45
C118	18TH ST PnR-PCBD					30	0	30	0
C134	SALMON CR EXP	20	0	20	0	10	0	10	0
C157	LLOYD EXP	60	0	60	0	30	0	30	0
C164	FISHERS LANDING EXP	15	0	15	0	10	0	10	0
C177	EVERGREEN EXP	60	0	60	0				
C190	OHSU EXP	60	0	60	0	20	0	20	0

Light Rail/HCT Service		2010 Base Year (Peak)	2010 Base Year (Off-Peak)	2040 No Build (Peak)	2040 No Build (Off-Peak)	2040 Financially Constrained (Peak)	2040 Financially Constrained (Off-Peak)	2040 State (Peak)	2040 State (Off-Peak)
C199	99TH AVE EXP	12	0	12	0	15	0	15	0
C19	SALMON CREEK	30	30	30	30	30	30	30	30
C25	FRUIT VAL/ST JOHNS	30	30	30	30	30	30	30	30
C301S	RIDGEFIELD SHUTTLE					90	0	90	0
C302S	LA CENTER SHUTTLE					90	0	90	0
C304S	SALMON CR - RF - LC					0	120	0	120
C30	BURTON	30	30	30	30	30	30	30	30
C32	HAZEL DELL/EVERGREEN	30	30	30	30	30	45	30	45
C35	TECH CENTER	30	30	30	30	60	60	60	60
C37	HWY 99/MILL PLAIN	20	20	20	20				
C37H	HWY99					15	15	15	15
C37M	MILL PLAIN					15	15	15	15
C39	VA/NE 87th Ave	60	60	60	60	60	60	60	60
C400	VANPORT SHUTTLE					10	10	10	10
C41	CAMAS/WASH LTD	120	0	120	0	120	0	120	0
C44	FOURTH PLAIN LTD	30	0	30	0				
C47	BATTLE GROUND YAK LTD	120	0	120	0	120	0	120	0
C48	VM FL 164TH					30	30	30	30
C65	FISHERS L-PARK ROSE	15	30	15	30	15	30	15	30
C72	ORCHARDS	60	60	60	60	60	60	60	60
C78	78TH ST	60	60	60	60	60	60	60	60
C80	VM/FISHERS	30	30	30	30	30	60	30	60
C85	FL - 192ND EAST					60	60	60	60
C92	CAMAS/WASH	30	30	30	30	30	60	30	60
o2	SMART-BARBUR	30	60	30	60				
o2D	SMART-BARBUR-CBD					30	60	30	60
o3	PK SMART\CANBY- OP C	60	120	60	120	60	120	60	120
o4	SMART/WILSV RD	30	60	30	60	30	60	30	60
o5	SMART/95th AVE	30	0	30	0	30	0	30	0
o6	SMART/CANYON CREEK	30	0	30	0	30	0	30	0
oCO	CAT-Ornge-OREGON CI	30	60	30	60	30	60	30	60
oES	SANDY-ESTACADA SAM	120	120	120	120	120	120	120	120
oGR	SANDY-GRESHAM SAM	30	30	30	30	30	30	30	30
oMC	MOLALLA/CCC-SCTD	30	60	30	60	30	60	30	60
oMLC	MOLALLA/CANBY SCTD	60	60	60	60	60	60	60	60
oMT	SANDY-RHODODEND SAM	120	0	120	0	120	0	120	0
oSCT	SMART/CTC							15	30

Light Rail/HCT Service		2010 Base Year (Peak)	2010 Base Year (Off-Peak)	2040 No Build (Peak)	2040 No Build (Off-Peak)	2040 Financially Constrained (Peak)	2040 Financially Constrained (Off-Peak)	2040 State (Peak)	2040 State (Off-Peak)
oSSH	SMART/SHERWOOD					30	60	30	60
oST	SMART/TUALATIN							30	60
oV	SMART/VILLEBOIS	60	0	60	0	30	30	30	30
SC	SCAR LOWELL-NW NBCOD	12	12	15	15	15	15		
SCAH	STCAR AMBERGLEN/HILL					15	15	15	15
SCBC	STCAR BURN COUCH 18/					15	15	15	15
SCBW	BROADWAY-WEIDLER SC							15	15
SCJ	SCAR JOHN LAND-NW					15	15	15	15
SCLP	STRCAR EASTSIDE LOOP			15	15	15	15	15	15
SCMK	MLK STREETCAR							15	15
TRAM	MARQUAM HILL TRAM	5	5	5	5	5	5	5	5

Table 5.
Transportation Analysis Zone Assumptions

2040 Design Type	2010 Long Term Parking*	2010 Short Term Parking*	2040 Long Term Parking*	2040 Short Term Parking*	2040 Intersection Density**	2040 Minimum INTHM Value	2040 Transit Pass Factor***
Central City 1 - Downtown Business District	8.47	4.24	13.25	6.63	20	200	60%
Central City 2 - Lloyd District	4.27	2.13	8.88	4.44	20	200	60%
Central City 3 - Central Eastside Industrial District	-	-	8.88	4.44	20	200	65%
Central City 4 - River District & Northwest	7.55	3.77	13.25	6.63	20	200	60%
Central City 5 - South Waterfront	7.55	3.77	13.25	6.63	18	180	60%
Regional Centers Tier 1	-	-	1.34	0.67	16	160	80%
Regional Centers Tier 2	-	-	0.94	0.47	14	140	85%
Station Communities Tier 1	-	-	1.34	0.67	14	140	80%
Station Communities Tier 2	-	-	0.94	0.47	12	100	80%
Station Communities Tier 3	-	-	0.40	0.20	10	90	80%
Town Centers Tier 1	-	-	0.94	0.47	14	140	85%
Town Centers Tier 2	-	-	0.67	0.33	12	100	100%
Town Centers Tier 3	-	-	0.40	0.20	10	90	100%
Town Centers Tier 4	-	-	0.13	0.06	8	70	100%
Main Streets & Corridors	-	-	-	-	10	90	100%
Inner Neighborhoods	-	-	-	-	8	70	100%
Employment Area	-	-	-	-	8	70	100%
Industrial Area	-	-	-	-	8	70	100%
Rural Reserve	-	-	-	-	0	0	100%
Urban Reserve	-	-	-	-	6	40	100%
Undesignated	-	-	-	-	0	0	100%
Vancouver Central Business District	2.68	1.34	2.68	1.34	0	0	100%
Vancouver (outside of CBD)	-	-	-	-	0	0	100%
Special 1 - Goose Hollow	0.85	0.43	13.25	6.63	20	200	60%
Special 2 - OHSU	8.47	4.24	13.25	6.63	0	0	60%
Special 3 - Oregon Zoo	-	2.00	5.94	2.97	0	0	80%
Special 4 - NW 23rd	0.85	0.43	1.33	0.67	10	90	100%
Special 5 - PDX Airport	-	-	-	-	8	70	100%
Open Spaces & Parks	-	-	-	-	0	0	100%
Neighboring City	-	-	-	-	8	70	100%

** Parking factors indexed to Central Business District in '00 Dollars*

*** Connections per mile*

**** Percent of full fare*

Table 6.
Households, Employment and 2040 Design Type by TAZ

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
1	0	9,975	400	11,580	Central City 1
2	441	10,776	1,600	12,586	Central City 1
3	9	2,931	475	4,033	Central City 1
4	347	5,370	975	6,204	Central City 1
5	754	4,104	1,600	4,908	Central City 1
6	0	3,075	250	3,913	Central City 1
7	850	1,372	1,800	1,717	Central City 1
8	35	12,372	120	14,639	Central City 1
9	0	723	0	869	Central City 1
10	2,034	616	2,880	1,398	Central City 1
11	308	5,170	600	6,053	Central City 1
12	151	2,897	300	3,445	Central City 1
13	599	3,693	1,400	4,859	Central City 1
14	1,011	2,941	2,100	3,827	Central City 1
15	425	3,937	1,300	5,172	Central City 1
16	384	401	750	707	Central City 1
17	1,949	1,306	3,800	2,089	Central City 4
18	288	1,091	1,900	2,016	Central City 4
19	472	1,520	1,200	2,035	Central City 4
20	589	D	2,400	3,391	Central City 4
21	485	193	1,300	594	Central City 4
22	246	47	246	138	Central City 4
23	360	3,212	1,386	4,095	Central City 4
24	642	2,104	1,500	2,766	Central City 4
25	1,078	1,668	2,052	2,456	Central City 4
26	50	2,537	491	3,382	Central City 4
27	157	99	810	449	Central City 4
28	17	1,998	17	2,641	Industrial Area
29	161	1,526	920	2,227	Special 4
30	516	D	1,012	2,101	Special 4
31	1,269	939	1,741	1,289	Special 4
32	3,476	5,159	4,086	6,170	Special 4
33	684	3,246	1,660	4,919	Special 4
34	0	2,435	0	2,744	Industrial Area
35	0	4,250	0	5,216	Industrial Area
36	1,897	3,603	2,700	4,559	Main St. / Corridors
37	495	48	660	70	Neighborhoods
38	41	1,891	117	3,757	Industrial Area
39	71	451	164	705	Parks

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
40	29	D	65	42	Neighborhoods
41	230	160	289	285	Neighborhoods
42	88	8	175	87	Rural Reserve
43	1,199	111	1,330	199	Neighborhoods
44	102	30	225	38	Neighborhoods
45	868	73	1,000	155	Neighborhoods
46	87	15	311	30	Rural Reserve
47	69	13	77	20	Rural Reserve
48	271	287	470	1,122	Neighborhoods
49	292	73	586	186	Neighborhoods
50	112	130	127	214	Rural Reserve
51	806	173	982	351	Rural Reserve
52	410	401	440	516	Rural Reserve
53	2,266	3,910	4,700	5,067	Special 1
54	2,351	750	2,757	1,270	Neighborhoods
55	447	1,089	684	1,699	Neighborhoods
56	2,173	D	2,572	945	Neighborhoods
57	28	654	58	752	Special 3
58	111	5	185	8	Neighborhoods
59	120	578	281	1,075	Neighborhoods
60	168	176	235	242	Neighborhoods
61	496	33	667	45	Neighborhoods
62	298	34	473	48	Neighborhoods
63	463	107	545	135	Neighborhoods
64	1,095	197	1,316	323	Neighborhoods
65	657	15,038	943	18,838	Special 2
66	312	3,506	662	5,306	Main St. / Corridors
67	0	0	400	4,499	Central City 5
68	423	276	1,036	452	Main St. / Corridors
69	0	196	1,400	1,601	Central City 5
70	492	D	1,856	1,969	Central City 5
71	580	682	1,240	1,079	Main St. / Corridors
72	651	266	2,300	2,060	Central City 5
73	9	859	900	2,280	Central City 5
74	300	1,262	717	2,295	Main St. / Corridors
75	349	4	467	6	Main St. / Corridors
76	144	745	256	1,015	Main St. / Corridors
77	14	0	1	0	Main St. / Corridors
78	265	319	439	460	Main St. / Corridors
79	41	5	66	6	Main St. / Corridors

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
80	393	1,262	583	1,662	Main St. / Corridors
81	210	35	426	53	Main St. / Corridors
82	275	105	316	110	Main St. / Corridors
83	0	D	1	47	Main St. / Corridors
84	572	216	751	266	Main St. / Corridors
85	477	400	704	468	Main St. / Corridors
86	226	308	353	443	Town Centers Tier 1
87	478	253	705	467	Main St. / Corridors
88	48	D	77	10	Neighborhoods
89	1,714	744	2,303	964	Main St. / Corridors
90	208	240	443	376	Main St. / Corridors
91	696	151	830	191	Neighborhoods
92	367	674	758	958	Main St. / Corridors
93	1,161	882	1,571	983	Main St. / Corridors
94	930	D	1,050	883	Neighborhoods
95	637	100	709	129	Main St. / Corridors
96	1,689	838	2,173	953	Main St. / Corridors
97	781	32	922	32	Neighborhoods
98	963	251	1,167	280	Main St. / Corridors
99	763	211	932	275	Main St. / Corridors
100	872	49	1,040	96	Main St. / Corridors
101	130	931	309	1,253	Main St. / Corridors
102	737	90	802	103	Neighborhoods
103	446	43	516	47	Neighborhoods
104	547	84	673	112	Main St. / Corridors
105	0	0	0	0	Main St. / Corridors
106	73	21	109	22	Main St. / Corridors
107	143	78	190	105	Main St. / Corridors
108	590	1,083	712	1,205	Neighborhoods
109	915	551	1,015	593	Main St. / Corridors
110	473	34	510	152	Neighborhoods
111	564	151	681	201	Neighborhoods
112	392	D	668	436	Town Centers Tier 2
113	149	44	209	49	Town Centers Tier 2
114	375	104	425	108	Neighborhoods
115	921	60	1,096	81	Neighborhoods
116	174	112	369	179	Main St. / Corridors
117	410	156	626	264	Main St. / Corridors
118	285	625	556	1,049	Town Centers Tier 2
119	373	125	417	159	Town Centers Tier 2

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
120	472	20	550	27	Neighborhoods
121	577	150	608	192	Neighborhoods
122	14	D	24	2,113	Neighborhoods
123	227	39	257	46	Neighborhoods
124	0	0	0	400	Industrial Area
125	481	621	655	1,066	Industrial Area
126	172	1,186	800	2,761	Station Community Tier 3
127	619	941	1,500	2,040	Neighborhoods
128	0	220	0	288	Industrial Area
129	0	1,410	0	2,235	Industrial Area
130	0	1,050	0	1,747	Industrial Area
131	0	D	0	6	Parks
132	0	572	0	943	Industrial Area
133	1	419	1	550	Industrial Area
134	0	50	0	102	Station Community Tier 3
135	1	D	1	38	Industrial Area
136	220	1,444	1,060	2,409	Industrial Area
137	929	2,547	1,500	3,622	Industrial Area
138	0	971	0	1,384	Industrial Area
139	0	6,609	0	9,758	Special 5
140	0	741	0	733	Industrial Area
141	29	407	29	630	Industrial Area
142	0	503	0	574	Industrial Area
143	0	655	0	857	Employment Area
144	0	464	0	1,530	Employment Area
145	0	704	0	945	Industrial Area
146	0	0	0	0	Industrial Area
147	0	D	0	591	Station Community Tier 3
148	0	650	0	926	Station Community Tier 3
149	0	D	0	1,300	Station Community Tier 3
150	0	0	0	864	Industrial Area
151	0	122	0	2,465	Station Community Tier 3
152	0	0	0	0	Employment Area
153	0	765	0	957	Industrial Area
154	0	762	0	1,206	Industrial Area
155	2,499	867	2,758	1,309	Industrial Area
156	2,009	422	2,270	672	Industrial Area
157	833	290	926	399	Industrial Area
158	924	148	1,125	255	Main St. / Corridors
159	2,138	1,413	2,848	2,041	Main St. / Corridors

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
160	2,537	2,100	3,865	3,066	Town Centers Tier 1
161	1,331	97	1,628	150	Neighborhoods
162	6	743	6	1,318	Industrial Area
163	36	11,432	119	13,221	Industrial Area
164	0	153	0	224	Industrial Area
165	904	430	983	649	Industrial Area
166	414	820	1,189	1,283	Station Community Tier 2
167	14	841	15	1,302	Industrial Area
168	1,341	467	1,609	775	Main St. / Corridors
169	378	D	710	612	Station Community Tier 1
170	183	313	970	465	Station Community Tier 1
171	563	274	684	415	Main St. / Corridors
172	595	698	647	785	Industrial Area
173	966	135	1,041	191	Neighborhoods
174	526	D	1,180	155	Station Community Tier 1
175	177	210	964	410	Station Community Tier 1
176	322	22	491	119	Main St. / Corridors
177	308	16	347	21	Neighborhoods
178	607	53	680	92	Neighborhoods
179	718	142	876	230	Neighborhoods
180	425	163	728	282	Station Community Tier 1
181	277	208	964	507	Station Community Tier 1
182	389	D	665	193	Main St. / Corridors
183	293	776	327	946	Main St. / Corridors
184	831	607	1,124	838	Main St. / Corridors
185	267	6	326	8	Neighborhoods
186	378	81	675	201	Station Community Tier 1
187	307	219	1,234	685	Station Community Tier 1
188	278	D	488	378	Main St. / Corridors
189	440	138	505	235	Main St. / Corridors
190	652	141	1,042	249	Main St. / Corridors
191	214	1,413	502	2,339	Station Community Tier 2
192	167	264	462	486	Main St. / Corridors
193	347	299	468	404	Industrial Area
194	445	483	723	661	Neighborhoods
195	477	5,526	1,281	6,873	Main St. / Corridors
196	51	1,022	80	1,523	Station Community Tier 1
197	0	192	0	652	Station Community Tier 1
198	129	1,671	260	2,357	Central City 2
199	12	386	1,093	1,138	Central City 2

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
200	155	1,036	1,555	2,044	Central City 2
201	0	1,814	187	2,509	Central City 2
202	537	4,880	2,326	6,601	Central City 2
203	0	2,656	650	3,757	Central City 2
204	54	1,934	1,300	3,035	Central City 2
205	0	2,291	750	3,419	Central City 2
206	0	2,386	1,500	3,689	Central City 2
207	213	2,664	850	3,635	Central City 3
208	105	2,025	750	2,888	Central City 3
209	107	979	400	1,480	Central City 3
210	158	1,399	750	2,143	Central City 3
211	151	1,297	411	1,722	Central City 3
212	0	307	0	665	Central City 3
213	18	1,217	18	1,467	Central City 3
214	90	2,297	423	2,883	Central City 3
215	0	833	0	1,299	Central City 3
216	116	1,415	122	1,815	Central City 3
217	0	1,094	126	1,453	Central City 3
218	588	768	733	892	Station Community Tier 1
219	211	1,876	264	2,460	Industrial Area
220	734	577	890	779	Main St. / Corridors
221	77	371	80	479	Station Community Tier 1
222	91	1,001	95	1,236	Station Community Tier 2
223	130	629	189	675	Industrial Area
224	650	163	912	322	Main St. / Corridors
225	86	183	204	299	Main St. / Corridors
226	620	599	754	744	Main St. / Corridors
227	738	318	789	426	Station Community Tier 1
228	427	75	452	98	Station Community Tier 1
229	341	27	420	62	Station Community Tier 1
230	632	445	982	711	Main St. / Corridors
231	1,423	757	1,717	960	Main St. / Corridors
232	585	250	709	475	Station Community Tier 1
233	74	184	132	198	Neighborhoods
234	52	D	68	33	Neighborhoods
235	772	94	855	121	Neighborhoods
236	825	1,130	991	1,220	Main St. / Corridors
237	623	116	655	134	Neighborhoods
238	360	D	404	1,265	Neighborhoods
239	841	568	1,041	742	Main St. / Corridors

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
240	1,012	372	1,393	669	Main St. / Corridors
241	491	82	550	123	Main St. / Corridors
242	520	28	574	33	Main St. / Corridors
243	427	603	525	722	Industrial Area
244	1,448	874	1,576	1,049	Main St. / Corridors
245	1,639	259	1,910	378	Main St. / Corridors
246	832	D	1,239	623	Main St. / Corridors
247	1,479	1,188	2,240	1,659	Main St. / Corridors
248	966	82	1,088	119	Main St. / Corridors
249	802	694	1,245	976	Main St. / Corridors
250	760	321	858	421	Main St. / Corridors
251	825	353	1,328	614	Main St. / Corridors
252	623	54	730	62	Neighborhoods
253	909	176	1,240	221	Main St. / Corridors
254	943	108	1,070	138	Neighborhoods
255	1,003	115	1,225	253	Neighborhoods
256	1,460	121	1,855	203	Main St. / Corridors
257	596	79	911	199	Main St. / Corridors
258	666	D	1,473	617	Main St. / Corridors
259	718	64	850	109	Neighborhoods
260	845	185	1,090	231	Main St. / Corridors
261	782	625	1,361	824	Main St. / Corridors
262	388	1,085	1,151	1,531	Main St. / Corridors
263	406	788	1,306	1,213	Main St. / Corridors
264	837	216	1,746	642	Main St. / Corridors
265	825	352	1,110	813	Employment Area
266	708	216	792	494	Station Community Tier 3
267	712	221	1,411	696	Town Centers Tier 1
268	344	189	465	345	Station Community Tier 3
269	461	528	947	858	Station Community Tier 3
270	265	51	571	169	Station Community Tier 3
271	387	D	852	801	Main St. / Corridors
272	751	213	915	251	Main St. / Corridors
273	583	30	705	41	Main St. / Corridors
274	1,537	703	1,910	901	Main St. / Corridors
275	1,036	534	2,100	882	Main St. / Corridors
276	1,308	869	2,350	1,326	Main St. / Corridors
277	2,893	1,008	3,529	1,315	Main St. / Corridors
278	1,751	955	2,608	1,361	Main St. / Corridors
279	874	662	1,619	884	Main St. / Corridors

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
280	1,926	681	2,988	1,103	Main St. / Corridors
281	674	513	802	684	Main St. / Corridors
282	858	453	1,171	553	Main St. / Corridors
283	1,112	478	1,526	609	Main St. / Corridors
284	1,492	758	1,916	935	Main St. / Corridors
285	1,308	1,293	1,672	1,447	Main St. / Corridors
286	1,207	493	1,463	648	Main St. / Corridors
287	628	64	684	72	Main St. / Corridors
288	1,510	769	1,774	944	Main St. / Corridors
289	1,039	367	1,341	430	Main St. / Corridors
290	1,188	536	1,574	648	Main St. / Corridors
291	1,075	885	1,389	1,060	Main St. / Corridors
292	307	318	408	359	Station Community Tier 1
293	1,642	784	1,942	955	Main St. / Corridors
294	1,550	966	1,977	1,227	Main St. / Corridors
295	2,091	2,097	2,824	2,579	Main St. / Corridors
296	1,864	3,755	3,200	5,684	Main St. / Corridors
297	1,333	474	1,580	586	Main St. / Corridors
298	1,129	4,494	1,307	5,406	Main St. / Corridors
299	1,570	5,859	2,907	7,834	Town Centers Tier 1
300	323	1,085	1,327	2,111	Town Centers Tier 1
301	1,925	1,409	2,626	1,805	Main St. / Corridors
302	804	830	1,252	1,374	Main St. / Corridors
303	727	137	803	166	Neighborhoods
304	761	254	828	317	Neighborhoods
305	837	580	1,094	820	Main St. / Corridors
306	1,401	603	1,601	726	Main St. / Corridors
307	660	58	746	71	Main St. / Corridors
308	734	265	818	347	Main St. / Corridors
309	1,329	1,016	1,841	1,100	Main St. / Corridors
310	860	905	1,362	1,175	Main St. / Corridors
311	594	170	627	224	Neighborhoods
312	695	342	734	429	Main St. / Corridors
313	654	500	1,096	716	Main St. / Corridors
314	862	829	1,644	1,161	Main St. / Corridors
315	909	426	1,006	562	Main St. / Corridors
316	916	166	989	236	Main St. / Corridors
317	893	193	961	288	Neighborhoods
318	565	247	706	332	Main St. / Corridors
319	501	181	776	375	Main St. / Corridors

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
320	722	731	1,081	1,014	Main St. / Corridors
321	822	230	1,038	325	Main St. / Corridors
322	1,065	225	1,458	381	Main St. / Corridors
323	611	614	1,155	993	Main St. / Corridors
324	665	220	1,585	444	Main St. / Corridors
325	1,154	153	1,320	204	Neighborhoods
326	566	729	901	946	Industrial Area
327	8	2,089	8	2,856	Industrial Area
328	618	478	709	610	Neighborhoods
329	662	73	733	116	Neighborhoods
330	37	351	38	482	Industrial Area
331	15	639	16	931	Industrial Area
332	191	6	242	8	Neighborhoods
333	259	185	318	212	Neighborhoods
334	655	48	738	78	Main St. / Corridors
335	558	32	649	45	Main St. / Corridors
336	1,172	307	1,343	449	Main St. / Corridors
337	626	238	911	317	Main St. / Corridors
338	1,244	146	1,377	217	Main St. / Corridors
339	339	1,157	665	1,742	Station Community Tier 1
340	525	224	917	576	Station Community Tier 1
341	634	137	685	190	Main St. / Corridors
342	157	D	333	406	Employment Area
343	1,745	559	2,122	816	Main St. / Corridors
344	719	317	1,008	523	Main St. / Corridors
345	540	55	699	85	Main St. / Corridors
346	177	104	253	136	Industrial Area
347	3	1,248	3	1,311	Industrial Area
348	51	1,307	53	1,942	Employment Area
349	815	194	1,011	495	Employment Area
350	836	142	901	182	Main St. / Corridors
351	1,033	335	1,490	608	Main St. / Corridors
352	265	D	330	222	Neighborhoods
353	913	449	1,144	684	Main St. / Corridors
354	357	653	413	996	Industrial Area
355	0	1,268	0	1,434	Industrial Area
356	2	1,759	2	2,365	Employment Area
357	0	3,592	0	4,225	Industrial Area
358	15	1,415	16	1,895	Industrial Area
359	1	1,246	1	1,954	Industrial Area

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
360	0	708	0	1,791	Industrial Area
361	56	591	58	1,038	Industrial Area
362	1	474	1	930	Industrial Area
363	0	518	0	768	Industrial Area
364	9	1,478	9	1,629	Industrial Area
365	0	1,816	0	2,517	Industrial Area
366	54	1,077	56	1,314	Industrial Area
367	296	786	932	1,444	Station Community Tier 3
368	311	442	677	785	Main St. / Corridors
369	423	333	908	644	Main St. / Corridors
370	589	61	664	105	Main St. / Corridors
371	463	21	545	40	Main St. / Corridors
372	512	69	569	149	Main St. / Corridors
373	471	27	573	58	Neighborhoods
374	560	41	842	54	Neighborhoods
375	550	100	581	114	Neighborhoods
376	119	44	332	111	Main St. / Corridors
377	302	2	318	2	Main St. / Corridors
378	700	198	848	225	Main St. / Corridors
379	815	192	995	276	Main St. / Corridors
380	803	71	991	92	Neighborhoods
381	397	19	438	23	Main St. / Corridors
382	149	D	159	4	Main St. / Corridors
383	313	264	327	367	Neighborhoods
384	380	46	440	60	Neighborhoods
385	118	D	539	805	Main St. / Corridors
386	425	276	449	354	Main St. / Corridors
387	358	1,331	1,528	2,044	Regional Center Tier 1
388	1,008	937	1,617	1,382	Regional Center Tier 1
389	298	247	660	447	Main St. / Corridors
390	302	83	443	113	Main St. / Corridors
391	88	D	444	84	Neighborhoods
392	248	54	326	71	Neighborhoods
393	340	439	666	809	Main St. / Corridors
394	784	425	1,335	747	Regional Center Tier 1
395	536	661	1,845	1,091	Regional Center Tier 1
396	1,175	1,728	2,767	2,836	Regional Center Tier 1
397	803	328	2,204	644	Main St. / Corridors
398	177	345	838	613	Station Community Tier 3
399	432	D	736	70	Main St. / Corridors

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
400	663	226	887	362	Main St. / Corridors
401	451	695	1,054	1,198	Main St. / Corridors
402	698	809	1,181	1,358	Main St. / Corridors
403	298	2,641	1,246	3,487	Regional Center Tier 1
404	94	D	108	323	Neighborhoods
405	1,346	147	1,475	187	Neighborhoods
406	599	47	744	91	Main St. / Corridors
407	685	162	1,000	235	Neighborhoods
408	552	33	2,030	409	Station Community Tier 3
409	914	72	1,909	205	Station Community Tier 3
410	625	179	1,046	455	Main St. / Corridors
411	516	D	747	216	Main St. / Corridors
412	312	D	376	78	Main St. / Corridors
413	331	D	348	72	Neighborhoods
414	725	169	812	203	Neighborhoods
415	238	39	278	99	Main St. / Corridors
416	366	136	431	340	Main St. / Corridors
417	188	120	242	140	Main St. / Corridors
418	404	233	813	833	Main St. / Corridors
419	415	75	445	102	Main St. / Corridors
420	760	58	868	128	Main St. / Corridors
421	198	125	284	265	Main St. / Corridors
422	610	274	946	556	Main St. / Corridors
423	234	D	255	18	Neighborhoods
424	277	11	296	13	Neighborhoods
425	448	D	584	262	Main St. / Corridors
426	450	98	561	182	Main St. / Corridors
427	70	22	136	23	Main St. / Corridors
428	86	325	183	462	Main St. / Corridors
429	921	54	1,218	69	Main St. / Corridors
430	215	20	232	27	Neighborhoods
431	162	21	173	28	Neighborhoods
432	255	324	313	357	Neighborhoods
433	611	152	770	188	Main St. / Corridors
434	956	560	1,126	784	Neighborhoods
435	207	2,272	631	2,985	Regional Center Tier 1
436	583	535	777	870	Main St. / Corridors
437	1,119	702	2,068	1,040	Main St. / Corridors
438	777	729	1,342	1,124	Main St. / Corridors
439	609	158	1,062	191	Main St. / Corridors

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
440	713	136	1,060	239	Main St. / Corridors
441	1,495	221	1,896	323	Main St. / Corridors
442	694	D	1,034	543	Main St. / Corridors
443	1,178	358	1,745	577	Main St. / Corridors
444	129	950	232	1,188	Main St. / Corridors
445	888	171	1,065	240	Main St. / Corridors
446	813	211	932	309	Main St. / Corridors
447	436	149	672	184	Main St. / Corridors
448	255	79	412	118	Neighborhoods
449	535	52	840	56	Neighborhoods
450	337	18	521	44	Main St. / Corridors
451	534	233	711	325	Neighborhoods
452	626	99	705	124	Neighborhoods
453	466	208	660	397	Town Centers Tier 1
454	21	168	23	219	Industrial Area
455	583	134	727	193	Neighborhoods
456	151	5	219	9	Neighborhoods
457	522	24	583	33	Neighborhoods
458	201	14	316	15	Neighborhoods
459	135	253	201	297	Main St. / Corridors
460	461	217	655	420	Main St. / Corridors
461	613	217	806	285	Main St. / Corridors
462	401	43	478	60	Neighborhoods
463	306	10	600	13	Neighborhoods
464	270	29	442	35	Neighborhoods
465	322	32	603	48	Main St. / Corridors
466	50	D	96	22	Main St. / Corridors
467	3	D	14	0	Parks
468	152	19	283	29	Neighborhoods
469	78	D	348	764	Town Centers Tier 4
470	29	D	200	176	Main St. / Corridors
471	58	D	1,377	143	Neighborhoods
472	171	81	619	116	Neighborhoods
473	460	125	543	227	Neighborhoods
474	25	29	481	359	Industrial Area
475	72	28	461	884	Industrial Area
476	113	42	212	1,136	Industrial Area
477	443	11	1,195	17	Neighborhoods
478	434	70	807	131	Neighborhoods
479	461	63	652	121	Neighborhoods

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
480	908	84	1,059	149	Neighborhoods
481	86	32	126	332	Industrial Area
482	510	27	578	57	Neighborhoods
483	139	D	329	12	Neighborhoods
484	483	19	497	37	Neighborhoods
485	633	49	670	113	Neighborhoods
486	626	56	991	111	Neighborhoods
487	849	9	907	18	Neighborhoods
488	388	13	421	22	Neighborhoods
489	320	26	380	45	Neighborhoods
490	448	34	609	55	Neighborhoods
491	234	156	234	408	Industrial Area
492	0	88	293	137	Neighborhoods
493	433	169	466	348	Main St. / Corridors
494	496	94	522	149	Neighborhoods
495	695	76	755	235	Neighborhoods
496	598	39	618	85	Neighborhoods
497	452	102	986	219	Neighborhoods
498	236	61	344	89	Neighborhoods
499	361	102	481	139	Neighborhoods
500	0	562	9	913	Main St. / Corridors
501	0	321	77	1,107	Main St. / Corridors
502	317	154	353	217	Neighborhoods
503	273	D	317	18	Neighborhoods
504	16	272	189	481	Regional Center Tier 1
505	34	517	164	828	Regional Center Tier 1
506	700	53	748	83	Main St. / Corridors
507	388	78	394	115	Main St. / Corridors
508	0	0	0	0	Employment Area
509	829	579	1,005	1,321	Main St. / Corridors
510	613	333	641	473	Main St. / Corridors
511	343	17	426	28	Main St. / Corridors
512	908	D	923	530	Main St. / Corridors
513	124	12	248	37	Main St. / Corridors
514	232	7	418	41	Main St. / Corridors
515	6	460	244	747	Regional Center Tier 1
516	159	226	275	430	Regional Center Tier 1
517	46	139	233	334	Regional Center Tier 1
518	17	D	176	283	Regional Center Tier 1
519	59	141	172	290	Regional Center Tier 1

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
520	96	194	218	491	Regional Center Tier 1
521	226	97	423	293	Regional Center Tier 1
522	109	163	548	318	Regional Center Tier 1
523	0	396	60	829	Main St. / Corridors
524	480	D	551	301	Neighborhoods
525	679	176	736	346	Neighborhoods
526	138	9	397	19	Neighborhoods
527	255	50	309	102	Neighborhoods
528	678	180	772	316	Main St. / Corridors
529	408	54	426	139	Main St. / Corridors
530	157	D	184	449	Main St. / Corridors
531	1	600	93	1,038	Regional Center Tier 1
532	275	515	822	875	Regional Center Tier 1
533	74	D	249	247	Regional Center Tier 1
534	154	51	322	125	Regional Center Tier 1
535	0	485	187	687	Regional Center Tier 1
536	442	64	684	205	Main St. / Corridors
537	301	48	431	74	Main St. / Corridors
538	66	248	464	940	Employment Area
539	126	D	138	16	Main St. / Corridors
540	374	520	443	953	Main St. / Corridors
541	561	148	580	294	Main St. / Corridors
542	2	85	2	330	Employment Area
543	294	17	313	259	Main St. / Corridors
544	759	14	866	183	Station Community Tier 3
545	144	414	328	635	Regional Center Tier 1
546	12	975	133	1,292	Regional Center Tier 1
547	14	386	26	618	Regional Center Tier 1
548	110	307	189	731	Regional Center Tier 1
549	411	99	412	166	Neighborhoods
550	235	45	238	75	Neighborhoods
551	2	D	2	2,076	Industrial Area
552	727	78	742	119	Main St. / Corridors
553	179	489	512	791	Main St. / Corridors
554	144	878	144	1,354	Main St. / Corridors
555	505	414	658	1,577	Main St. / Corridors
556	284	107	298	1,381	Neighborhoods
557	597	70	624	99	Neighborhoods
558	230	D	249	64	Main St. / Corridors
559	0	0	0	407	Employment Area

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
560	1	508	1	1,652	Employment Area
561	326	26	343	91	Main St. / Corridors
562	709	198	770	595	Main St. / Corridors
563	0	210	242	660	Regional Center Tier 1
564	308	263	494	582	Regional Center Tier 1
565	154	D	181	62	Main St. / Corridors
566	233	3	235	7	Main St. / Corridors
567	223	12	238	48	Main St. / Corridors
568	74	214	187	704	Main St. / Corridors
569	214	123	377	378	Main St. / Corridors
570	1	137	26	343	Industrial Area
571	0	D	0	849	Employment Area
572	194	6	198	19	Main St. / Corridors
573	112	D	120	40	Main St. / Corridors
574	3	282	39	623	Industrial Area
575	4	72	19	176	Station Community Tier 3
576	62	D	115	375	Industrial Area
577	261	84	293	126	Main St. / Corridors
578	389	183	413	359	Town Centers Tier 2
579	330	193	577	620	Town Centers Tier 2
580	473	13	619	103	Town Centers Tier 2
581	469	531	573	1,110	Town Centers Tier 2
582	297	D	327	455	Main St. / Corridors
583	221	4	394	9	Main St. / Corridors
584	356	58	407	63	Neighborhoods
585	504	110	885	383	Town Centers Tier 2
586	399	168	643	383	Town Centers Tier 2
587	697	61	778	226	Town Centers Tier 2
588	486	D	635	406	Town Centers Tier 2
589	234	D	271	570	Town Centers Tier 2
590	362	104	403	215	Town Centers Tier 2
591	606	444	722	902	Town Centers Tier 2
592	350	70	407	85	Town Centers Tier 2
593	399	21	469	36	Main St. / Corridors
594	415	332	471	531	Main St. / Corridors
595	569	769	602	964	Main St. / Corridors
596	390	117	535	459	Main St. / Corridors
597	472	11	483	20	Neighborhoods
598	0	1,497	80	2,501	Industrial Area
599	0	900	0	1,164	Industrial Area

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
600	27	549	29	793	Industrial Area
601	260	355	346	403	Employment Area
602	0	2,129	0	2,392	Industrial Area
603	2	2,645	25	4,155	Industrial Area
604	1	375	1	686	Industrial Area
605	202	866	209	1,869	Industrial Area
606	650	22	713	42	Neighborhoods
607	0	D	0	1,138	Employment Area
608	723	145	761	1,388	Employment Area
609	638	42	638	369	Main St. / Corridors
610	2	1,004	2	2,719	Industrial Area
611	172	17	197	79	Main St. / Corridors
612	303	133	331	319	Main St. / Corridors
613	150	16	188	43	Main St. / Corridors
614	90	D	185	109	Main St. / Corridors
615	153	D	153	282	Main St. / Corridors
616	386	234	466	920	Town Centers Tier 3
617	257	544	285	803	Neighborhoods
618	107	62	111	102	Industrial Area
619	615	86	637	369	Town Centers Tier 3
620	8	D	54	1,614	Town Centers Tier 3
621	509	77	536	203	Neighborhoods
622	275	70	317	251	Main St. / Corridors
623	50	359	50	1,071	Industrial Area
624	82	854	87	1,267	Industrial Area
625	0	1,273	0	2,255	Industrial Area
626	0	D	0	346	Industrial Area
627	0	D	0	802	Industrial Area
628	0	176	0	528	Industrial Area
629	1	64	1	134	Industrial Area
630	0	286	20	714	Town Centers Tier 3
631	0	354	0	941	Employment Area
632	0	0	66	138	Town Centers Tier 3
633	247	90	470	544	Town Centers Tier 3
634	172	332	203	1,021	Town Centers Tier 3
635	59	D	181	326	Town Centers Tier 3
636	45	D	51	166	Neighborhoods
637	307	5	275	22	Neighborhoods
638	501	14	500	46	Neighborhoods
639	197	21	192	58	Main St. / Corridors

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
640	515	35	551	98	Town Centers Tier 3
641	0	253	0	809	Town Centers Tier 3
642	547	365	590	709	Main St. / Corridors
643	389	82	357	144	Neighborhoods
644	49	D	49	214	Main St. / Corridors
645	635	46	666	114	Main St. / Corridors
646	442	39	451	178	Neighborhoods
647	329	D	331	3	Main St. / Corridors
648	360	132	622	423	Neighborhoods
649	366	23	378	70	Neighborhoods
650	626	114	842	180	Neighborhoods
651	815	361	862	447	Undesignated
652	88	145	92	185	Rural Reserve
653	7	D	19	0	Undesignated
654	17	D	18	7	Rural Reserve
655	102	D	973	315	Urban Reserve
656	154	241	1,380	567	Urban Reserve
657	241	45	249	77	Rural Reserve
658	94	37	98	53	Rural Reserve
659	124	95	154	128	Rural Reserve
660	173	261	189	346	Rural Reserve
661	573	281	629	320	Undesignated
662	428	162	532	258	Main St. / Corridors
663	0	836	0	1,149	Main St. / Corridors
664	3	203	3	294	Station Community Tier 1
665	0	181	0	253	Neighborhoods
666	0	131	0	151	Main St. / Corridors
667	0	485	0	642	Employment Area
668	165	399	224	695	Town Centers Tier 2
669	148	10	161	15	Town Centers Tier 2
670	1	351	54	527	Town Centers Tier 2
671	211	170	223	295	Town Centers Tier 2
672	0	302	27	572	Town Centers Tier 2
673	249	365	304	460	Town Centers Tier 2
674	65	66	86	123	Town Centers Tier 2
675	130	D	167	533	Town Centers Tier 2
676	299	27	335	35	Main St. / Corridors
677	655	45	783	52	Town Centers Tier 2
678	21	734	22	981	Town Centers Tier 2
679	554	D	716	1,221	Town Centers Tier 2

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
680	670	35	714	78	Main St. / Corridors
681	740	104	799	127	Neighborhoods
682	309	88	322	208	Main St. / Corridors
683	440	1,050	495	1,052	Main St. / Corridors
684	288	48	314	92	Main St. / Corridors
685	215	71	234	103	Main St. / Corridors
686	219	66	259	71	Neighborhoods
687	520	42	586	60	Neighborhoods
688	801	225	897	366	Town Centers Tier 2
689	377	169	452	223	Main St. / Corridors
690	286	68	371	109	Main St. / Corridors
691	495	121	721	161	Main St. / Corridors
692	498	169	577	218	Main St. / Corridors
693	363	57	434	62	Neighborhoods
694	0	2,708	0	3,594	Employment Area
695	41	2,038	51	2,155	Main St. / Corridors
696	182	61	210	95	Main St. / Corridors
697	525	381	674	439	Neighborhoods
698	401	76	528	113	Neighborhoods
699	70	1,398	98	2,046	Employment Area
700	241	169	301	520	Employment Area
701	0	880	0	1,419	Employment Area
702	925	997	1,029	1,480	Main St. / Corridors
703	1,426	258	1,523	354	Neighborhoods
704	798	93	998	140	Neighborhoods
705	1,053	461	1,179	1,144	Station Community Tier 3
706	1,383	211	1,605	279	Neighborhoods
707	1,034	232	1,193	387	Neighborhoods
708	1,214	216	1,433	286	Neighborhoods
709	415	25	527	32	Neighborhoods
710	373	147	434	166	Main St. / Corridors
711	826	148	870	213	Main St. / Corridors
712	237	35	248	429	Employment Area
713	59	184	77	349	Neighborhoods
714	474	713	498	984	Employment Area
715	915	431	1,231	646	Town Centers Tier 1
716	631	367	759	529	Main St. / Corridors
717	551	356	671	529	Main St. / Corridors
718	1,152	440	1,357	749	Main St. / Corridors
719	0	472	146	785	Regional Center Tier 2

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
720	4	109	201	313	Regional Center Tier 2
721	573	383	967	620	Neighborhoods
722	184	27	334	35	Undesignated
723	260	54	317	93	Undesignated
724	214	7	259	11	Rural Reserve
725	303	89	800	124	Neighborhoods
726	202	26	441	49	Neighborhoods
727	26	452	471	2,483	Regional Center Tier 2
728	3	72	103	136	Regional Center Tier 2
729	32	D	126	284	Regional Center Tier 2
730	0	849	126	1,216	Regional Center Tier 2
731	204	244	385	388	Regional Center Tier 2
732	1,225	1,956	1,318	2,811	Neighborhoods
733	99	97	232	170	Neighborhoods
734	53	D	62	36	Urban Reserve
735	924	543	996	1,018	Neighborhoods
736	797	501	919	866	Main St. / Corridors
737	1,259	235	1,369	367	Neighborhoods
738	503	168	639	311	Main St. / Corridors
739	39	49	74	79	Rural Reserve
740	532	132	1,500	305	Neighborhoods
741	1,321	89	1,523	127	Neighborhoods
742	1,080	106	2,121	168	Neighborhoods
743	814	3,948	895	5,001	Employment Area
744	192	1,695	248	2,734	Employment Area
745	125	103	652	115	Neighborhoods
746	36	46	241	1,114	Industrial Area
747	344	D	353	1,988	Employment Area
748	754	327	963	870	Employment Area
749	712	285	1,190	433	Neighborhoods
750	779	305	1,023	506	Neighborhoods
751	15	0	86	7	Rural Reserve
752	48	6	162	22	Rural Reserve
753	37	D	412	61	Rural Reserve
754	210	18	787	27	Rural Reserve
755	84	26	118	31	Rural Reserve
756	293	37	305	64	Undesignated
757	273	124	877	210	Undesignated
758	327	73	487	123	Rural Reserve
759	59	17	111	40	Rural Reserve

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
760	143	12	479	101	Urban Reserve
761	538	27	983	119	Urban Reserve
762	139	38	204	57	Rural Reserve
763	291	180	417	420	Station Community Tier 3
764	888	50	913	101	Neighborhoods
765	474	71	944	138	Neighborhoods
766	563	205	707	465	Neighborhoods
767	305	32	369	38	Neighborhoods
768	133	13	219	19	Neighborhoods
769	26	20	51	23	Main St. / Corridors
770	15	27	219	121	Main St. / Corridors
771	43	42	1,108	315	Industrial Area
772	39	D	724	240	Employment Area
773	21	D	70	0	Neighborhoods
774	474	146	538	218	Neighborhoods
775	611	15	691	20	Neighborhoods
776	584	87	792	54	Neighborhoods
777	195	14	398	32	Neighborhoods
778	207	1,415	477	2,894	Regional Center Tier 2
779	806	206	887	395	Main St. / Corridors
780	646	87	710	293	Main St. / Corridors
781	251	69	326	96	Neighborhoods
782	179	20	276	22	Neighborhoods
783	170	38	291	47	Neighborhoods
784	38	D	335	154	Employment Area
785	13	0	454	360	Employment Area
786	289	306	663	867	Town Centers Tier 4
787	138	4	543	5	Neighborhoods
788	204	11	487	408	Main St. / Corridors
789	492	88	675	121	Main St. / Corridors
790	416	208	539	438	Main St. / Corridors
791	43	21	533	206	Industrial Area
792	353	94	477	236	Neighborhoods
793	581	274	729	395	Main St. / Corridors
794	8	0	87	289	Industrial Area
795	238	D	604	787	Main St. / Corridors
796	76	9	380	38	Main St. / Corridors
797	14	0	275	84	Industrial Area
798	20	32	147	339	Industrial Area
799	860	60	1,601	212	Neighborhoods

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
800	212	53	812	251	Main St. / Corridors
801	160	17	178	135	Industrial Area
802	92	26	160	240	Industrial Area
803	127	41	543	129	Main St. / Corridors
804	112	30	1,472	285	Employment Area
805	47	24	88	494	Industrial Area
806	59	D	117	115	Industrial Area
807	25	10	48	55	Industrial Area
808	81	5	889	88	Main St. / Corridors
809	128	51	412	181	Employment Area
810	24	79	88	200	Town Centers Tier 4
811	60	33	60	199	Town Centers Tier 4
812	50	12	215	50	Employment Area
813	104	38	352	122	Rural Reserve
814	111	22	130	50	Urban Reserve
815	179	27	216	95	Neighborhoods
816	90	7	339	10	Employment Area
817	10	332	15	1,208	Town Centers Tier 4
818	113	58	151	137	Employment Area
819	43	D	465	3	Neighborhoods
820	155	30	445	76	Neighborhoods
821	50	18	165	64	Neighborhoods
822	41	D	414	48	Main St. / Corridors
823	81	58	432	238	Main St. / Corridors
824	162	12	729	83	Main St. / Corridors
825	155	48	273	224	Urban Reserve
826	43	D	47	4	Urban Reserve
827	85	108	625	595	Employment Area
828	75	D	470	398	Industrial Area
829	168	50	759	444	Industrial Area
830	50	20	514	35	Industrial Area
831	188	96	827	669	Employment Area
832	157	13	182	56	Urban Reserve
833	43	D	56	165	Industrial Area
834	611	594	2,130	2,902	Neighboring City
835	386	977	491	1,798	Neighboring City
836	222	168	1,143	270	Neighboring City
837	1,436	252	2,233	601	Neighboring City
838	1,568	640	2,979	1,366	Neighboring City
839	102	550	518	1,217	Neighboring City

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
840	348	287	535	424	Undesignated
841	473	110	1,116	1,140	Neighboring City
842	837	1,030	1,050	1,790	Neighboring City
843	1,132	1,419	2,216	2,512	Rural Reserve
844	1,831	830	3,404	1,722	Neighboring City
845	701	1,376	1,763	2,349	Rural Reserve
846	1,725	928	2,496	1,726	Neighboring City
847	1,239	1,039	1,832	1,889	Neighboring City
848	191	567	198	804	Rural Reserve
849	223	210	451	368	Neighboring City
850	1,874	798	2,427	1,697	Neighboring City
851	690	671	1,002	1,350	Neighboring City
852	638	552	932	928	Neighboring City
853	318	452	665	1,038	Neighboring City
854	218	4	239	6	Main St. / Corridors
855	499	486	527	784	Industrial Area
856	188	340	506	727	Main St. / Corridors
857	248	1,503	318	2,376	Station Community Tier 3
858	351	117	355	178	Main St. / Corridors
859	580	28	592	45	Neighborhoods
860	357	568	377	1,142	Main St. / Corridors
861	208	201	254	557	Main St. / Corridors
862	238	D	265	82	Neighborhoods
863	432	166	535	290	Neighborhoods
864	36	184	99	608	Regional Center Tier 2
865	1,774	893	1,922	1,499	Regional Center Tier 2
866	0	3,175	365	4,320	Regional Center Tier 2
867	0	1,697	299	2,883	Regional Center Tier 2
868	0	4,252	183	6,725	Regional Center Tier 2
869	0	2,019	323	3,362	Employment Area
870	311	673	335	909	Neighborhoods
871	77	1,196	375	1,856	Employment Area
872	1,077	264	1,200	366	Neighborhoods
873	571	525	668	747	Main St. / Corridors
874	240	114	537	134	Neighborhoods
875	488	32	511	46	Neighborhoods
876	131	5	174	7	Industrial Area
877	119	832	141	1,053	Industrial Area
878	177	1,816	284	2,664	Employment Area
879	241	1,490	241	1,902	Industrial Area

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
880	416	649	453	959	Industrial Area
881	399	328	497	484	Industrial Area
882	0	1,929	0	2,523	Industrial Area
883	1	1,492	1	1,787	Industrial Area
884	0	711	0	882	Industrial Area
885	256	626	276	1,285	Neighborhoods
886	402	21	472	22	Main St. / Corridors
887	1,083	231	1,261	319	Neighborhoods
888	297	51	327	64	Neighborhoods
889	495	743	587	1,112	Main St. / Corridors
890	769	102	887	120	Neighborhoods
891	761	936	830	1,328	Main St. / Corridors
892	239	63	278	79	Neighborhoods
893	461	145	560	166	Neighborhoods
894	590	929	602	1,397	Main St. / Corridors
895	425	364	516	575	Main St. / Corridors
896	557	148	615	196	Neighborhoods
897	4	1,541	4	2,522	Industrial Area
898	8	1,030	14	1,374	Industrial Area
899	156	134	212	156	Rural Reserve
900	22	D	55	0	Rural Reserve
901	194	40	241	73	Undesignated
902	178	41	249	120	Undesignated
903	136	18	215	33	Rural Reserve
904	173	70	239	117	Rural Reserve
905	51	D	52	4	Rural Reserve
906	115	30	189	40	Rural Reserve
907	299	108	433	155	Undesignated
908	526	177	772	294	Undesignated
909	109	23	169	34	Undesignated
910	57	23	107	41	Rural Reserve
911	364	149	489	227	Rural Reserve
912	337	235	420	257	Undesignated
913	200	155	223	185	Undesignated
914	349	329	406	394	Undesignated
915	429	271	458	309	Undesignated
916	265	353	311	425	Undesignated
917	783	596	859	654	Undesignated
918	715	154	810	212	Undesignated
919	260	20	283	33	Undesignated

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
920	1,786	502	2,134	698	Undesignated
921	826	196	1,120	298	Undesignated
922	537	109	629	154	Undesignated
923	630	81	724	116	Undesignated
924	808	126	1,015	184	Undesignated
925	314	76	432	108	Undesignated
926	381	59	533	98	Rural Reserve
927	271	116	354	172	Undesignated
928	394	100	504	174	Rural Reserve
929	386	54	577	86	Undesignated
930	174	61	306	81	Rural Reserve
931	44	D	71	4	Rural Reserve
932	136	24	166	57	Rural Reserve
933	359	116	413	154	Undesignated
934	680	108	835	147	Undesignated
935	711	128	820	147	Undesignated
936	92	16	107	22	Undesignated
937	375	59	467	86	Undesignated
938	537	66	669	87	Undesignated
939	208	93	267	145	Undesignated
940	417	632	537	1,313	Rural Reserve
941	44	26	55	35	Rural Reserve
942	201	153	207	353	Urban Reserve
943	9	59	22	123	Rural Reserve
944	69	16	73	57	Urban Reserve
945	54	0	54	0	Urban Reserve
946	14	77	14	356	Urban Reserve
947	16	123	16	351	Urban Reserve
948	67	50	67	173	Urban Reserve
949	21	68	30	306	Rural Reserve
950	32	185	32	334	Urban Reserve
951	145	231	145	561	Urban Reserve
952	88	21	92	72	Urban Reserve
953	45	D	45	29	Urban Reserve
954	100	24	121	74	Rural Reserve
955	54	49	65	84	Rural Reserve
956	98	41	138	92	Rural Reserve
957	407	493	513	602	Rural Reserve
958	528	252	634	358	Undesignated
959	376	94	437	131	Undesignated

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
960	1,371	192	1,890	261	Undesignated
961	1,997	1,360	3,580	2,013	Undesignated
962	113	320	139	389	Rural Reserve
963	109	36	115	41	Rural Reserve
964	30	18	37	31	Rural Reserve
965	1,570	339	1,572	714	Neighborhoods
966	1,945	3,012	2,273	5,365	Town Centers Tier 2
967	1,655	2,109	2,319	3,947	Employment Area
968	784	43	824	71	Neighborhoods
969	459	15	1,235	230	Main St. / Corridors
970	53	1,432	57	2,383	Industrial Area
971	573	62	2,439	629	Neighborhoods
972	66	47	442	206	Rural Reserve
973	16	1,035	41	2,188	Industrial Area
974	0	1,683	0	2,705	Industrial Area
975	557	3,999	601	5,649	Employment Area
976	31	12	1,470	230	Neighborhoods
977	25	D	646	453	Urban Reserve
978	366	2,601	428	4,149	Employment Area
979	18	1,778	18	3,585	Industrial Area
980	45	D	868	492	Industrial Area
981	80	109	1,046	945	Industrial Area
982	16	85	24	1,327	Industrial Area
983	64	39	108	68	Rural Reserve
984	299	68	386	110	Undesignated
985	228	98	481	143	Rural Reserve
986	123	56	137	74	Rural Reserve
987	146	126	2,562	775	Urban Reserve
988	96	17	186	32	Undesignated
989	1,144	34	1,288	47	Neighborhoods
990	1,106	181	1,195	586	Neighborhoods
991	1,361	233	1,380	747	Neighborhoods
992	623	60	1,050	486	Neighborhoods
993	385	141	468	339	Neighborhoods
994	1,034	1,887	1,082	3,181	Town Centers Tier 3
995	330	90	359	375	Main St. / Corridors
996	486	383	492	1,053	Main St. / Corridors
997	7	1,207	7	3,493	Industrial Area
998	14	43	14	1,666	Industrial Area
999	3	171	0	1,610	Industrial Area

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
1000	17	257	249	456	Rural Reserve
1001	16	D	16	70	Urban Reserve
1002	10	91	10	91	Rural Reserve
1003	46	43	1,678	293	Neighborhoods
1004	33	31	2,258	132	Urban Reserve
1005	719	56	1,298	88	Neighborhoods
1006	1,096	39	1,452	58	Neighborhoods
1007	80	5,228	419	7,501	Regional Center Tier 2
1008	64	2,889	108	4,177	Regional Center Tier 2
1009	1,670	164	2,150	210	Neighborhoods
1010	351	38	476	43	Neighborhoods
1011	816	106	1,549	141	Neighborhoods
1012	848	118	1,188	151	Neighborhoods
1013	214	12	429	15	Neighborhoods
1014	527	115	897	134	Neighborhoods
1015	715	44	940	55	Neighborhoods
1016	557	91	587	113	Neighborhoods
1017	702	553	711	681	Main St. / Corridors
1018	1,010	100	1,097	130	Neighborhoods
1019	0	1,322	216	2,566	Employment Area
1020	187	311	277	300	Neighborhoods
1021	274	29	321	36	Neighborhoods
1022	339	42	470	53	Neighborhoods
1023	290	49	332	65	Neighborhoods
1024	379	335	401	492	Main St. / Corridors
1025	369	D	590	418	Main St. / Corridors
1026	831	320	979	478	Town Centers Tier 2
1027	2,593	517	2,684	675	Neighborhoods
1028	806	249	933	411	Main St. / Corridors
1029	552	442	631	629	Main St. / Corridors
1030	248	180	302	236	Main St. / Corridors
1031	178	258	195	303	Main St. / Corridors
1032	930	691	1,043	1,207	Town Centers Tier 2
1033	284	75	592	994	Regional Center Tier 2
1034	474	75	544	167	Main St. / Corridors
1035	644	33	812	58	Neighborhoods
1036	578	1,529	760	2,666	Town Centers Tier 2
1037	79	1,172	159	2,095	Town Centers Tier 2
1038	135	2,515	512	5,522	Town Centers Tier 2
1039	35	2,461	640	3,120	Town Centers Tier 2

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
1040	305	113	327	191	Town Centers Tier 2
1041	250	602	1,354	1,422	Town Centers Tier 2
1042	279	456	1,151	1,278	Town Centers Tier 2
1043	122	526	306	710	Town Centers Tier 2
1044	0	2,309	66	3,781	Town Centers Tier 2
1045	241	3,262	300	4,267	Employment Area
1046	1,144	504	1,936	582	Main St. / Corridors
1047	566	219	739	278	Neighborhoods
1048	970	1,274	1,255	1,673	Main St. / Corridors
1049	0	6,138	0	7,867	Employment Area
1050	955	470	970	882	Main St. / Corridors
1051	1,091	114	2,079	234	Neighborhoods
1052	700	D	924	136	Neighborhoods
1053	227	175	227	497	Industrial Area
1054	2	3,132	2	6,118	Industrial Area
1055	91	169	199	309	Industrial Area
1056	808	215	888	444	Main St. / Corridors
1057	273	17	317	25	Neighborhoods
1058	446	887	466	1,439	Industrial Area
1059	0	4,326	0	7,533	Industrial Area
1060	7	1,600	39	3,684	Industrial Area
1061	806	88	946	120	Neighborhoods
1062	1,093	485	1,229	640	Neighborhoods
1063	761	70	847	103	Neighborhoods
1064	1,125	106	1,144	146	Neighborhoods
1065	566	3,387	580	5,561	Town Centers Tier 3
1066	1,190	1,351	1,270	1,871	Town Centers Tier 3
1067	203	2,516	203	3,087	Employment Area
1068	134	1,454	135	2,035	Employment Area
1069	1,418	1,328	1,538	2,115	Employment Area
1070	1,088	1,666	1,262	1,867	Neighborhoods
1071	358	532	440	812	Neighborhoods
1072	611	104	735	113	Neighborhoods
1073	491	1,958	610	2,234	Employment Area
1074	609	175	718	244	Neighborhoods
1075	361	4,446	422	5,097	Employment Area
1076	985	2,412	1,070	2,864	Main St. / Corridors
1077	1,303	158	1,360	182	Neighborhoods
1078	1,381	186	1,384	315	Neighborhoods
1079	535	98	581	108	Main St. / Corridors

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
1080	1,049	2,485	1,579	3,698	Town Centers Tier 2
1081	346	392	614	673	Main St. / Corridors
1082	937	164	993	220	Neighborhoods
1083	588	55	662	70	Neighborhoods
1084	1,499	419	1,642	546	Neighborhoods
1085	475	173	1,278	301	Urban Reserve
1086	590	129	650	200	Neighborhoods
1087	957	1,323	1,558	2,325	Main St. / Corridors
1088	487	461	1,030	635	Town Centers Tier 1
1089	491	316	1,374	409	Town Centers Tier 1
1090	213	1,517	382	1,838	Town Centers Tier 1
1091	332	299	406	418	Main St. / Corridors
1092	244	65	278	123	Town Centers Tier 1
1093	66	D	85	13	Main St. / Corridors
1094	89	8	104	11	Main St. / Corridors
1095	244	19	272	32	Main St. / Corridors
1096	614	91	802	115	Main St. / Corridors
1097	402	269	474	352	Neighborhoods
1098	968	801	1,213	1,041	Main St. / Corridors
1099	442	46	616	67	Neighborhoods
1100	416	280	666	492	Main St. / Corridors
1101	496	141	692	254	Neighborhoods
1102	766	67	903	111	Main St. / Corridors
1103	983	253	1,135	446	Neighborhoods
1104	672	72	752	91	Neighborhoods
1105	416	42	440	64	Neighborhoods
1106	598	1,050	739	1,477	Town Centers Tier 2
1107	1,379	225	1,784	343	Neighborhoods
1108	2,664	1,095	3,255	1,879	Neighborhoods
1109	1,420	981	1,637	1,689	Town Centers Tier 3
1110	123	79	440	149	Urban Reserve
1111	67	41	338	77	Urban Reserve
1112	23	D	681	44	Urban Reserve
1113	116	22	116	31	Urban Reserve
1114	77	5	82	9	Urban Reserve
1115	48	D	48	2	Urban Reserve
1116	58	20	66	11	Urban Reserve
1117	122	61	123	76	Urban Reserve
1118	24	158	24	174	Urban Reserve
1119	70	310	70	381	Urban Reserve

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
1120	204	39	204	39	Urban Reserve
1121	105	39	118	611	Urban Reserve
1122	50	57	342	557	Urban Reserve
1123	198	70	253	80	Undesignated
1124	137	192	209	217	Rural Reserve
1125	112	36	148	42	Undesignated
1126	63	7	90	14	Undesignated
1127	257	148	314	149	Rural Reserve
1128	178	72	1,229	529	Rural Reserve
1129	1,654	303	1,870	1,350	Town Centers Tier 3
1130	961	131	1,065	183	Town Centers Tier 3
1131	355	79	500	112	Neighborhoods
1132	618	60	695	77	Neighborhoods
1133	439	957	439	1,244	Main St. / Corridors
1134	722	14	765	19	Main St. / Corridors
1135	764	176	786	241	Main St. / Corridors
1136	1,547	232	1,577	315	Main St. / Corridors
1137	0	4,664	0	5,475	Regional Center Tier 2
1138	990	734	1,135	877	Main St. / Corridors
1139	474	405	494	555	Regional Center Tier 2
1140	1,267	501	1,567	969	Main St. / Corridors
1141	1,408	463	1,570	613	Main St. / Corridors
1142	1,249	514	1,677	615	Main St. / Corridors
1143	906	328	991	507	Main St. / Corridors
1144	39	3,238	39	4,908	Industrial Area
1145	963	1,249	1,015	1,806	Industrial Area
1146	467	1,456	480	2,113	Regional Center Tier 2
1147	1,130	190	1,203	209	Neighborhoods
1148	681	149	713	187	Neighborhoods
1149	472	96	476	138	Main St. / Corridors
1150	437	34	509	49	Neighborhoods
1151	239	74	264	102	Neighborhoods
1152	119	28	5,418	431	Urban Reserve
1153	15	13	1,804	26	Urban Reserve
1154	210	53	407	67	Neighborhoods
1155	305	11	983	31	Neighborhoods
1156	589	30	853	42	Neighborhoods
1157	707	93	795	125	Neighborhoods
1158	918	41	1,094	51	Neighborhoods
1159	1,073	217	1,084	323	Main St. / Corridors

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
1160	659	24	696	29	Neighborhoods
1161	924	192	969	239	Main St. / Corridors
1162	717	84	728	113	Main St. / Corridors
1163	606	165	622	225	Neighborhoods
1164	905	74	953	129	Neighborhoods
1165	884	166	984	243	Neighborhoods
1166	570	80	664	111	Neighborhoods
1167	1,524	704	1,601	1,023	Main St. / Corridors
1168	1,391	242	1,463	361	Main St. / Corridors
1169	893	101	993	151	Main St. / Corridors
1170	747	282	782	380	Main St. / Corridors
1171	488	838	524	1,191	Town Centers Tier 3
1172	720	487	820	1,003	Main St. / Corridors
1173	573	1,696	635	2,426	Main St. / Corridors
1174	376	2,644	619	3,598	Main St. / Corridors
1175	0	1,162	27	1,477	Regional Center Tier 1
1176	954	247	1,022	346	Main St. / Corridors
1177	1,035	133	1,134	190	Main St. / Corridors
1178	478	23	496	63	Main St. / Corridors
1179	938	111	1,049	157	Main St. / Corridors
1180	798	32	1,003	57	Main St. / Corridors
1181	675	27	777	57	Main St. / Corridors
1182	781	21	956	36	Main St. / Corridors
1183	270	605	270	900	Main St. / Corridors
1184	165	120	165	783	Main St. / Corridors
1185	167	437	219	974	Regional Center Tier 1
1186	187	559	492	1,911	Regional Center Tier 1
1187	0	1,659	583	3,007	Regional Center Tier 1
1188	27	593	782	1,263	Regional Center Tier 1
1189	68	824	1,600	2,279	Regional Center Tier 1
1190	32	301	246	919	Main St. / Corridors
1191	457	2,249	520	2,911	Station Community Tier 3
1192	780	3,556	838	4,553	Employment Area
1193	245	211	245	362	Main St. / Corridors
1194	807	154	1,157	292	Town Centers Tier 2
1195	564	D	724	207	Neighborhoods
1196	119	1,808	119	2,401	Station Community Tier 3
1197	0	659	188	1,451	Station Community Tier 3
1198	0	2,696	0	4,832	Station Community Tier 3
1199	239	1,749	260	2,026	Main St. / Corridors

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
1200	769	376	1,808	713	Station Community Tier 1
1201	535	172	648	180	Main St. / Corridors
1202	841	777	991	1,168	Main St. / Corridors
1203	1,007	337	1,327	491	Main St. / Corridors
1204	900	339	978	462	Main St. / Corridors
1205	818	405	918	655	Main St. / Corridors
1206	643	264	783	534	Main St. / Corridors
1207	187	38	197	54	Main St. / Corridors
1208	55	867	77	1,357	Main St. / Corridors
1209	584	D	650	127	Main St. / Corridors
1210	0	4,712	0	5,282	Main St. / Corridors
1211	412	581	1,088	1,465	Station Community Tier 3
1212	1,623	198	1,700	259	Neighborhoods
1213	788	3,812	862	4,564	Main St. / Corridors
1214	933	D	1,054	223	Main St. / Corridors
1215	826	129	841	153	Main St. / Corridors
1216	1,509	209	1,529	343	Main St. / Corridors
1217	201	1,087	327	1,645	Station Community Tier 2
1218	1	616	1,008	1,620	Town Centers Tier 3
1219	100	5,522	211	6,014	Main St. / Corridors
1220	740	226	937	358	Main St. / Corridors
1221	1,212	476	2,012	669	Main St. / Corridors
1222	494	283	534	331	Neighborhoods
1223	899	376	1,135	842	Town Centers Tier 3
1224	36	342	620	2,049	Main St. / Corridors
1225	702	44	817	67	Neighborhoods
1226	730	148	1,090	196	Neighborhoods
1227	328	23	468	39	Neighborhoods
1228	1,195	361	2,109	1,147	Town Centers Tier 3
1229	407	68	743	80	Neighborhoods
1230	432	223	529	283	Neighborhoods
1231	710	1,179	750	1,444	Main St. / Corridors
1232	100	D	196	532	Town Centers Tier 3
1233	421	1,768	617	2,102	Main St. / Corridors
1234	480	3,009	503	3,850	Employment Area
1235	327	52	400	69	Main St. / Corridors
1236	378	D	379	5	Neighborhoods
1237	630	12	662	22	Main St. / Corridors
1238	476	15	506	21	Main St. / Corridors
1239	628	D	628	4	Main St. / Corridors

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
1240	555	2,770	555	3,859	Main St. / Corridors
1241	1,268	66	1,358	112	Main St. / Corridors
1242	659	117	670	155	Neighborhoods
1243	515	224	541	274	Main St. / Corridors
1244	310	21	370	28	Neighborhoods
1245	321	76	427	98	Neighborhoods
1246	967	47	977	66	Main St. / Corridors
1247	1,164	51	1,223	84	Neighborhoods
1248	483	D	492	390	Main St. / Corridors
1249	942	80	945	106	Main St. / Corridors
1250	544	77	550	92	Neighborhoods
1251	322	59	327	82	Neighborhoods
1252	1	1,560	1	5,059	Industrial Area
1253	97	53	97	2,723	Industrial Area
1254	11	D	20	1,930	Undesignated
1255	36	279	317	1,024	Rural Reserve
1256	17	8	44	4,704	Urban Reserve
1257	7	D	27	2,262	Urban Reserve
1258	7	0	7	4,967	Urban Reserve
1259	18	D	221	0	Urban Reserve
1260	2	424	2	2,763	Industrial Area
1261	0	2,343	0	2,565	Industrial Area
1262	0	933	0	1,149	Employment Area
1263	0	1,440	0	2,644	Employment Area
1264	0	1,425	0	1,984	Regional Center Tier 2
1265	1,039	1,095	1,109	1,650	Regional Center Tier 2
1266	2,590	1,935	2,805	2,904	Employment Area
1267	0	2,336	0	3,193	Employment Area
1268	0	1,042	0	2,760	Industrial Area
1269	0	4,624	0	8,037	Industrial Area
1270	3	D	3	3,627	Industrial Area
1271	9	D	9	2,961	Industrial Area
1272	38	17	802	28	Urban Reserve
1273	44	D	44	1,257	Industrial Area
1274	6	D	6	2,358	Urban Reserve
1275	5	D	722	2,410	Urban Reserve
1276	30	21	748	482	Urban Reserve
1277	1,063	300	1,297	367	Neighborhoods
1278	1,373	57	1,386	100	Neighborhoods
1279	1	6,054	1	6,260	Industrial Area

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
1280	0	863	0	1,292	Industrial Area
1281	0	D	0	743	Industrial Area
1282	392	4,029	392	6,630	Industrial Area
1283	345	539	347	919	Main St. / Corridors
1284	1,206	372	1,228	480	Town Centers Tier 2
1285	0	756	0	901	Town Centers Tier 2
1286	306	930	490	1,676	Employment Area
1287	539	11	607	17	Employment Area
1288	1	1,287	3,775	3,713	Regional Center Tier 2
1289	318	2,512	1,108	3,449	Main St. / Corridors
1290	491	D	1,022	175	Station Community Tier 3
1291	0	D	0	1,673	Neighborhoods
1292	0	0	1,673	418	Regional Center Tier 2
1293	1,109	28	1,221	41	Station Community Tier 3
1294	1,429	543	3,287	986	Station Community Tier 2
1295	262	3,708	262	4,917	Station Community Tier 3
1296	0	D	0	583	Industrial Area
1297	631	647	659	654	Main St. / Corridors
1298	1,391	479	1,464	533	Main St. / Corridors
1299	376	148	383	148	Neighborhoods
1300	849	87	872	103	Neighborhoods
1301	794	66	908	84	Neighborhoods
1302	257	10	419	30	Neighborhoods
1303	211	38	252	53	Neighborhoods
1304	454	77	590	320	Regional Center Tier 1
1305	180	D	203	48	Main St. / Corridors
1306	457	27	499	40	Station Community Tier 3
1307	800	79	963	156	Main St. / Corridors
1308	526	49	648	64	Main St. / Corridors
1309	568	28	649	43	Station Community Tier 3
1310	809	71	962	219	Main St. / Corridors
1311	329	D	364	35	Main St. / Corridors
1312	511	114	820	214	Main St. / Corridors
1313	406	138	446	206	Main St. / Corridors
1314	931	29	996	46	Neighborhoods
1315	788	D	988	88	Main St. / Corridors
1316	1,014	258	1,067	330	Main St. / Corridors
1317	707	82	763	96	Main St. / Corridors
1318	1,218	64	1,322	84	Main St. / Corridors
1319	628	185	760	224	Main St. / Corridors

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
1320	859	927	1,048	1,970	Regional Center Tier 1
1321	314	614	620	1,244	Regional Center Tier 1
1322	419	3,202	617	4,340	Regional Center Tier 1
1323	125	92	165	204	Main St. / Corridors
1324	0	1,053	0	1,385	Main St. / Corridors
1325	229	988	566	3,185	Industrial Area
1326	350	1,637	934	4,190	Regional Center Tier 1
1327	1,243	1,246	1,288	1,543	Main St. / Corridors
1328	656	61	764	71	Neighborhoods
1329	1,082	240	1,288	337	Main St. / Corridors
1330	736	642	767	847	Main St. / Corridors
1331	442	70	453	91	Neighborhoods
1332	639	333	738	653	Main St. / Corridors
1333	875	189	910	199	Neighborhoods
1334	743	38	768	53	Neighborhoods
1335	805	59	1,030	74	Town Centers Tier 2
1336	463	65	600	127	Town Centers Tier 2
1337	197	406	430	817	Town Centers Tier 2
1338	588	150	804	311	Town Centers Tier 2
1339	404	334	465	605	Main St. / Corridors
1340	312	408	462	805	Main St. / Corridors
1341	0	0	1,893	586	Urban Reserve
1342	29	858	713	1,158	Industrial Area
1343	273	319	522	495	Main St. / Corridors
1344	1,229	549	1,475	655	Neighborhoods
1345	984	333	1,123	396	Neighborhoods
1346	254	D	282	230	Neighborhoods
1347	24	209	24	599	Industrial Area
1348	8	0	8	0	Rural Reserve
1349	29	D	31	18	Undesignated
1350	552	54	900	157	Neighborhoods
1351	10	D	586	246	Urban Reserve
1352	12	0	767	79	Urban Reserve
1353	0	0	1,696	376	Urban Reserve
1354	383	1,921	466	2,262	Employment Area
1355	328	200	376	375	Main St. / Corridors
1356	167	159	283	207	Town Centers Tier 2
1357	343	179	603	249	Town Centers Tier 2
1358	406	169	673	277	Main St. / Corridors
1359	658	158	822	199	Main St. / Corridors

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
1360	687	390	853	646	Main St. / Corridors
1361	229	D	255	234	Neighborhoods
1362	667	90	688	118	Neighborhoods
1363	14	D	940	120	Urban Reserve
1364	57	14	761	40	Urban Reserve
1365	20	D	622	104	Urban Reserve
1366	13	D	1,817	520	Urban Reserve
1367	45	67	1,059	188	Neighborhoods
1368	2,182	89	2,375	141	Neighborhoods
1369	1,132	209	1,252	311	Neighborhoods
1370	1,103	91	1,443	130	Neighborhoods
1371	686	131	812	149	Neighborhoods
1372	873	119	1,390	162	Neighborhoods
1373	13	D	388	32	Neighborhoods
1374	57	D	62	28	Rural Reserve
1375	29	D	58	6	Rural Reserve
1376	104	194	107	202	Rural Reserve
1377	114	D	116	18	Rural Reserve
1378	64	115	66	120	Rural Reserve
1379	13	D	13	15	Rural Reserve
1380	69	D	73	10	Rural Reserve
1381	171	144	844	547	Rural Reserve
1382	668	664	721	1,925	Main St. / Corridors
1383	493	493	572	995	Town Centers Tier 2
1384	347	1,411	372	4,488	Industrial Area
1385	1,315	279	1,371	554	Neighborhoods
1386	524	93	1,924	302	Urban Reserve
1387	18	D	20	26	Undesignated
1388	14	D	14	17	Rural Reserve
1389	35	10	39	17	Urban Reserve
1390	20	D	23	2	Rural Reserve
1391	36	D	40	92	Rural Reserve
1392	20	19	23	2,219	Urban Reserve
1393	15	D	528	10	Neighborhoods
1394	10	0	130	44	Urban Reserve
1395	12	D	12	17	Urban Reserve
1396	583	124	1,094	313	Neighborhoods
1397	546	179	820	189	Rural Reserve
1398	331	28	517	45	Neighborhoods
1399	803	D	985	233	Neighborhoods

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
1400	1,026	242	1,247	456	Neighborhoods
1401	1,269	1,165	1,807	2,014	Town Centers Tier 1
1402	564	628	998	1,619	Industrial Area
1403	526	427	561	1,428	Industrial Area
1404	480	456	507	783	Employment Area
1405	1	D	3	1,596	Employment Area
1406	901	572	959	1,163	Main St. / Corridors
1407	993	855	1,863	1,792	Neighborhoods
1408	1	184	1	400	Rural Reserve
1409	4	D	4	1	Undesignated
1410	95	97	109	102	Rural Reserve
1411	62	18	66	22	Rural Reserve
1412	109	53	114	55	Rural Reserve
1413	56	D	61	6	Rural Reserve
1414	42	16	44	32	Rural Reserve
1415	250	186	340	244	Neighboring City
1416	198	139	224	166	Rural Reserve
1417	404	82	404	96	Rural Reserve
1418	152	223	164	229	Rural Reserve
1419	94	258	124	278	Rural Reserve
1420	108	51	120	57	Rural Reserve
1421	109	170	119	184	Rural Reserve
1422	133	191	163	205	Rural Reserve
1423	174	16	220	23	Rural Reserve
1424	172	18	214	32	Rural Reserve
1425	168	28	204	34	Rural Reserve
1426	394	70	464	79	Rural Reserve
1427	176	198	198	215	Rural Reserve
1428	17	D	1,522	150	Rural Reserve
1429	86	22	2,713	632	Urban Reserve
1430	78	47	93	56	Rural Reserve
1431	259	135	336	141	Rural Reserve
1432	167	95	1,611	392	Rural Reserve
1433	821	702	1,056	762	Undesignated
1434	775	255	1,427	468	Undesignated
1435	124	23	134	33	Rural Reserve
1436	136	45	152	55	Rural Reserve
1437	37	11	42	14	Rural Reserve
1438	68	79	73	84	Rural Reserve
1439	20	D	23	24	Rural Reserve

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
1440	545	480	1,543	867	Neighboring City
1441	80	D	94	91	Rural Reserve
1442	58	454	63	487	Rural Reserve
1443	79	71	85	127	Rural Reserve
1444	29	43	32	60	Rural Reserve
1445	36	D	40	37	Rural Reserve
1446	47	D	51	77	Rural Reserve
1447	39	106	116	125	Rural Reserve
1448	19	D	22	16	Rural Reserve
1449	69	37	74	41	Rural Reserve
1450	740	573	1,355	2,545	Neighboring City
1451	13	D	17	1	Undesignated
1452	803	178	1,053	226	Undesignated
1453	480	217	697	257	Undesignated
1454	331	122	401	130	Rural Reserve
1455	86	27	91	32	Rural Reserve
1456	173	166	188	170	Rural Reserve
1457	41	D	47	13	Rural Reserve
1458	20	D	25	10	Rural Reserve
1459	514	18	522	23	Neighborhoods
1460	257	10	258	12	Main St. / Corridors
1461	5	D	361	54	Urban Reserve
1462	2	0	352	15	Urban Reserve
1463	14	0	610	10	Neighborhoods
1464	8	0	407	10	Main St. / Corridors
1465	3	0	564	25	Main St. / Corridors
1466	20	D	591	40	Main St. / Corridors
1467	7	D	910	86	Main St. / Corridors
1468	101	D	358	46	Neighborhoods
1469	5	D	12	798	Neighborhoods
1470	1,053	173	1,083	261	Main St. / Corridors
1471	292	21	297	29	Main St. / Corridors
1472	1,037	47	1,053	53	Neighborhoods
1473	242	15	350	19	Main St. / Corridors
1474	911	10	916	12	Main St. / Corridors
1475	907	48	995	179	Town Centers Tier 2
1476	1,228	582	1,237	668	Town Centers Tier 2
1477	501	185	767	242	Neighborhoods
1478	342	20	738	34	Neighborhoods
1479	789	153	1,061	188	Neighborhoods

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
1480	480	49	618	58	Neighborhoods
1481	501	52	523	72	Neighborhoods
1482	661	84	1,086	115	Neighborhoods
1483	159	589	687	1,197	Vancouver CBD
1484	188	180	179	168	Vancouver CBD
1485	225	204	137	184	Vancouver CBD
1486	43	376	81	298	Vancouver CBD
1487	180	158	332	147	Vancouver CBD
1488	0	278	0	678	Vancouver CBD
1489	0	469	0	462	Vancouver CBD
1490	13	360	13	517	Vancouver CBD
1491	0	691	94	847	Vancouver CBD
1492	18	775	86	899	Vancouver CBD
1493	115	453	208	531	Vancouver CBD
1494	0	216	103	297	Vancouver CBD
1495	0	1,686	104	610	Vancouver CBD
1496	112	76	93	62	Vancouver CBD
1497	5	203	29	184	Vancouver CBD
1498	1	179	26	425	Vancouver CBD
1499	31	36	592	192	Vancouver CBD
1500	80	246	85	561	Vancouver CBD
1501	52	139	301	182	Vancouver CBD
1502	131	2	129	5	Vancouver CBD
1503	0	1,868	0	639	Vancouver CBD
1504	12	570	11	1,256	Vancouver CBD
1505	0	498	181	781	Vancouver CBD
1506	0	249	1,012	908	Vancouver non-CBD
1507	119	269	594	340	Vancouver CBD
1508	0	688	0	1,385	Vancouver non-CBD
1509	83	226	98	324	Vancouver non-CBD
1510	257	241	290	271	Vancouver CBD
1511	287	24	283	26	Vancouver CBD
1512	81	50	73	73	Vancouver CBD
1513	31	84	54	131	Vancouver CBD
1514	15	256	45	209	Vancouver CBD
1515	201	131	218	166	Vancouver CBD
1516	130	95	136	86	Vancouver CBD
1517	47	138	90	216	Vancouver CBD
1518	161	218	169	293	Vancouver CBD
1519	131	4	115	2	Vancouver CBD

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
1520	182	134	225	224	Vancouver CBD
1521	113	95	151	182	Vancouver CBD
1522	82	0	100	1	Vancouver CBD
1523	113	4	119	8	Vancouver CBD
1524	25	96	26	135	Vancouver CBD
1525	196	56	211	61	Vancouver CBD
1526	245	5	263	7	Vancouver CBD
1527	418	170	497	535	Vancouver CBD
1528	342	548	376	569	Vancouver non-CBD
1529	288	98	324	442	Vancouver non-CBD
1530	1	0	2	337	Vancouver non-CBD
1531	46	395	88	4,230	Vancouver non-CBD
1532	51	1,052	99	2,027	Vancouver non-CBD
1533	120	223	191	586	Vancouver non-CBD
1534	367	22	406	30	Vancouver non-CBD
1535	291	11	323	13	Vancouver non-CBD
1536	399	10	441	47	Vancouver non-CBD
1537	79	2	101	2	Vancouver non-CBD
1538	264	54	309	96	Vancouver non-CBD
1539	342	75	363	103	Vancouver non-CBD
1540	271	24	295	26	Vancouver CBD
1541	190	490	188	501	Vancouver CBD
1542	237	12	416	186	Vancouver non-CBD
1543	218	9	243	10	Vancouver non-CBD
1544	423	138	546	133	Vancouver non-CBD
1545	433	83	505	94	Vancouver non-CBD
1546	581	508	647	540	Vancouver non-CBD
1547	38	1,522	54	1,378	Vancouver non-CBD
1548	139	149	168	301	Vancouver non-CBD
1549	30	398	68	462	Vancouver CBD
1550	234	10	191	28	Vancouver CBD
1551	140	11	172	11	Vancouver non-CBD
1552	273	20	299	41	Vancouver non-CBD
1553	181	19	199	27	Vancouver non-CBD
1554	116	24	124	23	Vancouver non-CBD
1555	0	1,008	0	1,418	Station Community Tier 3
1556	0	17	0	118	Station Community Tier 3
1557	0	396	0	395	Vancouver non-CBD
1558	0	321	104	998	Vancouver non-CBD
1559	8	910	9	1,213	Vancouver non-CBD

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
1560	316	1,066	372	1,264	Vancouver non-CBD
1561	119	1,422	1,003	2,657	Vancouver non-CBD
1562	0	919	1	1,400	Vancouver non-CBD
1563	681	519	730	511	Vancouver non-CBD
1564	6	380	37	329	Vancouver non-CBD
1565	0	170	0	228	Station Community Tier 3
1566	0	1,135	0	1,397	Vancouver non-CBD
1567	698	388	793	415	Vancouver non-CBD
1568	156	42	172	86	Vancouver non-CBD
1569	297	92	316	100	Vancouver non-CBD
1570	368	23	395	23	Vancouver non-CBD
1571	196	80	223	74	Vancouver non-CBD
1572	418	129	496	212	Vancouver non-CBD
1573	369	112	534	231	Vancouver non-CBD
1574	193	150	213	268	Vancouver non-CBD
1575	256	70	388	88	Vancouver non-CBD
1576	44	903	52	1,276	Vancouver non-CBD
1577	382	314	469	385	Vancouver non-CBD
1578	533	175	634	210	Vancouver non-CBD
1579	330	62	457	60	Vancouver non-CBD
1580	445	62	526	143	Vancouver non-CBD
1581	489	211	462	265	Vancouver non-CBD
1582	468	206	460	221	Vancouver non-CBD
1583	278	169	317	176	Vancouver non-CBD
1584	196	168	222	187	Vancouver non-CBD
1585	277	61	312	40	Vancouver non-CBD
1586	709	78	811	93	Vancouver non-CBD
1587	649	241	798	401	Vancouver non-CBD
1588	361	23	412	140	Vancouver non-CBD
1589	243	73	388	96	Vancouver non-CBD
1590	282	5	334	23	Vancouver non-CBD
1591	511	429	748	594	Vancouver non-CBD
1592	358	565	402	1,104	Vancouver non-CBD
1593	248	24	298	30	Vancouver non-CBD
1594	411	32	475	36	Vancouver non-CBD
1595	111	9	129	16	Vancouver non-CBD
1596	209	11	260	20	Vancouver non-CBD
1597	402	16	540	37	Vancouver non-CBD
1598	298	92	358	190	Vancouver non-CBD
1599	274	44	305	59	Vancouver non-CBD

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
1600	148	802	161	1,088	Vancouver non-CBD
1601	254	142	312	177	Vancouver non-CBD
1602	369	98	414	531	Vancouver non-CBD
1603	904	243	1,054	371	Vancouver non-CBD
1604	368	10	411	38	Vancouver non-CBD
1605	650	66	968	73	Vancouver non-CBD
1606	576	385	603	457	Vancouver non-CBD
1607	335	429	362	686	Vancouver non-CBD
1608	0	503	173	1,316	Vancouver non-CBD
1609	0	1,091	51	1,417	Vancouver non-CBD
1610	2	151	2	180	Vancouver non-CBD
1611	244	32	262	31	Vancouver non-CBD
1612	191	19	205	24	Vancouver non-CBD
1613	424	170	459	173	Vancouver non-CBD
1614	181	40	208	36	Vancouver non-CBD
1615	216	53	261	65	Vancouver non-CBD
1616	362	25	385	29	Vancouver non-CBD
1617	333	1,190	392	1,638	Vancouver non-CBD
1618	384	18	390	35	Vancouver non-CBD
1619	753	75	879	152	Vancouver non-CBD
1620	4	895	5	1,308	Vancouver non-CBD
1621	6	540	7	781	Vancouver non-CBD
1622	670	194	720	314	Vancouver non-CBD
1623	13	1,698	13	2,018	Vancouver non-CBD
1624	952	1,494	1,061	1,653	Vancouver non-CBD
1625	1,365	530	980	572	Vancouver non-CBD
1626	147	1,488	154	1,594	Vancouver non-CBD
1627	614	17	642	59	Vancouver non-CBD
1628	577	2,414	604	2,661	Vancouver non-CBD
1629	304	55	321	105	Vancouver non-CBD
1630	311	137	477	212	Vancouver non-CBD
1631	232	58	272	56	Vancouver non-CBD
1632	220	11	230	13	Vancouver non-CBD
1633	368	14	372	37	Vancouver non-CBD
1634	278	26	292	19	Vancouver non-CBD
1635	192	8	231	8	Vancouver non-CBD
1636	0	3,620	0	5,572	Vancouver non-CBD
1637	679	184	761	428	Vancouver non-CBD
1638	297	26	350	27	Vancouver non-CBD
1639	287	64	461	54	Vancouver non-CBD

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
1640	1,178	37	1,371	44	Vancouver non-CBD
1641	378	22	444	23	Vancouver non-CBD
1642	344	61	381	156	Vancouver non-CBD
1643	399	163	458	273	Vancouver non-CBD
1644	384	74	493	143	Vancouver non-CBD
1645	21	520	25	707	Vancouver non-CBD
1646	138	71	253	124	Vancouver non-CBD
1647	307	16	426	15	Vancouver non-CBD
1648	191	49	201	50	Vancouver non-CBD
1649	361	42	376	46	Vancouver non-CBD
1650	466	18	502	25	Vancouver non-CBD
1651	203	6	234	6	Vancouver non-CBD
1652	1	28	1	69	Vancouver non-CBD
1653	3	1,022	3	956	Vancouver non-CBD
1654	376	758	439	1,145	Vancouver non-CBD
1655	668	524	713	557	Vancouver non-CBD
1656	129	40	174	60	Vancouver non-CBD
1657	157	252	252	184	Vancouver non-CBD
1658	293	68	512	131	Vancouver non-CBD
1659	53	5	81	12	Vancouver non-CBD
1660	3	473	5	757	Vancouver non-CBD
1661	0	280	0	345	Vancouver non-CBD
1662	19	359	20	401	Vancouver non-CBD
1663	62	1,071	67	967	Vancouver non-CBD
1664	494	57	509	60	Vancouver non-CBD
1665	342	106	346	117	Vancouver non-CBD
1666	50	11	132	12	Vancouver non-CBD
1667	1,071	172	1,138	171	Vancouver non-CBD
1668	492	212	534	276	Vancouver non-CBD
1669	395	182	471	366	Vancouver non-CBD
1670	308	888	336	921	Vancouver non-CBD
1671	116	958	172	979	Vancouver non-CBD
1672	336	916	385	1,195	Vancouver non-CBD
1673	268	80	321	78	Vancouver non-CBD
1674	294	18	328	25	Vancouver non-CBD
1675	248	18	382	41	Vancouver non-CBD
1676	355	20	467	22	Vancouver non-CBD
1677	164	165	480	572	Vancouver non-CBD
1678	44	74	221	175	Vancouver non-CBD
1679	196	128	222	195	Vancouver non-CBD

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
1680	260	12	296	58	Vancouver non-CBD
1681	0	207	58	784	Vancouver non-CBD
1682	489	884	564	978	Vancouver non-CBD
1683	332	35	419	179	Vancouver non-CBD
1684	577	373	660	464	Vancouver non-CBD
1685	0	333	0	363	Vancouver non-CBD
1686	13	159	15	260	Vancouver non-CBD
1687	141	98	146	156	Vancouver non-CBD
1688	189	16	259	26	Vancouver non-CBD
1689	27	296	34	304	Vancouver non-CBD
1690	313	582	337	713	Vancouver non-CBD
1691	180	6	271	319	Vancouver non-CBD
1692	59	522	89	932	Vancouver non-CBD
1693	250	8	302	9	Vancouver non-CBD
1694	487	39	544	57	Vancouver non-CBD
1695	388	19	420	36	Vancouver non-CBD
1696	230	12	634	11	Vancouver non-CBD
1697	58	4	117	4	Vancouver non-CBD
1698	0	396	0	746	Vancouver non-CBD
1699	0	205	0	365	Vancouver non-CBD
1700	0	0	27	116	Vancouver non-CBD
1701	0	597	0	647	Vancouver non-CBD
1702	0	20	155	1,242	Vancouver non-CBD
1703	0	516	0	498	Vancouver non-CBD
1704	608	217	680	386	Vancouver non-CBD
1705	305	22	342	30	Vancouver non-CBD
1706	405	34	500	40	Vancouver non-CBD
1707	1,378	636	1,328	666	Vancouver non-CBD
1708	246	13	255	16	Vancouver non-CBD
1709	296	245	316	257	Vancouver non-CBD
1710	313	22	330	67	Vancouver non-CBD
1711	709	457	748	516	Vancouver non-CBD
1712	482	193	519	226	Vancouver non-CBD
1713	430	656	458	817	Vancouver non-CBD
1714	181	51	250	186	Vancouver non-CBD
1715	397	562	437	563	Vancouver non-CBD
1716	210	486	222	648	Vancouver non-CBD
1717	706	105	741	106	Vancouver non-CBD
1718	550	272	584	286	Vancouver non-CBD
1719	762	52	873	189	Vancouver non-CBD

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
1720	340	20	354	34	Vancouver non-CBD
1721	282	11	244	46	Vancouver non-CBD
1722	311	360	247	695	Vancouver non-CBD
1723	309	572	319	755	Vancouver non-CBD
1724	502	192	533	248	Vancouver non-CBD
1725	257	24	268	38	Vancouver non-CBD
1726	596	32	642	78	Vancouver non-CBD
1727	380	18	452	20	Vancouver non-CBD
1728	283	11	301	17	Vancouver non-CBD
1729	207	12	338	15	Vancouver non-CBD
1730	298	14	331	29	Vancouver non-CBD
1731	230	104	234	306	Vancouver non-CBD
1732	177	42	224	1,756	Vancouver non-CBD
1733	48	124	71	143	Vancouver non-CBD
1734	298	164	323	280	Vancouver non-CBD
1735	611	32	800	346	Vancouver non-CBD
1736	241	265	246	472	Vancouver non-CBD
1737	12	264	14	1,409	Vancouver non-CBD
1738	162	6	601	289	Vancouver non-CBD
1739	315	16	319	423	Vancouver non-CBD
1740	385	26	391	136	Vancouver non-CBD
1741	282	86	299	87	Vancouver non-CBD
1742	492	27	524	25	Vancouver non-CBD
1743	595	26	640	42	Vancouver non-CBD
1744	968	204	1,103	274	Vancouver non-CBD
1745	775	90	789	282	Vancouver non-CBD
1746	205	193	786	2,216	Vancouver non-CBD
1747	28	242	63	370	Vancouver non-CBD
1748	545	141	671	552	Vancouver non-CBD
1749	64	288	59	591	Vancouver non-CBD
1750	0	640	0	746	Vancouver non-CBD
1751	397	274	419	333	Vancouver non-CBD
1752	285	228	281	1,220	Vancouver non-CBD
1753	154	1,050	151	1,449	Vancouver non-CBD
1754	0	1,201	0	1,414	Vancouver non-CBD
1755	352	317	372	427	Vancouver non-CBD
1756	1,159	30	1,160	52	Vancouver non-CBD
1757	351	6	409	105	Vancouver non-CBD
1758	0	1,658	0	2,094	Vancouver non-CBD
1759	877	1,067	859	1,146	Vancouver non-CBD

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
1760	519	38	555	50	Vancouver non-CBD
1761	535	20	632	19	Vancouver non-CBD
1762	676	472	882	1,306	Vancouver non-CBD
1763	282	96	291	518	Vancouver non-CBD
1764	70	81	862	210	Vancouver non-CBD
1765	147	2	201	21	Vancouver non-CBD
1766	164	7	372	9	Vancouver non-CBD
1767	226	123	347	135	Vancouver non-CBD
1768	257	10	285	20	Vancouver non-CBD
1769	1	607	60	1,213	Vancouver non-CBD
1770	326	11	376	18	Vancouver non-CBD
1771	9	0	52	1,934	Vancouver non-CBD
1772	15	278	75	1,059	Vancouver non-CBD
1773	339	59	351	168	Vancouver non-CBD
1774	31	10	52	607	Vancouver non-CBD
1775	0	0	1	159	Vancouver non-CBD
1776	108	73	294	139	Vancouver non-CBD
1777	0	833	0	1,236	Vancouver non-CBD
1778	46	350	53	388	Vancouver non-CBD
1779	7	42	40	1,818	Vancouver non-CBD
1780	28	2	275	216	Vancouver non-CBD
1781	133	101	267	446	Vancouver non-CBD
1782	134	40	161	43	Vancouver non-CBD
1783	262	24	308	29	Vancouver non-CBD
1784	648	14	1,053	28	Vancouver non-CBD
1785	486	35	484	45	Vancouver non-CBD
1786	100	78	99	87	Vancouver non-CBD
1787	231	22	311	40	Vancouver non-CBD
1788	435	79	848	97	Vancouver non-CBD
1789	356	39	356	65	Vancouver non-CBD
1790	135	3	329	7	Vancouver non-CBD
1791	62	13	193	285	Vancouver non-CBD
1792	119	283	349	330	Vancouver non-CBD
1793	233	21	792	65	Vancouver non-CBD
1794	597	302	649	495	Vancouver non-CBD
1795	209	32	224	40	Vancouver non-CBD
1796	110	584	145	973	Vancouver non-CBD
1797	127	883	138	922	Vancouver non-CBD
1798	154	136	169	169	Vancouver non-CBD
1799	262	53	306	63	Vancouver non-CBD

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
1800	0	166	4	175	Vancouver non-CBD
1801	201	51	297	68	Vancouver non-CBD
1802	192	284	245	285	Vancouver non-CBD
1803	529	47	524	1,582	Vancouver non-CBD
1804	379	14	927	315	Vancouver non-CBD
1805	629	100	690	137	Vancouver non-CBD
1806	315	81	315	117	Vancouver non-CBD
1807	92	249	156	495	Vancouver non-CBD
1808	173	767	275	1,469	Vancouver non-CBD
1809	480	227	493	232	Vancouver non-CBD
1810	284	12	546	14	Vancouver non-CBD
1811	233	264	593	326	Vancouver non-CBD
1812	168	22	870	113	Vancouver non-CBD
1813	400	12	492	15	Vancouver non-CBD
1814	796	18	1,004	24	Vancouver non-CBD
1815	193	292	214	279	Vancouver non-CBD
1816	193	44	204	103	Vancouver non-CBD
1817	551	465	711	555	Vancouver non-CBD
1818	4	1	17	15	Vancouver non-CBD
1819	298	10	355	10	Vancouver non-CBD
1820	123	97	127	111	Vancouver non-CBD
1821	51	11	73	20	Vancouver non-CBD
1822	25	4	75	771	Vancouver non-CBD
1823	229	18	282	21	Vancouver non-CBD
1824	234	23	285	26	Vancouver non-CBD
1825	26	11	65	7	Vancouver non-CBD
1826	107	2	751	262	Vancouver non-CBD
1827	184	15	196	17	Vancouver non-CBD
1828	262	54	288	46	Vancouver non-CBD
1829	85	13	188	13	Vancouver non-CBD
1830	27	3	227	924	Vancouver non-CBD
1831	3	30	441	899	Vancouver non-CBD
1832	105	4	163	83	Vancouver non-CBD
1833	196	10	375	15	Vancouver non-CBD
1834	794	266	853	318	Vancouver non-CBD
1835	29	178	46	255	Vancouver non-CBD
1836	60	34	326	80	Vancouver non-CBD
1837	350	34	395	40	Vancouver non-CBD
1838	337	26	376	64	Vancouver non-CBD
1839	272	124	292	92	Vancouver non-CBD

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
1840	521	67	726	50	Vancouver non-CBD
1841	419	42	513	52	Vancouver non-CBD
1842	594	117	664	113	Vancouver non-CBD
1843	122	18	214	62	Vancouver non-CBD
1844	146	15	226	20	Vancouver non-CBD
1845	49	4	444	50	Vancouver non-CBD
1846	750	136	867	123	Vancouver non-CBD
1847	107	3	443	10	Vancouver non-CBD
1848	211	63	438	90	Vancouver non-CBD
1849	226	26	231	37	Vancouver non-CBD
1850	931	176	1,033	227	Vancouver non-CBD
1851	506	46	641	117	Vancouver non-CBD
1852	319	255	322	297	Vancouver non-CBD
1853	338	16	356	35	Vancouver non-CBD
1854	123	317	208	549	Vancouver non-CBD
1855	189	13	198	17	Vancouver non-CBD
1856	147	6	188	7	Vancouver non-CBD
1857	449	52	456	234	Vancouver non-CBD
1858	374	52	445	98	Vancouver non-CBD
1859	304	797	428	800	Vancouver non-CBD
1860	235	18	271	114	Vancouver non-CBD
1861	541	186	617	406	Vancouver non-CBD
1862	289	17	336	39	Vancouver non-CBD
1863	412	14	422	41	Vancouver non-CBD
1864	388	95	416	108	Vancouver non-CBD
1865	170	208	255	306	Vancouver non-CBD
1866	257	93	287	111	Vancouver non-CBD
1867	517	376	553	722	Vancouver non-CBD
1868	453	135	526	221	Vancouver non-CBD
1869	369	340	415	351	Vancouver non-CBD
1870	80	395	153	538	Vancouver non-CBD
1871	128	738	193	767	Vancouver non-CBD
1872	522	316	611	378	Vancouver non-CBD
1873	172	135	288	714	Vancouver non-CBD
1874	443	183	490	177	Vancouver non-CBD
1875	406	207	420	218	Vancouver non-CBD
1876	338	31	348	46	Vancouver non-CBD
1877	17	408	14	474	Vancouver non-CBD
1878	387	241	915	308	Vancouver non-CBD
1879	147	1,100	201	1,560	Vancouver non-CBD

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
1880	328	52	352	113	Vancouver non-CBD
1881	280	165	400	247	Vancouver non-CBD
1882	97	59	183	193	Vancouver non-CBD
1883	15	390	26	913	Vancouver non-CBD
1884	5	484	6	693	Vancouver non-CBD
1885	6	69	24	145	Vancouver non-CBD
1886	1	309	113	359	Vancouver non-CBD
1887	251	93	254	122	Vancouver non-CBD
1888	257	46	290	81	Vancouver non-CBD
1889	92	197	145	273	Vancouver non-CBD
1890	333	119	351	154	Vancouver non-CBD
1891	297	37	361	344	Vancouver non-CBD
1892	546	140	561	154	Vancouver non-CBD
1893	440	268	455	643	Vancouver non-CBD
1894	554	105	602	260	Vancouver non-CBD
1895	413	1,560	684	2,249	Vancouver non-CBD
1896	295	30	586	37	Vancouver non-CBD
1897	290	30	368	26	Vancouver non-CBD
1898	166	59	182	153	Vancouver non-CBD
1899	24	74	30	1,526	Vancouver non-CBD
1900	34	10	240	8	Vancouver non-CBD
1901	125	54	131	125	Vancouver non-CBD
1902	223	11	263	21	Vancouver non-CBD
1903	234	45	253	65	Vancouver non-CBD
1904	236	399	271	467	Vancouver non-CBD
1905	976	283	1,189	291	Vancouver non-CBD
1906	659	50	777	36	Vancouver non-CBD
1907	417	17	444	24	Vancouver non-CBD
1908	397	40	455	66	Vancouver non-CBD
1909	573	349	774	366	Vancouver non-CBD
1910	302	13	407	27	Vancouver non-CBD
1911	517	150	527	173	Vancouver non-CBD
1912	227	28	260	63	Vancouver non-CBD
1913	246	13	391	11	Vancouver non-CBD
1914	102	122	202	237	Vancouver non-CBD
1915	314	39	394	56	Vancouver non-CBD
1916	8	4	14	732	Vancouver non-CBD
1917	63	5	301	7	Vancouver non-CBD
1918	67	29	371	154	Vancouver non-CBD
1919	137	6	215	10	Vancouver non-CBD

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
1920	126	260	187	366	Vancouver non-CBD
1921	100	217	534	303	Vancouver non-CBD
1922	132	83	363	220	Vancouver non-CBD
1923	45	199	96	239	Vancouver non-CBD
1924	579	34	604	56	Vancouver non-CBD
1925	647	181	681	218	Vancouver non-CBD
1926	493	665	488	652	Vancouver non-CBD
1927	469	34	778	81	Vancouver non-CBD
1928	896	51	963	47	Vancouver non-CBD
1929	781	243	1,017	317	Vancouver non-CBD
1930	633	71	693	78	Vancouver non-CBD
1931	231	4	231	10	Vancouver non-CBD
1932	309	547	330	496	Vancouver non-CBD
1933	538	62	577	147	Vancouver non-CBD
1934	257	38	354	84	Vancouver non-CBD
1935	165	70	192	68	Vancouver non-CBD
1936	783	120	1,395	139	Vancouver non-CBD
1937	276	15	357	31	Vancouver non-CBD
1938	501	270	600	269	Vancouver non-CBD
1939	769	233	774	266	Vancouver non-CBD
1940	986	171	1,172	200	Vancouver non-CBD
1941	367	418	359	461	Vancouver non-CBD
1942	4	158	7	305	Vancouver non-CBD
1943	0	597	1	656	Vancouver non-CBD
1944	39	1,633	56	1,789	Vancouver non-CBD
1945	112	620	155	1,958	Vancouver non-CBD
1946	279	153	478	179	Vancouver non-CBD
1947	10	2	293	50	Vancouver non-CBD
1948	78	6	475	13	Vancouver non-CBD
1949	54	7	59	10	Vancouver non-CBD
1950	83	4	249	8	Vancouver non-CBD
1951	51	8	63	12	Vancouver non-CBD
1952	77	9	234	12	Vancouver non-CBD
1953	47	15	63	17	Vancouver non-CBD
1954	371	36	461	95	Vancouver non-CBD
1955	14	0	40	263	Vancouver non-CBD
1956	221	17	301	38	Vancouver non-CBD
1957	641	117	851	76	Vancouver non-CBD
1958	561	124	670	137	Vancouver non-CBD
1959	260	507	321	511	Vancouver non-CBD

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
1960	76	487	125	563	Vancouver non-CBD
1961	433	212	441	276	Vancouver non-CBD
1962	124	4	165	12	Vancouver non-CBD
1963	438	680	489	753	Vancouver non-CBD
1964	158	9	199	15	Vancouver non-CBD
1965	67	8	68	9	Vancouver non-CBD
1966	79	27	118	27	Vancouver non-CBD
1967	73	13	207	15	Vancouver non-CBD
1968	56	52	600	407	Vancouver non-CBD
1969	370	16	387	92	Vancouver non-CBD
1970	10	0	157	41	Vancouver non-CBD
1971	12	124	32	316	Vancouver non-CBD
1972	277	12	441	14	Vancouver non-CBD
1973	3	107	244	474	Vancouver non-CBD
1974	260	15	496	29	Vancouver non-CBD
1975	38	1	216	2	Vancouver non-CBD
1976	41	23	229	578	Vancouver non-CBD
1977	16	0	143	633	Vancouver non-CBD
1978	135	73	171	88	Vancouver non-CBD
1979	97	8	517	287	Vancouver non-CBD
1980	186	63	218	67	Vancouver non-CBD
1981	147	86	920	650	Vancouver non-CBD
1982	113	8	676	130	Vancouver non-CBD
1983	59	9	394	71	Vancouver non-CBD
1984	13	25	14	1,586	Vancouver non-CBD
1985	98	68	231	76	Vancouver non-CBD
1986	78	24	92	33	Vancouver non-CBD
1987	38	27	102	25	Vancouver non-CBD
1988	119	25	130	32	Vancouver non-CBD
1989	78	72	90	74	Vancouver non-CBD
1990	109	12	140	23	Vancouver non-CBD
1991	99	2	109	9	Vancouver non-CBD
1992	106	163	130	175	Vancouver non-CBD
1993	80	363	78	371	Vancouver non-CBD
1994	74	23	105	24	Vancouver non-CBD
1995	96	19	205	425	Vancouver non-CBD
1996	292	263	306	280	Vancouver non-CBD
1997	406	29	499	47	Vancouver non-CBD
1998	98	70	670	242	Vancouver non-CBD
1999	44	14	560	366	Vancouver non-CBD

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
2000	279	114	753	348	Vancouver non-CBD
2001	137	6	886	1,087	Vancouver non-CBD
2002	49	34	63	47	Vancouver non-CBD
2003	268	43	300	61	Vancouver non-CBD
2004	211	18	453	57	Vancouver non-CBD
2005	51	44	50	49	Vancouver non-CBD
2006	67	36	83	33	Vancouver non-CBD
2007	290	87	328	77	Vancouver non-CBD
2008	257	75	300	130	Vancouver non-CBD
2009	119	129	137	145	Vancouver non-CBD
2010	85	57	109	232	Vancouver non-CBD
2011	225	202	225	210	Vancouver non-CBD
2012	75	50	114	48	Vancouver non-CBD
2013	107	13	126	15	Vancouver non-CBD
2014	40	11	353	449	Vancouver non-CBD
2015	42	15	391	192	Vancouver non-CBD
2016	92	13	221	69	Vancouver non-CBD
2017	184	538	458	987	Vancouver non-CBD
2018	31	0	94	50	Vancouver non-CBD
2019	80	85	182	188	Vancouver non-CBD
2020	344	278	369	340	Vancouver non-CBD
2021	14	34	236	256	Vancouver non-CBD
2022	486	261	458	343	Vancouver non-CBD
2023	258	86	421	1,714	Vancouver non-CBD
2024	221	21	409	52	Vancouver non-CBD
2025	299	112	310	478	Vancouver non-CBD
2026	356	459	381	529	Vancouver non-CBD
2027	414	237	455	320	Vancouver non-CBD
2028	11	24	374	229	Vancouver non-CBD
2029	435	248	432	289	Vancouver non-CBD
2030	207	328	284	432	Vancouver non-CBD
2031	2	684	2	946	Vancouver non-CBD
2032	543	157	755	249	Vancouver non-CBD
2033	45	7	160	9	Vancouver non-CBD
2034	184	47	341	52	Vancouver non-CBD
2035	485	73	495	65	Vancouver non-CBD
2036	296	533	309	602	Vancouver non-CBD
2037	37	2	441	127	Vancouver non-CBD
2038	276	175	306	424	Vancouver non-CBD
2039	72	1	492	2	Vancouver non-CBD

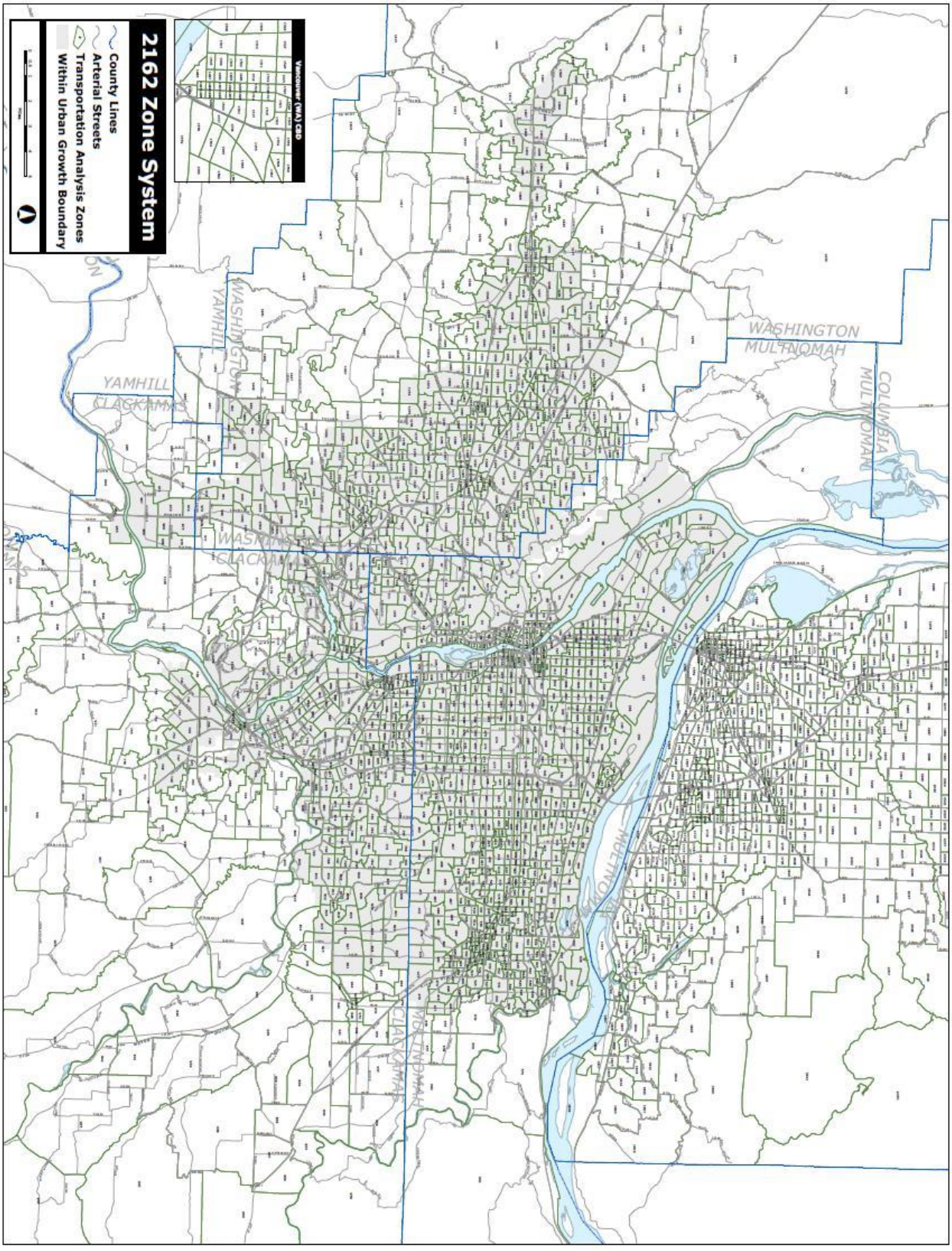
New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
2040	241	13	400	52	Vancouver non-CBD
2041	363	49	410	58	Vancouver non-CBD
2042	170	44	495	385	Vancouver non-CBD
2043	256	64	264	355	Vancouver non-CBD
2044	107	9	215	10	Vancouver non-CBD
2045	62	6	83	12	Vancouver non-CBD
2046	74	98	102	182	Vancouver non-CBD
2047	204	124	232	160	Vancouver non-CBD
2048	167	38	195	50	Vancouver non-CBD
2049	367	75	436	54	Vancouver non-CBD
2050	132	130	216	133	Vancouver non-CBD
2051	543	65	663	77	Vancouver non-CBD
2052	274	40	301	51	Vancouver non-CBD
2053	222	17	260	26	Vancouver non-CBD
2054	478	49	559	75	Vancouver non-CBD
2055	84	151	89	176	Vancouver non-CBD
2056	69	5	78	8	Vancouver non-CBD
2057	88	16	126	21	Vancouver non-CBD
2058	113	20	139	25	Vancouver non-CBD
2059	140	18	153	20	Vancouver non-CBD
2060	200	27	274	256	Vancouver non-CBD
2061	140	12	185	18	Vancouver non-CBD
2062	199	26	246	30	Vancouver non-CBD
2063	132	29	153	48	Vancouver non-CBD
2064	240	56	281	50	Vancouver non-CBD
2065	184	57	208	69	Vancouver non-CBD
2066	69	12	129	77	Vancouver non-CBD
2067	27	1	278	39	Vancouver non-CBD
2068	108	47	139	34	Vancouver non-CBD
2069	92	102	126	95	Vancouver non-CBD
2070	135	46	151	1,127	Vancouver non-CBD
2071	95	13	108	26	Vancouver non-CBD
2072	19	0	22	0	Vancouver non-CBD
2073	119	100	134	107	Vancouver non-CBD
2074	22	11	28	640	Vancouver non-CBD
2075	142	147	213	166	Vancouver non-CBD
2076	68	19	109	27	Vancouver non-CBD
2077	60	17	76	17	Vancouver non-CBD
2078	21	9	51	153	Vancouver non-CBD
2079	19	8	18	9	Vancouver non-CBD

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
2080	28	12	40	8	Vancouver non-CBD
2081	52	15	722	210	Vancouver non-CBD
2082	177	9	663	22	Vancouver non-CBD
2083	102	86	645	233	Vancouver non-CBD
2084	37	1	513	3	Vancouver non-CBD
2085	5	580	5	1,242	Vancouver non-CBD
2086	13	11	629	895	Vancouver non-CBD
2087	14	7	405	9	Vancouver non-CBD
2088	152	206	232	276	Vancouver non-CBD
2089	199	88	306	123	Vancouver non-CBD
2090	155	43	201	46	Vancouver non-CBD
2091	138	55	149	68	Vancouver non-CBD
2092	83	32	172	47	Vancouver non-CBD
2093	271	17	342	15	Vancouver non-CBD
2094	49	12	273	14	Vancouver non-CBD
2095	17	15	146	13	Vancouver non-CBD
2096	61	4	620	6	Vancouver non-CBD
2097	170	9	245	126	Vancouver non-CBD
2098	11	85	11	674	Vancouver non-CBD
2099	18	0	173	693	Vancouver non-CBD
2100	13	0	14	1,206	Vancouver non-CBD
2101	6	56	7	617	Vancouver non-CBD
2102	12	2	13	956	Vancouver non-CBD
2103	1	288	1	423	Vancouver non-CBD
2104	39	8	62	11	Vancouver non-CBD
2105	43	15	277	196	Vancouver non-CBD
2106	58	16	550	424	Vancouver non-CBD
2107	94	6	107	731	Vancouver non-CBD
2108	10	0	14	0	Vancouver non-CBD
2109	90	21	103	178	Vancouver non-CBD
2110	155	6	197	8	Vancouver non-CBD
2111	37	32	234	296	Vancouver non-CBD
2112	123	692	154	753	Vancouver non-CBD
2113	118	226	134	234	Vancouver non-CBD
2114	555	53	577	76	Vancouver non-CBD
2115	129	5	300	8	Vancouver non-CBD
2116	16	79	83	64	Vancouver non-CBD
2117	90	0	150	3	Vancouver non-CBD
2118	205	78	485	596	Vancouver non-CBD
2119	64	26	71	31	Vancouver non-CBD

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
2120	81	34	87	48	Vancouver non-CBD
2121	91	18	101	15	Vancouver non-CBD
2122	83	10	94	18	Vancouver non-CBD
2123	86	23	111	37	Vancouver non-CBD
2124	121	31	129	32	Vancouver non-CBD
2125	93	21	124	26	Vancouver non-CBD
2126	54	6	72	16	Vancouver non-CBD
2127	528	94	611	102	Vancouver non-CBD
2128	394	25	480	55	Vancouver non-CBD
2129	322	22	423	51	Vancouver non-CBD
2130	236	24	295	27	Vancouver non-CBD
2131	203	14	342	22	Vancouver non-CBD
2132	430	114	687	110	Vancouver non-CBD
2133	584	142	748	131	Vancouver non-CBD
2134	246	52	334	47	Vancouver non-CBD
2135	258	50	328	61	Vancouver non-CBD
2136	211	52	281	68	Vancouver non-CBD
2137	167	17	212	31	Vancouver non-CBD
2138	343	169	504	192	Vancouver non-CBD
2139	149	52	184	89	Vancouver non-CBD
2140	205	78	252	65	Vancouver non-CBD
2141	439	189	556	311	Vancouver non-CBD
2142	109	20	277	37	Vancouver non-CBD
2143	331	173	534	202	Vancouver non-CBD
2144	239	33	340	122	Vancouver non-CBD
2145	179	32	278	52	Vancouver non-CBD
2146	60	28	111	22	Vancouver non-CBD
2147	201	29	281	45	Vancouver non-CBD
2148	0	0	0	0	External Zone
2149	0	0	0	0	External Zone
2150	0	0	0	0	External Zone
2151	0	0	0	0	External Zone
2152	0	0	0	0	External Zone
2153	0	0	0	0	External Zone
2154	0	0	0	0	External Zone
2155	0	0	0	0	External Zone
2156	0	0	0	0	External Zone
2157	0	0	0	0	External Zone
2158	0	0	0	0	External Zone
2159	0	0	0	0	External Zone

New TAZ	2010 Households	2010 Employment*	2040 Households	2040 Employment	2040 Design Type
2160	0	0	0	0	External Zone
2161	0	0	0	0	External Zone
2162	0	0	0	0	External Zone

Figure 1
Map of TAZ Zones



Appendix 1.4 – 2014 RTP Land Use Assumptions

2040 HOUSEHOLD FORECAST DISTRIBUTION (REVIEWED BY LOCAL JURISDICTIONS) (METROSCOPE "GAMMA" TAZ FORECAST)

	Household Estimates			2010-40		Population Estimates			2010-40		Household Size	
Inside UGB:	2010	2035	2040	Change	% A.P.R.	2010	2035	2040	Change	%change	2010	2040
Beaverton	40,081	50,517	51,586	11,505	0.8%	89,803	112,608	114,991	25,188	28%	2.41	2.23
Cornelius	3,518	5,513	5,804	2,286	1.7%	11,869	18,102	19,057	7,188	61%	3.55	3.28
Damascus	3,527	11,916	13,249	9,722	4.5%	10,539	34,570	38,437	27,898	265%	2.91	2.90
Durham	558	586	590	32	0.2%	1,351	1,436	1,446	95	7%	2.48	2.45
Fairview	3,631	4,003	4,030	399	0.3%	8,920	9,207	9,269	349	4%	2.52	2.30
Forest Grove	7,492	10,379	11,069	3,577	1.3%	21,083	27,370	29,189	8,106	38%	2.85	2.64
Gladstone	4,187	4,876	5,030	843	0.6%	11,497	12,308	12,697	1,200	10%	2.53	2.52
Gresham	38,024	51,051	53,426	15,402	1.1%	105,594	126,716	132,612	27,018	26%	2.73	2.48
Happy Valley	4,435	10,410	11,180	6,745	3.1%	13,903	32,727	35,148	21,245	153%	3.15	3.14
Hillsboro	32,826	44,973	47,151	14,325	1.2%	91,611	114,323	119,859	28,248	31%	2.75	2.54
Johnson City	268	268	268	0	0.0%	566	564	564	-2	0%	2.11	2.10
King City	1,755	1,769	1,770	15	0.0%	3,111	3,172	3,174	63	2%	1.79	1.79
Lake Oswego	16,067	19,291	20,474	4,407	0.8%	36,619	44,305	47,021	10,402	28%	2.30	2.30
Maywood Park	300	306	300	0	0.0%	752	767	752	0	0%	2.51	2.51
Milwaukie	8,241	9,740	10,326	2,085	0.8%	20,291	22,729	24,097	3,806	19%	2.34	2.33
Oregon City	11,974	17,047	17,534	5,560	1.3%	31,859	45,214	46,505	14,646	46%	2.66	2.65
Portland	248,416	369,398	389,524	141,108	1.5%	583,776	789,370	832,378	248,602	43%	2.35	2.14
Rivergrove	123	124	124	1	0.0%	289	290	290	1	0%	2.35	2.34
Sherwood	6,476	7,269	7,321	845	0.4%	18,194	19,342	19,480	1,286	7%	2.88	2.66
Tigard	18,667	25,997	27,118	8,451	1.3%	48,035	60,213	62,809	14,774	31%	2.51	2.32
Troutdale	5,787	6,632	7,065	1,278	0.7%	15,962	16,983	18,092	2,130	13%	2.81	2.56
Tualatin	10,238	11,170	11,292	1,054	0.3%	26,054	28,484	28,795	2,741	11%	2.61	2.55
West Linn	10,252	11,988	12,342	2,090	0.6%	25,109	31,506	32,436	7,327	29%	2.64	2.63
Wilsonville	7,980	11,508	11,766	3,786	1.3%	19,509	28,475	29,113	9,604	49%	2.48	2.47
Wood Village	1,539	1,609	1,681	142	0.3%	3,878	4,630	4,838	960	25%	3.16	2.88
Uninc. Clackamas Co.*	34,597	43,919	45,485	10,888	0.9%	86,805	112,506	113,531	26,726	31%	2.50	2.50
Uninc. Multnomah Co.*	2,029	4,107	4,501	2,472	2.7%	5,991	11,033	12,091	6,100	102%	2.95	2.69
Uninc. Washington Co.*	71,170	100,069	102,461	31,291	1.2%	188,148	245,766	253,013	64,865	34%	2.67	2.47
TOTAL INSIDE UGB	**594,158**	**836,436**	**874,467**	**280,309**	**1.3%**	**1,481,118**	**1,954,716**	**2,041,684**	**560,566**	**38%**	**2.49**	**2.33**
Outside UGB:												
Clackamas Co. (part)**	44,951	66,392	71,812	26,861	1.6%	119,006	192,269	207,965	88,959	75%	2.65	2.90
Multnomah Co. (part)	3,873	4,365	6,464	2,591	1.7%	10,461	11,932	17,670	7,209	69%	2.70	2.73
Washington Co. (part)**	11,360	32,770	38,993	27,633	4.2%	30,451	80,686	96,008	65,557	215%	2.68	2.46
Clark Co.	158,110	228,392	232,992	74,882	1.3%	425,363	607,948	620,193	194,830	46%	2.69	2.66
TOTAL OUTSIDE UGB	**218,294**	**331,919**	**350,261**	**131,967**	**1.6%**	**585,281**	**892,835**	**941,836**	**356,555**	**61%**	**2.68**	**2.69**
TRI-COUNTY TOTAL	**654,342**	**939,963**	**991,736**	**337,394**	**1.4%**	**1,641,036**	**2,239,603**	**2,363,327**	**722,291**	**44%**	**2.51**	**2.38**
FOUR COUNTY TOTAL	**812,452**	**1,168,355**	**1,224,728**	**412,276**	**1.4%**	**2,066,399**	**2,847,551**	**2,983,520**	**917,121**	**44%**	**2.54**	**2.44**

Note: Jurisdiction geographies are approximate, and based on TAZ's.
Population estimates extrapolated from the "2035 Reviewed TAZ Forecast Distribution" (MetroScope GAMMA HH Forecast)
(Note: derived as proportional estimate from the total county unincorporated)*
*(** Note: urban reserves are tabulated with unincorp. county figures outside the UGB)*

2040 EMPLOYMENT FORECAST DISTRIBUTION (REVIEWED BY LOCAL JURISDICTIONS)
(METROSCOPE "GAMMA" TAZ FORECAST)

	2010 Employment Geocode				2035 Jurisdiction Review				2040 Jurisdiction Review			
Inside UGB:	**Retail**	**Service**	**Other**	**Total**	**Retail**	**Service**	**Other**	**Total**	**Retail**	**Service**	**Other**	**Total**
Beaverton	11,041	19,261	21,539	51,841	14,254	33,282	27,822	75,358	14,640	36,377	28,634	79,651
Cornelius	693	711	1,680	3,084	1,611	1,880	4,440	7,931	1,767	2,086	4,958	8,811
Damascus	260	357	908	1,525	902	1,613	1,894	4,409	1,378	2,252	3,107	6,737
Durham	1	213	318	532	1	307	458	766	1	327	484	812
Fairview	236	497	1,878	2,611	558	3,293	3,724	7,575	613	3,655	4,045	8,313
Forest Grove	882	2,018	2,617	5,517	1,747	3,455	5,343	10,545	1,900	3,729	5,823	11,452
Gladstone	702	546	883	2,131	903	1,040	1,092	3,035	927	1,119	1,134	3,180
Gresham	7,353	8,871	16,408	32,632	12,334	20,154	26,079	58,567	13,134	21,734	27,326	62,194
Happy Valley	241	256	621	1,118	789	1,842	1,616	4,247	918	2,164	1,982	5,064
Hillsboro	9,584	14,449	34,227	58,260	12,152	25,518	55,733	93,403	12,725	27,459	64,852	105,036
Johnson City	0	0	8	8	0	0	8	8	0	0	8	8
King City	137	269	64	470	173	511	137	821	175	555	152	882
Lake Oswego	2,553	7,024	8,670	18,247	2,323	11,584	8,879	22,786	2,240	12,417	9,183	23,840
Maywood Park	0	5	23	28	0	5	23	28	0	5	23	28
Milwaukie	1,403	3,527	6,658	11,588	1,944	5,751	7,712	15,407	2,031	6,336	7,746	16,113
Oregon City	3,081	3,727	7,580	14,388	5,418	6,990	10,077	22,485	5,754	7,481	10,429	23,664
Portland	65,150	139,111	170,053	374,314	76,134	218,142	214,176	508,453	78,595	230,220	222,394	531,209
Rivergrove	0	0	6	6	0	0	6	6	0	0	6	6
Sherwood	1,103	1,206	1,907	4,216	1,643	2,604	5,005	9,252	1,864	2,896	5,547	10,307
Tigard	9,072	11,901	16,196	37,169	10,764	23,818	19,650	54,232	10,910	25,929	20,115	56,954
Troutdale	1,272	493	2,361	4,126	2,039	2,357	5,615	10,011	2,161	2,643	6,179	10,983
Tualatin	4,372	6,140	12,460	22,972	5,066	8,868	21,305	35,239	5,405	9,412	22,777	37,594
West Linn	966	1,593	1,693	4,252	1,517	2,683	2,331	6,531	1,623	2,835	2,455	6,913
Wilsonville	2,480	4,839	9,754	17,073	3,536	9,733	14,150	27,419	3,853	10,673	14,901	29,427
Wood Village	1,261	242	531	2,034	1,783	1,158	1,489	4,430	1,870	1,298	1,607	4,775
Uninc. Clackamas Co.*	11,506	13,302	20,330	45,138	15,519	26,628	25,761	67,908	16,236	28,473	26,586	71,295
Uninc. Multnomah Co.*	109	377	396	882	749	1,658	2,367	4,774	869	1,861	2,559	5,289
Uninc. Washington Co.*	5,929	13,844	17,097	36,870	8,659	23,012	31,142	62,813	9,331	25,297	34,828	69,456
TOTAL INSIDE UGB	141,387	254,779	356,866	753,032	182,518	437,886	498,034	1,118,439	190,920	469,233	529,840	1,189,993
Outside UGB:												
Clackamas County**	4,803	5,218	15,348	25,369	8,182	11,295	22,359	41,836	9,378	13,090	24,964	47,432
Multnomah County	361	479	1,513	2,353	384	876	1,945	3,205	470	1,072	2,091	3,633
Washington County**	854	1,640	5,881	8,375	2,363	6,659	18,084	27,106	2,874	8,025	24,515	35,414
Clark County	25,375	42,061	59,831	127,267	40,864	80,963	100,193	222,020	43,343	87,823	106,245	237,411
TOTAL OUTSIDE UGB	31,393	49,398	82,573	163,364	51,793	99,793	142,581	294,167	56,065	110,010	157,815	323,890
TRI-COUNTY TOTAL	147,405	262,116	379,608	789,129	193,447	456,716	540,422	1,190,586	203,642	491,420	581,410	1,276,472
FOUR COUNTY TOTAL	172,780	304,177	439,439	916,396	234,311	537,679	640,615	1,412,606	246,985	579,243	687,655	1,513,883

Note: Jurisdiction geographies are approximate, and based on TAZ's.
Population estimates extrapolated from the "2035 Reviewed TAZ Forecast Distribution" (MetroScope GAMMA HH Forecast)
(Note: derived as proportional estimate from the total county unincorporated)*
*(** Note: urban reserves are tabulated with unincorp. county figures outside the UGB)*

LOCAL GOVERNMENT AND AGENCY INVOLVED IN THE 2035 AND 2040 FORECAST DISTRIBUTION PROCESS

	Cities Staff
City of Beaverton	Laura Kelly, Robert McCracken, Jeff Salvon, Steven Sparks, Doug Taylor
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City of Rivergrove	
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Neighboring Cities1	Canby Bryan Brown, Matilda DeasSandy Tracy Brown

[1] *Consultation/information exchange with SW Washington Regional Transportation Council, City of Vancouver, and Clark County, Washington*

Appendix 1.5 2014 RTP Highway Capacity Manual Level of Service Table

LEVEL-OF-SERVICE (LOS) DEFINITIONS FOR FREEWAYS, ARTERIALS, AND SIGNALIZED INTERSECTIONS

LOS	Freeways (average travel speed assuming 70 mph design speed)	Arterials (average travel speed assuming a typical free flow speed of 40 mph)	Signalized Intersections (stopped delay per vehicle)	Traffic Flow Characteristics
A	Greater than 60 mph Average spacing: 22 car-lengths	Greater than 35 mph	Less than 5 seconds; most vehicles do not stop at all	Virtually free flow; completely unimpeded Volume/capacity ratio less than or equal to .60
B	57 to 60 mph Average spacing: 13 car-lengths	28 to 35 mph	5.1 to 15 seconds; more vehicles stop than for LOS A	Stable flow with slight delays; reasonably unimpeded Volume/capacity ratio .61 to .70
C	54 to 57 mph Average spacing: 9 car-lengths	22 to 28 mph	15.1 to 25 seconds; individual cycle failures may begin to appear	Stable flow with delays; less freedom to maneuver Volume/capacity ratio of .71 to .80
D	46 to 54 mph Average spacing: 6 car-lengths	17 to 22 mph	25.1 to 40 seconds; individual cycle failures are noticeable	High density, but stable flow Volume/capacity ratio of .81 to .90
E	30 to 46 mph Average spacing: 4 car-lengths	13 to 17 mph	40.1 to 60 seconds; individual cycle failures are frequent; poor progression	Operating conditions at or near capacity; unstable flow Volume/capacity ratio of .91 to 1.00
F	Less than 30 mph Average spacing: bumper-to-bumper	Less than 13 mph	Greater than 60 seconds; not acceptable for most drivers	Forced flow, breakdown conditions Volume/capacity ratio of greater than 1.00
>F	Demand exceeds roadway capacity, limiting volume that can be carried and forcing excess demand onto parallel routes and extending the peak period			Demand/capacity ratios of greater than 1.10

Appendix 1.6 2014 RTP Performance Targets Outputs

SAFETY

	Existing 2010 Benchmark			Target 2040		
	Absolute	Per Capita (per 100k residents)	Per AWD VMT (per million)	Absolute	Per Capita (per 100k residents)	Per AWD VMT (per million)
Pedestrian						
Fatal	15.4					
Injury A	48.0					
TOTAL	63.4	3.06	3.30	31.7	1.08	2.51
Pedal Cyclist						
Fatal	3.6					
Injury A	31.0					
TOTAL	34.6	1.69	1.80	17.3	0.59	1.37
Motor Vehicle						
Fatal	30.4					
Injury A	367.4					
TOTAL	397.8	19.30	20.69	198.9	6.75	15.75
Total All Modes						
Fatal	49.4					
Injury A	446.4					
TOTAL	495.8	24.05	25.79	247.9	8.42	19.63

CONGESTION

Intra-UGB Vehicle Hours of Delay (VHD)

	2010	2040 No Build	2040 Financially Constrained	2040 State
2-Hour PM Peak	4,144	20,874	13,820	12,354
Per Capita	0.0028	0.0100627	0.0067	0.0059555
% Increase		259%	138%	112%
1-Hour Midday	273	1462	1122	971
Per Capita	0.0002	0.0007048	0.0005	0.0004681
% Increase		281%	193%	153%

FREIGHT RELIABILITY

Intra-UGB Vehicle Hours Delay per Truck Trip

	2010	2040 No Build	2040 Financially Constrained	2040 State
AWD Truck Trips	25,688	48,279	48,279	48,279
2-Hour PM Peak	0.1613	0.4324	0.2863	0.2559
% Increase		168%	77%	59%
1-Hour Midday	0.0106	0.0303	0.0232	0.0201
% Increase		185%	119%	89%

CLIMATE CHANGE

Greenhouse Gas Emissions (CO^2)

	2010	2040 No Build	2040 Financially Constrained	2040 State
Summer (in tons)	13,698	15,175	14,991	15,012

ACTIVE TRANSPORTATION

Intra-UGB Average Weed Day Trips by Mode

	2010		2040 No Build		2040 Financially Constrained		2040 State	
	Total	Share	Total	Share	Total	Share	Total	Share
Drive Alone	2,482,293	44.6%	3,628,726	44.4%	3,449,912	42.2%	3,393,641	41.5%
HOV	1,982,485	35.6%	2,793,582	34.2%	2,780,643	34.0%	2,777,380	34.0%
Transit	251,313	4.5%	404,050	4.9%	556,120	6.8%	637,094	7.8%
Walk	504,512	9.1%	816,459	10.0%	837,136	10.2%	823,553	10.1%
Bike	178,530	3.2%	297,487	3.6%	310,998	3.8%	306,953	3.8%
School Bus	171,241	3.1%	239,515	2.9%	239,274	2.9%	239,278	2.9%
TOTAL Person Trips	**5,570,374**	**100.0%**	**8,179,819**	**100.1%**	**8,174,083**	**100.0%**	**8,177,898**	**100.0%**
TOTAL Non-SOV Trips	**3,088,081**	**55.4%**	**4,551,093**	**55.7%**	**4,724,171**	**57.8%**	**4,784,257**	**58.5%**

BASIC INFRASTRUCTURE

	2010	2040 No Build	2040 Financially Constrained	2040 State
Regional Trail	229	237	390	411
Miles of other Regional Bikeways	623	644	1061	1151

CLEAN AIR

	2010		2040 No Build		2040 Financially Constrained		2040 State	
	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Carbon Monoxide (CO)	331,177	448,264	172,460	290,047	172,303	289,665	173,330	290,876
Oxides of Nitrogen (NOx)	96,197	84,786	20,699	17,305	20,605	17,309	20,692	17,400
Volatile Organic Compounds	21,070	20,038	6,144	5,506	6,008	5,413	5,981	5,396
Primary Exhaust PM10 - Total	2,910	3,304	670	1,141	666	1,137	669	1,141

TRAVEL

Average Weed Day (AWD) Vehicle Miles Traveled (VMT)

	2010	2040 No Build	2040 Financially Constrained	2040 State
AWD VMT	19,226,604	25,699,002	25,307,208	25,261,656
VMT Per Capita	13.01	12.39	12.20	12.18
% Reduction		-4.8%	-6.2%	-6.4%

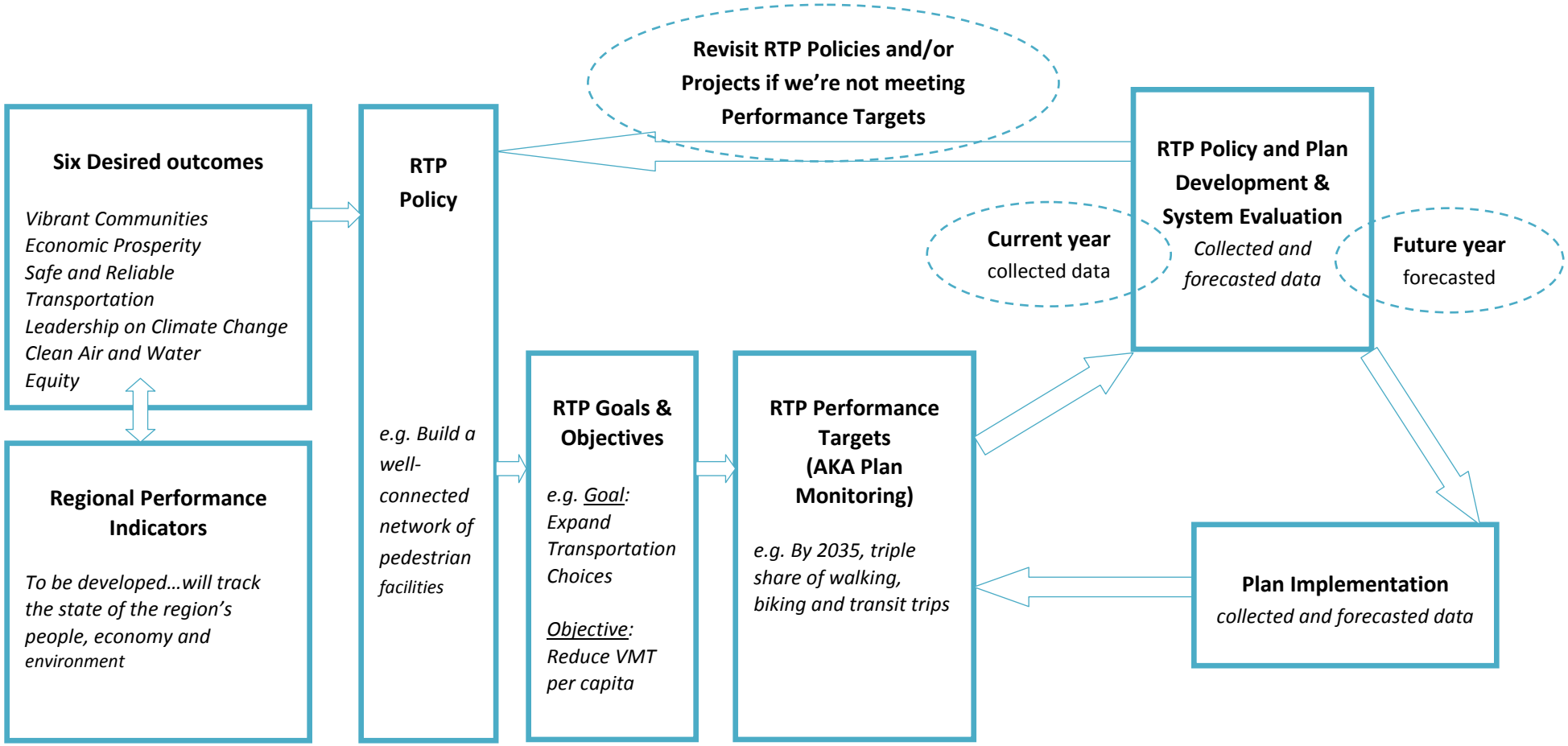
AFFORDABILITY

Under development

ACCESS TO DAILY NEEDS

Under development

Appendix 2.1 2014 RTP Outcomes-Based Policy Development and Evaluation Framework



Appendix 2.2 – 2014 RTP - 2040 Modal Targets Background

2040 MODAL TARGETS

The 2040 Growth Concept serves as the integrated land use and transportation plan for the Portland metropolitan region, pursuant to Section 660-12-0035(5)(c) of the Oregon Transportation Planning Rule (TPR). A basic construct of the 2040 Growth Concept is to reduce the region's reliance on the automobile by focusing growth in centers and along major transportation corridors where transportation infrastructure is concentrated. This concept was fundamental to the development of the Regional Transportation Plan (RTP).

For the purpose of TPR compliance, the RTP includes 2040 modal targets as the primary "alternative" standard for evaluating the region's progress in reducing reliance on the automobile. Table 2.5 in Chapter 2 summarizes the modal targets and represents an aggressive long-term goal for the Portland metropolitan region to reduce non-single occupancy vehicle (non-SOV) travel in the region. The 2040 modal targets are also based on observed travel behavior collected as part of Metro's 1994-1995 survey of more than 7,500 households in the Portland metropolitan region. Metro completed another survey in 2011 (in collaboration with ODOT and TriMet) reaching nearly 6,500 households in the Portland metropolitan region

1994 TRAVEL BEHAVIOR/ACTIVITY SURVEY

In 1994, Metro also conducted a travel behavior survey within the four-county boundary of Clackamas, Multnomah and Washington Counties in Oregon and Clark County, Washington. As part of this survey, more than 7,500 households kept a diary of activities performed during a two-day period, including identification of how individuals traveled to those activities. The study was designed to focus on the relationship between an activity type and the need for travel and highlighted the importance of all activities, whether "big" or "small." Results from the study are summarized in Table 1.

Table 1. Summary of 1994 Metro Travel Behavior/Activity Survey Results (for all trip purposes)

	Mode Share					Vehicle Miles per Capita	Auto Ownership per Household
Land Use Type	% Auto	% Walk	% Transit	% Bike	% Other		
Areas with Good Transit/ Mixed Use In Multnomah County	58.1%	27.0%	11.5%	1.9%	1.5%	9.80	0.93
Areas With Good Transit Only In Multnomah County	74.4%	15.2%	7.9%	1.4%	1.1%	13.28	1.50
Remainder of Multnomah County	81.5%	9.7%	3.5%	1.6%	3.7%	17.34	1.74
Remainder of Region	87.3%	6.1%	1.2%	0.8%	4.6%	21.79	1.93

Source: Metro Travel Research and Modeling Services

Areas with good transit service and a good mix of land uses showed the highest percentage of alternative mode use (41.9 percent combined). Conversely, the remainder of the region showed the highest percentage of auto use (87.3 percent). This indicates that individuals are likely to use the automobile when no other choices exist, but may choose other alternatives when they are available. The results of this study support this region's effort to link land use and transportation planning as a means to provide a balanced, multi-modal transportation system.

2011 TRAVEL BEHAVIOR/ACTIVITY SURVEY

In March 2011, Metro conducted a second travel behavior survey within the four-county boundary. A Place Survey technique was used as a more intuitive and direct survey technique. Household participants kept a diary of activities, recording all locations visited during a scheduled 24-hour period. Entries include the purpose of the visit, arrival and departure times, and the mode of transportation. Approximately 4,800 households in Clackamas, Multnomah, and Washington Counties in Oregon and approximately 1,650 households in Clark County, Washington completed the survey. Results from the study are summarized in **Table 2**

The 2011 Metro Travel Behavior/Activity Survey shows a shift in the travel modes towards more transit and bike use, particularly for commuting (increase of 5.3% and 3.6% respectively). Automobile use declined up to 9% and travel distances shortened by more than a half-mile down to 4.4 miles per trip. The percent of people walking has held fairly constant over time, with only a slight percentage change throughout the region.

Table 2. Summary of 2011 Metro Travel Behavior/Activity Survey Results

Regional Mode Share		1994	2011
% Auto	Commuter	90.0%	80.9%
	All	87.3%	83.7%
% Transit	Commuter	5.6%	10.9%
	All	2.9%	4.2%
% Bike	Commuter	1.0%	4.6%
	All	1.1%	2.8%
% Walk	Commuter	3.3%	3.7%
	All	8.7%	9.2%

RELATIONSHIP OF 2040 MODAL TARGETS TO RTP MODELING ASSUMPTIONS

Appendix 1.3 identifies specific modeling assumptions by transportation analysis zone (TAZ) that are intended to mirror the expected improvements proposed in the RTP and their impact on mode choice. The following section summarizes how the modeling assumptions relate to transit, walking, bicycling and shared ride.

Transit

Transit ridership is highly dependent on convenient, affordable, frequent service. For transit, the RTP modeling assumes a substantial increase in transit service levels, and varying levels of parking cost in most centers. The RTP also assumes reduced fare programs for all trips destined for the central city, regional centers and other areas that are currently targeted for transportation demand management (TDM) programs. Finally, the RTP identifies improvements to enhance bicycle and pedestrian access to transit.

Walking

For pedestrian improvements, the RTP uses a modeling surrogate of intersection density (e.g., street connectivity) that the travel survey has demonstrated to be a reliable predictor of pedestrian travel. Using this surrogate, the RTP modeling has assumed a broad range of pedestrian improvements, including full-street "boulevard" retrofits, and improved street connectivity in the central city, regional and town centers, station communities and main streets. Work is underway to enhance the regional model's capability of forecasting pedestrian travel.

Bicycling

For bicycle travel, the RTP focuses on providing improved bicycle facilities with the recognition that additional information is needed to better quantify the factors that affect the propensity to choose bicycling as a mode of travel, including accessibility to type of land use, presence of bikeway facilities and topography (see RTP Section 5.7.6 for more information on upcoming bicycle model enhancements).

Shared ride

The travel behavior survey data suggest that the shared ride alternative to driving alone is less responsive to integrated land use and transportation planning than transit, walking and bicycling. For shared ride travel, this is largely due to the complexity of trip-making and social factors that limit the potential for non-family shared ride arrangements. As a result, modeling assumptions were not developed to specifically to reflect this mode choice.

IMPLEMENTATION OF THE 2040 MODAL TARGETS

Section 3.08.230 of the Regional Transportation Functional Plan (RTFP) requires local governments to demonstrate progress toward the 2040 modal targets and to identify actions that will result in progress toward achieving the targets. The targets are for the year 2040. The "progress toward" language is critical in this regard. Some jurisdictions have already met the targets in the most developed areas of the region, while emerging centers are many years from approaching the targets, and development in these areas will likely occur unevenly. Though the modeling assumptions in Appendix 1.3 are tailored to such differences by establishing varying tiers among land use types based on degree of urbanization, there are still significant differences within tiers.

Metro's primary goal is to ensure that land use and transportation actions be adopted to achieve the targets, and that on-the-ground progress be demonstrated over time. However, progress toward the non-SOV modal targets is an output of the regional travel demand model, but cannot be generated by each local jurisdiction. Therefore, Section 3.08.230E of the RTFP places a number of very specific requirements on the local TSPs and implementing regulations that, if implemented, serve as the basis for a local government to demonstrate that the local government is making progress toward meeting the modal targets. Progress would be periodically evaluated as part of RTP updates.

1. At a minimum, local transportation system plans are expected to include the following elements to demonstrate compliance with the RTFP and RTP:
2. Adoption of 2040 modal targets in TSP policies (Table 3.08-1 of RTFP)
3. Adoption of street connectivity plans and implementing ordinances (consistent with RTFP Section 3.08.110) as a surrogate for "intersection density."
4. Adoption of maximum parking ratios (consistent with RTFP Section 3.08.410) as a surrogate for the "parking factors."
5. Adoption of bicycle, pedestrian, transit and transportation system management and operations strategies consistent with (RTFP Sections 3.08.110, 3.08.120, 3.08.130, 3.08.140 and 3.08.160).
6. Adoption of land use actions pursuant to OAR 660-012-0035(2)

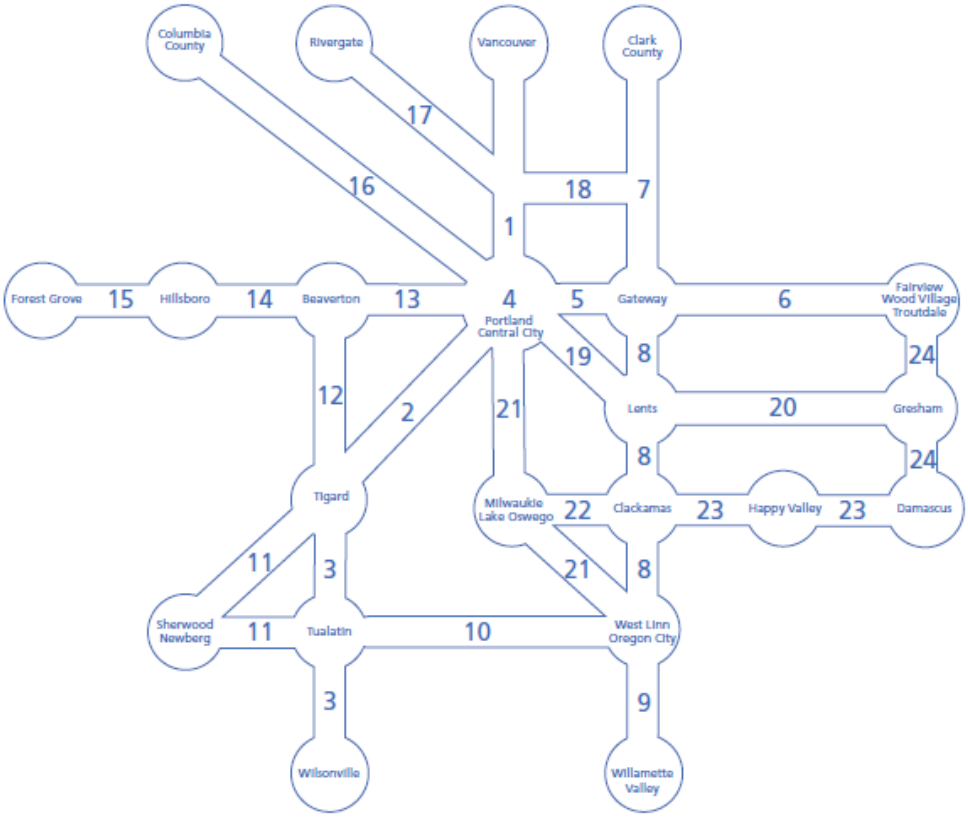
Appendix 3.1 2014 RTP – Mobility Corridor Strategies

MOBILITY CORRIDOR STRATEGIES: HOW DO WE INVEST STRATEGICALLY IN OUR MOBILITY CORRIDORS?

INTRODUCTION

The 2035 RTP introduced the concept of regional mobility corridors, expanding the region's focus on mobility from individual facilities to the network of facilities and the adjacent land uses they serve. The concept builds on the region's network of freeways and highways and the supporting parallel networks of arterial streets, regional bicycle parkways, high capacity transit, and frequent bus service. The function of this system of integrated transportation corridors is metropolitan mobility – moving people and goods between different parts of the region and, in some corridors, connecting the region with the rest of the state and other destinations outside Oregon. The region's mobility corridors are shown in **Figure 1** and listed in **Table 1**.

Figure 1
Mobility Corridors in the Portland Metropolitan Region



The mobility corridors provide a framework for changing the way in which the goals and policies of the RTP are implemented. The regional mobility corridor framework calls for consideration of multiple facilities, modes and land use when identifying needs and the most effective mix of land use and transportation solutions to improve mobility within a specific corridor area. This emphasizes the integration of land use and transportation in determining regional system needs, functions, desired outcomes, performance measures, and investment strategies. At the same time, the mobility corridors are being used to satisfy state requirements for identifying regional needs and demonstrating the adequacy of the region's transportation system to support the region's planned land uses and improve system performance as much as feasible.

Table 1
Mobility Corridors in the Portland Metropolitan Region

Corridor #1 Portland Central City to Vancouver	Corridor #13 Portland Central City to Beaverton
Corridor #2 Portland Central City to Tigard	Corridor #14 Beaverton to Hillsboro
Corridor #3 Tigard to Wilsonville	Corridor #15 Hillsboro to Forest Grove
Corridor #4 Portland Central City Loop	Corridor #16 Portland Central City to Columbia County
Corridor #5 Portland Central City to Gateway	Corridor #17 Rivergate
Corridor #6 Gateway to Troutdale/Wood Village/Fairview	Corridor #18 Columbia Corridor
Corridor #7 Gateway to Clark County	Corridor #19 Portland City Center to Lents
Corridor #8 Gateway to Oregon City	Corridor #20 Lents to Gresham
Corridor #9 Oregon City to Willamette Valley	Corridor #21 Portland Central City to Oregon City/West Linn
Corridor #10 Oregon City to Tualatin	Corridor #22 Milwaukie to Clackamas
Corridor #11 Tigard/Tualatin to Sherwood/Newberg	Corridor #23 Clackamas to Damascus
Corridor #12 Beaverton to Tigard	Corridor #24 Fairview/Wood Village/Troutdale to Damascus

This chapter identifies transportation needs and strategies to address these needs for each of the 24 transportation corridors. It also summarizes the outreach process that Metro and ODOT staff engaged in during 2009 and updated in 2013 to develop the mobility corridor strategies.

MOBILITY CORRIDOR STRATEGIES

The "Mobility Corridor Strategy" framework emerged to better ground the outcomes-based policy framework of the RTP and to demonstrate compliance with state TPR requirements. They are intended to document land use and transportation needs, function and potential solutions for each mobility corridor over the life of the RTP. Each of the 24 mobility corridor strategies documents:

- Planned land use, local aspirations, pedestrian, bike, management and operations, freight, highway, road and transit needs
- Integrated mobility function and purpose for the facilities within a defined corridor-area
- Potential land use and transportation solutions and investment strategies

All 24 mobility corridor strategies were created in partnership with ODOT, TriMet, SMART and affected local governments and identify the relevant project development activities within each corridor. The mobility corridor strategies provide a framework to document regional needs and strategies, guide future planning, implementation and performance monitoring and help inform local transportation system plans (TSPs) updates and corridor refinement plans. Each strategy applies the RTP policies and performance targets from Chapter 2 to identify regional needs for each mobility corridor, emphasizing development of a complete transportation system. The mobility corridor strategies also list all feasible actions and strategies that have been identified to address specific needs.

This is intended as a starting place to inform local TSP updates and corridor refinement plans. The Regional Transportation Functional Plan directs how local governments will implement the RTP, and calls for local TSP updates to consider the regional needs identified in this chapter. Corridor refinement plans and TSP updates identified in the RTP may further refine the needs and strategies identified here.

The RTP recognizes that different parts of the region are at different stages of implementing the 2040 Growth Concept – ranging from largely undeveloped areas that are recent additions to the urban growth boundary to largely developed areas where growth will be accommodated through infill and redevelopment. As a result, different areas may have different transportation needs and investment priorities to support 2040 Growth Concept implementation at the community level. Implementation of a complete transportation system may stretch well beyond the 2040 planning period of this RTP.

Identifying Needs

The 2014 RTP system policies and concepts establish a framework for building a complete and well-connected multi-modal system of regional transportation facilities and services that supports all modes of travel and emphasizes safety, accessibility, mobility, and reliability for people and goods.

The regional street and throughway system concepts and policies emphasize system completion. Throughways are typically up to six-lanes, generally spaced five – seven miles, with interchanges spaced no less than two miles apart. The RTP calls for one-mile spacing of major arterial streets, with minor arterial streets or collector streets at half-mile spacing, recognizing that existing development, stream and other natural features may limit the provision of these connections.

The system of regional streets is multi-modal in design, serving automobiles, trucks, transit, motorcycles, bicycles and pedestrians. Inside the Portland metro region, throughways and arterial streets distribute freight moved by truck to air, marine, and pipeline terminal facilities, rail yards, industrial areas, and commercial centers. A complete street and throughway system allows for movement of goods and services to ensure the reliability of the regional freight system.

The regional transit system concept calls for fast, reliable high capacity transit connections between the central city and regional centers that serve longer trips at a higher operating speed than regional bus service. The regional transit system concept also calls for convenient and reliable regional transit bus service on the majority of the regional arterial system, with streetcars on some streets in the Portland central city and regional centers. These services require passenger infrastructure at stops and stations and a pedestrian system that connects to adjacent streets and neighborhoods.

The RTP elevates the importance of and the need to support pedestrian and bicycle travel, including on-street sidewalks and bicycle lanes, off-street multi-use trails, crossing locations, illumination, and streetscape amenities. Street system connectivity provides the backbone for bicycle and pedestrian travel in the region. For the purposes of the RTP, the regional bicycle and pedestrian systems typically correspond to the arterial street network and to regional multi-use trails with a transportation function. Bikeway gaps may be addressed through bicycle lanes or other bikeway designs, such as bicycle boulevards and bikeways on parallel collector or local streets when right-of-way constraints exist or when the arterial street system does not meet arterial spacing guidelines.

The RTP categorizes system needs into two components: gaps and deficiencies.

System Gap. System gaps are defined as missing links or barriers in the "typical" urban transportation system for any mode that functionally prohibits travel. A gap generally means a connection does not exist at all, but could also be the result of a physical barrier such as a throughway, natural feature, or existing development. A barrier can also be something that prevents an individual or a group from accessing the transportation system, including a lack of information, language, education and/or limited resources.

System Deficiency. System deficiencies are performance, design or operational constraints that limit travel by a given mode. Examples may include unsafe designs, bicycle and pedestrian connections that contain obstacles (e.g., missing ADA-compliant curb ramps, distances greater than 330 feet between pedestrian crossings), low transit frequency; and throughways with less than six through lanes of capacity or arterials with less than four through lanes that fail to meet performance thresholds defined in RTP Tables 2.4 (Interim Regional Mobility Policy) or 2.5 (Non-SOV Modal Targets).

Table 2 summarizes the 2014 RTP regional transportation system concepts and policies that guide the identification of needs and evaluation of strategies and investments in the regional mobility corridors:

Table 2
Regional Needs (Gaps and Deficiencies) by Modal Category

Category	Regional Needs
Transit	• Missing high capacity transit connections between regional centers and central city • Missing regional transit service connections and low frequency service on major arterial streets, and in the central city, regional centers and industrial areas and along 2040 corridors • Transit overcrowding, park-and-ride lot capacity constraints, and low frequency service • Pedestrian and bicycle connections to all existing transit stops and major transit stops designated in Figure 2.15 of the RTP • Transit access and service that address needs of youth, seniors, people with disabilities and environmental justice populations, including minorities and low-income families
Bicycle and Pedestrian	• Missing bicycle and pedestrian facilities, and lack of controlled bicycle and pedestrian crossings on major arterials • Bicycle and pedestrian connections that contain obstacles (e.g., missing ADA-compliant curb ramps, distances greater than 330 feet between pedestrian crossings), absence of pedestrian refuges • Safe crossings of streets and controlled crossings on major arterials.
Regional Trails	• Missing regional trail segments • Safe crossings of streets and controlled crossings on major arterials.
Throughways	• System completion of two-mile spacing of interchanges • Throughway capacity less than 6 through lanes in locations that do not meet performance thresholds defined in RTP Tables 2.4 (Interim Regional Mobility Policy)
Arterials	• Missing throughway, rail and stream over-crossings that help meet arterial network concept goals where practicable • Missing arterial connections • Missing collector connections in the central city, regional centers and industrial areas • Arterial street capacity less than 4 lanes in locations that do not meet performance thresholds defined in RTP Table2.4 (Interim Regional Mobility Policy)
Safety	• Poor design or substandard design features • High crash locations based on ODOT SPIS data
Rail	• At-grade rail crossings that are barriers to bicycle and pedestrian access, freight reliability, safety, and may contribute to congestion
Regional Bridges	• Bridge restrictions (height and weight)
Freight	• Freight access to intermodal facilities, employment and industrial areas, and commercial districts • Lack of reliability on the regional freight transportation system as determined by regional freight facilities that do not meet performance thresholds defined in RTP Tables 2.4 (Interim Regional Mobility Policy) in the midday one-hour period

Mobility Corridor Development

In early 2009, Metro staff worked with regional partners to develop and begin implementing the mobility corridor concept. The regional partners agreed on the need to better understand an individual mobility corridor's components and performance, and to compare performance across multiple mobility corridors in order to identify the most cost-effective strategies and prioritize transportation system investments. Together, 24mobility corridors were identified that include a combination of highway, arterial streets, high capacity transit routes, frequent bus routes, freight/passenger rail and regional trails that move people and goods in and through the Portland region. There were three distinct products of this work:

- Mobility Corridor Atlas;
- Agency Coordination Interviews; and
- Agency Mobility Corridor Workshops.

During the 2014 RTP process, Metro refined the extents of the original 24 corridors to capture changes to the underlying Transportation Analysis Zone (TAZ) structure; to better align with recent corridor studies; and to address gaps in the previous iteration.

Mobility Corridor Atlas

The first Atlas of Mobility Corridors, published in April 2009, was conceived as a way to visually present current land use and multi-modal transportation data for each of the region's major travel corridors. It is designed to help planners and decision-makers understand existing system conditions, identify needs and prioritize investments. This tool is intended to help cities and counties when updating their transportation system plans upon adoption of the RTP.

For each corridor, the atlas provides a general overview that includes location in the region, primary transportation facilities and land use patterns, and an assessment of gaps and deficiencies by travel mode. The atlas also provides for the comparison of data between corridors and the ability to merge multiple corridors for analysis of broader travel areas. The mobility atlas presents a series of maps for each corridor showing its geographic location, transportation facilities, adjacent land use patterns and operational attributes. The maps are accompanied by short explanatory narratives and data graphics Metro will publish version 2.0 of the atlas in the summer of 2014.

Agency Coordination Interviews Summary

During January 2009, Metro and ODOT staff conducted agency coordination interviews (ACIs) with city, county and regional agency staff to examine in greater detail the issues within each mobility corridor. The ACIs provided local jurisdiction staff with the background and context of the mobility corridors and draft versions of the mobility corridor atlas were presented for discussion. Metro and ODOT staff also presented a methodology for identifying regional transportation needs based on gaps and deficiencies, as defined by 2035 RTP policies, for each mobility corridor.

Agency Mobility Corridor Workshops Summary

Metro and ODOT hosted seven Mobility Corridor Workshops in March and April 2009.The main objectives of the workshops were to gather information to help define the needs based on RTP policies as well as mode, function, and general location of facilities within each mobility corridor. The workshops resulted in the information included in each of the mobility corridor strategies.

The 2014 RTP process included an opportunity for partner agencies to review and update information for corridors in their jurisdiction but did not replicate the extensive outreach undertaken during the 2035 RTP development. It is anticipated that with the next major RTP update, a through re-examination of the corridor needs and strategies will occur.

OVERVIEW AND GUIDE TO USING THE MOBILITY CORRIDOR STRATEGIES

The mobility corridor strategies that follow document the corridor's function, geographic location, transportation facilities, 2040 land uses, corridor needs, and all feasible investment strategies. Each strategy contains the same elements and the following descriptions are included to serve as a guide to understanding the mobility corridor strategies.

Corridor Function –Provides a statement of the mobility corridors function as it relates to accessing 2040 land uses and contributes to freight mobility and statewide travel.

Corridor Characteristics – Compares population, households, and employment in 2010 and 2040. It shows the percent change in the mobility corridor for all three categories and contrasts this with the increases in the overall regional totals.

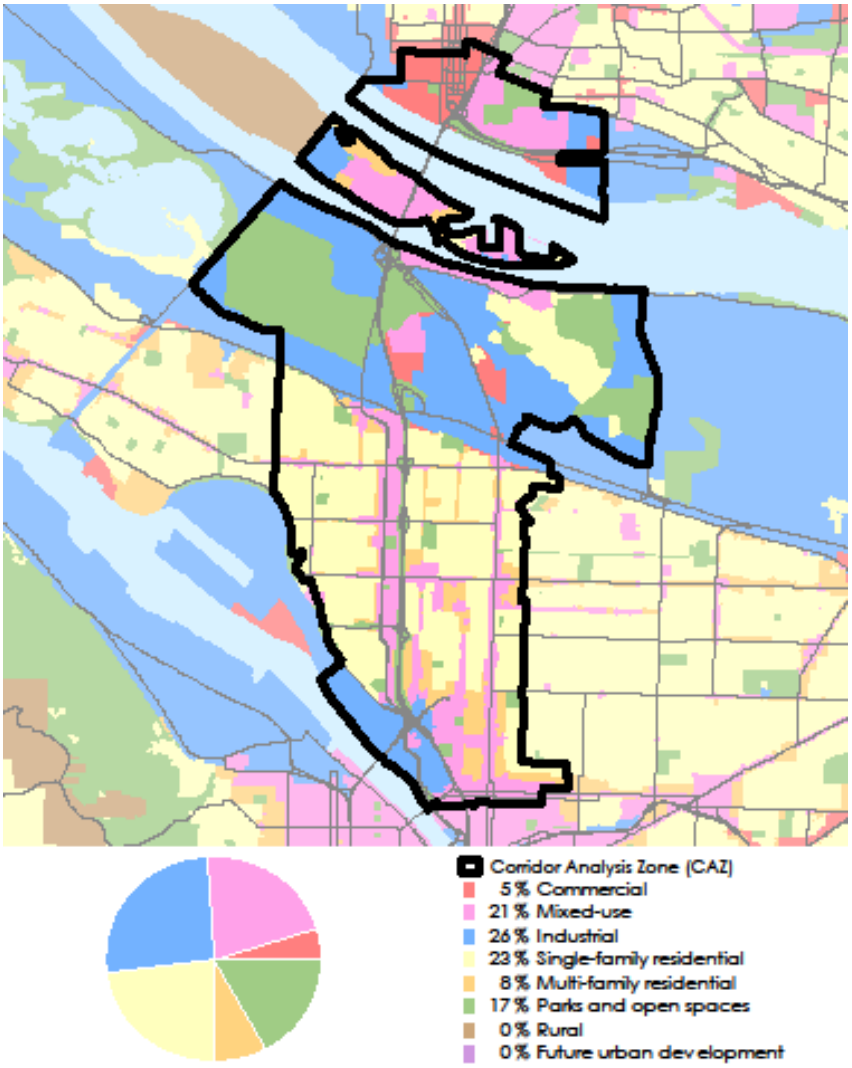
Regional Transportation Facilities – Lists the major transportation facilities including high capacity transit (HCT), regional trails, regional bridges, state throughways, and major parallel arterial facilities.

Regional 2040 Land Uses – Lists the 2040 land uses that fall within the boundaries of the mobility corridor focusing on regional centers, town centers, employment and industrial areas, passenger and freight intermodal facilities and identifying other key destinations.

Summary of Needs – The table summarizes needs based on the RTP system completion policies, performance targets, mobility policies and non-SOV modal targets detailed in Chapter 2. The needs focus on gaps and deficiencies in the transit network, bicycle and pedestrian networks, throughway network, arterial network, regional bridges, safety, and the regional freight network.

RTP Investment Strategy – The table categorizes all feasible projects into near-term, medium term, and long-term investment strategies. It lists of unfunded projects that do not have identified revenue to be included in either the Federal or State RTP. Additionally, it proposes a list of regional and local actions to be performed for each mobility corridor to begin implementing the identified strategies.

MOBILITY CORRIDOR #1– PORTLAND CENTRAL CITY TO VANCOUVER



CORRIDOR FUNCTION

What function(s) does the corridor serve?
2040 Access: Connects the Central City to the City of Vancouver. Provides access to the Lower Albina, Swan Island, Rivergate and West Columbia Corridor industrial areas, intermodal marine and rail facilities, Portland Community College (Cascade Campus), and regional attractions in the Delta Park area and Smith and Bybee Lakes Regional Park.
Freight Mobility: Serves as part of the West Coast Trade Corridor (from Canada to Mexico), provides access to the intermodal Albina rail yard, Portland Harbor marine terminals and is part of the access route to Portland International Airport for air cargo. Also serves as rail and highway access to river-dependent industrial uses.
Statewide Travel: Serves as one of two northern gateways to the region, and provides access to the Central City hub and the state of Washington.

CORRIDOR CHARACTERISTICS

	2010	2040	2040 Regional Totals	% of Regional Total	% Change in Corridor	% Change in Region 2010- 2040
Population	52,280	88,374	2,991,589	3.0%	69.0%	45.1%
Households	23,794	44,670	1,225,212	3.6%	87.7%	50.9%
Employment	40,269	62,314	1,508,428	4.1%	54.7%	64.6%

REGIONAL TRANSPORTATION FACILITIES

HCT	Regional Trail	Regional Bridges	Through-ways	Parallel Arterials	Heavy Rail
• Interstate MAX	• N. Willamette Trail • Peninsula Crossing Trail • Lewis & Clark Discovery Trail	• Columbia River Bridge	• I-5	• MLK Jr. Blvd • Interstate Ave • Going St • Vancouver/ Williams St • Greeley Ave • Denver Ave	• Union Pacific • Seattle Sub mainline BNSF

REGIONAL 2040 LAND USES

Regional Centers	Town Centers	Intermodal Facilities	Employment /Industrial Areas	Other Key Destinations
• Portland Central City • Vancouver	•	• Lower Albina Industrial/Rail Yard • Terminal -6 • Private marine terminals	• Columbia Corridor • Rivergate Industrial • Swan Island IA • Lower	• Expo Center • Delta Park • University of Portland • Portland Community College

NEEDS AND STRATEGIES

	Regional Needs	Corridor Strategies
Transit	• Connect all 2040 Town Centers, Regional Centers, and the Central City with frequent transit service (consistent with RTP policy). • Connect all 2040 Regional Centers with high capacity transit (consistent with RTP policy). • Direct, safe, comfortable, bike and pedestrian connections to all transit stops. • Transit connections between HCT stations and essential destinations located greater than one mile from stations. • Bicycle parking and options for bike sharing at all HCT stations.	• Incentivize high to medium density, mixed-use, pedestrian oriented development in the Central City, Regional Centers, Town Centers, Main Streets, and around LRT station areas. If sufficient demand exists, additional transit service will be added to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement service. • LRT is currently in development to connect Portland Central City with Vancouver Regional Center as part of the Columbia River Crossing (CRC) project. • Analyze transit stops in relation to bicycle and pedestrian network and build direct, safe, comfortable bicycle and pedestrian facilities in areas where they do not exist. Refer to TriMet's Pedestrian Network Analysis project for recommended places to focus attention and for replicable analysis methodology. • Identify essential destinations greater than one mile from transit stops, estimate demand for local transit service that connects to HCT lines. If sufficient demand exists, add local transit investment to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement. Also consider developing private shuttle services to serve this need. • Refer to the RTP Regional Transit Network map for regional bike-transit facility locations where demand is expected to be sufficient to warrant a major bike parking facility. Bikeway connections to these stations should be prioritized. For all other stations, refer to TriMet's bike parking design guidelines. When finances permit, TriMet will implement. • Implement Regional Transportation Functional Plan and Urban Growth

	Regional Needs	Corridor Strategies
		Management Functional Plan.
Bike and Pedestrian	• Safe, direct, continuous and comfortable bicycle and pedestrian connections between essential destinations, transit stops, housing, jobs, and retail.	• Significantly improve bicycle and pedestrian facilities across the Columbia River as part of the Columbia River Crossing (CRC) project. • Identify where essential destinations are in relation to transit stops, housing, jobs, and retail and prioritize pedestrian pathways between these areas. • Implement Active Transportation Plan • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Regional Trails	• North/south trail connectivity. • Direct connections between trails and on-street bicycle and pedestrian facilities.	• The proposed North Willamette Greenway trail combines with the existing Peninsula Crossing trail to provide for north/south travel along the western section of the corridor • The Peninsula Canal trail would provide for a north/south connection between the Columbia Slough trail and Marine Drive trails in the northeast section of the corridor. • Analyze regional trail access points in relation to on-street bicycle and pedestrian network and provide direct, safe, comfortable bicycle and pedestrian facilities in areas that do not have these connections. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

	Regional Needs	Corridor Strategies
Throughways[1]	• 7 interchanges within this mobility corridor along I-5 do not meet the ODOT two-mile spacing standard. • The distance between the N. Lombard Street and N. Columbia Blvd. interchange, the N. Columbia Blvd. and Hayden Island interchange, and the Hayden Island and Highway 14 interchange (in Clark County) are less than one-mile apart. • The Interstate Bridge is a bottleneck. The following facilities do not meet the performance threshold in Table 2.4 • I-5 in the 2040 PM 2 peak hour volumes exceed capacity northbound north of the Fremont Bridge. • I-5 in the 2040 1 hour mid-day volumes exceed capacity northbound and southbound north of the Fremont Bridge.	• No strategies currently identified to address interchange spacing. • Columbia River Crossing project (RTP #10893) to replace the existing bridge with added lanes, reconstructed interchanges, improved access roads connecting to the interchanges, and peak period tolling as a demand management tool (financially constrained). • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Arterials[2]	Arterial Gaps • Need for a North Willamette River crossing.	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
At-grade Heavy Rail	There is one at-grade heavy rail crossing within this mobility corridor: • NE Lombard Place • N Tindall • N Peninsular	• NE Martin Luther King Jr. Blvd./Columbia Blvd. Transportation Improvement Program identified an advanced railroad crossing warning signal to address NE Lombard Place at grade rail crossing deficiency. • Kenton Line Double Tracking • Local TSPs evaluate at-grade heavy rail crossings for deficiencies and solutions. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

[1] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)
[2] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)

	Regional Needs	Corridor Strategies
Regional Bridges	The following bridges within this mobility corridor have height or weight restrictions: • N. Vancouver Ave. Eastbound crossing the Columbia Slough (8500 N. Vancouver) – Wt. Limits: 50,000 lbs. (single unit); 80,000 lbs. (combination unit) • N. Incinerator Rd. crossing the Columbia Slough (12100 N. Incinerator Rd.) – Wt. Limits: 50,000 lbs. (single unit); 80,000 lbs. (combination unit) • N. Vancouver Ave. Eastbound crossing the UPRR tracks (7800 N. Vancouver) – 50,000 lbs. (single unit); 80,000 lbs. (combination unit) • N. Interstate Ave. Ramp (SB Interstate to Broadway Bridge) – Wt. Limits: 50,000 lbs. (single unit); 80,000 lbs. (combination unit) • N. Interstate Ave. Viaduct (sloped hillside next to SB lane) – Wt. Limits: 50,000 lbs. (single unit); 80,000 lbs. (combination unit) • George School Pedestrian Overpass (N. Columbia Blvd.) – Clearance: 16'-00" • The UPRR bridge just west of I-5 has a height limitation for over-dimensional vehicles. • NE 28th Ave. crossing LRT and I-84 (1100 NE 28th Ave.) – Wt. Limits: 50,000 lbs. (single unit); 80,000 lbs. (combination unit)	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

	Regional Needs	Corridor Strategies
Safety	• I-5 from the Rose Quarter north to the CRC ranks as Category 4 and 5, with most of the stretch ranking as a Category 5. (This is on a scale of 1-5, with Category 5 being the highest priority.) • The following intersections rank in the 95% percentile according to ODOT's SPIS rankings: I-5 and I-405, I-5 and N. Lombard St., and I-5 and the CRC.	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Regional Freight	(The following do not meet the performance threshold in Table 2.4) • 2040 midday 1-hour volumes exceed capacity, I-5 northbound from N. Killingsworth St. to N. Rosa Parks Way and northbound on the Interstate Bridge.	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

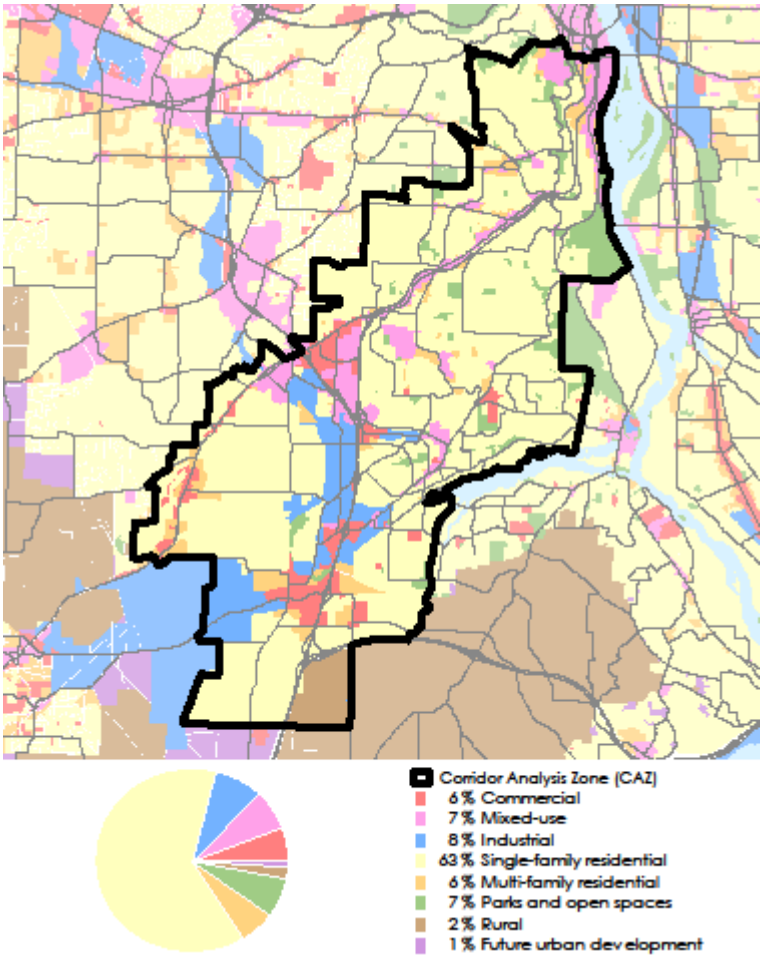
2040 INVESTMENT STRATEGY

	Strategy
Near-Term (1 – 4 years)	• System and demand management along mobility corridor and parallel facilities for all modes of travel. • Address arterial connectivity and crossings. • I-5 Rose Quarter Improvements to improve safety and operations on I-5, connection between I-84 and I-5, and multimodal access to and connectivity between the Lloyd District and Rose Quarter: Environmental, PE
Medium Term (5 – 10 years)	• Complete interchange and connecting street improvements, consistent with I-5/CRC study. • Complete capacity and safety projects for I-5/CRC. • Complete LRT from Portland to Vancouver. • N. Willamette Greenway trail. • Peninsula Canal Trail. • I-5 Rose Quarter Improvements: Right of Way
Long-term (10 – 25 years)	• I-5 Rose Quarter Improvements: Construction

Unfunded Projects

Regional Actions	Local Actions
• Update Atlas of mobility corridors. • Continue developing data collection and performance monitoring capabilities. • Work on furthering the Active Transportation Concept • Complete the Regional Over Dimensional Truck Strategy	• Initiate actions related to the HCT System Expansion Policy as part of CRC. • Incorporate strategies from the Regional TSMO plan into local TSPs • Implement Active Transportation Plan. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Provide Metro with TSMO, bike and pedestrian inventory data when updated through TSP update.

MOBILITY CORRIDOR #2– PORTLAND CENTRAL CITY TO TIGARD



CORRIDOR FUNCTION

What function(s) does the corridor serve?
2040 Access: Connects the Central City to Washington Square Regional Center and the southwest part of the region, and access to regional destinations such as Oregon Health Sciences University, Portland Community College (Sylvania Campus) and Tryon Creek State Park.
Freight Mobility: Serves as part of the West Coast Trade Corridor (from Canada to Mexico).
Statewide Travel: Provides access to the Central City hub from the Willamette Valley.

CORRIDOR CHARACTERISTICS

	2010	2040	2040 Regional Totals	% of Regional Total	% Change in Corridor	% Change in Region 2010-2040
Population	147,563	197,763	2,991,589	6.6%	34.0%	45.1%
Households	56,548	79,072	1,225,212	6.5%	39.8%	50.9%
Employment	90,217	133,032	1,508,428	8.8%	47.5%	64.6%

REGIONAL TRANSPORTATION FACILITIES

HCT	Regional Trail	Regional Bridges	Throughways	Parallel Arterials	Heavy Rail
• WES	• Willamette Shoreline Trail • Terwilliger Trail • Fanno Creek Trail	• Ross Island Bridge	• I-5 • OR 99W	• Barbur Blvd./OR 99W • Macadam Ave./OR 43 • Boones Ferry Rd. • 72nd Ave • Hall Blvd	• Portland & Western

REGIONAL 2040 LAND USES

Regional Centers	Town Centers	Intermodal Facilities	Employment/ Industrial Areas	Other Key Destinations
• Portland Central City	• Tigard • Tualatin • Lake Grove • Hillsdale • Raleigh Hills West Portland	•	• Tigard Industrial • Tualatin Industrial • Tigard Triangle • South Waterfront • Kruse Way	• PCC Sylvania • OHSU • Bridgeport Village

NEEDS AND STRATEGIES

	Regional Needs	Corridor Strategies
Transit	• Connect all 2040 Town Centers, Regional Centers, and the Central City with frequent transit service (consistent with RTP policy). • Connect all 2040 Regional Centers with high capacity transit (consistent with RTP policy). • Direct, safe, comfortable, bike and pedestrian connections to all transit stops; • Transit connections between HCT stations and essential destinations located greater than one mile from stations. • Bicycle parking and options for bike sharing at all HCT stations. • Park- and- ride capacity constraints: Barbur Blvd @ 100%, Tualatin @ 93%.	• More supportive, high to medium mixed-use development around MAX station areas. Incentivize high to medium density, mixed-use, pedestrian oriented development in the Central City, Regional Centers, Town Centers, Main Streets, and around HCT station areas. If sufficient demand exists, additional transit service will be added to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement service. • Potential HCT line between Portland Central City and Sherwood (in general vicinity of Barbur Blvd./OR99W). It is listed as a "Near-term" investment priority in the Long-range HCT Plan. • Build direct, safe, comfortable bike and pedestrian networks that access transit stops. Refer to TriMet's Pedestrian Network Analysis project for priority locations along with a replicable analysis methodology. Identify essential destinations greater than one mile from transit stops, estimate demand for local transit service that connects to HCT lines. If sufficient demand exists, add local transit investment to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement. Also consider developing private shuttle services to serve this need. • Plan, design and construct major bike parking facilities in locations where demand is expected to be sufficient to warrant. Refer to the RTP Regional Transit Network map. For all other stations, refer to TriMet's bike parking design guidelines. When finances permit, TriMet will implement. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

	Regional Needs	Corridor Strategies
Bike and Pedestrian	• Direct, continuous and comfortable bicycle and pedestrian pathways between essential destinations, transit stops, housing, jobs, and retail.	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan • Identify where essential destinations are in relation to transit stops, housing, jobs, and retail and prioritize pedestrian pathways between these areas. • $31 million in multimodal improvements identified on Barbur). • $16 million in bike and pedestrian improvements identified in the Metzger area. Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Regional Trails	• Direct connections between trails and on-street bicycle and pedestrian facilities. • North/south trail connectivity. • Fanno Creek Regional Trail gaps.	• Analyze regional trail access points in relation to on-street bicycle and pedestrian network and provide direct, safe, comfortable bicycle and pedestrian facilities in areas that do not have these connections. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

	Regional Needs	Corridor Strategies
Throughways[3]	• 7 interchanges heading south along I-5 from the Ross Island Bridge do not meet the ODOT 2-mile spacing standard. • Fanno Creek, the rail line, and freeway corridors are transportation barriers in close proximity to each other, and there is a lack of capacity crossing these barriers. • Potential need for additional I-5 crossings between the Ross Island Bridge and its intersection with Barbur Blvd. The following do not meet the performance threshold in Table 2.4: 2040 Mid-day 1 hour volumes exceed capacity on • I-5 southbound between Highway 217 and Carmen Drive and north of Nyberg Street • I-5 northbound Highway 217 and Nyberg Street. 2040 PM 2-Hour Peak Volumes exceed capacity on: • I-5 both directions between Highway 217 and Carmen Drive and north of Nyberg exit.	• Refinement planning to address issues in the corridor such as interchange spacing. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan

[3] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)

	Regional Needs	Corridor Strategies
Arterials[4]	Arterial Gaps • East/west connectivity between OR 43 and I-5, south of the point at which I-5 turns west. • Inadequate north/south arterial connection spacing between OR 99W and I-5 from Durham Road south to the County line • Lack of connections to I-5. • Lack of connectivity in Metzger area (Taylors Ferry Rd. to Oleson Rd.) • Better connection between Terwilliger/I-5 and Washington Square. The following do not meet the performance threshold in Table 2.4: 2040 Mid-day 1 hour volumes exceed capacity on • OR 99W between the Ross Island Bridge and Abernethy Street (in both directions). • OR 43 between Miles Street and the Sellwood Bridge. 2040PM 2-Hour Peak Volumes Exceed Capacity on: • OR 99W between the I405 interchange and Abernethy Street (in both directions). • OR43 (both directions) most of the route except for between the Ross Island Bridge and Palatine Road. • Boones Ferry Road between Kruse Way and Country Club Boulevard.	• ITS measures to improve efficiency and safety of Hwy 43 between I-405 and Sellwood Br. (RTP project #10173) • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

[4] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)

	Regional Needs	Corridor Strategies
At-grade Heavy Rail	The following at-grade heavy rail crossings exist in this mobility corridor: • SW Tualatin-Sherwood Rd. (at intersection with Boones Ferry Rd.) • SW Nyberg St. (at intersection with SW Boones Ferry Rd.) • SW Tualatin Rd. (near SW 86th Ave.) • SW Durham Rd. • SW Bonita Rd. • SW Hall Blvd. • SW Main St. • SW Tiedeman Ave. • SW North Dakota St. • SW 95th Ave. (near Tualatin-Sherwood Rd.)	• WES quiet zone project • Local TSPs evaluate at-grade heavy rail crossings for deficiencies and solutions. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan
Regional Bridges	• The bridge at SW Capitol Highway (that crosses SW Bertha Blvd.) is weight restricted: 50,000 lbs. (single unit) and 80,000 lbs. (combination unit). • The bridge on SW Capitol Highway (that crosses SW Bertha Blvd.) is height restricted. The clearance is 15'-02". • Weight limited bridge (1419) on east end of Barrows south of Scholls Ferry Road.	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan
Safety	• I-5 from the I-405 interchange to the area just south of the I-205/I-5 interchange ranks on the ODOT SPIS list as Category 4 and 5(Scale 1-5, 5 being highest priority).Multiple locations rank above the 90th percentile.	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan

	Regional Needs	Corridor Strategies
Regional Freight	The following do not meet the performance threshold)Midday 1-hour 2040 NB volumes exceed capacity: • I-5 in both directions between the Tualatin TC and SW Durham Rd. and in both directions around the Lake Grove Town Center • SW Durham Rd. between I-5 and the SW Pacific Hwy at the King City TC (both directions). • OR 217 between SW Denney Rd. and SW Hall Blvd.	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan

2040 INVESTMENT STRATEGY

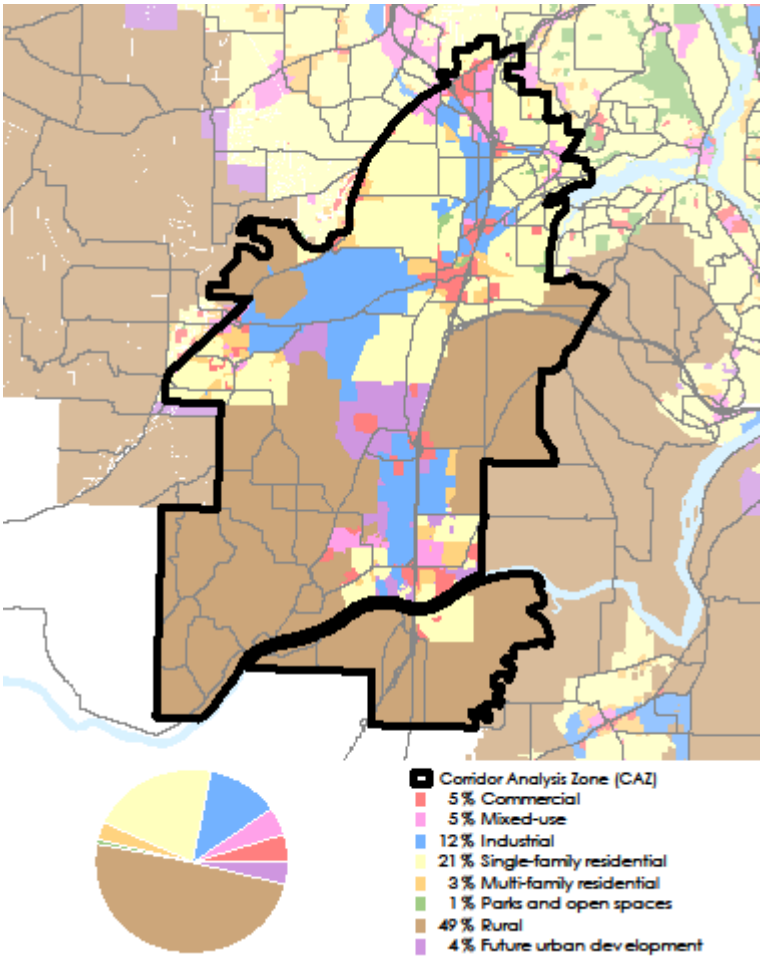
	Strategy
Near-Term (1 – 4 years)	• System and demand management along mobility corridor and parallel facilities for all modes of travel • Address arterial connectivity and crossings. • Complete mobility corridor refinement plan. • Complete alternatives analysis for HCT corridor. • Complete land use planning of HCT corridor as part of HCT System Expansion Policy. • Complete gaps and make crossing improvements in the sidewalk and bike network.
Medium Term (5 – 10 years)	• Complete gaps in the arterial network. • Coordinate TSM/TDM strategies.
Long-term (10 – 25 years)	• Interchange improvements, consistent with refinement plan

Unfunded Projects
• 99W Multimodal improvements, $22,400,000 • I-5 North Tigard to I-405 improvements, $398,700,000

Regional Actions	Local Actions
• Continue work on identifying resources to complete mobility corridor refinement plan. • Begin HCT alternatives analysis. • Conduct corridor refinement plan.	• Initiate actions related to the HCT System Expansion Policy as part of CRC. • Incorporate strategies from the Regional TSMO plan into local TSPs

• Update Atlas of mobility corridors. • Continue developing a data collection and performance monitoring system. • Work on furthering the Active Transportation Concept	• Implement Active Transportation Plan. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Provide Metro with TSMO, bike and pedestrian inventory data when updated through TSP update.

MOBILITY CORRIDOR #3 – TIGARD TO WILSONVILLE



CORRIDOR FUNCTION

What function(s) does the corridor serve?
2040 Access: Provides access to the Tualatin-Sherwood and Wilsonville industrial areas, connects the cities of Tigard, Tualatin Lake Oswego, Rivergrove, Sherwood, and Wilsonville and provides regional access to the Tualatin National Wildlife Refuge.
Freight Mobility: Provides short line heavy rail access to Washington County from the Willamette Valley, I-5 access for surrounding agricultural activities and is part of the West Coast Trade Corridor (from Canada to Mexico). Serves industrial lands in Tualatin and Wilsonville. Provides freight access to I-5 from SW Clackamas County via the OR551/Arndt Rd corridor. Provides freight rail access to UP Brooklyn Yard and the OR 224/OR 99E corridor.
Statewide Travel: Serves as the primary southern gateway to the region via I-5 and 99W and a statewide route to Portland International Airport via I-5 and I-205.

CORRIDOR CHARACTERISTICS

	2010	2040	2040 Regional Totals	% of Regional Total	% Change in Corridor	% Change in Region 2010-2040
Population	114,962	158,463	2,991,589	5.3%	37.8%	45.1%
Households	42,300	59,870	1,225,212	4.9%	41.5%	50.9%
Employment	84,234	141,393	1,508,428	9.4%	67.9%	64.6%

REGIONAL TRANSPORTATION FACILITIES

HCT	Regional Trail	Regional Bridges	Throughways	Parallel Arterials	Heavy Rail
• WES	• Tonquin Trail • Powerline Trail • Fanno Creek Trail • Westside Trail • Tualatin River Greenway Trail • I-5 Path	• Boone Bridge (I-5)	• I-5 • OR 99W	• 72nd Ave. • Boones Ferry Rd. • Grahams Ferry Rd. • Hall Blvd. • Stafford Rd./Elligsen Rd. • Tualatin Sherwood Rd Kruse Way	• Portland & Western

REGIONAL 2040 LAND USES

Regional Centers	Town Centers	Intermodal Facilities	Employment/ Industrial Areas	Other Key Destinations
	• Tigard • Tualatin • Wilsonville • Sherwood • Lake Grove		• Tualatin/Sherwood Tigard • Wilsonville • Tigard Triangle • Kruse Way • Basalt Creek • Coffee Creek	• Woodburn • Bridgeport Village • Willamette Valley • Champoeg Park

NEEDS AND STRATEGIES

	Regional Needs	Corridor Strategies
Transit	• Better bike and pedestrian access to WES stations. • Better shuttle or bus feeder service to WES stations. • Midday WES commuter rail service. • Address improvements to I-5 for easy transit access to transit hubs. • The following parallel arterials for this corridor do not have transit service: Stafford Rd., Grahams Ferry Rd., 65th Ave., and Tonquin Rd. • Connect all 2040 Town Centers, Regional Centers, and the Central City with frequent transit service (consistent with RTP policy). • Connect all 2040 Regional Centers with high capacity transit (consistent with RTP policy). • Direct, safe, comfortable, bike and pedestrian connections to all transit stops. • Ensure transit connections between HCT stations and essential destinations located greater than one mile from stations. • Provide bicycle parking and options for bike sharing at all HCT stations. • Provide connection to SMART and other rural transit providers. • Participate in planning for state high speed passenger rail as identified in TriMet and SMART's transit enhancement plans.	• Incentivize high to medium density, mixed-use, pedestrian oriented development in the Central City, Regional Centers, Town Centers, Main Streets, and around HCT station areas. If sufficient demand exists, additional transit service will be added to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement service. • Implement SW Corridor Plan • Long-Range HCT Plan Identifies a potential HCT line between Portland Central City and Sherwood (in general vicinity of Barbur Blvd./OR99W).It is listed as a "Near-term" investment priority. • Analyze transit stops in relation to bicycle and pedestrian network and build direct, safe, comfortable bicycle and pedestrian facilities in areas that do not have these facilities. Refer to TriMet's Pedestrian Network Analysis project for recommended places to focus attention and for replicable analysis methodology. • Identify essential destinations greater than one mile from transit stops, estimate demand for local transit service that connects to HCT lines. If sufficient demand exists, add local transit investment to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement. Also consider developing private shuttle services to serve this need. • Refer to the RTP Regional Transit Network map for regional bike-transit facility locations where demand is expected to be sufficient to warrant a major bike parking facility. Bikeway connections to these stations should be prioritized. For all other stations, refer to TriMet's bike parking design guidelines. When finances permit, TriMet will implement. • Implement Regional Transportation

	Regional Needs	Corridor Strategies
		Functional Plan and Urban Growth Management Functional Plan
Bike and Pedestrian	• Direct, continuous and comfortable bicycle and pedestrian pathways between essential destinations, transit stops, housing, jobs, and retail. • 65th, 72nd, Grahams Ferry, and Stafford lack bike lanes or shoulders, and are unsafe for bikes. • Implement bicycle signage.	• Identify where essential destinations are in relation to transit stops, housing, jobs, and retail and prioritize pedestrian pathways between these areas. Fund and construct the French Prairie Pedestrian/Bicycle/Emergency Bridge over the Willamette River in Wilsonville • Implement Regional Active Transportation Plan • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan
Regional Trails	• North/south trail connectivity in this corridor. • Direct connections between trails and on-street bicycle and pedestrian facilities.	• Analyze regional trail access points in relation to on-street bicycle and pedestrian network and build direct, safe, comfortable bicycle and pedestrian facilities in areas that do not have these connections. • Complete the Ice Age - Tonquin Trail • Provide access to the Willamette Valley • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan
Throughways[5]	• The distance between the SW Nyberg St. and I-205 interchanges is less than one-mile apart and does not meet the ODOT 2-mile interchange spacing standard. • There are existing merge-weave issues on NB I-5 between I-205 and Nyberg Rd. interchanges. The following do not meet the performance threshold in Table 2.4: • 2040 PM 2-hour peak volumes exceed capacity on I-5 in both directions south of I-205 to Boones Ferry Rd. and in the southbound direction from Boones Ferry Rd. to Wilsonville	• A series of auxiliary lane improvements between the UGB and the I-205 interchange are planned • I-5 SB auxiliary lane near Boones Ferry Rd • Operational improvements are currently being studied for this corridor • Construct projects in local TSPs. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan

[5] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)

	Regional Needs	Corridor Strategies
	Rd.	
Arterials[6]	Arterial Gaps • East of I-5 and south of I-205 there are gaps in both the north/south and east/west connectivity near Stafford Rd. • West of I-5 and both north and south of Tualatin-Sherwood Rd., there are gaps in both the north/south and east/west connectivity. • Need for improved local grid systems to remove traffic from primary arterials and provide alternatives for local traffic. Arterial Deficiencies • Need for more Willamette River crossings and an I-5 overcrossing on arterials. • Grahams Ferry Rd. between Ridder Rd. and Boeckman/Tooze Rd. is narrow and has vision clearance issues. • Most of the arterial roadways in the corridor are less than 4 lanes for at least part of the roadway. All or portions of the following roads have less than 4 lanes: Stafford Rd., Boones Ferry Rd., Tonquin Rd., 72nd Ave., Day Rd., Tualatin-Sherwood Rd., Nyberg St., Elligsen Rd., Wilsonville Rd., Boeckman Rd., Lower Boones Ferry Rd., Durham Rd., Bridgeport Rd., Bonita Rd., and Sagart St. • Intersection spacing issue causes significant delay on Boones Ferry Rd. between the I-5 interchange and 95th Avenue. • Implement Basalt Creek	• Construct projects in local TSPs. • Implement Basalt Creek Transportation Refinement Plan to address lack of east/west and north/south connectivity west of I-5 and south of Tualatin-Sherwood Rd including the extension of SW 124th and the East-West connectors. • Widen 72nd Ave • Implement ITS measures to improve efficiency and safety of Tualatin-Sherwood Rd, Boones Ferry Rd, Nyberg Rd, and 65th. • Complete intersection improvements on Upper Boones Ferry Rd. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan

[6] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)

Regional Needs	Corridor Strategies
Transportation Refinement Plan. The following do not meet the performance threshold in Table 2.4: • 2040 PM 2-hour peak volumes exceed capacity on Boones Ferry Rd. just south of I-205 in both directions. • 2040 PM 2-hour peak volumes exceed capacity on Stafford Rd. in both directions from I-205 to SW 65th Ave. • 2040 PM 2-hour peak volumes exceed capacity on Grahams Ferry Rd. in both directions from just south of I-205 to Day Rd. north of I-205).	

	Regional Needs	Corridor Strategies
At grade Heavy Rail	There are multiple at-grade heavy rail freight and WES crossings at within this mobility corridor as follows: • SW Tualatin-Sherwood Rd. (at intersection with Boones Ferry Rd.) • SW Tonquin Rd. • SW Nyberg St. (at intersection with SW Boones Ferry Rd.) • SW Boones Ferry Rd(south of Lower Boones Ferry/Upper Boones Ferry intersection) • Lower Boones Ferry Rd. • Boones Ferry Rd (at Jean Rd) • Boones Ferry Rd (at Pilkington Rd) • Bryant Rd (at Lakeview Blvd) • Lakeview Blvd (at Iron Mountain Blvd) • SW Tualatin Rd. (near SW 86th Ave.) • SW Durham Rd. • SW Bonita Rd. • SW Hall Blvd. • SW Main St. • SW Tiedeman Ave. • SW North Dakota St. • SW Scholls Ferry Rd. • SW Hall Blvd. (at SW Cascade Ave.) • SW 5th St. (near SW Alger Ave.) • SW Beaverton Hillsdale Hwy and SW Lombard Ave. • SW Farmington Rd. (at SW Hall Ave.) • SW 95th Ave. (near Tualatin-Sherwood Rd.) • SW Avery • SW Teton • SW Boeckman Rd. • Wilsonville Rd. • Barber St. (at WES)	• WES quiet zone • Local TSPs to evaluate at grade heavy rail crossings for deficiencies and solutions. • Improve at-grade crossings for pedestrian and bicycle safety, and vehicular movements. • Preserve and upgrade rail corridors for freight and passenger rail to support future needs. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan

	Regional Needs	Corridor Strategies
Regional Bridges	• The Grahams Ferry undercrossing of the P&W line and WES has a height restriction, which affects freight vehicles. It is a safety hazard and limits mobility.	• Implement Grahams Ferry/Railroad project • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan
Safety	• I-5 from the I-405 interchange to the area just south of the I-205/I-5 interchange ranks on the ODOT SPIS list as Category 4 and 5(Scale 1-5, 5 being highest priority).Multiple locations rank above the 90th percentile.	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan
Regional Freight	The following do not meet the performance threshold in Table 2.4: • I-5 in the 2040 1-hour midday hour volumes exceed capacity from I-205 to Boones Ferry Rd. and from Wilsonville Rd. to the next interchange south in both directions. • I-5 in the 2040 1-hour midday hour volumes exceed capacity in both directions around the Lake Grove Town Center. The Tonquin-Day-Graham's Ferry-Boones Ferry route between the Tualatin industrial area and the Elligsen interchange has geometric deficiencies that need to be improved to function reliably for freight traffic.	• Implement Basalt Creek Transportation Refinement Plan to address lack of east/west and north/south connectivity west of I-5 and south of Tualatin-Sherwood Rd including the extension of SW 124th and the East-West Connector. • Address the safety and geometric deficiencies as Tonquin/Grahams Ferry Rd intersection. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan

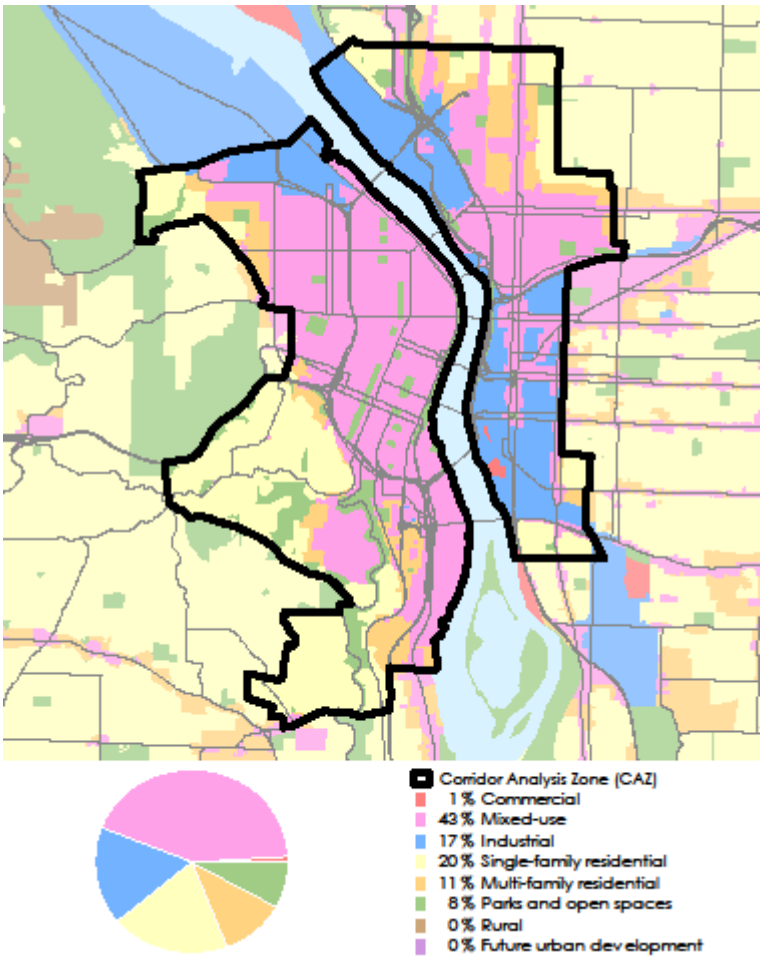
2040 INVESTMENT STRATEGY

	Strategy
Near-Term (1 – 4 years)	• System and demand management along mobility corridor and parallel facilities for all modes of travel. • Address arterial connectivity and crossings. • Complete alternatives analysis for HCT corridor. • Complete land use planning of HCT corridor as part of HCT System Expansion Policy. • Complete gaps and make crossing improvements in the sidewalk and bike network.
Medium Term (5 – 10 years)	• Complete gaps in the arterial network. • Complete mobility corridor refinement plan. • Coordinate TSM/TDM strategies.
Long-term (10 – 25 years)	• Extend auxiliary lanes to relieve congestion and improve safety at recurring bottleneck locations: SB from Lower Boones Ferry Rd entrance ramp to I-205 exit ramp; NB from Nyberg Rd Interchange to Lower Boones Ferry Rd interchange.

Unfunded Projects
• Boones Ferry Rd Improvements, Tualatin to I-5, $27,000,000 • OR 141 Improvements, Durham to Tualatin, $27,000,000 • Extend auxillary lanes on I-5 fromLower Boones Ferry interchange to Carment Drive • Operational improvements to address safety, operations, mobility, and improved freight access and reliability from Marquam Bridge to UGB (11304 - $110,000,000)

Regional Actions	Local Actions
• Continue work on identifying resources to complete mobility corridor refinement plan. • Begin HCT alternatives analysis. • Conduct corridor refinement plan. • Continue developing a data collection and performance monitoring system. • Work on furthering the Active Transportation Concept	• Initiate actions related to the HCT System Expansion Policy. • Land use planning; • Address connectivity needs in local TSPs. • Incorporate strategies from the Regional TSMO plan into local TSPs. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Provide Metro with TSMO, bike and pededstrian inventory data when updated through TSP update.

Corridor #4 – Portland Central City Loop



CORRIDOR FUNCTION

What function(s) does the corridor serve?
2040 Access: Connects the region to the Portland Central City, including passenger intermodal stations, major educational institutions and regional attractions such as Tom McCall Park, the Rose Quarter and Oregon Convention Center.
Freight Mobility: Provides highway and Class I heavy rail access to the Central Eastside Industrial Area and serves as part of the West Coast Trade Corridor (extending from Canada to Mexico).
Statewide Travel: Provides statewide access to the Portland Central City and as a hub for statewide travel.

CORRIDOR CHARACTERISTICS

	2010	2040	2040 Regional Totals	% of Regional Total	% Change in Corridor	% Change in Region 2010- 2040
Population	75,305	171,215	2,991,589	5.7%	127.4%	45.1%
Households	38,525	89,426	1,225,212	7.3%	132.1%	50.9%
Employment	179,864	248,878	1,508,428	16.5%	38.4%	64.6%

REGIONAL TRANSPORTATION FACILITIES

HCT	Regional Trail	Regional Bridges	Throughways	Parallel Arterials	Heavy Rail
• Redline MAX • Greenline MAX • Yellowline MAX • Blueline MAX	• Eastbank Esplanade • Willamette Greenway Trail	• Broadway Bridge • Burnside Bridge • Morrison Bridge • Hawthorne Bridge • Steel Bridge • Ross Island Bridge • Fremont Bridge • Marquam Bridge	• I-405 • I-5	• Front Ave./Naito Pkwy. • MLK/Grand Ave.	• Union Pacific • Brooklyn Sub mainline • Seattle Sub mainline • Graham mainline • BNSF • Seattle Sub mainline

REGIONAL 2040 LAND USES

Regional Centers	Town Centers	Intermodal Facilities	Employment/ Industrial Areas	Other Key Destinations
• Portland Central City		• Union Station • Lake Yard • Albina Yard	• CEID • NW Ind. District • Albina	• Lloyd Center • Convention Center • Rose Quarter • South Waterfront

NEEDS AND STRATEGIES

	Regional Needs	Corridor Strategies
Transit	• Address the motor vehicle/train interaction at the approaches to the Steel Bridge. • Connect all 2040 Town Centers, Regional Centers, and the Central City with frequent transit service (consistent with RTP policy); • Connect all 2040 Regional Centers with high capacity transit (consistent with RTP policy); • Direct, safe, comfortable, bike and pedestrian connections to all transit stops; • Ensure transit connections between HCT stations and essential destinations located greater than one mile from stations. • Provide bicycle parking and options for bike sharing at all HCT stations.	• Incentivize high to medium density, mixed-use, pedestrian oriented development in the Central City, Regional Centers, Town Centers, Main Streets, and around HCT station areas. If sufficient demand exists, additional transit service will be added to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement service. • Long-Range HCT Plan identifies a potential HCT line between Portland Central City and Gresham (in general vicinity of Powell Blvd.) It is listed as a "Near-term" investment priority. • Analyze transit stops in relation to bicycle and pedestrian network and build direct, safe, comfortable bicycle and pedestrian facilities in areas that do not have these facilities. Refer to TriMet's Pedestrian Network Analysis project for recommended places to focus attention and for replicable analysis methodology. • Identify essential destinations greater than one mile from transit stops, estimate demand for local transit service that connects to HCT lines. If sufficient demand exists, add local transit investment to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement. Also consider developing private shuttle services to serve this need. • Refer to the RTP Regional Transit Network map for regional bike-transit facility locations where demand is expected to be sufficient to warrant a major bike parking facility. Bikeway connections to these stations should be prioritized. For all other stations, refer to TriMet's bike parking design guidelines. When finances permit, TriMet will implement. • Implement Regional Transportation

	Regional Needs	Corridor Strategies
		Functional Plan and Urban Growth Management Functional Plan
Bike and Pedestrian	• Direct, continuous and comfortable bicycle and pedestrian pathways between essential destinations, transit stops, housing, jobs, and retail.	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan
Regional Trails	• Direct connections between trails and on-street bicycle and pedestrian facilities.	• Trail connection along I-405 that would provide for east/west travel, connecting the existing Goose Hollow trail to PSU and the future Milwaukie LRT Bridge trail. • Trail connection along US 26 connecting the existing Goose Hollow trail to the existing US 26 trail at Sylvan, which would help provide access to Beaverton Regional Center and other points west of the central city. • Analyze regional trail access points in relation to on-street bicycle and pedestrian network and build direct, safe, comfortable bicycle and pedestrian facilities in areas that do not have these connections. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan
Throughways[7]	• Address the interchange spacing as it presents a safety issue throughout this corridor. All of the I-405 and I-5 interchanges are spaced less than two-miles apart, with all but one at less than one-mile and does not meet the ODOT two-mile spacing standard. The following do not meet the performance threshold in Table 2.4: • 2010 PM 2-hour peak hour volumes exceed capacity on I-405 in both directions.	• I-5 reconstruction between I-84 and Greeley St. to relieve congestion (FC projects 10867, 10884 and 11176). At least $400,000,000 of construction is currently unfunded. • Over $600,000,000 in unfunded projects to address congestion, safety, and operational issues at southern end of loop where I-5, I-405, and US 26 come together. • Address congestion in this corridor to support access to the Northwest Industrial Area and US 30 (in Corridor 18). • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

[7] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)

	Regional Needs	Corridor Strategies
Arterials[8]		• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan
At grade Heavy Rail Crossings	The heavy rail crossings within this mobility corridor are as follows: • NW Naito Pkwy just north of Steel Bridge • NW 9th Ave. • SE Oak St. • SE Stark St. • SE Washington St. • SE Alder St. • SE Yamhill St. • SE Taylor St. • SE Main St. • SE Salmon St. • SE Clay St. • SE Caruthers St. • SE Division Pl. • SE Ivon St. • SE Milwaukie • SE Clinton • SE 12th	• Local TSPs to evaluate at grade heavy rail crossings for deficiencies and solutions. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Regional Bridges	• The Steel Bridge EB (crossing the UPRR tracks) has a weight restriction: 46,000 lbs. (single unit) and 70,000 lbs. (combination unit). • The SW Hooker St. Pedestrian Overpass (crossing SW Front Ave.) is height restricted. It has a clearance of 15 feet. • A number of the I-5/I-405 bridges are below ODOT's height standards as well. I-84(1100 NE 28th Ave.) – Wt. Limits: 50,000 lbs. (single unit); 80,000 lbs. (combination unit)	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

[8] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)

	Regional Needs	Corridor Strategies
Safety	• I-5 and I-405 rank on the ODOT SPIS list as Category 4 (Scale 1-5, 5 being highest priority). Multiple locations rank above the 95th percentile.	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Regional Freight	The following do not meet the performance threshold in Table 2.4 during the 2010 midday 1-hour period volumes exceed capacity: • I-405 between W. Burnside St. and the Sunset Highway (northbound). • I-5 in numerous areas. • Intersection of SE Grand Ave. and SE Yamhill St. • Intersection of SW Naito Pkwy and SW Washington St. • Hawthorne Blvd. and E. Burnside St. • The eastern part of the Marquam Bridge to Hawthorne (northbound) • The I-84 interchange to just north of the Broadway Bridge (northbound) The following do not meet the performance threshold in Table 2.4 during the 2040 midday 1-hour period volumes exceed capacity: • I-405 between W. Burnside St. and US 26 in both directions and south of US 26 on I-405 • I-5 between the Fremont Bridge and the Marquam Bridge in both directions. I-5/Marquam Bridge in both directions.	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

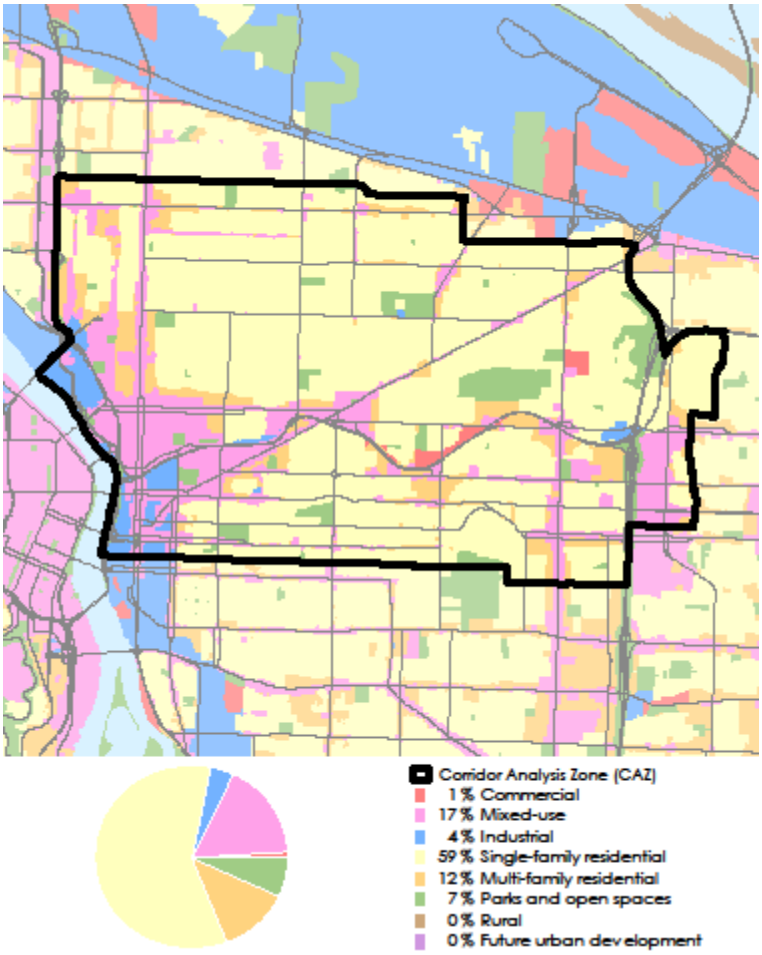
2040 INVESTMENT STRATEGY

Strategy	
Near-Term (1 – 4 years)	• System and demand management along mobility corridor and parallel facilities for all modes of travel.
Medium Term (5 – 10 years)	• Complete I-5/I-405 Master Plan work (mobility corridor refinement plan) • Bridge Improvements. • I-5/I-84 Interchange improvements based on refinement plan.
Long-term (10 – 25 years)	• Downtown E/W MAX capacity improvements (Rose Quarter/Steel Bridge). • I-5/I-84 Interchange improvements based on refinement plan.

Unfunded Projects
• McLoughlin/I-5 ramps, $281,600,000 • I-405/US-26W connector, $179,900,000 • I-85/I-5 improvements, $521,000,000 • I-405/Front Ave ramp configurations, $14,400,000 • West Marquam interchange modifications, $203,400,000

Regional Actions	Local Actions
• Continue work on identifying resources to complete mobility corridor refinement plan. • Complete corridor refinement plan for the Central City Loop • Conduct corridor refinement plan. • Update Atlas of mobility corridors. • Continue developing a data collection and performance monitoring system. • Work on furthering the Active Transportation Concept	• Initiate actions related to the HCT System Expansion Policy as part of CRC. • Incorporate strategies from the Regional TSMO plan into local TSPs • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Provide Metro with TSMO, bike and pedestrian inventory data when updated through TSP update.

MOBILITY CORRIDOR #5 – PORTLAND CENTRAL CITY TO GATEWAY



CORRIDOR FUNCTION

What function(s) does the corridor serve?
2040 Access: Connects the Portland Central City to the Gateway Regional Center, provides access to regional attractions in the Rose Quarter, Convention Center and regional access to Portland International Airport.
Freight Mobility: Provides air freight access for west side industrial areas, and statewide access to marine and rail facilities and serves as a Union Pacific main line corridor.
Statewide Travel: Provides access to Central City interstate hub and travel to the Columbia Gorge and Mountain.

CORRIDOR CHARACTERISTICS

	2010	2040	2040 Regional Totals	% of Regional Total	% Change in Corridor	% Change in Region 2010- 2040
Population	149,741	220,258	2,991,589	7.4%	47.1%	45.1%
Households	63,302	101,571	1,225,212	8.3%	60.5%	50.9%
Employment	80,972	115,759	1,508,428	7.7%	43.0%	64.6%

REGIONAL TRANSPORTATION FACILITIES

HCT	Regional Trail	Regional Bridges	Throughways	Parallel Arterials	Heavy Rail
• MAX Blue Line, Red Line and Green Line		• Sullivan's Gulch Trail	• I-84 • I-205	• Sandy Blvd. • Halsey St. • Glisan St. • Burnside St. • Broadway St. • Powell Blvd.	• F&P Rail • Union Pacific • Graham mainline

REGIONAL 2040 LAND USES

Regional Centers	Town Centers	Intermodal Facilities	Employment & Industrial Areas	Other Key Destinations
• Gateway • Portland Central City	• Hollywood	• Portland International Airport and intermodal facilities • Albina Yard	• CEID • Albina	• Lloyd Center • Mall 205

NEEDS AND STRATEGIES

	Regional Needs	Corridor Strategies
Transit	• Better bike and pedestrian access to MAX stations. • Better shuttle or bus feeder service to MAX stations from areas located greater than one mile from stations. • Light rail capacity needs: Banfield segment, from Lloyd Center/NE 11th Ave. to Gateway will need signal upgrades • Better east-west transit service in the future, as well as north-south transit service on or east of 148th Ave. to serve MAX station and the industrial Columbia Corridor. • Powell Ave. does not have 15 minute peak regional transit service in Gresham (Bus 9 traveling east of 94th Ave. from Downtown Portland is 30 minute headways). • Connect all 2040 Town Centers, Regional Centers, and the Central City with frequent transit service (consistent with RTP policy); • Connect all 2040 Regional Centers with high capacity transit (consistent with RTP policy). • Direct, safe, comfortable, bike and pedestrian connections to all transit stops. • Transit connections between HCT stations and essential destinations located greater than one mile from stations. • Provide bicycle parking and options for bike sharing at all HCT stations.	• Incentivize high to medium density, mixed-use, pedestrian oriented development in the Central City, Regional Centers, Town Centers, Main Streets, and around HCT station areas. If sufficient demand exists, additional transit service will be added to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement service. • Long-Range HCT Plan Identifies a potential HCT line between Portland Central City and Gresham (in general vicinity of Powell Blvd.) It is listed as a "Near-term" investment priority. • On-street BRT in the Powell Corridor from Portland Central City to Gresham RC. • Analyze transit stops in relation to bicycle and pedestrian network and build direct, safe, comfortable bicycle and pedestrian facilities in areas that do not have these facilities. Refer to TriMet's Pedestrian Network Analysis project for recommended places to focus attention and for replicable analysis methodology. • Identify essential destinations greater than one mile from transit stops, estimate demand for local transit service that connects to HCT lines. If sufficient demand exists, add local transit investment to TriMet's 5-year Transit Investment Plan (TIP). When

	Regional Needs	Corridor Strategies
		finances permit, TriMet will implement. Also consider developing private shuttle services to serve this need. • Refer to the RTP Regional Transit Network map for regional bike-transit facility locations where demand is expected to be sufficient to warrant a major bike parking facility. Bikeway connections to these stations should be prioritized. For all other stations, refer to TriMet's bike parking design guidelines. When finances permit, TriMet will implement. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Bike and Pedestrian	• Direct, continuous and comfortable bicycle and pedestrian pathways between essential destinations, transit stops, housing, jobs, and retail.	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Identify where essential destinations are in relation to transit stops, housing, jobs, and retail and prioritize pedestrian pathways between these areas. • Current RTP project #10259 retrofits Powell with multimodal and safety improvements.
Regional Trails	• Address gaps in trail network from Central City to Gateway.	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Proposed Sullivan's Gulch Trail.

	Regional Needs	Corridor Strategies
Throughways[9]	• All interchanges on I-84 are spaced less than 2 miles apart, with the majority spaced less than 1 mile apart and do not meet the ODOT two-mile interchange spacing standard. The following do not meet the performance threshold in Table 2.4: 2010 PM 2-hour peak volumes exceed capacity on I-84 (eastbound) for the entire stretch between I-5 and I-205. 2040 PM 2-hour peak volumes exceed capacity on I-84 (eastbound) except for the following sections: • Between the I-5 interchange and the Lloyd Center exit. • Between NE 60th Ave. and NE 68th Ave.	• Extension of lane from Gateway/Halsey exit to I-205 NB exit addresses safety and congestion issues related to vehicles queuing in I-84 through-lanes (FC project 10876). • Over $75,000,000 in unfunded interchange improvements for this stretch of I-84 have been identified. • Active corridor management to improve traveler decision making and incident response (FC project 11206). • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Arterials[10]	Arterial Gaps • Connectivity between NE Sandy Blvd. and NE Halsey Street at 82nd Avenue; the spacing between these two arterials is greater than 1 mile. • Connectivity between E. Burnside Street and SE Powell Blvd.; the spacing between these two arterials is more than 1 mile. A dense local street network augments this. The following do not meet the performance threshold in Table 2.4: In the 2010 PM 2-hour peak volumes exceed capacity at the following locations: • NE Glisan St. and 60th Ave. • NE Glisan St. and 82nd Ave. 2010 and 2040 PM 2-hour peak volumes exceed capacity on: • NE Sandy Blvd (northeast-bound)between NE 39th Ave. and the I-84 interchange. • NE Halsey St. between NE 44th Ave. and NE 60th Ave. (eastbound).	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

[9] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)
[10] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)

	Regional Needs	Corridor Strategies
	2010 PM 2-hour peak volumes exceed capacity on: • NE Halsey between NE 72nd and NE 74th Ave. (eastbound) • E. Burnside between 45th Ave. and 60th Ave. (eastbound) and between Gilham Ave. and 82nd Ave. (eastbound). • SE Powell Blvd between I-5 and SE Foster Rd. (eastbound). • 2040 PM 2-hour peak volumes exceed capacity on: • E Burnside on either side of I-205 • SE Powell Blvd. between SE Milwaukie Ave. and SE Foster Rd.	
At Grade Heavy Rail Crossings		
Regional Bridges		• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Safety	• I-84 between I-5 and I-205 ranks on the ODOT SPIS list as Category 5 (Scale 1-5, 5 being highest priority. • Multiple locations rank above the 95th percentile.	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Regional Freight	The following do not meet the performance threshold in Table 2.4: • 2010 midday 1-hour volumes exceed capacity, I-84 (eastbound) between 12th Ave. and 58th Ave. (eastbound) as well as the I-84/I-5 interchange. • 2040 NB midday 1-hour volumes exceed capacity, I-84 (eastbound) between NE 12th Ave. and NE 33rd Ave.	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

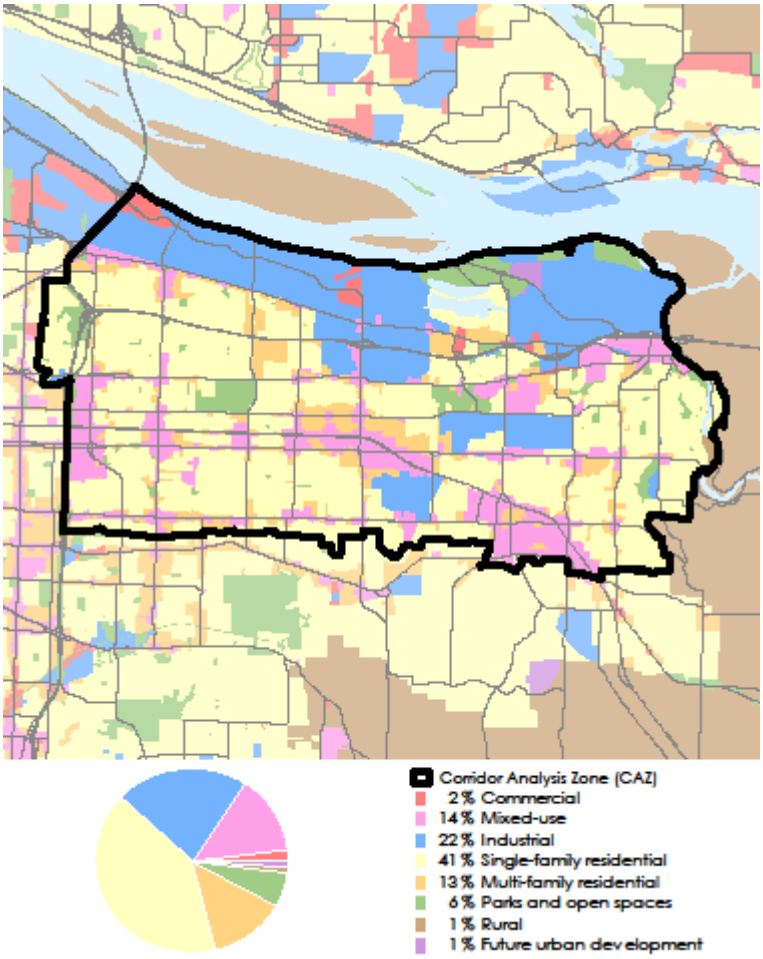
2040 INVESTMENT STRATEGY

Strategy	
Near-Term (1 – 4 years)	• System and demand management along throughway and parallel facilities for all modes of travel. • I-5/I-84 Interchange improvements.
Medium Term (5 – 10 years)	• I-5/I-84 Interchange improvements. • MAX capacity improvements. • Sullivan's Gulch Trail improvements. • Streetcar system expansion.
Long-term (10 – 25 years)	• I-84/122nd Ave. interchange improvements. • Streetcar system expansion.

Unfunded Projects
• SE Powell Bikeway, $5,000,000 • I-84 interchange improvements, I-5 to I-205, $78,400,000

Regional Actions	Local Actions
• Continue work on HCT expansion from Central City to Gresham in the vicinity of Powell Blvd. • Work on furthering the Active Transportation Corridor concept. • Update Atlas of mobility corridors. • Continue developing a data collection and performance monitoring system.	• Initiate actions related to the HCT System Expansion Policy. • Incorporate strategies from the Regional TSMO plan into local TSPs. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Provide Metro with TSMO, bike and pedestrian inventory data when updated through TSP update. • Address connectivity needs in local TSPs.

MOBILITY CORRIDOR #6–GATEWAY TO TROUTDALE/WOOD VILLAGE/FAIRVIEW



CORRIDOR FUNCTION

What function(s) does the corridor serve?
2040 Access: Connects the Gateway and Gresham regional centers, and provides access to industrial areas including the Columbia South Shore and Columbia Cascade River District. Provides access to the Troutdale Airport and regional recreation, including Blue Lake Regional Park, the Columbia Gorge and Mount Hood.
Freight Mobility: Connects Gresham-area distribution centers to I-84 and I-205, and serves as the Union Pacific main line corridor to points east of the metropolitan area. Serves the Troutdale truck travel centers. Powell Blvd/US26 serves as a through freight route to Central Oregon.
Statewide Travel: Serves as the eastern gateway to the region and provides statewide route to Portland International Airport.

CORRIDOR CHARACTERISTICS

	2010	2040	2040 Regional Totals	% of Regional Total	% Change in Corridor	% Change in Region 2010- 2040
Population	151,179	208,399	2,991,589	7.0%	37.8%	45.1%
Households	67,610	101,166	1,225,212	8.3%	49.6%	50.9%
Employment	75,715	136,323	1,508,428	9.0%	80.0%	64.6%

REGIONAL TRANSPORTATION FACILITIES

HCT	Regional Trail	Regional Bridges	Through-ways	Parallel Arterials	Heavy Rail
• Blueline MAX	• Gresham/Fairview Trail • Springwater Corridor Trail • I-84 Trail (east of Gateway)	• None	• I-84	• Sandy Blvd. • Halsey St. • Glisan St. • Airport Way • Marine Drive • Powell Blvd. • Division St.	• Union Pacific • Graham mainline • Kenton mainline

REGIONAL 2040 LAND USES

Regional Centers	Town Centers	Intermodal Facilities	Employment & Industrial Areas	Other Key Destinations
• Gateway • Gresham	• Fairview/ Wood Village • Troutdale	• Portland International Airport and intermodal facilities • Private marine terminals	• Columbia Corridor • Cascade River District • Columbia South Shore	• Oxbow Park • Mt. Hood Recreational Area • Columbia Gorge National Scenic Area • Troutdale Airport

NEEDS AND STRATEGIES

	Regional Needs	Corridor Strategies
Transit	• Address park and ride capacity constraints: Gresham City Hall @100% of capacity, Cleveland Ave. @ 92% • Better east-west and north-south transit service on or east of 148th Ave. to serve MAX station and the industrial Columbia Corridor. • Address lack of 15 minute peak hour service on Powell Ave in Gresham (Bus 9 traveling east of 94th Ave. from Downtown Portland is 30 minute headways). • Connect all 2040 Town Centers, Regional Centers, and the Central City with frequent transit service (consistent with RTP policy); • Connect all 2040 Regional Centers with high capacity transit (consistent with RTP policy); • Connect Portland Community College (on 82nd Ave.) and Mt. Hood Community College in Gresham with HCT. • Direct, safe, comfortable, bike and pedestrian connections to all transit stops; • Ensure transit connections between HCT stations and essential destinations located greater than one mile from stations. • Provide bicycle parking and options for bike sharing at all HCT stations.	• Incentivize high to medium density, mixed-use, pedestrian oriented development in the Central City, Regional Centers, Town Centers, Main Streets, and around HCT station areas. If sufficient demand exists, additional transit service will be added to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement service. • Long-Range HCT Plan Identifies a potential HCT line between Portland Central City and Gresham (in general vicinity of Division St. or Powell Blvd.) It is listed as a "Near-term" investment priority. Gresham to Troutdale was ranked as a "developing" regional priority corridor in the HCT plan. • Analyze transit stops in relation to bicycle and pedestrian network and build direct, safe, comfortable bicycle and pedestrian facilities in areas that do not have these facilities. Refer to TriMet's Pedestrian Network Analysis project for recommended places to focus attention and for replicable analysis methodology. • Identify essential destinations greater than one mile from transit stops, estimate demand for local transit service that connects to HCT lines. If sufficient demand exists, add local transit investment to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement. Also consider developing private shuttle services to serve this need.

	Regional Needs	Corridor Strategies
		• Refer to the RTP Regional Transit Network map for regional bike-transit facility locations where demand is expected to be sufficient to warrant a major bike parking facility. Bikeway connections to these stations should be prioritized. For all other stations, refer to TriMet's bike parking design guidelines. When finances permit, TriMet will implement. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Bike and Pedestrian	• Direct, continuous and comfortable bicycle and pedestrian pathways between essential destinations, transit stops, housing, jobs, and retail.	• Identify where essential destinations are in relation to transit stops, housing, jobs, and retail and prioritize pedestrian pathways between these areas. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

Regional Trails	• Complete a trail gap from 122nd to Gateway RX along I-84
	• The existing Marine Drive trail includes multiple gaps between I-205 and Troutdale
	• Address trail gaps including:
	  ○ The Gresham-Fairview Trail north of Halsey and south of Burnside.
	  ○ The Columbia Slough Trail within its proposed extent of I-205 to Fairview Lake.
	  ○ The MAX Path within its proposed extent of Ruby Junction to Cleveland Station.
	• Direct connections between trails and on-street bicycle and pedestrian facilities.
		• The proposed Sullivan's Gulch trail would complete the gap from 122nd Ave. to Gateway RC along I-84.
		• Analyze regional trail access points in relation to on-street bicycle and pedestrian network and build direct, safe, comfortable bicycle and pedestrian facilities in areas that do not have these connections.
		• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

	Regional Needs	Corridor Strategies
Throughways[11]		• I-84 EB lane extension to 122nd Ave. to address future queuing into I-84 through lanes. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Arterials[12]	Arterial Deficiencies The following do not meet the performance threshold in Table 2.4. 2010 and 2040 NB PM 2-hour peak volumes exceed capacity on: • Westbound Marine Dr. approaching I-205 • Eastbound Halsey just past I-205 • Eastbound SE Division St. just east of I-205 • Eastbound SE Powell Blvd. just east of I-205.	• Over $60,000,000 in unfunded improvements identified on Powell between I-205 and 174th Ave. to address performance and safety. • US 26 Traveler Information project (State project 11264). • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
At Grade Heavy Rail Crossings	The heavy rail crossings within this corridor are as follows: • NE Cully • NE 105th • NE 112th • NE 138th • NE 148th • NE 158th • NE 244th	• Local TSPs to evaluate at grade heavy rail crossings for deficiencies and solutions. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Regional Bridges	The following bridges within this mobility corridor have height or weight restrictions: • I-84 overcrossing at Troutdale Interchange-East has substandard height (14’ 11”)	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

[11] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)
[12] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)

	Regional Needs	Corridor Strategies
Safety	• Powell Blvd. ranks on the ODOT SPIS list as Category 4 and 5 (Scale 1-5, 5 being highest priority). • I-84 has a stretch near the Fairview Pkwy Interchange that is listed as Category 4. • Additionally, there are a few high scored (>85 percentile) SPIS intersections along Glisan St. (102nd and 122nd Ave.), Halsey St (122nd Ave.), Division St. (122nd Ave.), and Sandy Blvd. near I-205.	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Regional Freight		• Troutdale interchange improvements (FC project 10863). • Springwater at-grade intersection (FC project 11125 in 2008-2017), full interchange (FC project 10864, 2018-2025). • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

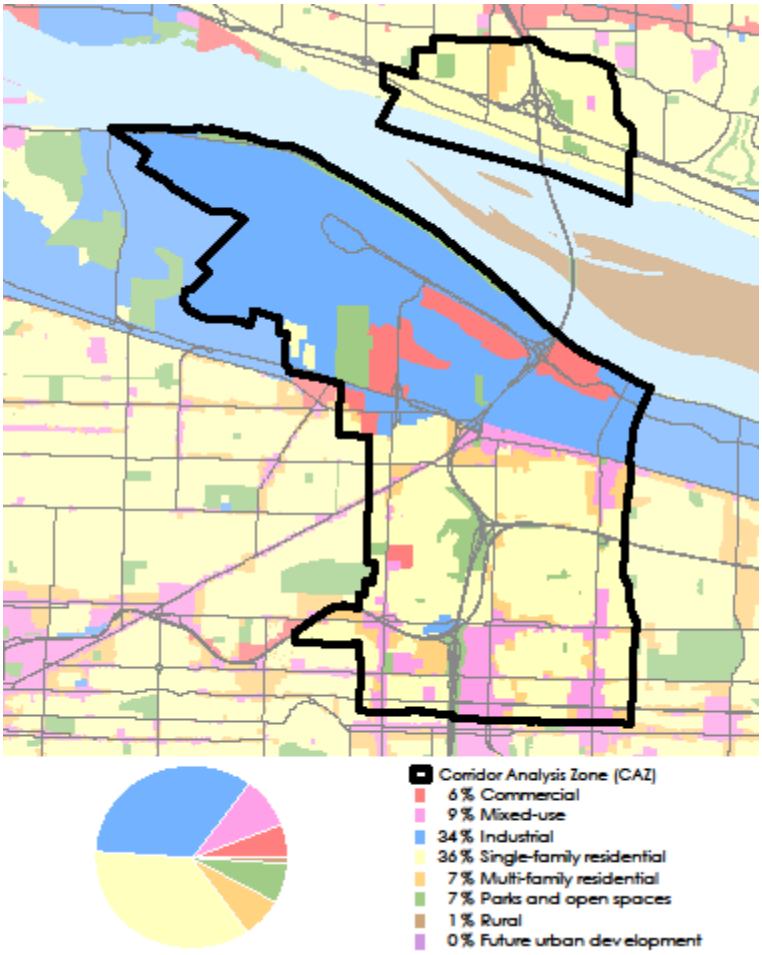
2040 INVESTMENT STRATEGY

	Strategy
Near-Term (1 – 4 years)	• System and demand management along throughway and parallel facilities for all modes of travel. • Troutdale interchange improvements and IAMP Including roads in the northern industrial area.
Medium Term (5 – 10 years)	• I-84/I-205 IAMP and potential improvements. • MAX Blue Line capacity and frequency upgrades. • 238th/242nd Ave. improvement project between Halsey and Glisan resulting from the East Metro Connections Refinement Plan.
Long-term (10 – 25 years)	• I-84/122nd Ave. interchange improvements.

Unfunded Projects
• I-84 widening, Exit 17 to Crown Point interchange, $53,500,000 • US 26 improvements, 205 to 174th, $56,600,000 • US 26 safety improvements, 122nd to 136th, $7,800,000 • I-84 Eastbound lane extension to 122nd, $3,400,000

Regional Actions	Local Actions
• Continue developing a data collection and performance monitoring system. • Work on furthering the Active Transportation Concept.	• Initiate actions related to the HCT System Expansion Policy. • Address connectivity needs in local TSPs. • Incorporate strategies from the Regional TSMO plan into local TSPs. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Provide Metro with TSMO, bike and pedestrian inventory data when updated through TSP update.

MOBILITY CORRIDOR #7 – GATEWAY TO CLARK COUNTY



CORRIDOR FUNCTION

What function(s) does the corridor serve?
2040 Access: Connects Gateway Regional Center to Clark County, provides primary access to the Columbia South Shore industrial area and Portland International Airport.
Freight Mobility: Serves as the West Coast Trade (from Canada to Mexico) alternative to I-5, provides air freight access to Portland International Airport, freight consolidation areas and serves as the primary access to the Columbia South Shore industrial area.
Statewide Travel: Serves as one of two northern gateways to the region, provides statewide access to Portland International Airport and serves interstate bicycle travel.

CORRIDOR CHARACTERISTICS

	2010	2040	2040 Regional Totals	% of Regional Total	% Change in Corridor	% Change in Region 2010- 2040
Population	43,728	68,968	2,991,589	2.3%	58.0%	42.91%
Households	19,712	33,990	1,225,212	2.8%	72.0%	49.1%
Employment	35,492	56,589	1,508,428	3.8%	59.0%	64.8%

REGIONAL TRANSPORTATION FACILITIES

HCT	Regional Trail	Regional Bridges	Through-ways	Parallel Arterials	Heavy Rail
• Red line MAX	• I-205 Trail • Marine Dr Trail • Columbia Slough Trail	• Glenn Jackson Bridge	• I-205	• 82nd Ave. • 102nd • 122nd Ave.	• Union Pacific • Graham mainline • Kenton mainline

REGIONAL 2040 LAND USES

Regional Centers	Town Centers	Intermodal Facilities	Employment/ Industrial Areas	Other Key Destinations
• Gateway	○	• Portland International Airport and intermodal facilities	• Columbia South Shore industrial area	• Mall 205 • Cascade Station

NEEDS AND STRATEGIES

	Regional Needs	Corridor Strategies
Transit	• Connect all 2040 Town Centers, Regional Centers, and the Central City with frequent transit service (consistent with RTP policy); • Connect all 2040 Regional Centers with high capacity transit (consistent with RTP policy); • Direct, safe, comfortable, bike and pedestrian connections to all transit stops; • Ensure transit connections between HCT stations and essential destinations located greater than one mile from stations. • Provide bicycle parking and options for bike sharing at all HCT stations.	• Incentivize high to medium density, mixed-use, pedestrian oriented development in the Central City, Regional Centers, Town Centers, Main Streets, and around HCT station areas. If sufficient demand exists, additional transit service will be added to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement service. • HCT Plan identified a potential HCT line Gateway to Salmon Creek as a next phase regional priority corridor. • Analyze transit stops in relation to bicycle and pedestrian network and build direct, safe, comfortable bicycle and pedestrian facilities in areas that do not have these facilities. Refer to TriMet's Pedestrian Network Analysis project for recommended places to focus attention and for replicable analysis methodology. • Identify essential destinations greater than one mile from transit stops, estimate demand for local transit service that connects to HCT lines. If sufficient demand exists, add local transit investment to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement. Also consider developing private shuttle services to serve this need. • Refer to the RTP Regional Transit Network map for regional bike-transit facility locations where demand is expected to be sufficient to warrant a major bike parking facility. Bikeway connections to these stations should be prioritized. For all other stations, refer to

	Regional Needs	Corridor Strategies
		TriMet's bike parking design guidelines. When finances permit, TriMet will implement. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Bike and Pedestrian	• Direct, continuous and comfortable bicycle and pedestrian pathways between essential destinations, transit stops, housing, jobs, and retail. • Need better connections to PDX area via 82nd Avenue.	• Identify where essential destinations are in relation to transit stops, housing, jobs, and retail and prioritize pedestrian pathways between these areas. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Regional Trails	• Improve north/south trail connectivity. • Direct connections between trails and on-street bicycle and pedestrian facilities.	• Analyze regional trail access points in relation to on-street bicycle and pedestrian network and build direct, safe, comfortable bicycle and pedestrian facilities in areas that do not have these connections. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

	Regional Needs	Corridor Strategies
Throughways[13]	• All of the I-205 interchanges are less than two-miles apart and do not meet the ODOT two-mile interchange spacing standard, but most are at least 1 mile apart. ○ Killingsworth Ave. and Airport Way interchanges are less than 1 mile apart. The following do not meet the performance threshold in Table 2.4: 2010 and the 2040 NB PM 2-hour pea volumes exceed capacity on: • I-84 eastbound from NE 82nd Ave. to I-205, in both directions south of Washington St. on I-205, and northbound from NE Airport Way across the Columbia River. 2040 NB PM 2-Hour Peak volumes exceed capacity on: • I-205 between the I-84 interchange and NE Sandy Blvd. (northbound) • I-205 south of Washington St. (southbound) • I-205 north of NE Airport Way across the Columbia River. • In the AM Peak, there is congestion on the I-205 Glenn Jackson Bridge and in the Columbia Blvd. area. • Currently, there is congestion on the mainline between Airport Way and Killingsworth St. southbound.	• Several unfunded braided ramp and auxiliary lane projects, totaling $73,200,000, have been identified in this section of I-205 to address performance deficiencies. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Arterials[14]		• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
At- Grade Heavy Rail	The following list describes the heavy rail crossings within this mobility corridor: • Columbia Blvd. east of 87th Ave. • NE 105th Ave. north of Sandy Blvd. • NE 109th Ave. north of Sandy Blvd.	• Local TSPs evaluate at grade heavy rail crossings for deficiencies and solutions. • Implement Regional Transportation Functional Plan and Urban Growth

[13] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)
[14] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)

	Regional Needs	Corridor Strategies
	• NE 112th Ave. north of Sandy Blvd.	Management Functional Plan.
Regional Bridges	The following bridges within this mobility corridor have height or weight restrictions: • NE 102nd Ave. crossing I-205. These two roads never cross (Surface Maintenance Only) – Clearance: 15'00"	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Safety	• I-205 between I-84 and NE Columbia Blvd. ranks on the ODOT SPIS list as Category 5 (Scale 1-5, 5 being highest priority). • The I-205/I-84 interchange and the I-205/Columbia Blvd interchange rank in the 95th percentile as SPIS intersections.	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Regional Freight	The following do not meet the performance thresholds in Table 2.4: • 2010 midday 1-hour volumes exceed capacity on I-84 (eastbound) between NE 20th Ave. and NE 60th Ave. and the interchange from I-84 east to I-205 south, just north of Gateway transit 2040 NB midday 1-hour volumes exceed capacity on the main freight roadway routes (I-205 and I-84): • I-205 northbound between the interchange with I-84 and NE Beech St. • I-84 eastbound and westbound at the interchange with I-205 • I-205 southbound at the intersection with Columbia Blvd • I-205 northbound and southbound between NE Airport Way and NE Marine Drive	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

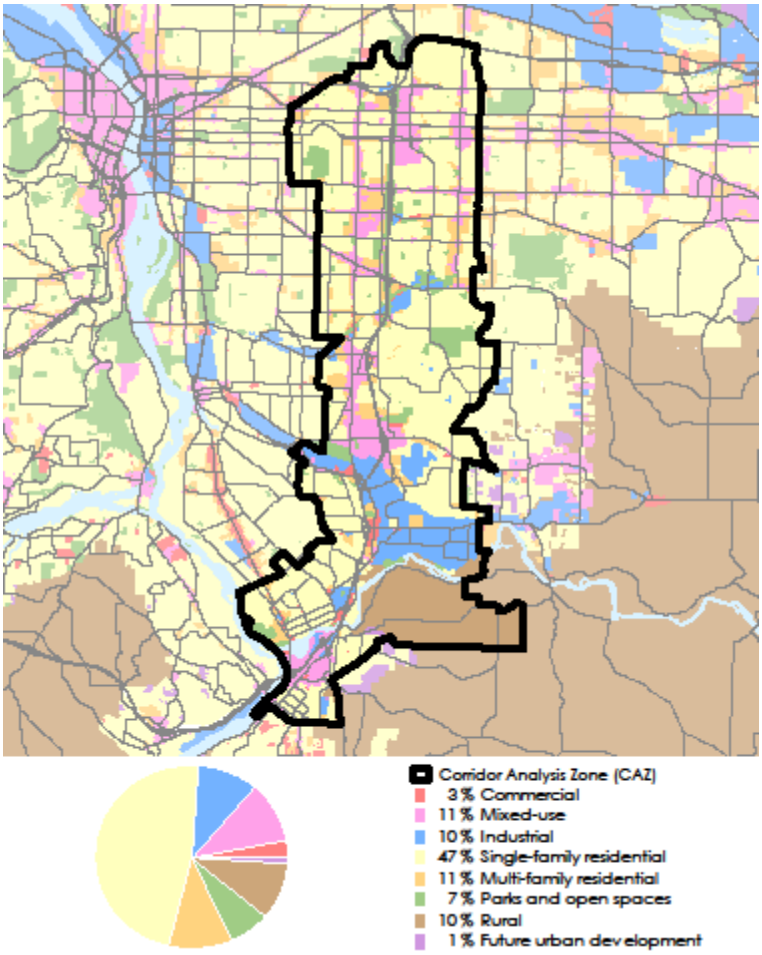
2040 INVESTMENT STRATEGY

	Strategy
Near-Term (1 – 4 years)	• System and demand management along mobility corridor and parallel facilities for all modes of travel. • Address arterial connectivity and crossings.
Medium Term (5 – 10 years)	• Conduct corridor refinement plan
Long-term (10 – 25 years)	• Interchange improvements. Construct auxiliary lanes from I-84 EB entrance ramp to Stark/Washington St; NB from Powell entrance ramp to Stark/Washington.

Unfunded Projects
• I-205/Airport Way SB on-ramp, $11,800,000 • Columbia Blvd./I-205 Southbound On-ramp Improvement, $11,200,000 • I-205 auxiliary lanes/braids, Airport Way to Columbia, $27,200,000 • I-205 auxiliary lanes, Airport Way to Glisan, $46,000,000 • Airport Way/82nd Ave interchange • Airport Way Braided Ramps • Operational improvements on I-205 from the Columbia River to I-5 to address safety, operations and mobility, and improve freight access and mobility.

Regional Actions	Local Actions
• Conduct corridor refinement plan. • Update Atlas of mobility corridors. • Continue developing a data collection and performance monitoring system. • Work on furthering the Active Transportation Concept.	• Initiate actions related to the HCT System Expansion Policy. • Address connectivity needs in local TSPs. • Incorporate strategies from the Regional TSMO plan into local TSPs. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Provide Metro with TSMO, bike and pedestrian inventory data when updated through TSP update.

MOBILITY CORRIDOR #8 – GATEWAY TO OREGON CITY



CORRIDOR FUNCTION

What function(s) does the corridor serve?
2040 Access: Connects the Oregon City, Clackamas and Gateway regional centers and the Lents Town Center. Serves as the main access to the Clackamas Industrial Area and the South Metro waste transfer station.
Freight Mobility: Serves as the West Coast Trade (from Canada to Mexico) alternative to I-5and provides Class I mainline freight rail access for north-south freight access OR 212 is a gateway for freight movement to central and eastern Oregon.
Statewide Travel: Serves as an extension of the southern gateway to the region, provides statewide access to Portland International Airport and provides statewide Amtrak service.

CORRIDOR CHARACTERISTICS

	2010	2040	2040 Regional Totals	% of Regional Total	% Change in Corridor	% Change in Region 2010- 2040
Population	163,728	229,086	2,991,589	7.7%	39.9%	45.1%
Households	71,193	109,170	1,225,212	8.9%	53.3%	50.9%
Employment	75,852	119,786	1,508,428	7.9%	57.9%	64.6%

REGIONAL TRANSPORTATION FACILITIES

HCT	Regional Trail	Regional Bridges	Through-ways	Parallel Arterials	Heavy Rail
• Green Line MAX	• I-205 Multi use Trail • Scouters Mountain/Mt Scott Loop • Springwater Corridor • Sunrise Corridor Trail	• I-205 Clackamas River Br.	• I-205 • Hwy 224 • Hwy 212	• 82nd Ave. • 122nd Ave. • 172nd • 92nd Ave/Schumacher • McLoughlin Blvd.	• Union Pacific • Valley Sub mainline

REGIONAL 2040 LAND USES

Regional Centers	Town Centers	Intermodal Facilities	Employment/ Industrial Areas	Other Key Destinations
• Gateway • Clackamas • Oregon City	• Lents • Gladstone	•	• Clackamas Industrial Area • Clackamas Town Center • Gateway • Johnson Creek	• Metro Transfer Station • Mall 205 • Oregon City Shopping Center

NEEDS AND STRATEGIES

	Regional Needs	Corridor Strategies

Transit	• Address park and ride capacity constraints: Gateway @ 99% of capacity
	• Address potential transit center capacity issues: Oregon City Transit Center
	• Connect all 2040 Town Centers, Regional Centers, and the Central City with frequent transit service (consistent with RTP policy).
	  ○ Inadequate bus connection between Green Line MAX and Oregon City RC
	• Connect all 2040 Regional Centers with high capacity transit (consistent with RTP policy).
	  ○ Address lack of HCT connection to Oregon City RC.
	• Direct, safe, comfortable, bike and pedestrian connections to all transit stops;
	• Ensure transit connections between HCT stations and essential destinations located greater than one mile from stations.
	• Provide bicycle parking and options for bike sharing at all HCT stations
	• Address transit priorities identified in HCT Plan.
	• Need additional local service and last mile service from the Clackamas Town Center light rail station.
		• Incentivize high to medium density, mixed-use, pedestrian oriented development in the Central City, Regional Centers, Town Centers, Main Streets, and around HCT station areas. If sufficient demand exists, additional transit service will be added to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement service.
		• The HCT plan identified Clackamas Town Center to Oregon City RC (via I-205 or McLoughlin) as a "next phase" regional priority corridor, use the HCT SEP process to identify which corridor to further refine.
		• Analyze transit stops in relation to bicycle and pedestrian network and build direct, safe, comfortable bicycle and pedestrian facilities in areas that do not have these facilities. Refer to TriMet's Pedestrian Network Analysis project for recommended places to focus attention and for replicable analysis methodology.
		• Identify essential destinations greater than one mile from transit stops, estimate demand for local transit service that connects to HCT lines. If sufficient demand exists, add local transit investment to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement. Also consider developing private shuttle services to serve this need.
		• Refer to the RTP Regional Transit Network map for regional bike-transit facility locations where demand is expected to be sufficient to warrant a major bike parking facility. Bikeway connections to these stations should be prioritized .For all other stations, refer to TriMet's bike parking design guidelines. When finances permit, TriMet will implement.

	Regional Needs	Corridor Strategies
		• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Bike and Pedestrian	• Direct, continuous and comfortable bicycle and pedestrian pathways between essential destinations, transit stops, housing, jobs, and retail. • Insufficient pedestrian crossings between signalized intersections of OR99E. • Difficult connectivity over I-205 for bikes and pedestrians.	• Identify where essential destinations are in relation to transit stops, housing, jobs, and retail and prioritize pedestrian pathways between these areas. • Over $20,000,000 in multimodal improvements to 82nd Ave. identified in RTP$48,000,000 in multimodal improvements to McLoughlin Boulevard through Oak Grove, Gladstone, and Oregon City identified in RTP (projects 10118, 10145, 10146, 11186). • Create more frequent pedestrian crossings. • Identify active transportation facilities between OR99E and I-205. • Implement Clackamas Regional Center Pedestrian and Bikeway Master Plan. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Regional Trails		• Connect Trolley Trail to Oregon City • Construct Scouters Mountain/Mt Scott Loop Trail • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

	Regional Needs	Corridor Strategies
Throughways[15]	• All of the I-205 interchanges are spaced less than two-miles apart, with a handful at less than one-mile, which does not meet the ODOT 2 mile spacing standard. • Address I-205 bottleneck from Abernathy Bridge to Stafford Rd interchange. The following do not meet the performance threshold in Table 2.4: • 2010 and the 2040 NB PM 2-hour peak volumes exceed capacity on I-205 from Gateway RC to Oregon City RC in both directions.	• Unfunded I-205 interchange improvement projects at OR 212, Johnson Creek, Powell/Division, and OR 213 totaling over $125,000,000 • Unfunded widening, auxiliary lane, and braided ramp projects totaling over $300,000,000. • $170,000,000 in operational improvements to I-205 in State RTP (project 11305) may include some of the above unfunded projects. • Develop alternative mobility standards for this corridor. • Complete construction of Sunrise Corridor improvements. • Turn lanes on southbound OR 99E to I-205 ramp interchange area. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Arterials[16]	Arterial Gaps • Need for better north-south connectivity east of 122nd Ave. Gaps emerge south of Clackamas RC. • Gaps east of I-205 from Oregon City to Gateway. • Potential need for additional Willamette and Clackamas River crossings. • Clackamas Co reviewed gaps in the arterial network as part of its TSP and determined no feasible alignments were available due to topography and existing development.	• Evaluate gaps east of I-205 from Oregon City to Gateway. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

[15] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)
[16] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)

	Regional Needs	Corridor Strategies
At-Grade Heavy Rail	The following at-grade heavy rail crossings exist in this corridor: • SE Linwood Ave./SE Harmony Rd. • SE Lawnfield Rd. • SE 37th Ave. • SE Oak St. • SE Harrison St. • SE Clackamas Rd. • Edgewater Rd. • Forsythe Rd. • 17th St. • 16th St. • 10th St.	• Local TSPs evaluate at grade heavy rail crossings for deficiencies and solutions. High speed rail that includes a systematic approach to at-grade crossing and safety issues. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Regional Bridges	• Create bicycle and pedestrian bridge crossings • OR99E bridge over Clackamas River nearing end of service life.	• Incorporate project into TSP to help identify project for OR99E bridge into RTP. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Safety	• I-205 ranks on the ODOT SPIS list as Category 4 (Scale 1-5, 5 being highest priority). Multiple locations rank above the 90th percentile. • 82nd Ave. ranks as Category 5 with multiple intersections in the 95th percentile (Division, Powell, Holgate, Foster, and Sandy). • 122nd Ave. has multiple intersections in the 95th percentile (Halsey, Glisan, Stark, Division, and Powell). • Refer to Regional Safety Plan for needs	• Implement regional and local safety action plans. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Develop and implement design standards for OR99E that focus on and enhance pedestrian safety.
Regional Freight	• Union Pacific Freight Rail from Highway 224 to Oregon City. • Continue implementation of Sunrise Corridor project. • Freight ITS improvements can address near-term freight capacity issues	• Plan for OR224 and nearby arterials that serve Clackamas and Milwaukie industrial areas to recognize freight mobility needs. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

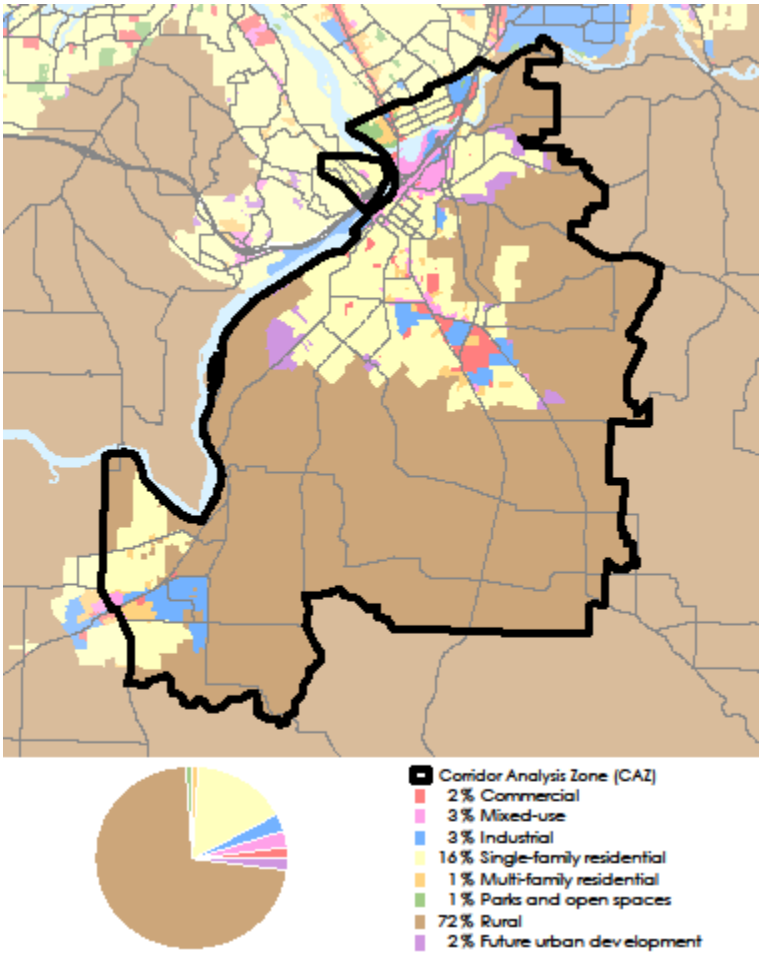
2040 INVESTMENT STRATEGY

	Strategy
Near-Term (1 – 4 years)	•
Medium Term (5 – 10 years)	•
Long-term (10 – 25 years)	• Identify funding solutions for alternative mode options, including HCT to Oregon City.

Unfunded Projects
• I-205 Powell/Division interchanges, $17,700,000
• I-205/OR 213 interchange, $200,900,000
• I-205/OR 212 interchange, $21,300,000
• I-205 widening, OR 212 to I-84, $63,400,000
• I-205 aux lanes, Gladstone to OR 212, $18,500,000
• OR 213 Ped and Bike access to transit, $5,000,000
• 82nd Ave Street Improvements, $5,400,000
• Streetscape and ped/bike access to transit projects on 82nd, $6,000,000.
• I-205/Johnson Creek interchange improvements, $9,800,000
• I-205 SB flyover to OR 213, $49,100,000
• I-205 East Portland aux lane improvements, $49,900,000
• I-205 north aux lane improvements, $46,000,000

Regional Actions	Local Actions
• Continue work on identifying resources to complete corridor refinement plan. • Conduct corridor refinement plan. • Update Atlas of mobility corridors. • Continue developing a data collection and performance monitoring system. • Work on furthering the Active Transportation Concept.	• Initiate actions related to the HCT System Expansion Policy. • Address connectivity needs in local TSPs. • Incorporate strategies from the Regional TSMO plan into local TSPs. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Provide Metro with TSMO, bike and pedestrian inventory data when updated through TSP update.

MOBILITY CORRIDOR #9 – OREGON CITY TO WILLAMETTE VALLEY



CORRIDOR FUNCTION

What function(s) does the corridor serve?
2040 Access: Serves as southern access to the Oregon City regional center and provides access to Clackamas Community College (Beavercreek Campus).
Freight Mobility: Provides OR 213 provides freight access from surrounding agricultural areas and Beavercreek Industrial Area to I-205. OR 99E is an alternate access gateway to the region from the south.
Statewide Travel: Serves as a secondary southern gateway to the region and connects agricultural areas in the Northern Willamette Valley to I-205. Provides access to resource lands in SW Clackamas County and rural cities.

CORRIDOR CHARACTERISTICS

	2010	2040	2040 Regional Totals	% of Regional Total	% Change in Corridor	% Change in Region 2010- 2040
Population	62,052	98,109	2,991,589	3.3%	58.1%	45.1%
Households	24,234	39,081	1,225,212	3.2%	61.3%	50.9%
Employment	21,561	37,044	1,508,428	2.5%	71.8%	64.6%

REGIONAL TRANSPORTATION FACILITIES

HCT	Regional Trail	Regional Bridges	Throughways	Parallel Arterials	Heavy Rail
	• Oregon City Loop Trail • Trolley Trail	• Abernathy Bridge • Oregon City Bridge	• I-205 • OR 213 • OR 99E	• Molalla Ave. • Beavercreek Rd • McLoughlin Blvd • Central Point Rd • South End Rd	• Union Pacific • Valley sub mainline

REGIONAL 2040 LAND USES

Regional Centers	Town Centers	Intermodal Facilities	Employment/Industrial Areas	Other Key Destinations
• Oregon City	• Gladstone		• Beavercreek Concept Area • Red Soils Complex • Canby	• Beavercreek • Oregon City Amtrak Station • Metro Transfer Station • Clackamas Community College • Canby • Molalla

Needs and Strategies

	Regional Needs	Corridor Strategies

Transit	• Address transit service deficiencies on Abernethy Rd. and Redland Rd.
	• Connect all 2040 Town Centers, Regional Centers, and the Central City with frequent transit service (consistent with RTP policy);
	  ○ Holcomb Blvd. has limited bus service; equity issues for public housing to be addressed.
	  ○ Need to connect Park Place UGB expansion concept plan area with transit.
	• Connect all 2040 Regional Centers with high capacity transit (consistent with RTP policy);
	• Direct, safe, comfortable, bike and pedestrian connections to all transit stops;
	• Ensure transit connections between HCT stations and essential destinations located greater than one mile from stations.
	• Provide bicycle parking and options for bike sharing at all HCT stations.
	• Provide connections to rural transit providers including Canby Area Transit and South County Transit.
		• Incentivize high to medium density, mixed-use, pedestrian oriented development in the Central City, Regional Centers, Town Centers, Main Streets, and around HCT station areas. If sufficient demand exists, additional transit service will be added to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement service.
		• Analyze transit stops in relation to bicycle and pedestrian network and build direct, safe, comfortable bicycle and pedestrian facilities in areas that do not have these facilities. Refer to TriMet's Pedestrian Network Analysis project for recommended places to focus attention and for replicable analysis methodology.
		• Identify essential destinations greater than one mile from transit stops, estimate demand for local transit service that connects to HCT lines. If sufficient demand exists, add local transit investment to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement. Also consider developing private shuttle services to serve this need.
		• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
		• Refer to the RTP Regional Transit Network map for regional bike-transit facility locations where demand is expected to be sufficient to warrant a major bike parking facility. Bikeway connections to these stations should be prioritized.

	Regional Needs	Corridor Strategies
		For all other stations, refer to TriMet's bike parking design guidelines. When finances permit, TriMet will implement. • Strategies for transit connections will be evaluated as part of the Park Place concept plan areas annexation to Oregon City.
Bike and Pedestrian	• Direct, continuous and comfortable bicycle and pedestrian pathways between essential destinations, transit stops, housing, jobs, and retail. • Need for pedestrian and bike safety and access improvements on OR 99E south of UPRR tunnel. • Address southern terminus of Trolley Trail and I-205 Multi Use Path. • Need Trolley Trail bridge over the Clackamas River.	• Identify where essential destinations are in relation to transit stops, housing, jobs, and retail and prioritize pedestrian pathways between these areas. • Use practical design to add shoulder width pavement for bike access. • Bike/ped facilities on Beavercreek Rd. between OR213 and Oregon City limits. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Regional Trails	• Direct connections between trails and on-street bicycle and pedestrian facilities. • Oregon City Loop, Beaver Lake, and Newell Canyon system trails incomplete.	• Analyze regional trail access points in relation to on-street bicycle and pedestrian network and build direct, safe, comfortable bicycle and pedestrian facilities in areas that do not have these connections. • Projects to be developed and constructed for trails identified in regional trails plan and RTP. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

	Regional Needs	Corridor Strategies
Throughways	• OR 213 is a district highway from the OR 213/I-205 interchange and it has several signalized intersections. • Both the Washington St./Clackamas River Dr. and Redland Rd. intersections are spaced less than a half-mile apart. • There is less than one-mile spacing between the Beavercreek Rd. and Molalla Ave. intersections. • Need for OR 213 crossings for bike/pedestrian connectivity. • Address deficiencies on 99E. • I-205 has capacity issues between Park Place and Hwy 43 interchanges. The following do not meet the performance threshold in Table 2.4: • In the 2010 PM 2-hour peak volumes exceed capacity on OR 213 southbound from I-205 interchange to the Redland Rd. intersections. • In the 2040 NB PM 2-hour peak volumes exceed capacity on OR 210213 northbound and southbound from the I-205 interchange down to S. Henrici Rd. • Need for OR 213 crossings for bike/pedestrian connectivity.	• OR 213 widening projects from Redland road couth to UGB in State RTP, projects 10119 and 10140. • Study Hwy 213 corridor through Oregon City to identify appropriate mobility standards. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Arterials	Arterial Gaps • Address a gap in east/west connectivity between south of Warner Parrot Rd. between S. End Rd., Leland Rd., and Molalla Ave. • Address gaps in east-west connectivity between Division St. and Holly Lane The following do not meet the performance thresholds in Table 2.4: • In the 2040 NB PM 2-hour volumes exceed capacity on Mollala Ave, southbound near the Beavercreek Rd. intersection and the OR 213 intersections.	• Meyers Rd. from OR 213 to High School Lane (not in RTP). • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

	Regional Needs	Corridor Strategies
At-Grade Heavy Rail	• Address safety and grade crossing issues related to high speed rail corridor.	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Regional Bridges	• 99E rail bridge height restriction	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Safety	• OR 213 ranks on the ODOT SPIS list as Category 4 (Scale 1-5, 5 being highest priority) through Oregon City RC, becoming Category 3 south of the City. • Two locations rank above the 85th percentile and as Category 5 at the Beavercreek Rd. and Molalla Ave. intersections, although recent safety upgrades have improved these areas.	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Regional Freight		• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

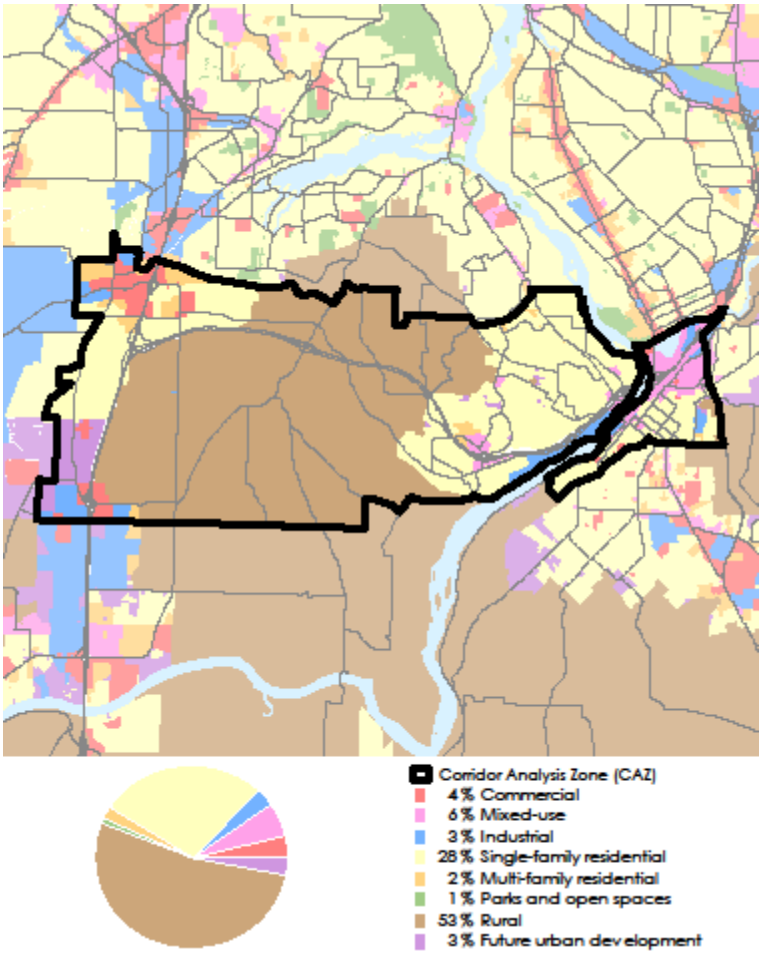
2040 INVESTMENT STRATEGY

	Strategy
Near-Term (1 – 4 years)	• System and demand management along mobility corridor and parallel facilities for all modes of travel. • Address arterial connectivity and crossings. • Project development for regional trails (Oregon City Loop and Newell Canyon).
Medium Term (5 – 10 years)	• Complete gaps in the arterial network. • Project development for regional infrastructure to serve Park Place and Beavercreek Rd. concept plan UGB expansion areas.
Long-term (10 – 25 years)	• Construct regional trails and access in Newell Creek and Oregon City Loop

Unfunded Projects
• I-205/OR 213 Interchange – Grade separate at Washington St., $15,600,000 • OR 213 Redland Road interchange, $72,400,000 • OR 213 Beavercreek Road Interchange, $80,000,000 • Additional interchange improvements on OR 213 at Washington, Redland, and Beavercreek totaling $168,000,000.

Regional Actions	Local Actions
• Update Atlas of mobility corridors. • Continue developing a data collection and performance monitoring system. • Work on furthering the Active Transportation Concept.	• Initiate actions related to the HCT System Expansion Policy. • Address connectivity needs in local TSPs. • Incorporate strategies from the Regional TSMO plan into local TSPs. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Provide Metro with TSMO, bike and pedestrian inventory data when updated through TSP update.

MOBILITY CORRIDOR #10 – OREGON CITY TO TUALATIN



CORRIDOR FUNCTION

What function(s) does the corridor serve?
2040 Access: Connects southern Metro area town centers of West Linn and Tualatin to the Oregon City Regional Center. Substantial Urban Reserves in Stafford area are anticipated to move inside the urban growth boundary by 2040.
Freight Mobility: ServesI-205 serves as the West Coast Trade (from Canada to Mexico) alternative to I-5 and air freight access to Portland International Airport.
Statewide Travel: Serves as an extension of the southern gateway to the region, provides statewide access to Portland International Airport, and Mt. Hood, and connects to the Willamette Greenway Trail corridor.

CORRIDOR CHARACTERISTICS

	2010	2040	2040 Regional Totals	% of Regional Total	% Change in Corridor	% Change in Region 2010- 2040
Population	53,116	68,385	2,991,589	2.3%	28.7%	45.1%
Households	18,236	24,225	1,225,212	2.0%	32.8%	50.9%
Employment	21,860	37,622	1,508,428	2.5%	72.1%	64.6%

REGIONAL TRANSPORTATION FACILITIES

HCT	Regional Trail	Regional Bridges	Throughways	Parallel Arterials	Heavy Rail
	• Lower Tualatin River Greenway Trail	• I-205 Bridge (Willamette River)	• I-205	• Borland Rd • Willamette Falls Dr. • Stafford Rd	

REGIONAL 2040 LAND USES

Regional Centers	Town Centers	Intermodal Facilities	Employment/ Industrial Areas	Other Key Destinations
• Oregon City	• Tualatin Gladstone West Linn		• Legacy Meridian Park Medical • North Wilsonville – Basalt Creek	• Willamette (West Linn) • Wilsonville

NEEDS AND STRATEGIES

	Regional Needs	Corridor Strategies
Transit	• Address the lack of 30 minute or better service on surrounding arterial with the exception of a circulator through West Linn TC and along Willamette Falls Dr. • Address the lack of 15 minute or better peak transit service on the surrounding arterial streets. • Connect all 2040 Town Centers, Regional Centers, and the Central City with frequent transit service (consistent with RTP policy). • Connect all 2040 Regional Centers with high capacity transit (consistent with RTP policy). ○ Oregon City RC lacks HCT connection. • Direct, safe, comfortable, bike and pedestrian connections to all transit stops; • Ensure transit connections between HCT stations and essential destinations located greater than one mile from stations. • Provide bicycle parking and options for bike sharing at all HCT stations. • Potential bus connection from Oregon City RC to WES station in Tualatin. • Address transit priorities identified in HCT Plan.	• Incentivize high to medium density, mixed-use, pedestrian oriented development in the Central City, Regional Centers, Town Centers, Main Streets, and around HCT station areas. If sufficient demand exists, additional transit service will be added to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement service. • HCT Plan identified a potential HCT line between Washington Square RC and Clackamas Town Center via I-205 as a "next phase" regional priority corridor. • Analyze transit stops in relation to bicycle and pedestrian network and build direct, safe, comfortable bicycle and pedestrian facilities in areas that do not have these facilities. Refer to TriMet's Pedestrian Network Analysis project for recommended places to focus attention and for replicable analysis methodology. • Identify essential destinations greater than one mile from transit stops, estimate demand for local transit service that connects to HCT lines. If sufficient demand exists, add local transit investment to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement. Also consider developing private shuttle services to serve this need. • Refer to the RTP Regional Transit Network map for regional bike-transit facility locations where demand is expected to be sufficient to warrant a major bike parking

	Regional Needs	Corridor Strategies
		facility. Bikeway connections to these stations should be prioritized For all other stations, refer to TriMet's bike parking design guidelines. When finances permit, TriMet will implement. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Bike and Pedestrian	• Direct, continuous and comfortable bicycle and pedestrian pathways between essential destinations, transit stops, housing, jobs, and retail. • Ek Rd., SW 65th Ave, Stafford Rd., Borland Rd., Johnson Road and Willamette Falls Drive lack shoulders and are unsafe for bikes.	• Identify where essential destinations are in relation to transit stops, housing, jobs, and retail and prioritize pedestrian pathways between these areas. • Use practical design to provide wider shoulders for bikes during pavement projects, particularly on Ek Rd., SW 65th Ave, Stafford Rd., Borland Rd. and Willamette Rd. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Regional Trails	• Address the need for a Willamette, Tualatin and Clackamas River crossings. • Direct connections between trails and on-street bicycle and pedestrian facilities.	• Analyze regional trail access points in relation to on-street bicycle and pedestrian network and build direct, safe, comfortable bicycle and pedestrian facilities in areas that do not have these connections. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

	Regional Needs	Corridor Strategies
Throughways[17]	• 3 interchanges starting just west of the Willamette River (OR 43), east of the river (OR 99E), and OR 213 are spaced less than one-mile apart. The following do not meet the performance threshold in Table 2.4: 2010 and 2040 NB PM 2-hour peak volumes exceed capacity on: • I-205 from Stafford Rd. to OR 213. • I-205 is 4 lanes from Stafford Road until the OR 99E interchange, when it becomes 6 lanes.	• Over $300,000,000 in unfunded projects identified to address congestion and capacity issues on I-205 between Stafford Rd. and Oregon City. • Develop alternative mobility standards for this corridor. • Explore tolling and peak pricing for I-205 and necessary legislative actions. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Arterials[18]	Arterial Gaps • Address lack of street connectivity north and south of I-205. • Potential need for an additional Willamette River crossing, an I-205 overcrossing west of 10th St. to relieve through trips on 10th St. in West Linn and for more Clackamas River crossings. One potential location is near the OR 213 and I-205 interchange. The following do not meet the performance threshold in Table 2.4. 2010 and 2040 NB PM 2-hour peak volumes exceed capacity on: • Borland Rd. from I-5 to Stafford Rd. • Borland Rd. is 2 lanes with a few stretches with left turn lanes. • Rosemont Rd. has some traffic issues. • Nyberg St. and Borland Rd. east of I-5	• Implement Basalt Creek Transportation Refinement Plan to address lack of connectivity west of I-5 and south of Tualatin-Sherwood Rd including the SW 124th extension, East-West Connector, and the Day Rd overcrossing. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
At Grade Heavy Rail Crossings	• Address safety and at-grade crossing issues for high speed corridor route	• Local TSPs evaluate at grade heavy rail crossings for deficiencies and solutions. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

[17] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)
[18] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)

	Regional Needs	Corridor Strategies
Regional Bridges	• Address Abernathy (I-205) Bridge capacity issues.	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Safety	• I-205 from Tualatin to Oregon City ranks on the ODOT SPIS list as Category 4 and 5(Scale 1-5, 5 being highest priority). • Auxiliary lanes on the Abernethy Bridge are a safety problem. • Lack of bicycle facilities throughout corridor. • Unsafe merge length on NB I-205 on-ramp from OR43.	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Truck climbing lane project on I-205 SB. • Reduce weaving between OR213 and OR99E interchanges for I-205SB. • Improve I-205NB on-ramp merge from OR 43.
Regional Freight	Address freight bottleneck on I-205. (Does not meet the performance threshold in Table 2.4) • 2010 and 2040 midday one-hour volumes exceed capacity on the Abernethy Bridge.	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

2040 INVESTMENT STRATEGY

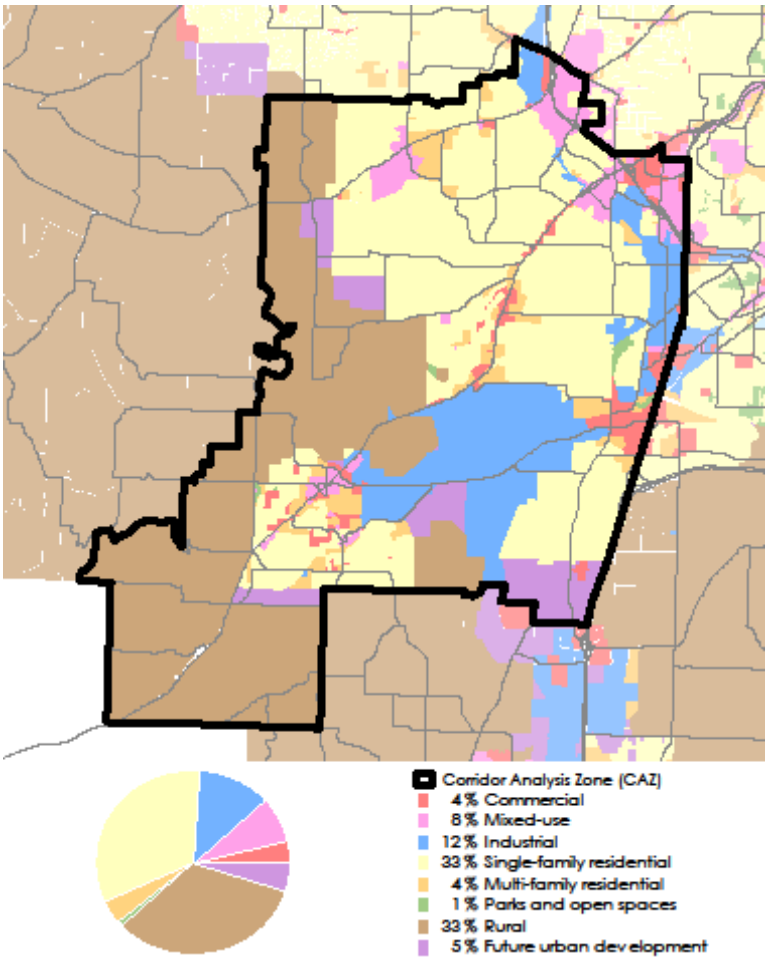
	Strategy
Near-Term (1 – 4 years)	• System and demand management along mobility corridor and parallel facilities for all modes of travel as appropriate. • Practical design Complete I-205 study to identify lower cost solutions for bike to high cost bottlenecks. • Widen shoulders on rural roads where possible to accommodate bicycles and pedestrian connections to transit pedestrians. • Complete Road Safety Audits on Stafford Rd, Rosemont to Boeckman, to identify high priority improvements. • Participate in Oregon Rail Study. • Develop plan and implement Service Enhancement Plan (SEP) to provide better service from Oregon City RC to Tualatin, West Linn and Wilsonville.
Medium Term (5 – 10 years)	• Complete gaps in the arterial network. • Complete corridor refinement plan for MC. • Develop tolling and congestion pricing methodologies for I-205. • Develop plan and implement SEP to connect Oregon City RC with HCT in this mobility corridor. • Identify funding solutions for alternative mode options. • Add paved shoulder and turn lanes at major intersections along Stafford Rd, Rosemont Rd and Borland Rd. • Intersection improvements at Stafford Rd/Childs Rd and at 65th/Elligsen

	Rd/Stafford Rd.
Long-term (10 – 25 years)	• Construct HCT connection to Oregon City RC. • Improvements to I-205 to mitigate operational bottlenecks. • Complete Ice Age – Tonquin Trail connection between Wilsonville and Tualatin.

Unfunded Projects
• I-205 widening, Stafford to Willamette, $77,600,000 • Abernethy Bridge widening, $106,400,000 • I-205 climbing lanes, $56,800,000 • I-205 South aux lane improvements, $74,600,000

Regional Actions	**Local Actions**
• Continue work on identifying resources to complete corridor refinement plan. • Conduct corridor refinement plan. • Update Atlas of mobility corridors. • Continue developing a data collection and performance monitoring system. • Work on furthering the Active Transportation Concept. • Participate in the Oregon Passenger Rail Study.	• Initiate actions related to the HCT System Expansion Policy. • Address connectivity needs in local TSPs. • Incorporate strategies from the Regional TSMO plan into local TSPs. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Provide Metro with TSMO, bike and pedestrian inventory data when updated through TSP update.

MOBILITY CORRIDOR #11 – TIGARD/TUALATIN TO SHERWOOD/NEWBERG



CORRIDOR FUNCTION

What function(s) does the corridor serve?
2040 Access: Connects the Washington Regional Center to the cities of Tigard, Tualatin and Sherwood, and provides access to the Tualatin/Sherwood Industrial Area and Tualatin National Wildlife Refuge.
Freight Mobility: Provides short- line heavy rail access to the region from the Willamette Valley and connects agricultural areas to the interstate highway system.
Statewide Travel: Serves as a secondary gateway to the region, connecting to communities in Yamhill County and the Central Oregon Coast.

CORRIDOR CHARACTERISTIC

	2010	2040	2040 Regional Totals	% of Regional Total	% Change in Corridor	% Change in Region 2010- 2040
Population	127,328	203,058	2,991,589	6.8%	59.5%	45.1%
Households	47,306	80,083	1,225,212	6.5%	69.3%	50.9%
Employment	67,989	115,476	1,508,428	7.7%	69.8%	64.6%

REGIONAL TRANSPORTATION FACILITIES

HCT	Regional Trail	Regional Bridges	Throughways	Parallel Arterials	Heavy Rail
• WES	• Tonquin Trail • Tualatin River Greenway Trail		• I-5 • OR 99W	• Tualatin-Sherwood Rd. • Tonquin Rd./Grahams Ferry Rd./Day Rd./Boones Ferry Rd. • Hall Blvd. • 72nd Ave. • 124th • Durham	• BNSF • Portland and Western Short-line

REGIONAL TRANSPORTATION FACILITIES

Regional Centers	Town Centers	Intermodal Facilities	Employment/ Industrial Areas	Other Key Destinations
• Washington Square	• Tigard • Tualatin • Wilsonville • Sherwood		• Tualatin/Sherwood Industrial Area • Tigard Industrial (off 72nd) • Wilsonville • Tigard Triangle	• Newburg

Needs and Strategies

	Regional Needs	Corridor Strategies
Transit	• Connect all 2040 Town Centers, Regional Centers, and the Central City with frequent transit service (consistent with RTP policy); Need transit service from Tualatin TC to Sherwood TC. The following arterials lack transit service: Durham Rd, Tualatin-Sherwood Rd, 124th, Oregon St. • Connect all 2040 Regional Centers with high capacity transit (consistent with RTP policy); • Upgrade WES Corridor from Beaverton to Wilsonville in accordance with the HCT Plan. • Direct, safe, comfortable, bike and pedestrian connections to all transit stops; • Ensure transit connections between HCT stations and essential destinations located greater than one mile from stations. • Bicycle parking and options for bike sharing at all HCT stations.	• Incentivize high to medium density, mixed-use, pedestrian oriented development in the Central City, Regional Centers, Town Centers, Main Streets, and around HCT station areas. If sufficient demand exists, additional transit service will be added to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement service. • The HCT Plan identified a potential HCT line between Portland Central City and Sherwood (in general vicinity of Barbur Blvd./OR99W), It is listed as a "Near-term" regional priority. • The HCT Plan identified potential upgrades in the WES corridor from Beaverton to Wilsonville as a "Near-term" regional priority. • Analyze transit stops in relation to bicycle and pedestrian network and build direct, safe, comfortable bicycle and pedestrian facilities in areas that do not have these facilities. Refer to TriMet's Pedestrian Network Analysis project for recommended places to focus attention and for replicable analysis methodology. • Identify essential destinations greater than one mile from transit stops, estimate demand for local transit service that connects to HCT lines. If sufficient demand exists, add local transit investment to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement. Also consider developing private shuttle services to serve this need. • Refer to the RTP Regional Transit Network map for regional bike-transit facility locations where demand is expected to be sufficient to warrant a major bike parking facility. Bikeway connections to these stations should be

	Regional Needs	Corridor Strategies
		prioritized. For all other stations, refer to TriMet's bike parking design guidelines. When finances permit, TriMet will implement. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Bike and Pedestrian	• Improve bike and pedestrian access to major destinations, including major bus stops, major employers, and retail and housing located on arterials or HCT lines.	• State projects include bike/ped overpasses and other improvements through Sherwood section of 99W (10706 and 10707), and sidewalk improvements on 99W through Tualatin (10723). • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Regional Trails	• Complete a gap in the Westside Regional Trail that would connect to the proposed Tualatin River trail, across a new bridge to the Tualatin TC and the Tonquin Trail.	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Throughways[19]	• OR 99W is a statewide highway west of the Tigard/I-5 interchange . 99W has access management and spacing issues all along the corridor. The following do not meet the performance thresholds in Table 2.4: • 2010 PM 2-hour peak volumes exceed capacity from SW Gaarde St. and SW Beef Bend Rd (southbound) and SW Durham Rd. and SW Tualatin Rd (northbound), • OR 99W 2040 PM 2-hour peak volumes exceed capacity alongI-5 to Tualatin Rd southbound in both directions.	• Projects on the FC list include intersection improvements through Tigard (10680 and 10723), and projects to be determined as replacements for the I-5/99W connector (11179). • Projects on the State list include system management (11303), and widening through Tualatin (10723). • Project 10770 will improve multiple intersections on OR99W from I-5 to Durham Rd. • Implement Basalt Creek Transportation Refinement Plan including projects FC 10598, 11339 and 11340. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Arterials[20]	<u>Arterial Gaps</u> • Lack of east/west and north/south connectivity east of OR 99W, and	• Widen Roy Rogers Rd from Scholls Ferry Rd to 2012 UGB line to provide congestion relief.

[19] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)
[20] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)

Regional Needs	Corridor Strategies
south of Scholls Ferry Rd. north of Gaarde St. • Lack of north/south connectivity between Hall Blvd., OR 99W, McDonald St., and Durham Rd. • Lack of north/south and east/west connectivity west and north of OR 99W, south of Beef Bend Rd., and east of Roy Rogers Rd. • Lack of north/south connectivity east of OR 99W, west of Boones Ferry Rd., south of Durham Rd., and north of Tualatin Rd. This gap is created by the Tualatin River. • Lack of east/west and north/south connectivity west of I-5 and south of Tualatin-Sherwood Rd. • There are potential turning conflicts and capacity issues at the un-signalized intersections of Roy Rogers Rd/Beef Bend Rd and Roy Rogers Rd/Bull Mountain Rd. <u>Arterial Deficiencies</u> The following do not meet the performance thresholds in Table 2.4: • Scholls Ferry Rd. in the 2010 PM 2-hour volume exceed capacity for the stretch west of OR 217. In the 2040 PM 2-hour peak, this congestion worsens in the westbound direction from OR 217 to Murray Blvd. and as it approaches Roy Rogers Rd. • Existing congestion on Highway 99W from OR 217 to Tualatin Rd. • The stretch of Roy Rogers Rd. in the 2010 PM 2-hour peak volume exceeds capacity from Scholls Ferry Rd. to SW Beef Bend Rd. In the 2040 PM 2-hour peak volumes exceed capacity on: • Roy Rogers Rd. to OR 99W in both directions.	• Construct traffic signals at the intersections of Roy Rogers Rd/Scholls-Sherwood Rd and Roy Rogers Rd/Beef Bend Rd. • Implement the Basalt Creek Transportation Refinement Plan to address lack of connectivity west of I-5 and south of Tualatin-Sherwood Rd, including extension of 124th and the East West Connector projects. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

Regional Needs	Corridor Strategies
• There are potential turning conflict capacity issues at the unsignalized intersections of Roy Rogers Road and both Beef Bend Rd and Bull Mountain Rd. • SW Hall Blvd. in the 2010 PM 2-hour peak volumes exceeds capacity from SW McDonald to SW Bonita Rd. In the 2040 PM 2-hour peak volume exceeds capacity on Hall Blvd. from OR 99W to SW Durham Rd. • In the 2010 PM 2-hour peak on 72nd Ave./Boones Ferry Rd./Tualatin-Sherwood Rd. volumes exceeds capacity from SW Avery St. to OR 99W. In the 2040 PM 2-hour peak, the entire stretch exceeds capacity from OR 217 to OR 99W. • Tualatin-Sherwood Road exceeds capacity during both the midday and pm peak in both 2010 and 2040. • The intersection of Highway 99W and Tualatin-Sherwood Rd experiences significant peak period congestion in 2010 and 2040, primarily on Tualatin-Sherwood Rd due to the number of left turns, and the short queue space available.	

	Regional Needs	Corridor Strategies
At-Grade Heavy Rail	There are a number of heavy rail crossings within this mobility corridor: • SW Tualatin • SW Nyberg • SW Tualatin-Sherwood Rd. • SW 95th • SW Teton • SW Avery • SW Tonquin • SW Sunset Blvd. • SW Main St. • SW Teton Ave. • SW Oregon St. • SW Sherwood Blvd.	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Local TSPs evaluate at grade heavy rail crossings for deficiencies and solutions.
Regional Bridges	• Barrows Bridge is a significant weight restricted bridge to the west of this corridor.	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Safety	• OR 99W ranks on the ODOT SPIS list as Category 4 and 5(Scale 1-5, 5 being highest priority) from Tigard TC to Sherwood TC.	
Regional Freight	• Existing midday freight reliability is compromised by intersection operations and driveway turn movements. In the 2040 midday 1-hour, OR 99W for the stretch between SW McDonald St. and SW Beef Bend Rd. and from Durham Rd. to just north of SW 124th Ave. in both directions. • Volumes exceed capacity in the 2040 NB midday 1-hour period on Tualatin Sherwood Rd., a freight road connector, from SW Avery St. to NE Oregon St.	

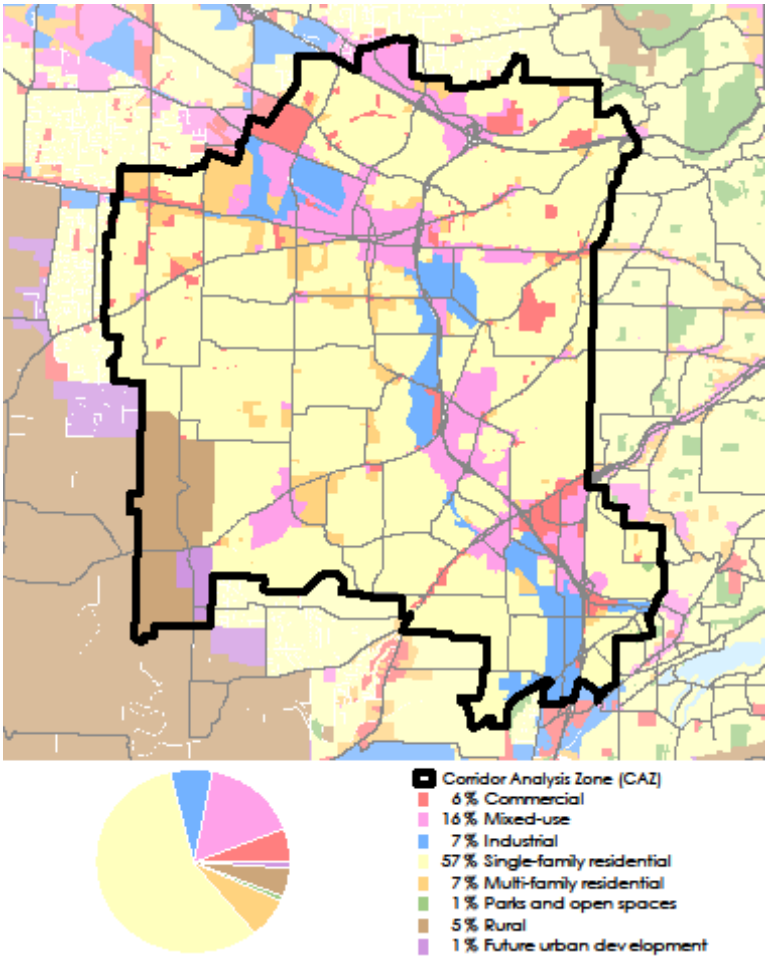
2040 INVESTMENT STRATEGY

	Strategy
Near-Term (1 – 4 years)	• System and demand management along mobility corridor and parallel facilities for all modes of travel. • Address arterial connectivity and crossings. • Complete mobility corridor refinement plan. • Complete alternatives analysis for HCT corridor. • Complete land use planning of HCT corridor as part of HCT System Expansion Policy. • Complete gaps and make crossing improvements in the sidewalk and bike network. • Implement the Tigard OR 99W Corridor Improvement and Management Plan.
Medium Term (5 – 10 years)	• Complete gaps in the arterial network. • Intersection improvements, consistent with refinement plan. • Coordinate TSM/TDM strategies. • Implement the Tigard OR 99W Corridor Improvement and Management Plan.
Long-term (10 – 25 years)	• Implement the Tigard OR 99W Corridor Improvement and Management Plan.

Unfunded Projects
• 99W/Hall Blvd intersection improvements, $13,700,000

Regional Actions	Local Actions
• Continue work on identifying resources to complete mobility corridor refinement plan. • Complete HCT alternatives analysis. • Conduct corridor refinement plan. • Update Atlas of mobility corridors. • Continue developing a data collection and performance monitoring system. • Work on furthering the Active Transportation Concept.	• Initiate actions related to the HCT System Expansion Policy. • Land use planning. • Incorporate strategies from the Regional TSMO plan into local TSPs. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Provide Metro with TSMO, bike and pedestrian inventory data when updated through TSP update.

4.2.12 MOBILITY CORRIDOR #12 – BEAVERTON TO TIGARD



CORRIDOR FUNCTION

What function(s) does the corridor serve?
2040 Access: Connects the cities of Tigard and Beaverton and provides access to the Beaverton and Washington Square regional centers and industrial areas along Highway 217.
Freight Mobility: Serves as a primary connection for Washington County industries to the I-5 Corridor, and provides short-line heavy rail access.
Statewide Travel: Serves as the west side connection from US 26 to I-5.

CORRIDOR CHARACTERISTIC

	2010	2040	2040 Regional Totals	% of Regional Total	% Change in Corridor	% Change in Region 2010-2040
Population	211,033	282,003	2,991,589	9.4%	33.6%	45.1%
Households	84,398	117,574	1,225,212	9.6%	39.3%	50.9%
Employment	107,385	162,164	1,508,428	10.8%	51.0%	64.6%

REGIONAL TRANSPORTATION FACILITIES

HCT	Regional Trail	Regional Bridges	Through-ways	Parallel Arterials	Heavy Rail
• WES Commuter rail • Westside MAX to Beaverton	• Fanno Creek Trail • Westside Trail • Beaverton Creek Greenway Trail		• OR 217 • US 26 • I-5	• Hall Blvd. • Cedar Hills Blvd. • Murray Blvd. • Scholls Ferry Rd. • Canyon Rd. • Oleson Rd. •	• BNSF • Portland and Western Short-line

REGIONAL 2040 LAND USES

Regional Centers	Town Centers	Intermodal Facilities	Employment/ Industrial Areas	Other Key Destinations
• Beaverton • Washington Square	• Cedar Mill • Sunset • Raleigh Hills • Tigard TC • Murray/Scholls TC	• Sunset Transit Center • Beaverton Transit Center	• Tigard Industrial Area • Beaverton Industrial Area (Tektronics) • Tigard Triangle	• Cedar Hills Crossing • Beaverton Town Square • Canyon Place • Beaverton Transit Center

Needs and Corridor Strategies

	Regional Needs	Corridor Strategies

Transit	• Midday WES commuter rail service.
	• Connect all 2040 Town Centers, Regional Centers, and the Central City with frequent transit service (consistent with RTP policy);
	  ○ Segments of Scholls Ferry do not have 30 minute or better transit service
	  ○ Walker, Oleson, Garden Home, Walnut/Gaarde are all arterial roads without 30 min bus service.
	• Connect all 2040 Regional Centers with high capacity transit (consistent with RTP policy);
	• Direct, safe, comfortable, bike and pedestrian connections to all transit stops;
	• Ensure transit connections between HCT stations and essential destinations located greater than one mile from stations.
	• Provide bicycle parking and options for bike sharing at all HCT stations.
		• Incentivize high to medium density, mixed-use, pedestrian oriented development in the Central City, Regional Centers, Town Centers, Main Streets, and around HCT station areas. If sufficient demand exists, additional transit service will be added to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement service.
		• The HCT plan identified upgrades to the Beaverton to Wilsonville corridor as a "near- term" regional priority corridor.
		• Analyze transit stops in relation to bicycle and pedestrian network and build direct, safe, comfortable bicycle and pedestrian facilities in areas that do not have these facilities. Refer to TriMet's Pedestrian Network Analysis project for recommended places to focus attention and for replicable analysis methodology.
		• Identify essential destinations greater than one mile from transit stops, estimate demand for local transit service that connects to HCT lines. If sufficient demand exists, add local transit investment to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement. Also consider developing private shuttle services to serve this need.
		• Refer to the RTP Regional Transit Network map for regional bike-transit facility locations where demand is expected to be sufficient to warrant a major bike parking facility. Bikeway connections to these stations should be prioritized. For all other stations, refer to TriMet's bike parking design guidelines. When finances permit, TriMet will implement.
		• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

	Regional Needs	Corridor Strategies
		• Beaverton TSP update identified bike and pedestrian improvements along arterials and collectors, to transit stops, centers and station areas. • Beaverton RC redevelopment and civic plans are ongoing.
Bike and Pedestrian	• Direct, continuous and comfortable bicycle and pedestrian pathways between essential destinations, transit stops, housing, jobs, and retail.	• Identify where essential destinations are in relation to transit stops, housing, jobs, and retail and prioritize pedestrian pathways between these areas. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Beaverton TSP update identified lane and sidewalk improvements, trail crossings, filling gaps with access ways or street connections, intersections improvements to better accommodate bike/ped, and signing, pavement markings and lighting.
Regional Trails	• Direct connections between trails and on-street bicycle and pedestrian facilities. • Complete sections of the Fanno Creek Greenway Trail between Scholls Ferry and OR 217. • Complete sections of the north/south Westside Regional Trail between US 26 and Scholls Ferry. • Construct the Beaverton Creek Greenway Trail, a proposed trail that would that connect the Fanno Creek Trail along OR 217 to the Beaverton RC and then provide east/west travel to the Hillsboro RC and the Rock Creek Greenway trail.	• Analyze regional trail access points in relation to on-street bicycle and pedestrian network and build direct, safe, comfortable bicycle and pedestrian facilities in areas that do not have these connections. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Beaverton TSP update proposed local parallel street signage by City, County and ODOT, completing all trail segments where planned off-street, including Westside Trail and refining Beaverton Creek Trail to accommodate on-street where appropriate.

	Regional Needs	Corridor Strategies
Throughways[21]	The following do not meet the performance thresholds in Table 2.4: • 2010 and 2040 PM 2-hour peak volumes exceed capacity on • OR 217in the southbound direction from BH Hwy. to Allen Blvd., in both directions from Denney Rd. to Hall Blvd., Scholls Ferry Rd. to OR 99W, and just west of I-5. The equivalent of 6 lanes of capacity has been identified as a need in this corridor. • OR99W from Dartmouth St. to Greenburg Rd. • Beaverton-Hillsdale and Canyon Road through the Beaverton Regional Center. • All of the OR 217 interchanges are spaced less than two-miles apart, with a handful at less than one-mile. • Fanno Creek constrains the design of interchanges along OR 217.	• Implement OR 217 Corridor Study recommendations, including arterial connectivity, bike and pedestrian connectivity, transit service expansion and throughway capacity. • Implement OR 217 Management Study recommendations (examples include shoulder widening, traveler information, variable speed and ramp management) and develop targeted capital improvements to achieve improved operation and reliability in the corridor). • Aggressively pursue other TSMO and capital strategies in the OR 217 corridor and parallel arterials to produce the equivalent of three lanes of capacity in each direction. • In FC project list, project 11122 adds a NB lane from Canyon Rd. to US 2611439 consolidates Allen and Denny interchanges with a split diamond interchange; project 10875 braids ramps between OR 10 and Allen; project 10599 improves 72nd Ave. interchange. • On State project list, project 11302 improves operations of I-5/OR 217 interchange, project 11358 . • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Adaptive signal systems implementation on going for Farmington Rd., Canyon Rd., and BH Hwy.

[21] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)

Arterials[22]	Arterial Gaps • Between Scholls Ferry Rd., OR 99W, SW Walnut St, and SW Greenburg Rd. • Between SW Capitol Hwy., SW Oleson Rd. /Hall Blvd. and north and south of Taylors Ferry Rd. • Between SW Denney Rd. and Beaverton-Hillsdale Hwy. • There are street connectivity gaps to/from the Tigard Triangle area. • There are additional gaps east of I-5, north of Kruse Way, west of Boones Ferry Rd./SW 49th Ave, and south of Barbur Blvd. Arterial Deficiencies The following do not meet the performance thresholds in Table 2.4: • Existing bottlenecks around the Washington Square regional center cause significant delay in this corridor. • Existing congestion on Highway 99W In the 2010 PM 2-hour peak volumes exceed capacity on: • Scholls Ferry Rd. just south of US 26 to Patton Rd. and from Cascade to Conestoga • Oleson Rd. peak from Garden Home to 80th. • Hall Blvd. near SW Brockman St. In the 2040 PM 2-hour peak volumes exceed capacity on • Scholls Ferry Rd. and Oleson Rd./Greenburg Rd. from US 26 to OR 217. • Murray Blvd. southbound for most of the section between OR 8 and SW Brockman St.	• Various Hall Blvd (OR 141) widening projects to improve performance (FC projects 11220, 11223, State project 10595). • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Beaverton TSP update identified Davie Rd. extension, Western/102nd/103rd/Walker road connection, access management strategies, intersection improvements, and signalization. • Project 10642 Adaptive Traffic Signal Systems, new signals and upgrades for Allen Blvd., Cedar Hills Blvd., Hall Blvd., Farmington Rd., and BH Hwy.

	Regional Needs	Corridor Strategies
At-Grade Heavy Rail	• There is a near complete failure to separate vehicle travel and rail. Within the City of Beaverton, there are 2 locations where there are over crossings of rail (Allen and Denney). The primary arterials of Beaverton-Hillsdale, Hall, and Scholls Ferry Road are at grade crossings frequently resulting in peak hour congestion. • There are multiple heavy rail crossings within this mobility corridor: ○ Farmington Rd. / BH Hwy. ○ SW Hall Blvd. (3 crossings) ○ Scholls Ferry Rd. ○ 5th St. ○ Lombard Ave. ○ Murray Rd.	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Local TSPs evaluate at grade heavy rail crossings for deficiencies and solutions. • RTP 10638 construct Davies Rd. extension, close Barrows Rd. at Scholls Ferry Rd. (east). • Adaptive signal systems project will improve traffic flow for freight.
Regional Bridges	• Barrows Bridge is a significant weight restricted bridge to the west of this corridor.	
Safety	• OR-217 between I-5 and Beaverton Regional Center ranks on the ODOT SPIS list as Category 5(Scale 1-5, 5 being highest priority).Multiple locations rank above the 90th percentile, including the interchange with I-5, the intersection with OR 99W, and the intersection with SW Tualatin Valley Highway. • The Hall Blvd. /Scholls Ferry Rd. Intersection ranks above the 85th percentile as a SPIS intersection. • Top 25 out of 272 ranked intersections on Wash. Co. 2010-07 SPIS list are: Hall/Scholls (#1), Murray/TV (#4), Murray/Allen (#7), Murray/Farmington (#9), B-H/107th (#24), B-H/Western (#25).	• OR 217 management study is looking at variable speed signs, weaves and ramps to address safety issues. • Project 10617, Farmington Rd. from Murray to Hocken includes safety improvements. • RTP 10638 construct Davies Rd. extension, close Barrows Rd. at Scholls Ferry Rd. (east).

[22] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)

	Regional Needs	Corridor Strategies
Regional Freight	• The stretch south of Denney way to Hall Blvd. does not meet performance thresholds in the 2040 NB midday 1-hour.	• Adaptive signal systems project will improve traffic flow for freight.

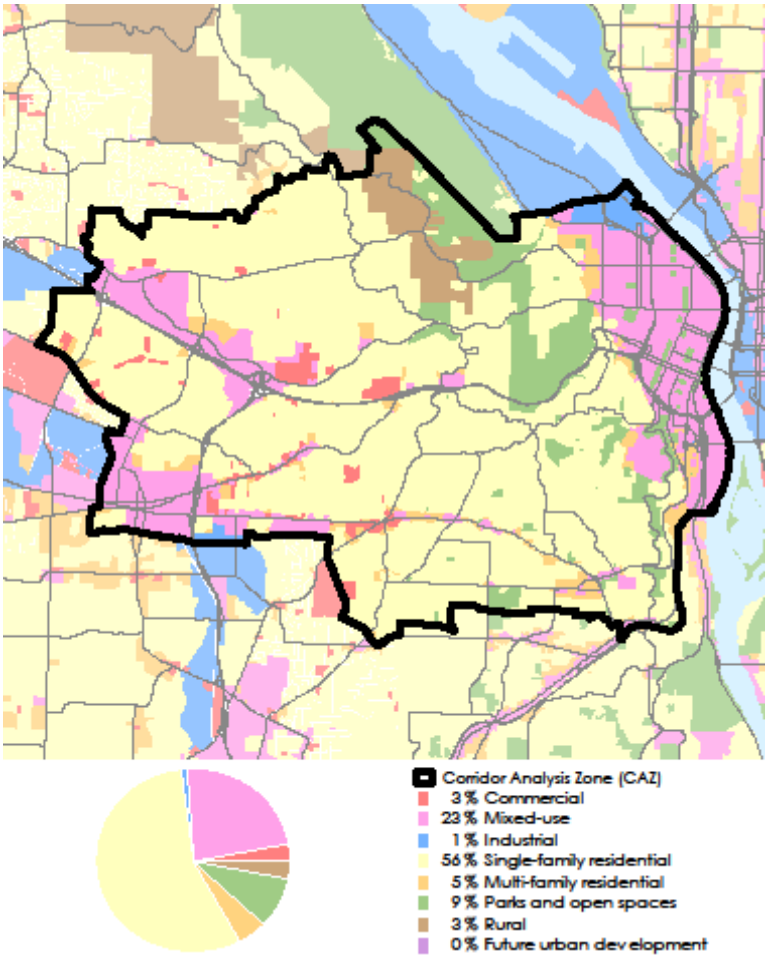
2040 INVESTMENT STRATEGY

	Strategy
Near-Term (1 – 4 years)	• System and demand management along mobility corridor and parallel facilities for all modes of travel consistent with OR 217 Management Study. • Address arterial crossings of OR 217. • Address capacity and safety issues on OR 217. • Complete gaps and make pedestrian/bike crossing improvements in the Fanno Creek Trail, Westside Trail, and Beaverton Creek Trail.
Medium Term (5 – 10 years)	• Complete gaps in the arterial network. • Interchange improvements and other operational, management and capital solutions, consistent with OR 217 corridor study and OR 217 management plan (Projects 10599, 11302 and 11358).
Long-term (10 – 25 years)	• Commuter rail service upgrade between Beaverton and Wilsonville. • New parallel arterial connections to remove local trips from OR 217. • Add throughway capacity, consistent with OR 217 corridor study recommendations.

Unfunded Projects
• Unfunded throughway capacity projects on OR 217 (~$600million) • Unfunded capacity improvement projects have been identified for OR 217, including widening, aux lanes, and braided ramps at different locations on the corridor. These total $346,000,000. • Unfunded interchange improvements to enhance safety and operations have been identified, totaling $201,000,000. • OR 217 Improvements, $200,600,000 • OR 217 PE and NEPA, $6,000,000 • I-5/OR 217 Interchange OR 217 to I-5 NB flyover, $27,400,000 • OR 217 overcrossing at 72nd, $9,600,000 • 72nd Ave interchange, $19,500,000 • Denney interchange, $700,000 • Allen/Denney Split Diamond, $25,900,000 • OR 217 Canyon-Walker Braided Ramps, $67,400,000 • OR 217 Scholls Ferry-Greenburg Braided Ramps, $71,700,000 • Greenburg Road SPUI, $62,800,000 • Scholls Ferry SPUI, $79,100,000 • OR 217/99W interchange improvements, $32,600,00

Regional Actions	Local Actions
• Pursue local, state and federal resources to address OR 217 needs and aggressively pursue technological, operational and strategic capital improvements to meet identified needs in this corridor consistent with the recently completed OR 217 Management Study. Examples include shoulder widening, traveler information, variable speed and ramp management) and develop targeted capital improvements to achieve improved operation and reliability in the corridor. • Work on transit priority treatments on arterials. • Work on regional HCT improvements in corridor. • Work on regional bus improvements in corridor. • Continue developing a data collection and performance monitoring system. • Work on furthering the Active Transportation Concept.	• Initiate actions related to the HCT System Expansion Policy. • Address connectivity needs in local TSPs. • Incorporate strategies from the Regional TSMO plan into local TSPs. • Improve bike and pedestrian access to transit stops and major destinations. • Develop and maintain local demand management programs. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Provide Metro with TSMO, bike and pedestrian inventory data when updated through TSP update.

MOBILITY CORRIDOR #13 – PORTLAND CENTRAL CITY TO BEAVERTON



CORRIDOR FUNCTION

What function(s) does the corridor serve?
2040 Access: Connects the Central City to Beaverton regional center and regional attractions, including the Oregon Zoo complex and Washington Park.
Freight Mobility: Provides air freight access for west side industrial areas, and statewide access to marine and rail facilities.
Statewide Travel: Provides access to Central City interstate hub and travel to the Oregon Coast.

CORRIDOR CHARACTERISTIC

	2010	2040	2040 Regional Totals	% of Regional Total	% Change in Corridor	% Change in Region 2010- 2040
Population	156,036	257,435	2,991,589	8.6%	65.0%	45.1%
Households	66,642	117,359	1,225,212	9.6%	76.1%	50.9%
Employment	166,679	234,735	1,508,428	15.6%	40.8%	64.6%

REGIONAL TRANSPORTATION FACILITIES

HCT	Regional Trail	Regional Bridges	Through-ways	Parallel Arterials	Heavy Rail
• MAX Red Line • MAX Blue Line	• Fanno Creek Greenway Trail • Westside Trail • Beaverton Creek Trail		• US 26	• Burnside/Barnes Rd. • Cornell Rd. • Beaverton-Hillsdale Hwy. • Canyon Rd. • Cornelius Pass Rd./Germantown Road	

REGIONAL 2040 LAND USES

Regional Centers	Town Centers	Intermodal Facilities	Employment/ Industrial Areas	Other Key Destinations
• Portland Central City • Beaverton	• Sunset Hillsdale • Raleigh Hills	• Sunset Transit Center • Beaverton Transit Center	• Providence St. Vincent Medical • NW Industrial Area	• NE Washington County • Oregon Zoo/Children's Museum • Washington Park

NEEDS AND STRATEGIES

	Regional Needs	Corridor Strategies
Transit	• Regional partners have identified HCT transit overcrowding in this corridor. • Address light rail capacity needs: Robertson tunnel & along Hwy 26 & 217 will need signal upgrades • Address park and ride capacity constraints: Sunset Transit Center @ 98% of capacity • Increase 30 minute of better transit service on Cornell Rd. (between the Central City and Cedar Mill TC). • Connect all 2040 Town Centers, Regional Centers, and the Central City with frequent transit service (consistent with RTP policy); • Connect all 2040 Regional Centers with high capacity transit (consistent with RTP policy); • Direct, safe, comfortable, bike and pedestrian connections to all transit stops; • Ensure transit connections between HCT stations and essential destinations located greater than one mile from stations. • Provide bicycle parking and options for bike sharing at all HCT stations.	• Incentivize high to medium density, mixed-use, pedestrian oriented development in the Central City, Regional Centers, Town Centers, Main Streets, and around HCT station areas. If sufficient demand exists, additional transit service will be added to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement service. • The HCT plan identified Hillsboro to Hillsdale as a "next phase" regional priority corridor. • Analyze transit stops in relation to bicycle and pedestrian network and build direct, safe, comfortable bicycle and pedestrian facilities in areas that do not have these facilities. Refer to TriMet's Pedestrian Network Analysis project for recommended places to focus attention and for replicable analysis methodology • Identify essential destinations greater than one mile from transit stops, estimate demand for local transit service that connects to HCT lines. If sufficient demand exists, add local transit investment to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement. Also consider developing private shuttle services to serve this need. • Refer to the RTP Regional Transit Network map for regional bike-transit facility locations where demand is expected to be sufficient to warrant a major bike

	Regional Needs	Corridor Strategies
		parking facility. Bikeway connections to these stations should be prioritized. For all other stations, refer to TriMet's bike parking design guidelines. When finances permit, TriMet will implement. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Beaverton TSP update identified bike and sidewalk improvements, to better access transit. • Complete Sunset Transit Center Station Pedestrian Improvements (FC project 10607). • Beaverton RC, Redevelopment and Civic Plans ongoing. • Adaptive signal system upgrades to improve flow and transit headways.
Bike and Pedestrian	• Direct, continuous and comfortable bicycle and pedestrian pathways between essential destinations, transit stops, housing, jobs, and retail.	• Identify where essential destinations are in relation to transit stops, housing, jobs, and retail and prioritize pedestrian pathways between these areas. • Unfunded ped/bike improvements have been identified on Beaverton-Hillsdale Hwy and Canyon Rd., totaling $32,700,000. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Beaverton TSP update identified lane and sidewalk improvements, trail crossings, filling gaps with access ways or street connections, intersections improvements to better accommodate bike/ped, and signing, pavement markings and lighting.

	Regional Needs	Corridor Strategies
Regional Trails	• Direct connections between trails and on-street bicycle and pedestrian facilities.	• Analyze regional trail access points in relation to on-street bicycle and pedestrian network and build direct, safe, comfortable bicycle and pedestrian facilities in areas that do not have these connections. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Throughways[23]	• There are 6 interchanges within this mobility corridor along US 26. None of them meet the two-mile spacing and most are spaced less than one-mile apart. • The US 26/Vista ridge tunnel is a bottleneck. The following do not meet the performance thresholds in Table 2.4 for the 2010 and 2040 NB PM 2-hour peak: • US 26 in both directions near the tunnel. • Westbound US 26 from the Central City to Scholls Ferry Rd. • US 26/Vista Ridge tunnel	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Arterials[24]	Arterial Gaps • Generally, the local street network is poor. • South of US 26 between Scholls Ferry Rd. and Barbur Blvd. and north of BH Hwy there is a gap in both east/west and north/south connectivity. • North of US 26 there are gaps in the north/south connectivity throughout the corridor. Arterial Deficiencies The following do not meet the performance thresholds in Table 2.4:	• Identify intersections located on arterials where bicyclists and pedestrians feel unsafe and have high crash rates. • FC Project 10545 improves local street network by reconfiguring intersection of Oleson, Beaverton-Hillsdale, and Scholls Ferry. • Improve Barnes Road to address recurring safety issues and provide congestion relief. • Implement Regional Transportation Functional Plan and Urban Growth Management

[23] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)
[24] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)

	Regional Needs	Corridor Strategies
	• Cornell Rd. volumes exceed capacity westbound in both 2010 and 2040 PM 2-hour peak. It is 2 lanes. • Barnes/Burnside Rd. volumes exceed capacity in both directions for 2010 and 2040 PM 2-hour peak as it approaches Skyline Blvd. Also in the westbound direction as it approaches Sunset TC. It is 2-3 lanes with a few stretches with left turn lanes and becomes 4 lanes at SW 88th Ave.	Functional Plan. • Adaptive signal system upgrades to improve flow and transit headways.
At-Grade Heavy Rail		• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Local TSPs evaluate at-grade heavy rail crossings for deficiencies and solutions.
Regional Bridges		
Safety	• US 26 near Central City ranks on the ODOT SPIS list as Category 4 and 5(Scale 1-5, 5 being highest priority).	
Regional Freight	• The main freight roadway route (US 26) within this mobility corridor in the midday 1-hour in 2010 and the 2040 NB near the tunnel in both directions and westbound from Central City to Scholls Ferry Rd. • Cornelius Pass Rd., a key alternative to the US 26 tunnel has capacity issues in the 2040 network and a handful of moderate SPIS hotspots along the section north of the urban boundary that includes several hairpin turns.	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

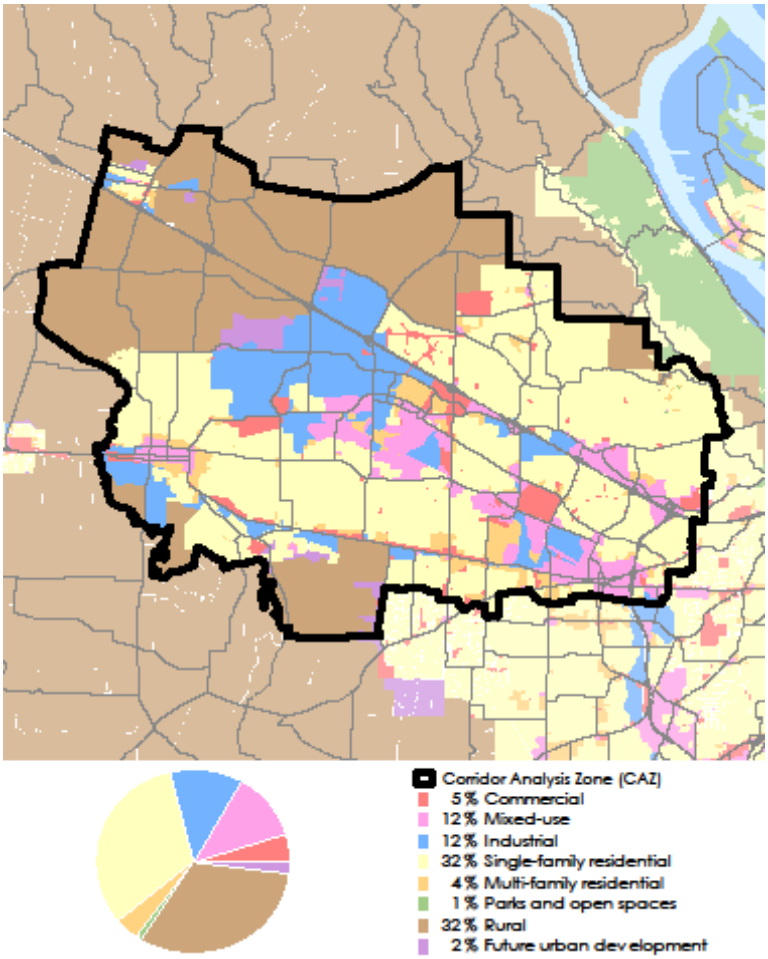
2040 INVESTMENT STRATEGY

	Strategy
Near-Term (1 – 4 years)	• System and demand management along mobility corridor and parallel facilities for all modes of travel. • Address arterial connectivity and crossings. • Complete gaps and make crossing improvements in the Fanno Creek Trail.
Medium Term (5 – 10 years)	• Complete gaps in the arterial network. • Interchange improvements, consistent with OR 217 refinement plan.
Long-term (10 – 25 years)	• Commuter rail service upgrade between Beaverton and Wilsonville (constrained by P&W RR needs).

Unfunded Projects
• OR 8 bike/ped improvements, US 26 to 110th, $18,400,000 • OR 10 bike/ped improvements, 65th to OR 217, $14,300,000 • Extend eastbound truck climbing lane, OR 217 to Sylvan, $5,400,000

Regional Actions	Local Actions
• Continue work on HCT expansion from Portland Central City to Tigard. • Update Atlas of mobility corridors. • Continue developing a data collection and performance monitoring system. • Work on furthering the Active Transportation Concept.	• Initiate actions related to the HCT System Expansion Policy. • Address connectivity needs in local TSPs. • Incorporate strategies from the Regional TSMO plan into local TSPs. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Provide Metro with TSMO, bike and pedestrian inventory data when updated through TSP update.

MOBILITY CORRIDOR #14 – BEAVERTON TO HILLSBORO



CORRIDOR FUNCTION

What function(s) does the corridor serve?
2040 Access: Connects Beaverton and Hillsboro regional centers, provides access to OR 217 for industrial area within the corridor.
Freight Mobility: Industrial access to Highway 217 from areas within the corridor.
Statewide Travel: No statewide mobility function. Provides access from Beaverton Regional Center to Hillsboro Regional Center, access from OR 217 west to OR 47, and serves as a parallel arterial to US 26

CORRIDOR CHARACTERISTIC

	2010	2040	2040 Regional Totals	% of Regional Total	% Change in Corridor	% Change in Region 2010- 2040
Population	252,797	350,883	2,991,589	11.7%	38.8%	45.1%
Households	95,306	145,329	1,225,212	11.9%	52.5%	50.9%
Employment	122,431	225,815	1,508,428	15.0%	84.4%	64.6%

REGIONAL TRANSPORTATION FACILITIES

HCT	Regional Trail	Regional Bridges	Through-ways	Parallel Arterials	Heavy Rail
• MAX Blue Line	• Turf to Surf Trail • Rock Creek Trail		• US 26	• TV Highway • Baseline Rd. • Farmington Rd. • River Rd. • Walker Rd. • Evergreen Rd. • Cornell Rd. • OR 219	• P&W

REGIONAL 2040 LAND USES

Regional Centers	Town Centers	Intermodal Facilities	Employment/ Industrial Areas	Other Key Destinations
• Beaverton • Hillsboro • Washington Square • Tanasborne/ AmberGlen	• Aloha • Orenco • Sunset Transit Center • Cedar Mill	• Hillsboro Airport	• Hillsboro (Intel) • Beaverton (Tektronics)	• Beaverton Transit center • Willow Creek Transit Center •

NEEDS AND STRATEGIES

	Regional Needs	Corridor Strategies

Transit	• Connect all 2040 Town Centers, Regional Centers, and the Central City with frequent transit service (consistent with RTP policy);
	• Connect all 2040 Regional Centers with high capacity transit (consistent with RTP policy);
	• Direct, safe, comfortable, bike and pedestrian connections to all transit stops;
	• Ensure transit connections between HCT stations and essential destinations located greater than one mile from stations.
	• Provide bicycle parking and options for bike sharing at all HCT stations.
	• Address park and ride capacity constraints at:
	  ○ Quatama/NW 205th @ 97% of capacity
	  ○ Milikan Way @ 98% of capacity
	  ○ Elmonica/SW 170th @ 93%
	• Address potential transit center capacity issues at Willow Creek Transit Center.
	• There is a need for more frequent bus service.
	• Address gaps in transit service. The following streets do not have 30 minute or better transit service:
	  ○ Cornelius Pass Rd.
	  ○ Brookwood Ave./Pkwy.
		• Conduct transit alternative analysis for HCT; obtain right-of-way or setbacks for westbound BAT lane as redevelopment occurs.
		• Signal prioritization for transit.
		• Incentivize high to medium density, mixed-use, pedestrian oriented development in the Central City, Regional Centers, Town Centers, Main Streets, and around HCT station areas. If sufficient demand exists, additional transit service will be added to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement service.
		• The HCT study identified Hillsboro to Hillsdale as a next phase regional priority corridor.
		• Analyze transit stops in relation to bicycle and pedestrian network and build direct, safe, comfortable bicycle and pedestrian facilities in areas that do not have these facilities. Refer to TriMet's Pedestrian Network Analysis project for recommended places to focus attention and for replicable analysis methodology.
		• Identify essential destinations greater than one mile from transit stops, estimate demand for local transit service that connects to HCT lines. If sufficient demand exists, add local transit investment to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement. Also consider developing private shuttle services to serve this need.
		• Refer to the RTP Regional Transit Network map for regional bike-transit facility locations where demand is expected to be sufficient to warrant a

	Regional Needs	Corridor Strategies
		major bike parking facility. Bikeway connections to these stations should be prioritized. For all other stations, refer to TriMet's bike parking design guidelines. When finances permit, TriMet will implement. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Bike and Pedestrian	• Direct, continuous and comfortable bicycle and pedestrian pathways between essential destinations, transit stops, housing, jobs, and retail.	• Identify where essential destinations are in relation to transit stops, housing, jobs, and retail and prioritize pedestrian pathways between these areas. • Improve TV Highway crossings at 13th, 40th, 44th, 45th, Imlay, 192nd,185th, 174th, 165th, 142nd avenues. • Complete planning and development of multiuse path near TV Highway (long-term). • Fill gaps is sidewalks and landscape buffers on TV Highway. • Add directional way finding signs. • Complete bike lanes on TV Highway (13th-Minter Bridge Rd; 192nd – 182nd; 153rd – 139th; Tualaway – Cedar Hill Boulevard • Improve bike crossings of TV Highway: 13th, 40th, Brookwood, Imlay, 209th, 192nd, 185th, 174th, 170th avenues, and Murray Boulevard. • Develop continuous east-west parallel bike routes north and south of TV Highway (Brookwood and Blanton) • Beaverton TSP update identified bike lane, sidewalk, trail crossing, intersection improvements, signing, lighting, and signalization improvements. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

	Regional Needs	Corridor Strategies
Regional Trails	• Direct connections between trails and on-street bicycle and pedestrian facilities. • There are incomplete sections of the north/south Westside Regional Trail between US 26 and Scholls Ferry, and none of the trail has been developed south of Barrows Road. • The Beaverton Creek Greenway trail is a proposed trail that would that connect the Fanno Creek Trail along OR 217 to the Beaverton RC and then provide east/west travel to the Hillsboro RC and the Rock Creek Greenway trail. Most of this trail between Denney and the Beaverton RC is unconstructed.	• Analyze regional trail access points in relation to on-street bicycle and pedestrian network and build direct, safe, comfortable bicycle and pedestrian facilities in areas that do not have these connections. • Complete community and regional trail segments (RTP Projects #10809,#10810 #10811) • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Throughways[25]		• Intersection improvements at 209th and Century (FC projects 11136 and 11137) • Intersection improvement at Murray (State project 10557). • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

[25] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)

	Regional Needs	Corridor Strategies
Arterials[26]	Arterial Gaps • Address TV Hwy (OR 8) access management and spacing issues throughout the mobility corridor. • There are gaps south of TV Hwy (OR 8) between SW 209th Ave. and SW River Rd. There are also gaps south of Farmington Rd. to Scholls Ferry Rd. in both north/south and east/west connectivity. Arterial Deficiencies The following do not meet the performance thresholds in Table 2.4: • Capacity deficiencies on: Baseline at Brookwood between 185th and Cornelius Pass Road, 170th, 158th; Jenkins at Murray and Cedar Hill boulevards; TV Highway at 209th, 198th, 185th, 170th, 160th avenues, and Murray Boulevard; and Farmington Road at 185th Avenue and Murray Boulevard. • Both directions of Walker Rd. between 158th Ave. and Cedar Hills Blvd • Walker Road between 158th Avenue and 185th Avenue and between OR 217 and Cedar Hills Blvd.	• Farmington Rd improvements between 170th and 198th (FC projects 10560 and 10574). • 10617 Farmington Road Murray to Hocken • 10634 Cedar Hills Blvd improvements • 10642 Adaptive signal systems • 10646 Hall Blvd bike and pedestrian improvements • 10644 sidewalk gaps • 10668 Farmington Road gaps • 10669 Hall Blvd gap • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Address 2013 TV Highway Corridor Plan

[26] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)

	Regional Needs	Corridor Strategies
At-Grade Heavy Rail	There are heavy rail crossings at the following locations: • SW 185th Ave./Stucki • Cedar Hills Blvd. • SW Hall Blvd. • Hocken Ave. • SW Lombard Ave. • SE BH Hwy. (OR 10) • SW Hillsboro Hwy. (OR 219) • 198th Ave. • 206th Ave. • 209th Ave. • Century Blvd. (234th) • 229th Ave. • Murray Blvd. • 142nd Ave. • 160th Ave. • 170th Ave. • Brookwood Ave./Pkwy. • River Rd. • Jenkins Rd./Baseline Rd.	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Local TSPs evaluate at grade heavy rail crossings for deficiencies and solutions. • Maintain rail corridor operations to accommodate future growth in railroad freight.
Regional Bridges		• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Safety	• There are several sites on TV Hwy from Beaverton Regional Center to Hillsboro Regional Center (OR 8)that rank in the top 5% on the ODOT SPIS list • Farmington Road at Murray	• 10617 Farmington Road Murray to Hocken • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Add street lighting on TV Highway
Regional Freight		• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Review potential reductions of vehicle carrying capacity as per OAR 731-012.

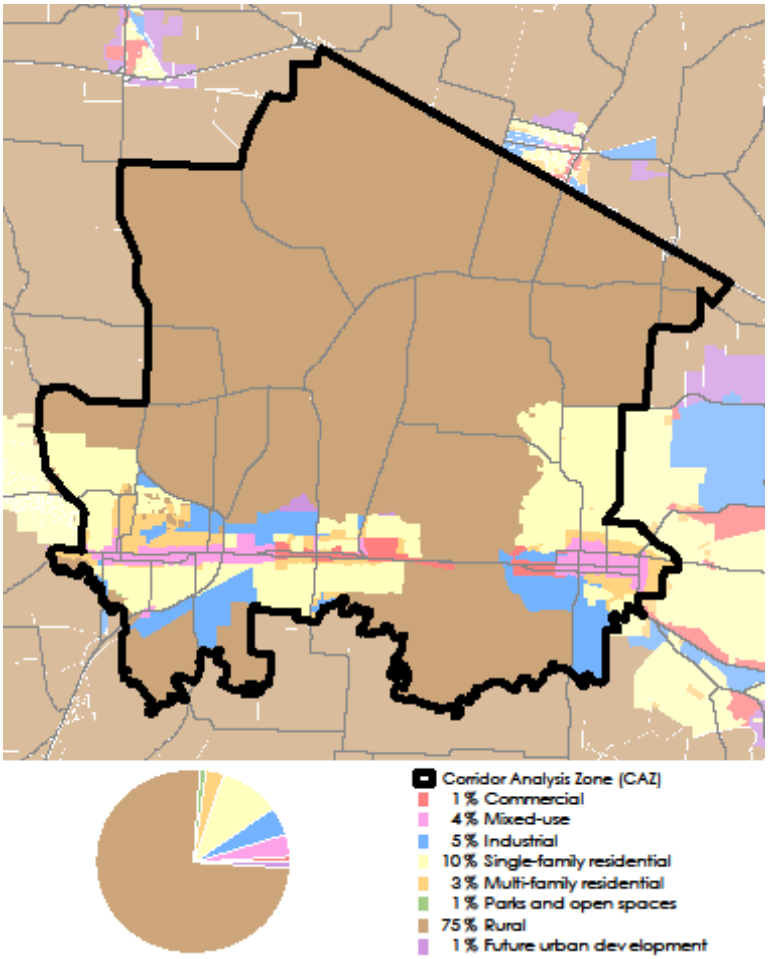
2040 INVESTMENT STRATEGY

	Strategy
Near-Term (1 – 4 years)	• System and demand management along mobility corridor and parallel facilities for all modes of travel. • Address arterial connectivity and crossings. • Address deficiencies and safety issues on TV Highway.
Medium Term (5 – 10 years)	• Complete gaps in the arterial network. • TV Highway (OR 8) refinement plan
Long-term (10 – 25 years)	• Implement TV Highway (OR 8) refinement plan.

Unfunded Projects
• OR 8/10th Ave intersection improvements, $1,000,000
• OR 8 system management, OR 217 to 10th, $4,000,000
• OR 8 ped improvements, Cornelius Pass to 10th, $11,300,000
• OR 10 improvements, 185th to 209th, $11,800,000
• Unfunded intersection improvement on TV Highway, $1,000,000
• System management projects on TV Highway, $4,000,000

Regional Actions	Local Actions
• Continue work on identifying resources to implement TV Highway Corridor Conduct corridor refinement plan. • Update Atlas of mobility corridors. • Continue developing a data collection and performance monitoring system as recommended in the TV Highway Corridor Plan • Work on furthering the Active Transportation Concept.	• Initiate actions related to the HCT System Expansion Policy. • Implement TV Highway Corridor Plan. • Address connectivity needs in local TSPs. • Incorporate strategies from the Regional TSMO plan into local TSPs. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Provide Metro with TSMO, bike and pedestrian inventory data when updated through TSP update.

MOBILITY CORRIDOR #15 – HILLSBORO TO FOREST GROVE



CORRIDOR FUNCTION

What function(s) does the corridor serve?
2040 Access: Connects Forest Grove town center and Hillsboro regional centers. Regional access from the corridor to US 26.
Freight Mobility: Industrial access to US 26and Cornelius Pass Road from areas within and outside the corridor. Provides connections between western Forest Grove and north Hillsboro industrial area.
Statewide Travel: No statewide mobility function. Provides access from Forest Grove to Hillsboro Regional Center, and serves as a parallel arterial to US 26

CORRIDOR CHARACTERISTIC

	2010	2040	2040 Regional Totals	% of Regional Total	% Change in Corridor	% Change in Region 2010- 2040
Population	43,496	58,852	2,991,589	2.0%	35.3%	45.1%
Households	17,248	26,086	1,225,212	2.1%	51.2%	50.9%
Employment	19,159	51,830	1,508,428	3.4%	170.5%	64.6%

REGIONAL TRANSPORTATION FACILITIES

HCT	Regional Trail	Regional Bridges	Through-ways	Parallel Arterials	Heavy Rail
• MAX Blue Line	• Turf to Surf Trail • Council Creek Trail • Tualatin Valley Scenic Bike Route		• TV Highway • Sunset Highway (US 26)	• OR 219 • N. 10th Avenue & Cornelius-Schefflin Rd./ Zion Church Rd./Meek Rd. • Glencoe Rd. • Verboort Rd.	• P&W

REGIONAL 2040 LAND USES

Regional Centers	Town Centers	Intermodal Facilities	Employment/ Industrial Areas	Other Key Destinations
• Hillsboro	• Forest Grove		• Hillsboro	• Cornelius Main Street • Yamhill County • McMinnville

NEEDS AND STRATEGIES

	Regional Needs	Corridor Strategies
Transit	• Connect all 2040 Town Centers, Regional Centers, and the Central City with frequent transit service (consistent with RTP policy); • Connect all 2040 Regional Centers with high capacity transit (consistent with RTP policy); • Direct, safe, comfortable, bike and pedestrian connections to all transit stops; • Ensure transit connections between HCT stations and essential destinations located greater than one mile from stations. • Provide bicycle parking and options for bike sharing at all HCT stations. • There is a need for more frequent bus service.	• Incentivize high to medium density, mixed-use, pedestrian oriented development in the Central City, Regional Centers, Town Centers, Main Streets, and around HCT station areas. If sufficient demand exists, additional transit service will be added to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement service. • Take advantage of the economic efficiency of existing rail corridor and right-of-way that is in State ownership for HCT Rail between Forest Grove, Cornelius and Hillsboro. • Study the potential of extending HCT from Hillsboro to downtown Forest Grove (FC projects 10771 and 11449). • Analyze transit stops in relation to bicycle and pedestrian network and build direct, safe, comfortable bicycle and pedestrian facilities in areas that do not have these facilities. Refer to TriMet's Pedestrian Network Analysis project for recommended places to focus attention and for replicable analysis methodology. • Identify essential destinations greater than one mile from transit stops, estimate demand for local transit service that connects to HCT lines. If sufficient demand exists, add local transit investment to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement. Also consider developing private shuttle services to serve this need. • Refer to the RTP Regional Transit Network map for regional bike-transit facility locations where demand is expected to be sufficient to warrant a

	Regional Needs	Corridor Strategies
		major bike parking facility. Bikeway connections to these stations should be prioritized. For all other stations, refer to TriMet's bike parking design guidelines. When finances permit, TriMet will implement. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Bike and Pedestrian	• Direct, continuous and comfortable bicycle and pedestrian pathways between essential destinations, transit stops, housing, jobs, and retail.	• Identify where essential destinations are in relation to transit stops, housing, jobs, and retail and prioritize pedestrian pathways between these areas. • Boulevard and pedestrian infill improvements on TV Highway in Cornelius and Forest Grove (RTP projects #10779 and #10805) • Unfunded boulevard improvements on TV Highway, $20,000,000. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Regional Trails	• Direct connections between trails and on-street bicycle and pedestrian facilities. • There is a need for east-west pedestrian and bicycle connectivity between Forest Grove and Hillsboro.	• Analyze regional trail access points in relation to on-street bicycle and pedestrian network and build direct, safe, comfortable bicycle and pedestrian facilities in areas that do not have these connections. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Construct east-west segment of the Council Creek Trail (FC project 11479)
Throughways [27]	• Address TV Hwy (OR 8) access management and spacing issues throughout the mobility corridor. • Address a need for overcrossings of TV Hwy (OR 8). • There is a need for an east-west connection between Forest Grove and Hillsboro.	• Signal interconnect in Cornelius, FC project 10803 • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

[27] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)

	Regional Needs	Corridor Strategies
Arterials[28]	• OR 47 is a principal arterial. It has unsignalized intersections as it approaches the Forest Grove TC. There is one signal at the intersection with TV Hwy. (OR 8). Spacing of the intersections is less than one mile apart. • There are gaps in east-west connectivity, as TV Hwy. (OR 8) is the only east-west arterial in this mobility corridor.	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
At-Grade Heavy Rail	There are heavy rail crossings at the following locations: • SW Hillsboro Hwy. (OR 219) • OR 47 (Forest Grove)	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Local TSPs evaluate at grade heavy rail crossings for deficiencies and solutions.
Regional Bridges		• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Safety	• OR 47 ranks on the ODOT SPIS list as Category 4 and 5 (5 being the highest priority) as it approaches Forest Grove.	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Regional Freight	• There is a need for better freight reliability on Zion Church Rd.	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

2040 INVESTMENT STRATEGY

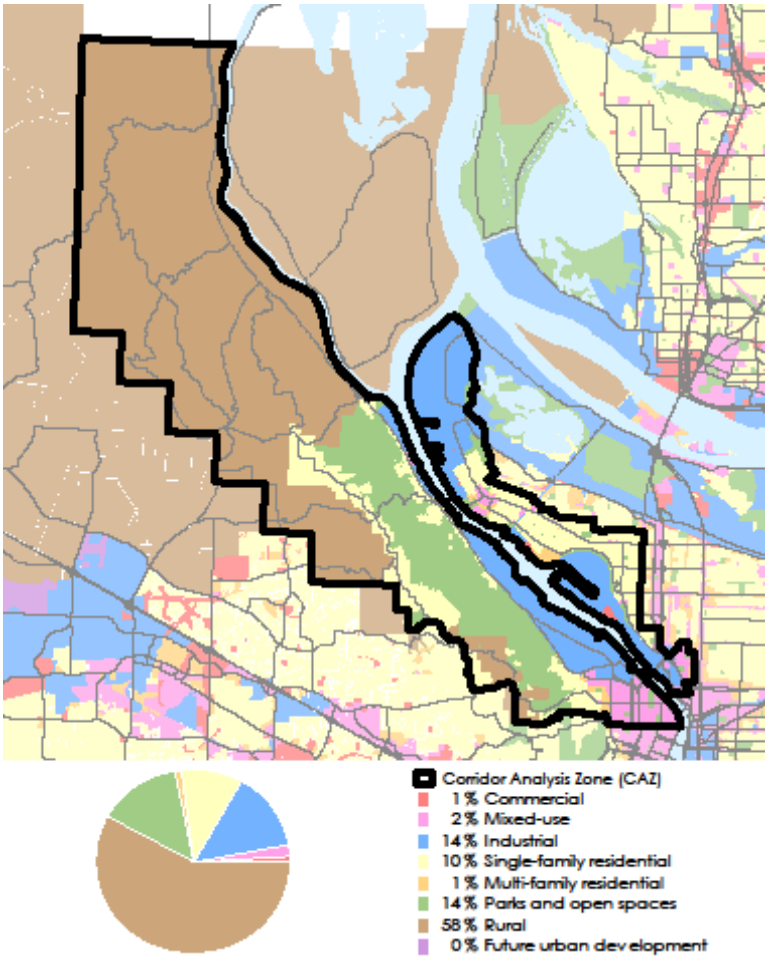
	Strategy
Near-Term (1 – 4 years)	• System and demand management along mobility corridor and parallel facilities for all modes of travel. • Address arterial connectivity and crossings. • Address deficiencies and safety issues on TV Highway. • Fund Council Creek Regional Trail Implementation of Preferred Alignment
Medium Term (5 – 10 years)	• Complete gaps in the arterial network. • TV Highway (OR 8) refinement plan • Construct Preferred Trail Alignment Council Creek Regional Trail
Long-term (10 – 25 years)	• Implement TV Highway (OR 8) refinement plan.

[28] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)

Unfunded Projects
• System management projects on TV Highway, $4,000,000 • TV Hwy improvements between Forest Grove and Cornelius, including bike lanes and sidewalks – $1,440,000 (RTP # 3156) • Council Creek Regional Trail Construction

Regional Actions	Local Actions
• Continue work on identifying resources to address TV Highway issues and identify resources to conduct corridor refinement plan. • Conduct corridor refinement plan. • Update Atlas of mobility corridors. • Continue developing a data collection and performance monitoring system. • Work on furthering the Active Transportation Concept. • Complete Council Creek Regional Trail planning and selection of the preferred trail alignment	• Initiate actions related to the HCT System Expansion Policy. • Address connectivity needs in local TSPs. • Incorporate strategies from the Regional TSMO plan into local TSPs. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Provide Metro with TSMO, bike and pedestrian inventory data when updated through TSP update. • Continue to implement and improve ADA facilities and services.

MOBILITY CORRIDOR #16 – PORTLAND CENTRAL CITY TO COLUMBIA COUNTY



CORRIDOR FUNCTION

What function(s) does the corridor serve?
2040 Access: Provides access to the Central City from the northwest portion of the region, primary access to the Northwest Industrial Area, access to the Metro Central transfer station and regional attractions including Forest Park and Sauvie Island.
Freight Mobility: Provides rail and highway access to industrial sites and river-dependent industrial uses and the BNSF Lake Yard rail intermodal facility.
Statewide Travel: Northwest gateway to the region, providing access to industrial areas and the Central City from neighboring communities in Columbia and Clatsop counties. Connects to the statewide Pacific Greenway Trail corridor.

CORRIDOR CHARACTERISTIC

	2010	2040	2040 Regional Totals	% of Regional Total	% Change in Corridor	% Change in Region 2010- 2040
Population	59,623	100,971	2,991,589	3.4%	69.3%	45.1%
Households	27,848	48,435	1,225,212	4.0%	73.9%	50.9%
Employment	73,126	101,490	1,508,428	6.7%	38.8%	64.6%

REGIONAL TRANSPORTATION FACILITIES

HCT	Regional Trail	Regional Bridges	Throughways	Parallel Arterials	Heavy Rail
	• N. Willamette Greenway Trail	• St. Johns Bridge • I-405 Fremont Br. • Broadway Bridge	• US 30 • Lombard Street (US 30 Bypass)	• Front Ave. • N. Portland Blvd. /Willamette Blvd. • St. Helens Rd.	• Union Pacific • Seattle sub mainline • BNSF • Portland and Western short line • Portland Terminal Railroad

REGIONAL 2040 LAND USES

Regional Centers	Town Centers	Freight & Intermodal Facilities	Employment & Industrial Areas	Other Key Destinations
• Portland Central City	• St. Johns	• Terminal 2 • Terminal 4 • Terminal 5 • Burlington Northern Rail Yards • Swan Island • Bonneville Yard • Olympic Pipeline • South Rivergate Yard • Ramsey Yard • Portland Harbor	• NW Industrial District • Rivergate Industrial District • Swan Island	• Linnton Energy Cluster • Metro Transfer Station • Sauvie Island • St. Helens • Union Station

NEEDS AND STRATEGIES

	Regional Needs	Corridor Strategies
Transit	• Connect all 2040 Town Centers, Regional Centers, and the Central City with frequent transit service (consistent with RTP policy); • Connect all 2040 Regional Centers with high capacity transit (consistent with RTP policy); • Direct, safe, comfortable, bike and pedestrian connections to all transit stops; • Ensure transit connections between HCT stations and essential destinations located greater than one mile from stations. • Provide bicycle parking and options for bike sharing at all HCT stations.	• Incentivize high to medium density, mixed-use, pedestrian oriented development in the Central City, Regional Centers, Town Centers, Main Streets, and around HCT station areas. If sufficient demand exists, additional transit service will be added to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement service. • Analyze transit stops in relation to bicycle and pedestrian network and build direct, safe, comfortable bicycle and pedestrian facilities in areas that do not have these facilities. Refer to TriMet's Pedestrian Network Analysis project for recommended places to focus attention and for replicable analysis methodology. • Identify essential destinations greater than one mile from transit stops, estimate demand for local transit service that connects to HCT lines. If sufficient demand exists, add local transit investment to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement. Also consider developing private shuttle services to serve this need. • Refer to the RTP Regional Transit Network map for regional bike-transit facility locations where demand is expected to be sufficient to warrant a major bike parking facility. Bikeway

		connections to these stations should be prioritized. For all other stations, refer to TriMet's bike parking design guidelines. When finances permit, TriMet will implement. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Bike and Pedestrian	• Direct, continuous and comfortable bicycle and pedestrian pathways between essential destinations, transit stops, housing, jobs, and retail.	• Identify where essential destinations are in relation to transit stops, housing, jobs, and retail and prioritize pedestrian pathways between these areas. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Regional Trails	• Direct connections between trails and on-street bicycle and pedestrian facilities.	• Analyze regional trail access points in relation to on-street bicycle and pedestrian network and build direct, safe, comfortable bicycle and pedestrian facilities in areas that do not have these connections. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Throughways[29]	The following do not meet the performance thresholds in Table 2.4: • 2010 PM 2 hour peak volumes exceed capacity on the St. Johns Bridge (northeast-bound). • 2040 NB PM 2-hour peak volumes exceed capacity on the St. Johns Bridge (both directions) and US-30 (northbound) in the area just south of the St. Johns Bridge2010 PM 2-hour peak and 2040 NB PM 2-hour peak volumes exceed capacity on I-5 northbound in the mobility corridor.	• ITS improvements at the confluence of NW Yeon and NW St. Helens are in the FC project list (10175) • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

[29] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)

Arterials[30]	Arterial Gaps • Address gaps in north/south connectivity southwest of N. Lombard Ave. between N. Philadelphia St. and N. Portsmouth Ave. as well as between N. Portsmouth Ave. and N. Interstate Ave. Arterial Deficiencies The following do not meet the performance thresholds in Table 2.4: In the 2010 PM 2-hour peak volumes exceed capacity on: • N. Willamette Blvd. between N. Chautauqua and N. Knowles Ave. (where it meets N. Rosa Parks Way) in both directions • N. Greeley Ave. between N. Rosa Parks Way and N. Killingsworth (northbound) and the stretch just northwest of I-405 (southbound) • N. Going Street (eastbound) between N. Basin and N. Greeley Ave. In the 2040 NB in the PM 2-hour peak volumes exceed capacity on: • NW Front Ave. (eastbound) between NW 26th Drive and NW 29th Ave. • N. Basin and N. Going Ave. (eastbound) along the length of Swan Island to N. Greeley Ave. • N. Willamette Blvd. (southeast-bound) between N. Chautauqua and N. Knowles Ave. (where it meets N. Rosa Parks Way) • N. Greeley Ave. (northbound) between N. Killingsworth and N. Rosa Parks Way • N. Denver Ave. (northbound) between N. Argyle Way and N. Schmeer Rd. • The roads that lie west of the St. Johns Bridge (in both directions) show congestion as well in the 2040 NB PM 2-hour peak.	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

[30] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)

At-Grade Heavy Rail	• There are many heavy rail crossings within this mobility corridor: • UPRR St. Johns has several at grade crossings in the Cathedral Park area including N. Pittsburg Ave., N. Baltimore and N. Burlington • N. Van Houton Pl. • N. Russell/N. Larrabee/N. Randolph Ave. • NW 15th Ave. near Naito Pkwy. • NW 17th Ave. near NW Upshur St. • NW 21st Ave. near NW Sherlock Ave. • NW Nicolai St. • NW Front Ave. • N. Rivergate Blvd.	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Local TSPs evaluate at grade heavy rail crossings for deficiencies and solutions.
Regional Bridges	• St. Johns Bridge	
Safety	• Hwy 30 ranks on the ODOT SPIS list as Category 3 (Scale 1-5, 5 being highest priority) from the St. Johns Bridge to I-405. • The intersection of the St. Johns Bridge and Hwy 30, the St. Johns Bridge and N. Lombard St., N. Lombard St. and I-5, and Hwy 30 and I-405 rank above the 85th percentile as SPIS intersections.	
Regional Freight	• Sections of I-5 (northbound) from the Rose Quarter TC to just north of Broadway, from the intersection with I-405 to NE Fremont St. and from N. Going Street to N. Rosa Parks Way exceed capacity in the 2010 midday 1 hour period. • 2040 NB midday 1-hour volumes exceed capacity on I-5 between NE Broadway and the intersection with I-405 (both directions) and I-5 between NE Fremont and NE Killingsworth (northbound).	

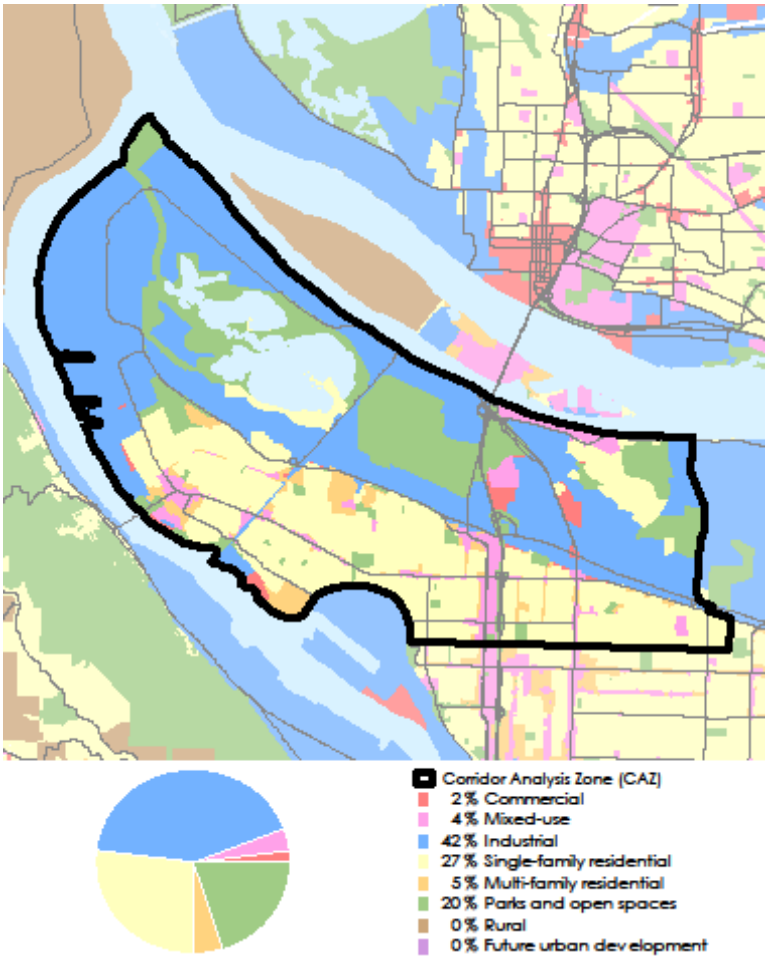
2040 INVESTMENT STRATEGY

	Strategy
Near-Term (1 – 4 years)	• System and demand management along throughway and parallel facilities for all modes of travel.
Medium Term (5 – 10 years)	•
Long-term (10 – 25 years)	•

Unfunded Projects
• Bridge Ave Bikeway, $400,000 • US 30/NW 112th intersection improvements, $200,000 • US 30/NW 108thPed Overcrossing, $350,000 • St. Helens Rd intersection improvements at Saltzman, $600,000 • US 30 Bike Improvements at Kittridge, $1,700,000 • US 30, Willamette bridge improvements, $100,000

Regional Actions	Local Actions
• Continue work on identifying resources to address TV Highway issues and identify resources to conduct corridor refinement plan. • Conduct corridor refinement plan. • Update Atlas of mobility corridors. • Continue developing a data collection and performance monitoring system. • Work on furthering the Active Transportation Concept. • Complete Council Creek Regional Trail planning and selection of the preferred trail alignment	• Initiate actions related to the HCT System Expansion Policy. • Address connectivity needs in local TSPs. • Incorporate strategies from the Regional TSMO plan into local TSPs. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Provide Metro with TSMO, bike and pedestrian inventory data when updated through TSP update. • Continue to implement and improve ADA facilities and services.

MOBILITY CORRIDOR #17 – RIVERGATE



CORRIDOR FUNCTION

What function(s) does the corridor serve?
2040 Access: Provides access to Rivergate industrial area, Portland Harbor marine terminals, river-dependent industries, Smith and Bybee Regional Park and regional attractions in the Delta Park complex.
Freight Mobility: Serves the primary connection to the Portland Harbor intermodal marine terminals from the I-5 corridor and includes Class I mainline freight rail access.
Statewide Travel: Serves as an international shipping gateway for goods movement through the Portland Harbor.

CORRIDOR CHARACTERISTICS

	2010	2040	2040 Regional Totals	% of Regional Total	% Change in Corridor	% Change in Region 2010- 2040
Population	56,200	75,547	2,991,589	2.5%	34.4%	45.1%
Households	24,400	34,754	1,225,212	2.8%	42.4%	50.9%
Employment	23,857	35,763	1,508,428	2.4%	49.9%	64.6%

REGIONAL TRANSPORTATION FACILITIES

HCT	Regional Trail	Regional Bridges	Through-ways	Parallel Arterials	Heavy Rail
• MAX Yellow Line	• Columbia Slough Trail	• St. Johns Bridge • I-5 Columbia River Crossing	• I-5 • OR 99E	• US 30 Bypass • Marine Drive • Denver/ Interstate Ave. • Columbia Blvd.	• Union Pacific • Kenton • BNSF • Seattle sub

REGIONAL 2040 LAND USES

Regional Centers	Town Centers	Freight & Intermodal Facilities	Employment & Industrial Areas	Other Key Destinations
	• St. Johns	• Cathedral Park Rail Corridor • Terminals 4, 5 and 6 • UPRR Barnes Yard • South Rivergate Yard • Ramsey Yard • Bonneville Yard • BNSF A and B Yards	• Rivergate • Delta Park	• Smith & Bybee Lakes Recreational Area • Portland Expo Center

NEEDS AND STRATEGIES

	Regional Needs	Corridor Strategies

Transit	• Connect all 2040 Town Centers, Regional Centers, and the Central City with frequent transit service (consistent with RTP policy);
	  ○ There is community desire for more transit service to serve large employers in this area.
	  ○ There is a service gap on N. Columbia Blvd. between N. Portland Rd. and N. Denver Ave., although there is service on a parallel facility (N. Willis Blvd.).
	• Connect all 2040 Regional Centers with high capacity transit (consistent with RTP policy);
	• Direct, safe, comfortable, bike and pedestrian connections to all transit stops;
	• Ensure transit connections between HCT stations and essential destinations located greater than one mile from stations.
	• Provide bicycle parking and options for bike sharing at all HCT stations.
		• Incentivize high to medium density, mixed-use, pedestrian oriented development in the Central City, Regional Centers, Town Centers, Main Streets, and around HCT station areas. If sufficient demand exists, additional transit service will be added to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement service.
		• Analyze transit stops in relation to bicycle and pedestrian network and build direct, safe, comfortable bicycle and pedestrian facilities in areas that do not have these facilities. Refer to TriMet's Pedestrian Network Analysis project for recommended places to focus attention and for replicable analysis methodology.
		• Identify essential destinations greater than one mile from transit stops, estimate demand for local transit service that connects to HCT lines. If sufficient demand exists, add local transit investment to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement. Also consider developing private shuttle services to serve this need.
		• Refer to the RTP Regional Transit Network map for regional bike-transit facility locations where demand is expected to be sufficient to warrant a major bike parking facility. Bikeway connections to these stations should be prioritized for all other stations, refer to TriMet's bike parking design guidelines. When finances permit,

	Regional Needs	Corridor Strategies
		TriMet will implement. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Bike and Pedestrian	• Direct, continuous and comfortable bicycle and pedestrian pathways between essential destinations, transit stops, housing, jobs, and retail.	• Identify where essential destinations are in relation to transit stops, housing, jobs, and retail and prioritize pedestrian pathways between these areas. • Streetscaping, pedestrian, and signalization improvements on Lombard between I-5 and Denver in State RTP (#10299).St. Johns Pedestrian District improvements in FC (#10182). • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Regional Trails	• Direct connections between trails and on-street bicycle and pedestrian facilities.	• Analyze regional trail access points in relation to on-street bicycle and pedestrian network and build direct, safe, comfortable bicycle and pedestrian facilities in areas that do not have these connections. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Throughways[31]	• N. Columbia Blvd intersection, N. Columbia Blvd. and N. Denver Ave., does not meet the spacing standard because it is less than 0.5 miles from the N. Columbia Blvd. and I-5 interchange. The following do not meet the performance threshold in the Table 2.4 • 2010 PM 2-hour peak volumes exceed capacity on the majority of the I-5	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

[31] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)

	Regional Needs	Corridor Strategies
	stretch northbound2040 NB PM 2-hour peak volumes exceed capacity on the majority of the I-5 corridor northbound.	
Arterials[32]	Arterial Gaps • Address gaps in north/south connectivity between N. Denver Ave. and N. Portland Rd. as well as between N. Portland Rd. and N. Burgard Rd. Arterial Deficiencies There are throughway under- and overcrossings as follows: • Rail undercrossing near N. Portland Rd. • N. Terminal Rd. crosses under N. Columbia Blvd. The following do not meet the performance threshold in Table 2.4.: • 2010 PM 2-hour peak volumes exceed capacity on the St. Johns southbound. • 2010 PM 2-hour peak volumes exceed capacity on the segment of N. Willamette Blvd. between N. Chautauqua Blvd. and N. Rosa Parks Way in both directions.2040 PM 2-hour peak volumes exceed capacity on the St. Johns Bridge (both directions) and the stretch just south of the bridge on NW Bridge Ave. (northbound). • 2040 PM 2-hour peak volumes exceed capacity on, N. Denver Ave. (northbound) between N. Columbia Blvd. and I-5. • 2040 PM 2-hour peak volumes exceed capacity on Willamette Blvd. between N. Chautauqua Blvd. and N. Rosa Parks Way (southbound) and N. Greeley Ave. between N. Rosa Parks Way and NE Killingsworth Ave. (southbound).	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

[32] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)

	Regional Needs	Corridor Strategies
At-Grade Heavy Rail	There are numerous heavy rail crossings within this mobility corridor: • N. Columbia Blvd. - 2 driveways between N. Denver Av. and N. Argyle Way • N. Columbia Blvd. at N. Tyndall Ave. • N. Columbia Blvd. at N. Peninsular Ave. • N. Columbia Blvd. at N. Chautauqua Blvd. • N. Columbia Blvd. at N. Hurst Ave. • N. Columbia Blvd. – Penn crossing • 2 along N. Columbia Blvd. between N. Hurst Ave. and N. Woolsey Ct. • N. Portland Rd. • N. Macrum Ave. • N. Marine Dr. • N. Pacific Gateway (T6 Entrance) • N. Leadbetter Rd. • N. Rivergate Blvd. • N. Time Oil Rd. • N. Sever Rd. • N. Sever Ct. • N. Terminal Rd.	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Local TSPs evaluate at grade heavy rail crossings for deficiencies and solutions.
Regional Bridges	• St. Johns Bridge	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Improve freight mobility, safety and industrial site access with Burgard – Lombard North: Street improvements (RTP 10218). • Columbia Blvd./North Portland Road Intersection Improvements (RTP 10229) that redesigns the intersection to channelize southbound truck traffic to use Columbia Blvd. • As recommended in the St. Johns Truck Strategy, provide traffic calming in the St. Louis/Fessenden corridor to reduce speed, encourage non-local traffic to use Columbia Blvd., and enhance safety. • Improve functionality of Columbia-

	Regional Needs	Corridor Strategies
		Lombard freight route. • Complete Regional Over-Dimensional Truck Route Strategy. • Construct a grade-separated overcrossing of N. Rivergate Blvd and the UPRR.
Safety	• Columbia Blvd., Hwy 30, and N. Marine Dr. rank on the ODOT SPIS list as Category 3 (Scale 1-5, 5 being highest priority) in this mobility corridor. • The intersection of Hwy 30 and the St. Johns Bridge ranks in the 90th percentile as a SPIS intersection. • I-205/I-84 interchange and the I-205/Columbia Blvd interchange rank in the 95th percentile as SPIS intersections. • The intersection of Columbia Blvd. and I-5 as well as the intersection of N. Marine Dr. and I-5 rank above the 90th percentile as SPIS intersections. • The at-grade rail crossing of N. Rivergate Blvd. is often blocked by increased unit train activity causing traffic backups on to N. Lombard.	
Regional Freight	• The following do not meet the performance threshold in Table 2.4: I-5 2010 NB midday 1-hour volumes exceed capacity on I-5(southbound) near N. Denver Ave., north of Columbia Blvd. • 2040 NB midday 1-hour volumes exceed capacity: • I-5 (northbound) Interstate Bridge. • The St. Johns Bridge (both directions).	

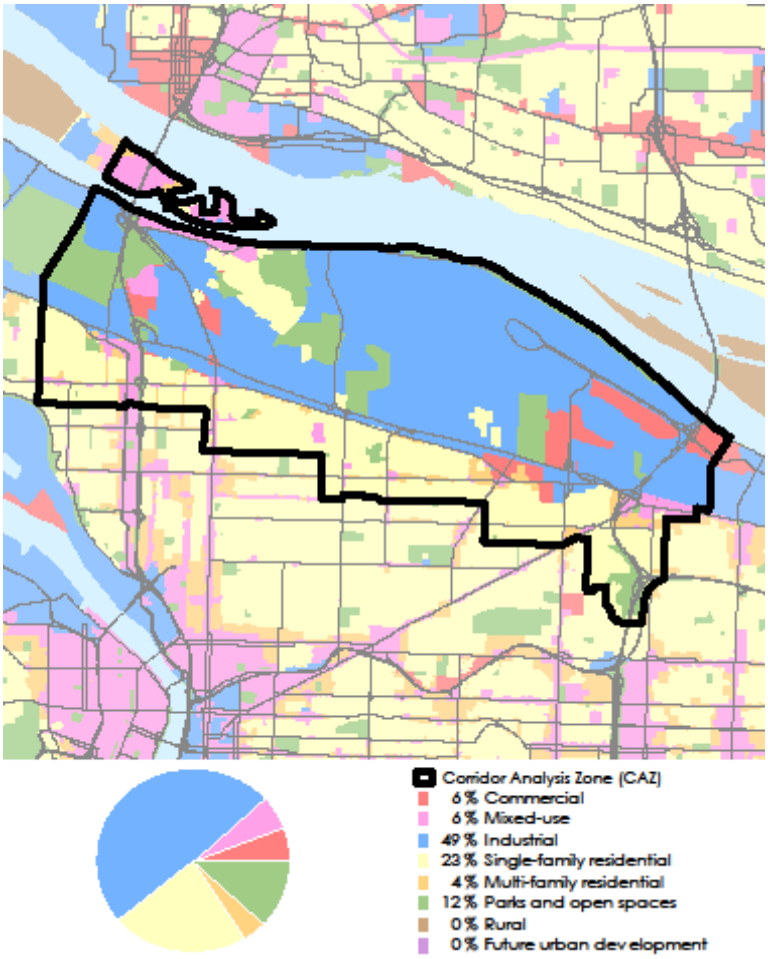
2040 INVESTMENT STRATEGY

	Strategy
Near-Term (1 – 4 years)	• System and demand management along throughway and parallel facilities for all modes of travel. • Improve freight movements with Columbia-Lombard Improvements at MLK (RTP 10208). • Complete St. Johns Truck Strategy Phase 2 projects (construction phase funded in 2016/18 STIP - $3 million). • Complete South Rivergate Overcrossing Project ($14.2 million).
Medium Term (5 – 10 years)	• Improvements to Columbia Blvd. to remove freight barriers. • Double tracking the Kenton mainline. • STA/Blvd. improvements in St. Johns TC.
Long-term (10 – 25 years)	•

Unfunded Projects
• I-5/Columbia Blvd. Improvements, $57,773,000. • Marine Dr. Improvement Phase 2, $13,644,000. • Kenton Rail Line Upgrade, $25,382,000. • Columbia River Crossing (CRC) Project – FHWA issued a Record of Decision (ROD) in December 2011 authorizing the project to proceed with final design, property acquisition and construction.

Regional Actions	Local Actions
• Work on furthering the Active Transportation Corridor concept. • Update Atlas of mobility corridors. • Continue developing a data collection and performance monitoring system. • Complete Regional Over-Dimensional Truck Route Strategy.	• Initiate actions related to the HCT System Expansion Policy. • Implement St. Johns Truck Strategy Phase 2 recommendations. • Incorporate strategies from the Regional TSMO plan into local TSPs. • Address connectivity needs in local TSPs. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Provide Metro with TSMO, bike and pedestrian inventory data when updated through TSP update. • Complete South Rivergate Overcrossing Project ($14.2 million)

MOBILITY CORRIDOR #18 – COLUMBIA CORRIDOR



CORRIDOR FUNCTION

What function(s) does the corridor serve?
2040 Access: Provides access to Portland International Airport and the Columbia South Shore industrial area.
Freight Mobility: Serves as freight access to Portland International Airport air cargo terminals, truck travel centers and freight consolidation areas; and provides Class I freight rail service.
Statewide Travel: Serves as a statewide freight route to Portland International Airport cargo terminals and freight consolidation areas.

CORRIDOR CHARACTERISTICS

	2010	2040	2040 Regional Totals	% of Regional Total	% Change in Corridor	% Change in Region 2010- 2040
Population	40,839	57,883	2,991,589	1.9%	41.7%	45.1%
Households	17,539	26,954	1,225,212	2.2%	53.7%	50.9%
Employment	38,096	60,977	1,508,428	4.0%	60.1%	64.6%

REGIONAL TRANSPORTATION FACILITIES

HCT	Regional Trail	Regional Bridges	Throughways	Parallel Arterials	Heavy Rail
• MAX Yellow Line • MAX Red Line	• Columbia Slough Trail • Marine Drive Trail	• I-5 Columbia River Crossing • I-205 Glen Jackson Br.	• I-5 • I-205 • I-84 east of I-205	• Lombard St. • Marine Drive • Columbia Blvd. • Airport Way. • 82nd Ave.	• Union Pacific • Kenton line

REGIONAL 2040 LAND USES

Regional Centers	Town Centers	Freight & Intermodal Facilities	Employment & Industrial Areas	Other Key Destinations
	• St. Johns	• Portland International Airport and Consolidation Area	• Columbia Corridor • Delta Park	• Jubitz Truck Center • Jantzen Beach Shopping Center • Cascade Station Shopping Center

NEEDS AND STRATEGIES

	Regional Needs	Corridor Strategies

Transit	• Connect all 2040 Town Centers, Regional Centers, and the Central City with frequent transit service (consistent with RTP policy)
	  ○ Poor transit service exists north of Columbia Blvd., this area is difficult to serve given the low density industrial land uses in that area.
	  ○ There is community desire for more transit service to serve large employers in this area.
	• Connect all 2040 Regional Centers with high capacity transit (consistent with RTP policy);
	• Direct, safe, comfortable, bike and pedestrian connections to all transit stops;
	• Ensure transit connections between HCT stations and essential destinations located greater than one mile from stations.
	• Provide bicycle parking and options for bike sharing at all HCT stations.
	• Better transit service for the Columbia Corridor would provide much needed improved skilled labor access to a large job pool and would disproportionally serve currently underserved communities.
		• Incentivize high to medium density, mixed-use, pedestrian oriented development in the Central City, Regional Centers, Town Centers, Main Streets, and around HCT station areas. If sufficient demand exists, additional transit service will be added to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement service.
		• Analyze transit stops in relation to bicycle and pedestrian network and build direct, safe, comfortable bicycle and pedestrian facilities in areas that do not have these facilities. Refer to TriMet's Pedestrian Network Analysis project for recommended places to focus attention and for replicable analysis methodology.
		• Identify essential destinations greater than one mile from transit stops, estimate demand for local transit service that connects to HCT lines. If sufficient demand exists, add local transit investment to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement. Also consider developing private shuttle services to serve this need.
		• Refer to the RTP Regional Transit Network map for regional bike-transit facility locations where demand is expected to be sufficient to warrant a major bike parking facility. Bikeway

	Regional Needs	Corridor Strategies
		connections to these stations should be prioritized for all other stations, refer to TriMet's bike parking design guidelines. When finances permit, TriMet will implement. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Bike and Pedestrian	• Increase direct, continuous and comfortable bicycle and pedestrian pathways between essential destinations, transit stops, housing, jobs, and retail. • Better connections to PDX are needed from 82nd Avenue and also from NE Cully Avenue.	• Identify where essential destinations are in relation to transit stops, housing, jobs, and retail and prioritize pedestrian pathways between these areas.
Regional Trails	• Increase direct connections between trails and on-street bicycle and pedestrian facilities.	• Analyze regional trail access points in relation to on-street bicycle and pedestrian network and build direct, safe, comfortable bicycle and pedestrian facilities in areas that do not have these connections. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Throughways[33]	• N. Columbia Blvd. intersection, N. Columbia Blvd. and N. Denver Ave., does not meet the spacing standard because it is less than 0.5 miles from the N. Columbia Blvd. and I-5 interchange. The following do not meet the performance threshold in Table 2.4: • 2010 PM 2-hour peak volumes exceed capacity on Columbia Blvd. (eastbound) from NE Cully Blvd. to NE Alderwood Rd., near NE 82nd Ave., and near NE 92nd Ave. • 2040 PM 2-hour peak volumes exceed capacity on Columbia Blvd. (eastbound)	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

[33] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)

	Regional Needs	Corridor Strategies
	between NE Alderwood Rd. and NE 60th Ave, and on the I-205/Killingsworth St. interchange.	
Arterials[34]	Arterial Gaps • Address gaps in north/south connectivity between NE MLK Jr. Blvd. and NE 33rd Ave. and between NE 33rd Ave. and NE 82nd Ave. Arterial Deficiencies • There is potential for more opportunities to cross NE Lombard Street, particularly between NE MLK Jr. Blvd. and NE 33rd Ave., and NE 33rd Ave. and I-205. • NE Sandy Blvd. (northeast bound) where it intersects with I-205, on NE Airport Way (westbound) between I-205 and NE 112th Ave., and on NE Cornfoot Dr. between NE Alderwood Rd. and NE 63rd Ave. The following do not meet the performance threshold in Table 2.4: 2040 NB PM 2-hour peak volumes exceed capacity on: • NE Columbia Blvd. (eastbound) between NE 60th Ave. and NE Cully Blvd. • NE 72nd Ave. (southbound) just south of NE Killingsworth Ave. • NE Cornfoot Dr. (eastbound) from the 60s to NE Alderwood Rd. • NE Alderwood Rd. (northbound) from NE Cornfoot Dr. to NE 82nd Ave. • NE Airport Way (eastbound) from its terminus to NE 82nd Ave. • NE 82nd Ave. (southbound) just south of the intersection with NE Airport Way	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

[34] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)

	Regional Needs	Corridor Strategies
At-Grade Heavy Rail	There are a handful of heavy rail crossings within this mobility corridor: • NE Lombard at 11th • NE Cully to Columbia • NE Columbia near 89th • NE 87th north of Columbia	• MLK Columbia Transportation Improvements Program • Advanced Railroad Crossing Warning Signal Program • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Local TSPs to evaluate at grade heavy rail crossings for deficiencies and solutions.
Regional Bridges	The following bridges have height/weight restrictions in this mobility corridor: • NE Sunderland Rd. crossing a drainage ditch (9100 NE Sunderland Rd.) – 50,000 lbs. (single unit); 80,000 lbs. (combination unit) • NE 42nd Ave. crossing Lombard St. and the UPRR Tracks (6500 NE 42nd Ave.) – 50,000 lbs. (single unit); 80,000 lbs. (combination unit)	• Implement automated vehicle identification system at Portland International Airport to improve airport operations and commercial roadway operations (FC RTP project 10370). • Improve I-205 interchange on-ramps at Airport Way and Columbia Blvd. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Safety	• NE Columbia Blvd. ranks on the ODOT SPIS list as Category 5(Scale 1-5, 5 being highest priority) from I-5 to I-205. • I-5 from Columbia Blvd. to the CRC ranks as Category 4 and I-205 from Columbia Blvd. to the CRC ranks as Category 5. • The intersection of Columbia Blvd. and I-5, the intersection of NE Marine Dr. and I-5, the intersection of I-205 and Columbia Blvd., and the intersection of I-205 and NE Marine Dr. rank in the 95th percentile as SPIS intersections.	

	Regional Needs	Corridor Strategies
Regional Freight	The following do not meet the performance thresholds in Table 2.4: • 2010 and 2040 midday 1-hour volumes exceed capacity on I-5 and I-205 for the section of I-5 (southbound) near N. Denver Ave., north of Columbia Blvd. and the section of I-5 (northbound) between N. Going St. and N. Rosa Parks Way. 2040 NB midday 1-hourvolumes exceed capacity at the following locations: • The Interstate Bridge (northbound) and the section of I-5 (northbound) between NE Fremont and NE Killingsworth do not meet the performance threshold. • Section of I-205 (northbound) just north of the I-205/I-84 interchange and the section of I-84 (eastbound) just east of the I-205/I-84 interchange do not meet the performance threshold. • Section of I-205 (southbound) just south of Columbia Blvd. does not meet the performance threshold. • Section of I-205 (both directions) between NE Airport Way and NE Marine Dr. does not meet the performance threshold.	

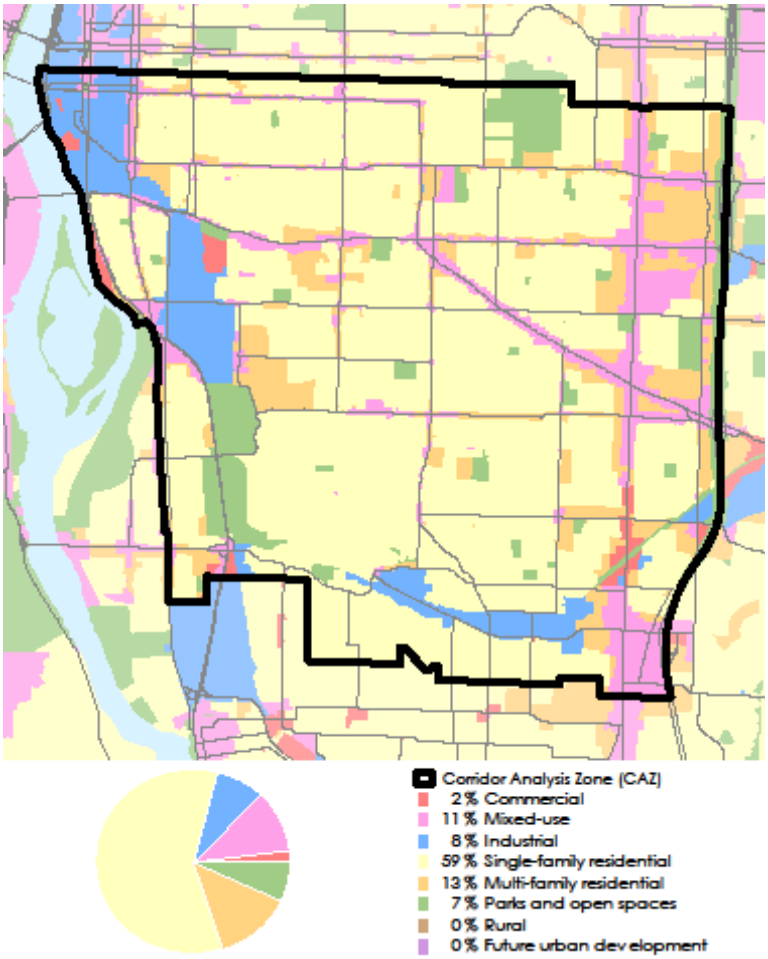
2040 INVESTMENT STRATEGY

	Strategy
Near-Term (1 – 4 years)	• I-205 Interchange – Northbound On-ramp at Airport Way (RTP 10865) • PDX ITS – Automated Vehicle Identification Technology at airport • Improve freight movements with Columbia-Lombard Improvements at MLK (RTP 10208). • System and demand management along throughway and parallel facilities for all modes of travel. • Bike and pedestrian improvements. • Alderwood and Cully Intersections at Columbia Blvd., $12,091,000 (funded in 2016/18 STIP)
Medium Term (5 – 10 years)	• Improvements to Columbia Blvd. to remove freight barriers. • Double tracking the Kenton mainline. • Airport Way/82nd Avenue Grade Separation (Port funds not yet committed)
Long-term (10 – 25 years)	•

Unfunded Projects
• Columbia Blvd./I-205 Southbound On-ramp Improvement, $11,200,000 • I-205 auxiliary lanes/braids, Airport Way to Columbia, $27,200,000 • I-205 auxiliary lanes, Airport Way to Glisan, $46,000,000 • Airport Way Braided Ramps, $119,500,000 • Marine Drive ITS Improvements, $500,000 • Cornfoot Road Improvements, , NE 47th to Alderwood, $2,800,000 (Cornfoot/Alderwood intersection improvements completed) • Columbia Boulevard Widening, 60th to 82nd Avenue, $22,000,000 • I-5/Columbia Blvd. Improvements, $57,773,000.

Regional Actions	Local Actions
• Update Atlas of mobility corridors. • Continue developing a data collection and performance monitoring system. • Work on furthering the Active Transportation Concept. • Complete Regional Over-Dimensional Truck Route Strategy.	• Initiate actions related to the HCT System Expansion Policy. • Incorporate strategies from the Regional TSMO plan into local TSPs. • Address connectivity needs in local TSPs. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Provide Metro with TSMO, bike and pedestrian inventory data when updated through TSP update.

MOBILITY CORRIDOR #19 – PORTLAND CENTRAL CITY TO LENTS



CORRIDOR FUNCTION

What function(s) does the corridor serve?
2040 Access: Connects the Portland Central City to the Milwaukie Town Center and the Lents Town Center.
Freight Mobility: Provides access to a rail intermodal facility at Brooklyn Yard and serves as a Class I Union Pacific main line corridor. Provides access to the Eastside Industrial District from OR 99E and US 26 (Powell Blvd.).
Statewide Travel: Powell Blvd. serves as a statewide and regional freight route between I-5 and I-205 in Portland.

CORRIDOR CHARACTERISTIC

	2010	2040	2040 Regional Totals	% of Regional Total	% Change in Corridor	% Change in Region 2010- 2040
Population	116,178	151,275	2,991,589	5.1%	30.2%	45.1%
Households	50,281	69,139	1,225,212	5.6%	37.5%	50.9%
Employment	38,737	53,447	1,508,428	3.5%	38.0%	64.6%

REGIONAL TRANSPORTATION FACILITIES

HCT	Regional Trail	Regional Bridges	Throughways	Parallel Arterials	Heavy Rail
	• Springwater Trail	• Marquam Bridge • Ross Island Bridge	• Powell Blvd. (US26) • Foster Road	• Division Street • Holgate Blvd.	

REGIONAL 2040 LAND USES

Regional Centers	Town Centers	Freight & Intermodal Facilities	Employment & Industrial Areas	Other Key Destinations
• Portland CBD	• Lents	• Brooklyn Yard •	• Johnson Creek • CEID	• Reed College • Warner-Pacific College

NEEDS AND STRATEGIES

	Regional Needs	Corridor Strategies
Transit	• Connect all 2040 Town Centers, Regional Centers, and the Central City with frequent transit service (consistent with RTP policy); • Connect all 2040 Regional Centers with high capacity transit (consistent with RTP policy); • Direct, safe, comfortable, bike and pedestrian connections to all transit stops; • Ensure transit connections between HCT stations and essential destinations located greater than one mile from	• Incentivize high to medium density, mixed-use, pedestrian oriented development in the Central City, Regional Centers, Town Centers, Main Streets, and around HCT station areas. If sufficient demand exists, additional transit service will be added to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement service. • Analyze transit stops in relation to

	Regional Needs	Corridor Strategies
	stations. • Provide bicycle parking and options for bike sharing at all HCT stations.	bicycle and pedestrian network and build direct, safe, comfortable bicycle and pedestrian facilities in areas that do not have these facilities. Refer to TriMet's Pedestrian Network Analysis project for recommended places to focus attention and for replicable analysis methodology. • Identify essential destinations greater than one mile from transit stops, estimate demand for local transit service that connects to HCT lines. If sufficient demand exists, add local transit investment to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement. Also consider developing private shuttle services to serve this need. • Refer to the RTP Regional Transit Network map for regional bike-transit facility locations where demand is expected to be sufficient to warrant a major bike parking facility. Bikeway connections to these stations should be prioritized. For all other stations, refer to TriMet's bike parking design guidelines. When finances permit, TriMet will implement. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Bike and Pedestrian	• Direct, continuous and comfortable bicycle and pedestrian pathways between essential destinations, transit stops, housing, jobs, and retail.	• Identify where essential destinations are in relation to transit stops, housing, jobs, and retail and prioritize pedestrian pathways between these areas.

	Regional Needs	Corridor Strategies
		• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Regional Trails	• Direct connections between trails and on-street bicycle and pedestrian facilities.	• Analyze regional trail access points in relation to on-street bicycle and pedestrian network and build direct, safe, comfortable bicycle and pedestrian facilities in areas that do not have these connections. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Throughways[35]	The following do not meet the performance thresholds in Table 2.4:	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Arterials[36]		• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
At-Grade Heavy Rail	• There are a handful of heavy rail crossings within this mobility corridor:	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Local TSPs evaluate at grade heavy rail crossings for deficiencies and solutions.
Regional Bridges		
Safety		
Regional Freight		

[35] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)
[36] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)

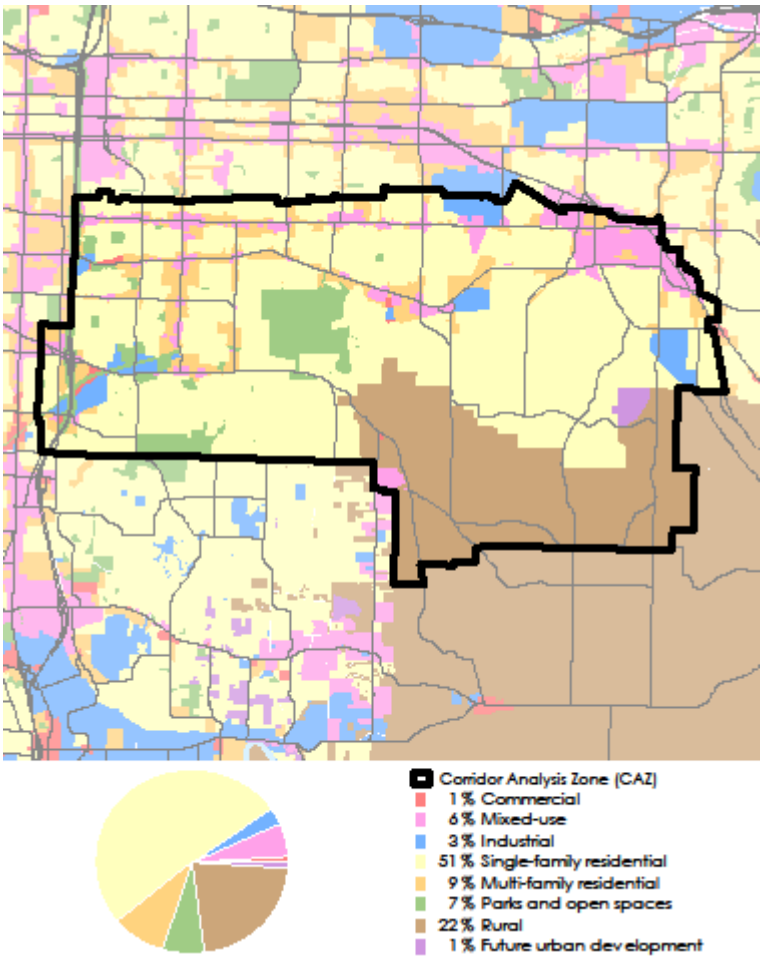
2040 INVESTMENT STRATEGY

	Strategy
Near-Term (1 – 4 years)	• System and demand management along throughway and parallel facilities for all modes of travel. • Improve pedestrian and bicycle crossings of Powell Blvd. • Modify existing signals, coordinate and optimize signal timing to improve traffic operations on Powell Blvd. • Prioritize and construct safety and streetscape improvements on Foster Road from SE 50th to SE 84th Avenue. •
Medium Term (5 – 10 years)	• Improve safety by all modes and enhance opportunities for use of bicycles, walking and transit on Powell Blvd. • Identify and implement potential changes to the cross section of Foster Road based on the Foster Streetscape Plan.
Long-term (10 – 25 years)	•

Unfunded Projects
•

Regional Actions	Local Actions
• Work on furthering the Active Transportation Corridor concept. • Update Atlas of mobility corridors. • Continue developing a data collection and performance monitoring system.	• Initiate actions related to the HCT System Expansion Policy. • Incorporate strategies from the Regional TSMO plan into local TSPs. • Address connectivity needs in local TSPs. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Provide Metro with TSMO, bike and pedestrian inventory data when updated through TSP update. • Implement the Tier One priority improvements in the Inner Powell Blvd. Streetscape Plan. • Implement the project recommendations in the Foster Streetscape Plan.

Mobility Corridor #20 – Lents to Gresham



CORRIDOR FUNCTION

What function(s) does the corridor serve?
2040 Access: Connects the Lents Town Center to the Gresham Regional Center.
Freight Mobility: Provides a major freight route that connects I-205 to Gresham and the Springwater Industrial Area.
Statewide Travel: Provides regional connections to routes that lead to destinations outside the region like the Mt Hood Recreational Area and Sandy Oregon.

CORRIDOR CHARACTERISTIC

	2010	2040	2040 Regional Totals	% of Regional Total	% Change in Corridor	% Change in Region 2010-2040
Population	90,612	136,311	2,991,589	4.6%	50.4%	45.1%
Households	39,812	60,748	1,225,212	5.0%	52.6%	50.9%
Employment	19,750	37,700	1,508,428	2.5%	90.9%	64.6%

REGIONAL TRANSPORTATION FACILITIES

HCT	Regional Trail	Regional Bridges	Throughways	Parallel Arterials	Heavy Rail
	• Springwater Trail		• Powell Blvd.	• Division Street • Foster Road	

REGIONAL 2040 LAND USES

Regional Centers	Town Centers	Freight & Intermodal Facilities	Employment & Industrial Areas	Other Key Destinations
• Gresham	• Lents		• Springwater Industrial Area	• Mt. Hood Community College

NEEDS AND STRATEGIES

	Regional Needs	Corridor Strategies
Transit	• Connect all 2040 Town Centers, Regional Centers, and the Central City with frequent transit service (consistent with RTP policy); • Connect all 2040 Regional Centers with high capacity transit (consistent with RTP policy); • Direct, safe, comfortable, bike and pedestrian connections to all transit stops; • Ensure transit connections between HCT stations and essential destinations located greater than one mile from stations. • Provide bicycle parking and options for	• Incentivize high to medium density, mixed-use, pedestrian oriented development in the Central City, Regional Centers, Town Centers, Main Streets, and around HCT station areas. If sufficient demand exists, additional transit service will be added to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement service. • Analyze transit stops in relation to bicycle and pedestrian network and build direct, safe,

	Regional Needs	Corridor Strategies
	bike sharing at all HCT stations.	comfortable bicycle and pedestrian facilities in areas that do not have these facilities. Refer to TriMet's Pedestrian Network Analysis project for recommended places to focus attention and for replicable analysis methodology. • Identify essential destinations greater than one mile from transit stops, estimate demand for local transit service that connects to HCT lines. If sufficient demand exists, add local transit investment to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement. Also consider developing private shuttle services to serve this need. • Refer to the RTP Regional Transit Network map for regional bike-transit facility locations where demand is expected to be sufficient to warrant a major bike parking facility. Bikeway connections to these stations should be prioritized. For all other stations, refer to TriMet's bike parking design guidelines. When finances permit, TriMet will implement. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Bike and Pedestrian	• Direct, continuous and comfortable bicycle and pedestrian pathways between essential destinations, transit stops, housing, jobs, and retail.	• Identify where essential destinations are in relation to transit stops, housing, jobs, and retail and prioritize pedestrian pathways between these areas. • Implement Regional Transportation Functional Plan

	Regional Needs	Corridor Strategies
		and Urban Growth Management Functional Plan.
Regional Trails	• Direct connections between trails and on-street bicycle and pedestrian facilities.	• Analyze regional trail access points in relation to on-street bicycle and pedestrian network and build direct, safe, comfortable bicycle and pedestrian facilities in areas that do not have these connections. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Throughways[37]		• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Arterials[38]		• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
At-Grade Heavy Rail	• There are a handful of heavy rail crossings within this mobility corridor:	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Local TSPs evaluate at grade heavy rail crossings for deficiencies and solutions.
Regional Bridges		
Safety		
Regional Freight		

[37] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)
[38] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)

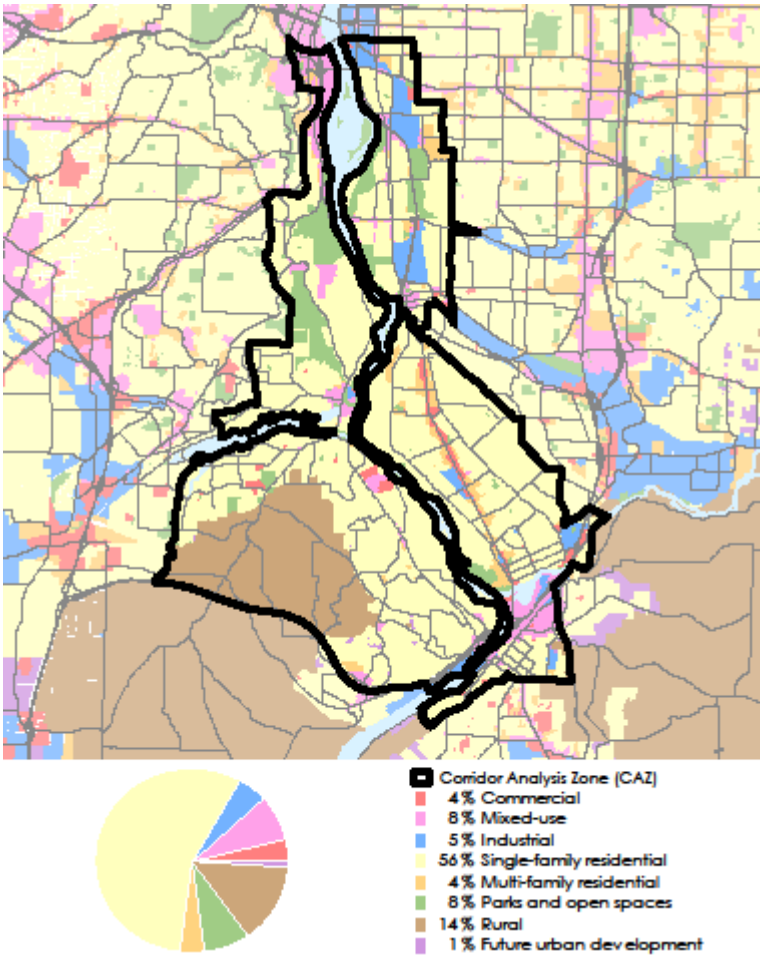
2040 INVESTMENT STRATEGY

	Strategy
Near-Term (1 – 4 years)	• System and demand management along throughway and parallel facilities for all modes of travel.
Medium Term (5 – 10 years)	• Implement a three lane cross section on Powell Blvd. from I-205 to SE 174th Avenue with bicycle and pedestrian improvements.
Long-term (10 – 25 years)	• Implement additional capacity enhancements along Powell from 162nd to 174th Avenue as needed. • Additional enhancements may include intersecting north-south streets along Powell Blvd.

Unfunded Projects

Regional Actions	Local Actions
• Work on furthering the Active Transportation Corridor concept. • Update Atlas of mobility corridors. • Continue developing a data collection and performance monitoring system.	• Initiate actions related to the HCT System Expansion Policy. • Incorporate strategies from the Regional TSMO plan into local TSPs. • Address connectivity needs in local TSPs. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Provide Metro with TSMO, bike and pedestrian inventory data when updated through TSP update. • Implement the Outer Powell Street Design Concept recommendations.

MOBILITY CORRIDOR #21 – PORTLAND CENTRAL CITY TO OREGON CITY/ WEST LINN



CORRIDOR FUNCTION

What function(s) does the corridor serve?
2040 Access: Connects the Portland Central City to the Milwaukie, Lake Oswego and West Linn town center and Oregon City regional center, and PMLRT station areas; and provides regional access to the Milwaukie industrial area, Brooklyn Yard intermodal facility and Clackamas Community College..
Freight Mobility: OR 99E and OR 224 are important regional freight routes. Provides access to a rail intermodal facility at Brooklyn Yard and serves as a Class I Union Pacific main line corridor – high speed rail corridor. Provides freight access west, connecting to the I-5 corridor..
Statewide Travel: Serves as the Amtrak corridor to points south of the metropolitan region. Provides alternative access from Interstate System via OR99E and OR43..*(potential for rewrite)*

CORRIDOR CHARACTERISTICS

	2010	2040	2040 Regional Totals	% of Regional Total	% Change in Corridor	% Change in Region 2010- 2040
Population	144,141	194,412	2,991,589	6.5%	34.9%	45.1%
Households	54,344	77,182	1,225,212	6.3%	42.0%	50.9%
Employment	53,045	87,535	1,508,428	5.8%	65.0%	64.6%

REGIONAL TRANSPORTATION FACILITIES

HCT	Regional Trail	Regional Bridges	Through-ways	Parallel Arterials	Freight Rail
• Portland Milwaukie Light Rail	• Springwater Trail • Willamette Greenway Trail • Trolley Trail • Milwaukie to Bridgeport Trail • River to River Trail	• Sellwood Bridge • Ross Island Bridge • I-205 Bridge • Clackamas River Bridge (OR 99E) • Oswego Creek Bridge (OR 43) • Tualatin River Bridge (Stafford Rd)	• OR 99E • Hwy. 43 • OR 224 • I-205	• SE 17th Ave./ Milwaukie Ave. • SE River Road • SE Oatfield Road • Taylors Ferry/ Terwilliger Road • Boones Ferry Road • Stafford Road •	• Union Pacific • Brooklyn Sub mainline • Portland and Western Rail • High Speed Rail Corridor

REGIONAL 2040 LAND USES

Regional Centers	Town Centers	Intermodal Facilities	Employment/Industrial Areas	Other Key Destinations
• Portland Central City • Oregon City	• Milwaukie • Lake Grove • Lake Oswego TC • West Linn	• Union Station	• Central Eastside Industrial • Brooklyn Yards • Milwaukie Industrial • South Waterfront	• Convention Center • Rose Quarter • Amtrak Station

NEEDS AND STRATEGIES

	Regional Needs	Corridor Strategies
Transit	• Connect all 2040 Town Centers, Regional Centers, and the Central City with frequent transit service (consistent with RTP policy). • Connect all 2040 Regional Centers with high capacity transit (consistent with RTP policy). • Direct, safe, comfortable, bike and pedestrian connections to all transit stops. • Ensure transit connections between HCT stations and essential destinations located greater than one mile from stations. • Provide bicycle parking and options for bike sharing at all HCT stations. • Portland Street Car (email Karen B. for details on need or strategy)	• Incentivize high to medium density, mixed-use, pedestrian oriented development in the Central City, Regional Centers, Town Centers, Main Streets, and around HCT station areas. If sufficient demand exists, additional transit service will be added to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement service. • The HCT plan identified Milwaukie to Oregon City RC (via McLoughlin Blvd) as a "next phase" regional priority corridor. • The HCT Plan Identifies a potential extension to Oregon City of HCT line between Portland Central City and Milwaulkie Mid"? • Analyze transit stops in relation to bicycle and pedestrian network and build direct, safe, comfortable bicycle and pedestrian facilities in areas that do not have these facilities. Refer to TriMet's Pedestrian Network Analysis project for recommended places to focus attention and for replicable analysis methodology. • Identify essential destinations greater than one mile from transit stops, estimate demand for local transit service that connects to HCT lines. If sufficient demand exists, add local transit investment to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement. Also consider developing private shuttle services to serve this need. • Refer to the RTP Regional Transit Network map for regional bike-transit facility locations where demand is expected to be sufficient to warrant a major bike parking facility. Bikeway connections to these stations should be

	Regional Needs	Corridor Strategies
		prioritized. For all other stations, refer to TriMet's bike parking design guidelines. When finances permit, TriMet will implement. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Bike and Pedestrian	• Direct, continuous and comfortable bicycle and pedestrian pathways between essential destinations, transit stops, housing, jobs, and retail. • 17th Avenue Connection between the Trolley Trail and Springwater Corridor is in final design. • A bikeway connection is needed between Lake Oswego and Portland. • A pedestrian and bikeway connection is needed between Oak Grove and Lake Oswego.	• Identify where essential destinations are in relation to transit stops, housing, jobs, and retail and prioritize pedestrian pathways between these areas. • Active Transportation project in RTP to improve safety and access for pedestrians and cyclists. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Regional Trails	• Direct connections between trails and on-street bicycle and pedestrian facilities. • The Lake Oswego to Portland Trail is an important connection since bikeway travel along Hwy 43 presents many challenges.	• Analyze regional trail access points in relation to on-street bicycle and pedestrian network and build direct, safe, comfortable bicycle and pedestrian facilities in areas that do not have these connections. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Explore continuation of the Willamette Greenway Trail further south.
Throughways[39]	The following do not meet the performance threshold in Table 2.4: 2010 and 2040 NB PM 2-hour peak volumes exceed capacity on: • OR 99E • OR 224/Harrison St. intersection	• Unfunded projects identified to increase capacity and improve access management between Ross Island Bridge and I-205 along 99E/OR 224 corridor, $280,000,000. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

[39] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)

	Regional Needs	Corridor Strategies
Arterials[40]	Arterial Gaps • Address gap south of Holgate between 99E and 52nd Ave. Arterial Deficiencies The following do not meet the performance threshold in Table 2.4: 2010 PM 2-Hour Peak volumes exceed capacity on: • OR 43 between the I-405 interchange and the Sellwood Bridge (in both directions). 2040PM 2-hour peak volumes exceed capacity on: • Powell Blvd., Ross Island Bridge, Sellwood Bridge, Tacoma St., pieces of Holgate Blvd., 52nd Ave, and Johnson Creek Blvd. • OR 43 between the I-405 interchange and the Sellwood Bridge (in both directions). • OR 43 north of the Sellwood Bridge to its junction with I-205 (southbound mostly, but northbound just north of I-205).	• Address TSMO needs in this corridor. • Improve access to neighborhoods, rather than just the throughway facility. • ITS measures to improve efficiency and safety of Hwy 43 between I-405 and Sellwood Br. (RTP project #10173) • Add turn pockets and boulevard treatment to improve OR 43 between Marylhurst and I-205 (RTP project #10127). • Partner with ODOT to explore solutions to regional corridor performance measures. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • County TSP looked at identified gaps east of Oatfield and determined by it was not possible to fill these gaps due to topography and environmental constraints
At-Grade Heavy Rail	The following at-grade heavy rail crossings exist in this mobility corridor: • SE Milwaukie • SE Clinton • SE 12th • SE 8th/Division • SE 17th • SE Harrison • Mulligan Lane (at North Shore Rd) • Berwich Road (at North Shore Rd) • 5th Street (at Cabana Lane) • OR 43 (north of Foothills Rd.) • OR43/E Ave (at Public Storage)	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Local TSPs evaluate at grade heavy rail crossings for deficiencies and solutions. • Improve at-grade crossings for pedestrian/bicycle safety and efficient vehicular movements. • High Speed Rail Corridor

[40] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)

	Regional Needs	Corridor Strategies
Regional Bridges	• Address a need for another south Willamette River crossing. • Sellwood Bridge (new bridge completed by 2016) • Abernathy Bridge (I-205)	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Safety	• OR 99E/Powell, OR 99E near Holgate, and 17th and Tacoma St. intersections rank on the ODOT SPIS list as Category 4 and 5(Scale 1-5, 5 being highest priority).	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Implement local Transportation Safety Action Plans
Regional Freight	• Improve access to Brooklyn Yard.	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

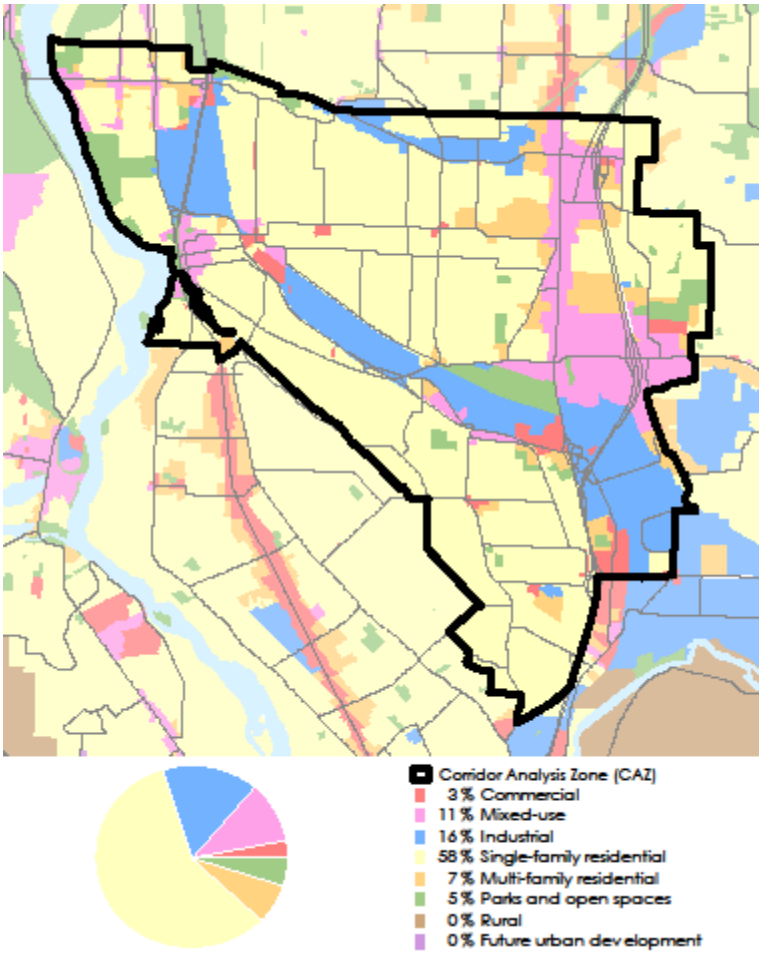
2040 INVESTMENT STRATEGY

	Strategy
Near-Term (1 – 4 years)	• System and demand management along mobility corridor and parallel facilities for all modes of travel. • Address arterial connectivity and crossings. • Complete construction work on Milwaukie HCT. • Complete Trolley Trail connection to Milwaukie • Determine the appropriate bikeway connection between Lake Oswego and Portland • Improve safety for pedestrians and cyclists crossing McLoughlin Blvd and along McLoughlin Blvd through unincorporated Clackamas County • Conduct feasibility study for Trolley Trail bridge between Gladstone and Oregon City
Medium Term (5 – 10 years)	• Complete gaps in the arterial network. • Complete gaps in the pedestrian and bike facilities network. • Identify funding for bikeway between Lake Oswego and Portland • Construct pedestrian and bikeway facilities on priority collectors and arterials in the McLoughlin corridor •
Long-term (10 – 25 years)	• Construct bikeway or multi-use trail between Lake Oswego and Portland • Identify funding and construct pedestrian and bikeway bridge between Oak Grove and Lake Oswego. • Address congestion bottleneck along I-205

Unfunded Projects
• Ross Island Bridge East Approach, $2,900,000 • SE McLoughlin Bikeway, $700,000 • OR 99E Improvements from Powell to OR 224, $241,600,000 • OR 99E Bike Improvements, Kellogg Cr. To Clackamas R., $4,000,000 • OR 99E Widening, Harold to Tacoma, $38,800,000 • Southern continuation of Willamette Greenway Trail

Regional Actions	Local Actions
• Complete construction work on Milwaukie HCT. • Update Atlas of mobility corridors. • Continue developing a data collection and performance monitoring system. • Work on furthering the Active Transportation Concept. • Conduct corridor refinement plans for OR 43 and OR 99E.	• Initiate actions related to the HCT System Expansion Policy. • Address connectivity needs in local TSPs. • Incorporate strategies from the Regional TSMO plan into local TSPs. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Provide Metro with TSMO, bike and pedestrian inventory data when updated through TSP update

MOBILITY CORRIDOR #22– MILWAUKIE TO CLACKAMAS



CORRIDOR FUNCTION

What function(s) does the corridor serve?
2040 Access: Connects the Milwaukie town center to Clackamas regional center and provides regional access to the Milwaukie and Clackamas industrial areas and Clackamas Community College (Harmony).
Freight Mobility: OR 224 function as a regional freight route providing access from the manufacturing and distribution centers located in the Clackamas Industrial Area and the Milwaulkie Industrial Area, UP rail main line and high speed rail corridor runs through this corridor
Statewide Travel: Provides a regional connection to Eastern Oregon via OR 212/224 serves as the Amtrak corridor to points south of the metropolitan region.

CORRIDOR CHARACTERISTICS

	2010	2040	2040 Regional Totals	% of Regional Total	% Change in Corridor	% Change in Region 2010- 2040
Population	57,608	68,197	2,991,589	2.3%	18.4%	45.1%
Households	24,760	31,408	1,225,212	2.6%	26.9%	50.9%
Employment	40,702	61,707	1,508,428	4.1%	51.6%	64.6%

REGIONAL TRANSPORTATION FACILITIES

HCT	Regional Trail	Regional Bridges	Throughways	Parallel Arterials	Heavy Rail
• Portland Milwaukie LRT	• Springwater Trail • I-205 Multi use path	• Sellwood Bridge •	• OR 99E • OR 224 • I-205	• 82nd Ave. • 122nd Ave. • 92nd Ave/ Schumacher • McLoughlin Blvd.	• Union Pacific ○ Brooklyn sub mainline ○ Valley sub mainline ○ Portland and Western

REGIONAL 2040 LAND USES

Regional Centers	Town Centers	Intermodal Facilities	Employment/Industrial Areas	Other Key Destinations
• Clackamas • Oregon City	• Milwaukie	•	• Milwaukie Industrial • Johnson Creek • Clackamas Industrial • Clackamas Town Center •	• • Clackamas Town Center • Kaiser Sunnyside • North Clackamas Regional Park • Oaks Park

NEEDS AND STRATEGIES

	Regional Needs	Corridor Strategies
Transit	• Add 15 minute or better transit along OR 224 and SE Harmony Rd. • Connect all 2040 Town Centers, Regional Centers, and the Central City with frequent transit service (consistent with RTP policy). • Connect all 2040 Regional Centers with high capacity transit (Oregon City RC is not served by HCT.) • Direct, safe, comfortable, bike and pedestrian connections to all transit stops; • Ensure transit connections between HCT stations and essential destinations located greater than one mile from stations. (Note; Portland Milwaukie LRT opens in 2015) • Provide bicycle parking and options for bike sharing at all HCT stations.	• Incentivize high to medium density, mixed-use, pedestrian oriented development in the Central City, Regional Centers, Town Centers, Main Streets, and around HCT station areas. If sufficient demand exists, additional transit service will be added to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement service. • The HCT plan identified Milwaukie to Oregon City RC (via McLoughlin Blvd) as a "next phase" regional priority corridor. • Analyze transit stops in relation to bicycle and pedestrian network and build direct, safe, comfortable bicycle and pedestrian facilities in areas that do not have these facilities. Refer to TriMet's Pedestrian Network Analysis project for recommended places to focus attention and for replicable analysis methodology. • Identify essential destinations greater than one mile from transit stops, estimate demand for local transit service that connects to HCT lines. If sufficient demand exists, add local transit investment to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement. Also consider developing private shuttle services to serve this need. • Refer to the RTP Regional Transit Network map for regional bike-transit facility locations where demand is expected to be sufficient to warrant a major bike parking facility. Bikeway connections to

	Regional Needs	Corridor Strategies
		these stations should be prioritized. For all other stations, refer to TriMet's bike parking design guidelines. When finances permit, TriMet will implement. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Bike and Pedestrian	• Direct, continuous and comfortable bicycle and pedestrian pathways between essential destinations, transit stops, housing, jobs, and retail. • Connection needed between Trolley Trail and Springwater Corridor. • I-205 Multi use path.	• Identify where essential destinations are in relation to transit stops, housing, jobs, and retail and prioritize pedestrian pathways between these areas. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Implement Clackamas Regional Center Pedestrian and Bikeway Master Plan
Regional Trails	• Direct connections between trails and on-street bicycle and pedestrian facilities. • Address a bike parkway connecting Milwaukie TC to Clackamas RC parallel to OR 224.	• Analyze regional trail access points in relation to on-street bicycle and pedestrian network and build direct, safe, comfortable bicycle and pedestrian facilities in areas that do not have these connections. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Throughways[41]	• OR 224 is a statewide highway and it has several signalized intersections between OR 99E and Lake Road. The intersections are spaced less than a mile apart. The following do not meet the performance threshold in Table 2.4: 2010 and the 2040 NB PM 2-hour peak volumes exceed capacity on: • OR 224 at the OR 99E intersection and approaches to I-205. • Connection to Sunrise Corridor project • Additional planning needed for Sunrise	• FC Project 10106 addresses access issues to increase vehicle throughput on OR 224. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

[41] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)

	Regional Needs	Corridor Strategies
Arterials[42]	Arterial Gaps • Address gaps between SE Oatfield Rd. and SE Webster Rd south of OR 224 and between SE McLoughlin Blvd. and SE Linwood Ave south of Johnson Creek Blvd. The following do not meet the performance threshold in Table 2.4: 2010 and 2040 NB PM 2-hour peak volumes exceed capacity on: • Parts of SE Lake Rd. and Harmony Rd. • Address congestion in downtown Milwaukie at the intersections along OR 224. There is a need for better connectivity across the community and better access to downtown.	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • County TSP looked at identified gaps east of Oatfield and determined by it was not possible to fill these gaps due to topography and environmental constraints
At-Grade Heavy Rail	• There is a heavy rail crossing of a main freight railroad line at the intersection of SE Lake Rd./SE Linwood Ave./Harmony Rd. • There are two heavy rail crossings of both a main and branch freight railroad line on Harrison St. both west and east of the Harrison St./OR 224 Intersection: ○ Harrison ○ Oak ○ 37th ○ Harmony ○ Lawnfield	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Local TSPs evaluate at grade heavy rail crossings for deficiencies and solutions. • High Speed rail corridor with related at grade crossing and safety issues
Regional Bridges	• Connections to Sellwood Bridge • Need for Pedestrian / Bicycle bridge over Willamette between Oak Grove and Lake Oswego	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Safety	• OR 224 intersections rank on the ODOT SPIS list as Category 4 and 5(Scale 1-5, 5 being highest priority).	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Regional Freight	• OR 224 in both 2010 and 2040 NB in the midday 1-hour: • OR 99E intersection and as it approaches I-205.	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

[42] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)

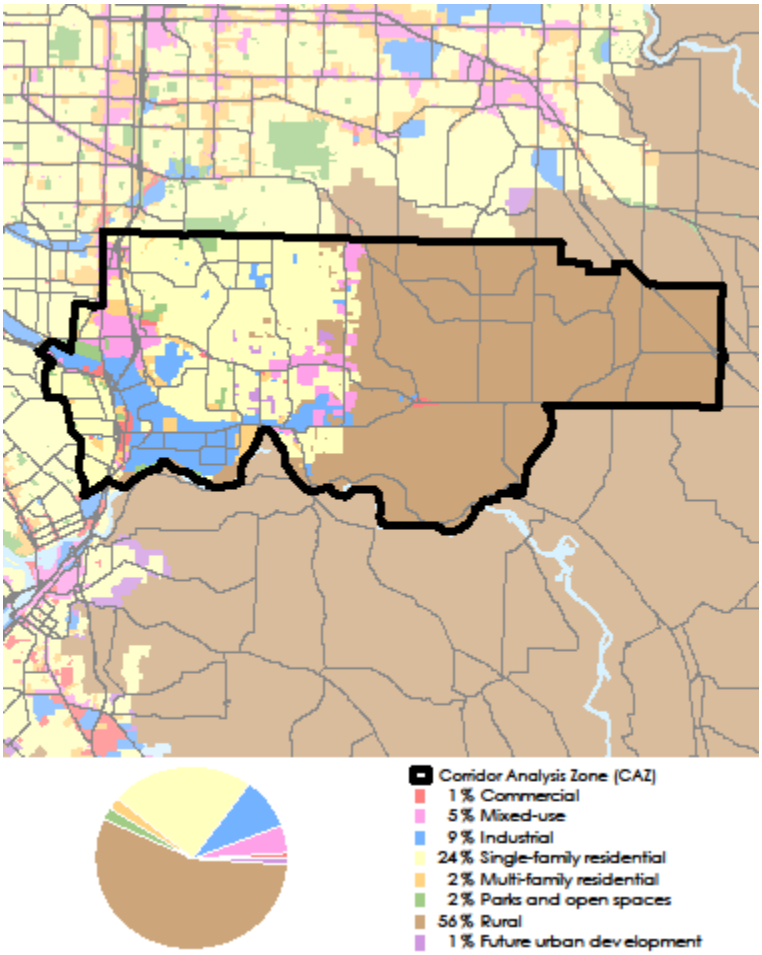
2040 INVESTMENT STRATEGY

	Strategy
Near-Term (1 – 4 years)	• System and demand management along mobility corridor and parallel facilities for all modes of travel. • Address arterial connectivity and crossings. • Continue construction work on Milwaukie HCT. • Construct Monterey West connection in the Clackamas Regional Center.
Medium Term (5 – 10 years)	• Complete gaps in the arterial network. • Implement Pedestrian and Bikeway Master Plan in the Clackamas Regional Center. • Create a plan to address the gap in the I-205 Multi use path. •
Long-term (10 – 25 years)	• Construct multi use trail from North Clackamas Park to the Clackamas Regional Center • Identify appropriate pedestrian and bikeway connections from Hwy 224 into the Clackamas Regional Center near 82nd Ave • Implement high priority projects in the Clackamas Regional Center

Unfunded Projects
• Milwaukie to Clackamas RC Corridor Study, $1,400,000 • Projects identified to increase capacity and improve access management between Ross Island Bridge and I-205 along 99E/OR 224 corridor, $280,000,000.

Regional Actions	Local Actions
• Update Atlas of mobility corridors. • Continue developing a data collection and performance monitoring system. • Work on furthering the Active Transportation Concept.	• Initiate actions related to the HCT System Expansion Policy. • Address connectivity needs in local TSPs. • Incorporate strategies from the Regional TSMO plan into local TSPs. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Provide Metro with TSMO, bike and pedestrian inventory data when updated through TSP update.

MOBILITY CORRIDOR #23 – CLACKAMAS TO DAMASCUS



CORRIDOR FUNCTION

What function(s) does the corridor serve?
2040 Access: Connects the Clackamas regional center and industrial areas to Eastern Oregon via OR 212/224, US 26 and the Sunrise JTA Project (new mainline highway to 122nd Ave.).
Freight Mobility: Connects the Clackamas industrial area distribution center to the interstate system and to Eastern Oregon via OR 212/224 and US 26. These freight facilities also provide access to a major food distribution center with improved access due to the Sunrise JTA Project. The 172nd/190th Corridor is a regional freight route connecting OR 212 to I-84.
Statewide Travel: Provides access to the metropolitan region from Eastern Oregon via OR 212/224 and US 26. OR 224 provides access to the upper Clackamas Basin and the Mt. Hood National Forest.

CORRIDOR CHARACTERISTICS

	2010	2040	2040 Regional Totals	% of Regional Total	% Change in Corridor	% Change in Region 2010- 2040
Population	73,400	134,791	2,991,589	4.5%	83.6%	45.1%
Households	25,782	47,356	1,225,212	3.9%	83.7%	50.9%
Employment	39,789	71,294	1,508,428	4.7%	79.2%	64.6%

REGIONAL TRANSPORTATION FACILITIES

HCT	Regional Trail	Regional Bridges	Through-ways	Parallel Arterials	Heavy Rail
	• Clackamas Bluffs Trail • Mt Scott Scouters Mountain Loop Trail • Springwater Trail to Boring • Sunrise Multi use path between I-205 and 122nd • I-205 Multi use path		• US 26 • OR 212/224 • OR 212 • OR 224 • I-205 • Sunrise Highway (OR 224)	• Sunnyside Rd. • Foster Road • Tillstrom Road	• Union Pacific • Valley sub mainline

REGIONAL 2040 LAND USES

Regional Centers	Town Centers	Intermodal Facilities	Employment/ Industrial Areas	Other Key Destinations
• Clackamas	• Damascus • Happy Valley		• Clackamas Ind. District • Clackamas Town Center	• Boring • Sandy

NEEDS AND STRATEGIES

	Regional Needs	Corridor Strategies
Transit	• Address lack of transit service within this mobility corridor. • Improve regional transit service on Sunnyside Rd. into Damascus TC and OR 212. • Add 15 minute or better transit service along OR 212/224 and	• Incentivize high to medium density, mixed-use, pedestrian oriented development in the Central City, Regional Centers, Town Centers, Main Streets, and around HCT station areas. If sufficient demand exists, additional transit service will be added to TriMet's 5-year Transit Investment Plan

	Regional Needs	Corridor Strategies
	SE Sunnyside Rd. Need to connect all 2040 Town Centers, Regional Centers, and the Central City with frequent transit service (consistent with RTP policy); • Connect all 2040 Regional Centers with high capacity transit (consistent with RTP policy); • Direct, safe, comfortable, bike and pedestrian connections to all transit stops; • Ensure transit connections between HCT stations and essential destinations located greater than one mile from stations. • Provide bicycle parking and options for bike sharing at all HCT stations. *Note: Damascus and Boring have withdrawn from TriMet and are presently without transit service*	(TIP). When finances permit, TriMet will implement service. • The HCT study ranked Clackamas Transit Center to Damascus as a regional vision corridor. • Analyze transit stops in relation to bicycle and pedestrian network and build direct, safe, comfortable bicycle and pedestrian facilities in areas that do not have these facilities. Refer to TriMet's Pedestrian Network Analysis project for recommended places to focus attention and for replicable analysis methodology. • Identify essential destinations greater than one mile from transit stops, estimate demand for local transit service that connects to HCT lines. If sufficient demand exists, add local transit investment to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement. Also consider developing private shuttle services to serve this need. • Refer to the RTP Regional Transit Network map for regional bike-transit facility locations where demand is expected to be sufficient to warrant a major bike parking facility. Bikeway connections to these stations should be prioritized for all other stations, refer to TriMet's bike parking design guidelines. When finances permit, TriMet will implement. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Bike and Pedestrian	• Direct, continuous and comfortable bicycle and pedestrian pathways between essential destinations, transit stops, housing, jobs, and retail.	• Identify where essential destinations are in relation to transit stops, housing, jobs, and retail and prioritize pedestrian pathways between these areas. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

	Regional Needs	Corridor Strategies
Regional Trails	• Need for east/west trail. • Direct connections between trails and on-street bicycle and pedestrian facilities. • I-205 Multi use path • Sunrise Multi use path between I-205 and 122nd • Mt Scott Scouters Mountain Loop Trail • Springwater Trail to Boring	• Analyze regional trail access points in relation to on-street bicycle and pedestrian network and build direct, safe, comfortable bicycle and pedestrian facilities in areas that do not have these connections. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Throughways[43]	• OR 212/224 is a statewide highway and it has several signalized intersections all spaced less than a mile apart. • Sunrise JTA is improving capacity in this areas The following do not meet the performance threshold in Table 2.4: 2010 and 2040 NB PM 2-hour peak volumes exceed capacity on: • OR 212/224except as it approaches SE 142nd Ave and SE 152nd Ave in the eastbound direction. • Sunrise/I-205/Sunnyside Rd. area. Is forecasted to be operating within standards in 2035 - Clackamas TSP. • OR 212 is primarily 2 lanes from Damascus to US 26.	• Right of way acquisition, preliminary engineering, and construction of new Sunrise highway between I-205 and Rock Creek Junction. • Sunrise JTA project (phase 1 under construction) includes new two lane highway to 122nd, improved Lawnfield Industrial access, OR 212/ I-205 Interchange improvements, OR 212/162nd Ave. improvements, and bicycle/ pedestrian improvements (RTP #10869, $150,000,000) • Sunrise Project phase 2 for PE, ROW and construction (RTP #10890, $100,000,000) and phase 3 for construction (RTP #11301, 75,000,000). • OR 224 widening from Rock Creek Junction to Carver Bridge, RTP project 10078. • OR 212 widening and boulevard improvements through Damascus, RTP project 10138.Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Arterials[44]	Arterial Gaps • Address the gap on 122nd Ave. just north of OR 224. • Address lack of north/south connectivity between SE Sunnyside Rd. and Hwy. 212/224 and east/west connectivity between SE 82nd	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Sunrise JTA project also includes improvements to the arterials and improves access (see Throughways above)

[43] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)
[44] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)

	Regional Needs	Corridor Strategies
	Dr. and SE 122nd Ave. • Address north/south and east/west gaps between 142nd Ave and 172nd Ave., 172nd Ave and SE Foster Rd., SE Foster Rd. and SE 242nd Ave., and 242nd Ave. and US 26. <u>Arterial Deficiencies</u> • Sunnyside Rd. does not meet the performance thresholds in Table 2.4. 2040 NB PM 2-hour peak volumes exceed capacity in the eastbound direction. The following do not meet the performance threshold in Table 2.4: 2010 and 2040 NB PM 2-hour peak volumes exceed capacity on: • Parts of SE Sunnyside Rd. as it approaches SE 132nd Ave and SE 142nd Ave do not meet the performance thresholds in 2010 PM 2-hour peak. • In the 2040 NB PM 2-hour peak, SE Sunnyside Rd does not meet the performance thresholds throughout in the eastbound direction. • Sunrise JTA improvement are forecast to reduce congestion at OR 212/224 and 82nd Drive	
At-Grade Heavy Rail	• There is an at-grade heavy rail crossing at Lawnfield Rd. near I-205 that will be closed by 2016 as part of the Sunrise JTA project.	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Local TSPs will evaluate at grade heavy rail crossings for deficiencies and solutions.
Regional Bridges	• OR 212/224 bridge over the UP mainline • OR 212/224 Bridge over Rock Creek • Both bridge are part of a state freight route • Carver Bridge	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

	Regional Needs	Corridor Strategies
Safety	• OR 224 intersections rank on the ODOT SPIS list as Category 4 and 5 (Scale 1-5, 5 being highest priority). • Stretches of OR 212 rank on the ODOT SPIS list as Category 3 and 4 (Scale 1-5, 5 being highest priority). • Address safety problems on SE Tong Rd. • There is a need for safety improvements to the Springwater Bridge in Carver.	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Regional Freight	The following do not meet the performance threshold in Table 2.4. • 2040 NB PM 2-hour volumes exceed capacity on OR 212/224 and SE 142nd Ave and SE 152nd Ave in the eastbound direction.	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

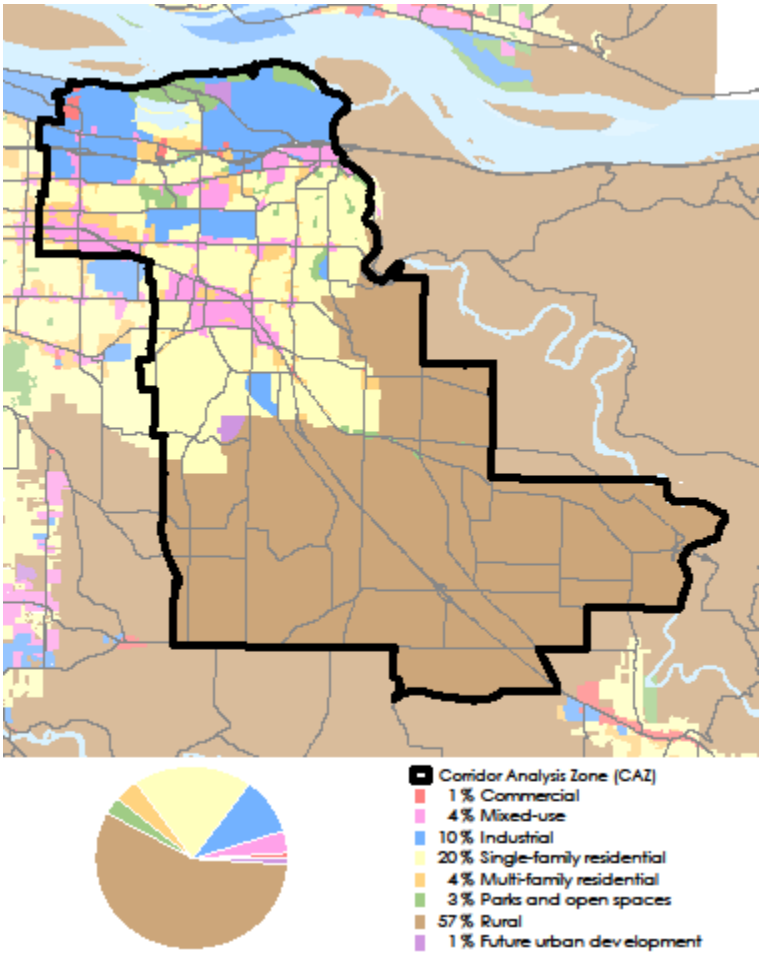
2040 INVESTMENT STRATEGY

	Strategy
Near-Term (1 – 4 years)	• System and demand management along mobility corridor and parallel facilities for all modes of travel. • Address arterial connectivity and crossings consistent with Sunrise Project FEIS. • Complete Lawnfield Industrial Access and Tobert Road Improvements. • Complete design work for Highway 212 at 162nd Avenue Improvements • Add westbound lane on OR 212 (102nd to I-205) and signal at I-205 southbound ramp. • Complete Phase 1 of Sunrise Mainline Improvement to 122nd Avenue consistent with Sunrise Project FEIS.
Medium Term (5 – 10 years)	• Complete gaps in the arterial, bicycle, and pedestrian networks consistent with Sunrise Project FEIS. • Add pedestrian and bikeway facilities to 122nd Ave • Identify funding for Scouters Mt / Mt Scott Loop Trail • Create a plan to address the gap in the I-205 multi-use path • Implement pedestrian / bikeway plan in Clackamas Regional Center
Long-term (10 – 25 years)	• Complete Phase 2 and Phase 3 of Sunrise Highway to Rock Creek Junction (172nd) consistent with Sunrise Project FEIS. • Implement 172nd Corridor Plan • Construct Mt Scott loop Trail • Add pedestrian and bikeway facilities to 82nd Drive, 132nd Ave., 142nd Ave and to Mather / Summers

Unfunded Projects
• Sunrise Phase 2 and Phase 3 construction, $ • OR 212/224 Improvements, $7,000,000

Regional Actions	Local Actions
• Update Atlas of mobility corridors. • Continue developing a data collection and performance monitoring system. • Work on furthering the Active Transportation Concept.	• Initiate actions related to the HCT System Expansion Policy. • Address connectivity needs in local TSPs. • Incorporate strategies from the Regional TSMO plan into local TSPs. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Provide Metro with TSMO, bike and pedestrian inventory data when updated through TSP update.

MOBILITY CORRIDOR #24 – TROUTDALE/WOOD VILLAGE/FAIRVIEW TO DAMASCUS



CORRIDOR FUNCTION

What function(s) does the corridor serve?
2040 Access: Connects Gresham Regional Center and Springwater Industrial Area to I-84 and US 26 and provides regional access to Mount Hood Community College, Oxbow Park and Mount Hood. Connects Gresham to Sandy via US 26. Connects Gresham to Damascus via 242nd Avenue.
Freight Mobility: Provides access from Springwater Industrial Area and surrounding agricultural areas to I-84 and US 26. OR 212 is a state freight route between US 26 and I-205. Orient Road is a regional freight route parallel to US 26.
Statewide Travel: Serves as one of two gateways to the region from Central and Eastern Oregon. Connects to the Columbia River Gorge and to Mt Hood National Forest.

CORRIDOR CHARACTERISTICS

	2010	2040	2040 Regional Totals	% of Regional Total	% Change in Corridor	% Change in Region 2010- 2040
Population	105,613	155,076	2,991,589	5.2%	46.8%	45.1%
Households	44,016	64,708	1,225,212	5.3%	47.0%	50.9%
Employment	41,895	90,142	1,508,428	6.0%	115.2%	64.6%

REGIONAL TRANSPORTATION FACILITIES

HCT	Regional Trail	Regional Bridges	Throughways	Parallel Arterials	Heavy Rail
• Eastside MAX to Gresham	• Gresham/Fairview Trail • Springwater Corridor Trail • I-84 Trail (east of Gateway RC) • Cazadero Trail	• Sandy River Bridge (I-84)	• US 26 • I-84	• 181st Ave. • 207th/223rd Ave. • 242nd/Hogan Rd. • 257th/Kane Rd. • Orient Drive	• Kenton line • Graham line • UP Mainline eastbound

REGIONAL 2040 LAND USES

Regional Centers	Town Centers	Intermodal Facilities	Employment/ Industrial Areas	Other Key Destinations
• Gresham	• Fairview/ Wood Village • Troutdale • Damascus		• Springwater Industrial Area • Columbia Cascade River District • Columbia South Shore • Rockwood	• Boring • Wood Village • Troutdale Airport • Oxbow Park • Mt. Hood Recreational Area

NEEDS AND STRATEGIES

	Regional Needs	Corridor Strategies
Transit	• Improve transit to serve the north/south movement of this mobility corridor. • Connect all 2040 Town Centers, Regional Centers, and the Central City with frequent transit service (consistent with RTP policy); • Address need for transit service to continue south of Gresham RC. • Add 30 minute of better transit service along 181st Ave south of Rockwood and 242nd Ave/Hogan Rd. • Connect all 2040 Regional Centers with high capacity transit (consistent with RTP policy); • Direct, safe, comfortable, bike and pedestrian connections to all transit stops; • Ensure transit connections between HCT stations and essential destinations located greater than one mile from stations. • Provide bicycle parking and options for bike sharing at all HCT stations. *Note: Rural transit provided in the City of Sandy (SAM) which connects to Gresham and Mountain Express in the US 26 corridor.*	• Incentivize high to medium density, mixed-use, pedestrian oriented development in the Central City, Regional Centers, Town Centers, Main Streets, and around HCT station areas. If sufficient demand exists, additional transit service will be added to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement service. • Analyze transit stops in relation to bicycle and pedestrian network and build direct, safe, comfortable bicycle and pedestrian facilities in areas that do not have these facilities. Refer to TriMet's Pedestrian Network Analysis project for recommended places to focus attention and for replicable analysis methodology. • Identify essential destinations greater than one mile from transit stops, estimate demand for local transit service that connects to HCT lines. If sufficient demand exists, add local transit investment to TriMet's 5-year Transit Investment Plan (TIP). When finances permit, TriMet will implement. Also consider developing private shuttle services to serve this need. • Refer to the RTP Regional Transit Network map for regional bike-transit facility locations where demand is expected to be sufficient to warrant a major bike parking facility. Bikeway

	Regional Needs	Corridor Strategies
		connections to these stations should be prioritized. For all other stations, refer to TriMet's bike parking design guidelines. When finances permit, TriMet will implement. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Bike and Pedestrian	• Direct, continuous and comfortable bicycle and pedestrian pathways between essential destinations, transit stops, housing, jobs, and retail.	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Identify where essential destinations are in relation to transit stops, housing, jobs, and retail and prioritize pedestrian pathways between these areas.
Regional Trails	• Direct connections between trails and on-street bicycle and pedestrian facilities. • Address gaps in the Gresham-Fairview Trail north of Halsey and south of Burnside. • Complete Sandy River to Springwater trail connection, including Beaver Creek Canyon Trail. • Address several gaps in trails serving east/west travel in this corridor: ○ The proposed Sullivan's Gulch trail would complete the gap from 122nd Ave. to Gateway RC along I-84. ○ The existing Marine Drive trail includes multiple gaps between I-205 and Troutdale, including the 40-Mile Loop. ○ The Columbia Slough trail includes gaps within its proposed extent of I-205 to Fairview Lake. ○ The Max Path includes gaps within its proposed extent of Ruby Junction to	• Analyze regional trail access points in relation to on-street bicycle and pedestrian network and build direct, safe, comfortable bicycle and pedestrian facilities in areas that do not have these connections. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

	Regional Needs	Corridor Strategies
	Cleveland Station	
Throughways[45]	• US 26 – • I-84 – • OR 212 -	• FC RTP project 10383 will implement recommendations of refinement planning for this corridor. • Unfunded right-of-way preservation and construction of improvements, including a new I-84 interchange as determined by refinement planning, have been identified. Total: $75,000,000. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Arterials[46]	Arterial Deficiencies The following do not meet the performance threshold in Table 2.4 2040 NB PM 2-hour peak volumes exceed capacity on: • 223rd Ave between Glisan St. and Stark St. • 242nd Dr. • 257th Ave at I-84 and south of Division St. • Powell Blvd. from 242nd Ave to Kane Dr. • Completion of Damascus TSP	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
At-Grade Heavy Rail	• UP east bound mainline to Midwest	• Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan.
Regional Bridges		
Safety		
Regional Freight	• US 26 and OR 212 are state freight routes	

[45] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)
[46] Do not meet performance thresholds defined in RTP Table 2.4 (Interim Regional Mobility Policy)

2040 INVESTMENT STRATEGY

	Strategy
Near-Term (1 – 4 years)	• System and demand management along mobility corridor and parallel facilities for all modes of travel. • US 26/Springwater interchange improvements from IAMP. • Complete engineering and construction of the 238th/242nd improvement project (Halsey to Glisan) which adds freight access. • Complete a study of transit improvements within the Powell-Division Corridor. • Complete Max Path, Main Ave. and Division St. bike paths, and 40-mile Loop Extension projects to build a connected bicycle system. • Complete gaps and make crossing improvements in the Gresham/Fairview Trail.
Medium Term (5 – 10 years)	• Complete project development, engineering and construction of SE Gateway projects (Hogan Drive/242nd from Burnside to Palmquist). • Identify funding for Cazadero Trail and connection across Hwy 212 • Implement the results of the corridor refinement plan.
Long-term (10 – 25 years)	• Implement the results of the corridor refinement plan. • Conduct Road Safety Audits for 282nd and Compton Road to identify priority road improvements • Add paved shoulders to Ritchey Road

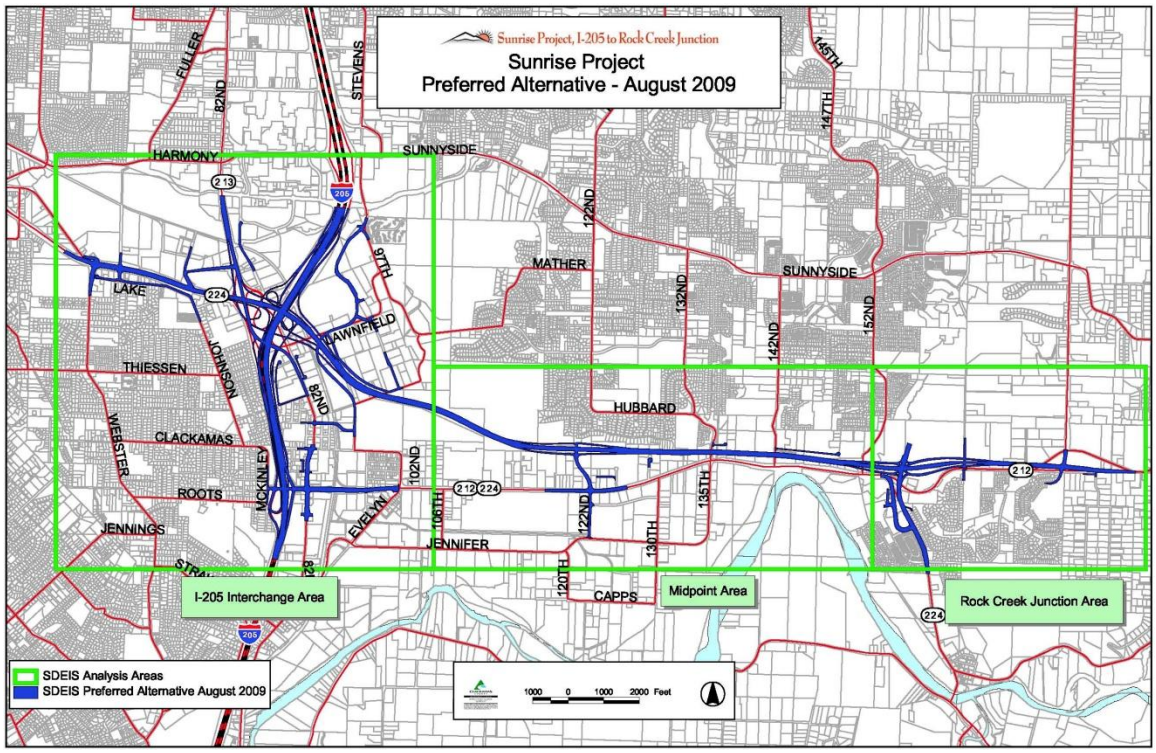
Unfunded Projects
• I-84/US 26 ROW preservation, $20,700,000 • I-84/US 26 refinement plan, $1,400,000 • Hogan Corridor Improvements to I-84 interchange, $43,400,000 • Construct I-84/US 26 corridor improvements, $11,200,000

Regional Actions	Local Actions
• Conduct corridor refinement plan. • Update Atlas of mobility corridors. • Continue developing a data collection and performance monitoring system. • Work on furthering the Active Transportation Concept.	• Initiate actions related to the HCT System Expansion Policy. • Address connectivity needs in local TSPs. • Incorporate strategies from the Regional TSMO plan into local TSPs. • Implement Regional Transportation Functional Plan and Urban Growth Management Functional Plan. • Provide Metro with TSMO, bike and pedestrian inventory data when updated through TSP update.

Appendix 3.2 – 2014 RTP Sunrise Project Preferred Alternative

In July 2009, the project's Policy Review Committee (PRC) selected the Preferred Alternative for the Sunrise Project.

The Preferred Alternative is Alternative 2 as studied in the SDEIS with Design Options C-2 and D-3 and a portion of Design Option A-2 (Tolbert Overcrossing). Additionally, the Preferred Alternative includes several refinements to the individual portions of the SDEIS alternatives and a limited number of refinement alternatives that were not studied as part of the SDEIS alternatives. These refinement alternatives are based on stakeholder input and additional design refinement related to assessment of environmental resource avoidance and analysis of traffic performance.



The following more completely describes the Preferred Alternative from west to east:

In the **I-205 Interchange Area,** the Preferred Alternative consists of:

- Alternative 2 with the addition of the Tolbert Crossing from Design Option A-2
- The Sunrise Project western transition to the Milwaukie Expressway is widened within the existing right-of-way for OR 224 and extended farther to the west past Webster Road.
- The Lake Road intersection with Webster Road is closed and traffic re-routed eastward to the revised OR 224 / Pheasant Court intersection;
- Access from Johnson Road (south of OR 224) to OR 224 is re-routed westward along Lake Road to a new connection at the existing OR 224 / Pheasant Court intersection.
- The southern leg of the existing OR 224 / Johnson Road intersection is closed.
- The Deer Creek Lane / Johnson Road connection is relocated to the west at the existing intersection.
- The Lawnfield North extension alignment is shifted to avoid impacts to the KEX site historic resource (copper ground wire mat) and other cultural and natural resources in the area between the existing Lawnfield Road and 97th Avenue.
- The additional of the Tolbert Overcrossing (Design Option A-2) to Alternative 2.
- 3rd Westbound Lane on OR 212 / 224 from I-205 to 102nd Avenue with the dedicated right turn lane at 82nd Drive.
- 82nd Drive and its intersection with OR 212/224 are expanded to improve overall mobility by:
    - Restricting all left-turns at this intersection and adding a raised median both north and south of the existing intersection.
    - 82nd Drive is widened and a new signalized intersection at 82nd Drive and Clackamas Road is created to accommodate U turns including trucks.
    - 82nd Drive is widened and the existing signalized intersection at 82nd Drive and the northern Fred Meyer access point is reconfigured to accommodate U turns including trucks.

In the **Midpoint Area**, the Preferred Alternative consists of:

- Alternative 2, the narrow diamond interchange at 122nd Avenue with a connection to OR 212/224 at 122nd Avenue.
- Design Option C-2, the southern-most alignment between the mid-point and Rock Creek interchanges -.
- The multi-use path that was planned between I-205 and the Midpoint Area will be extended along OR 212/224 to the Rock Creek interchange based on stakeholder and agency input.

In the **Rock Creek Junction Area**, the Preferred Alternative consists of:

- Design Option D-3, a Single Point Urban Interchange (SPUI)
- The eastern leg of the Goosehollow Drive / OR 224 intersection would be closed.
- A right-out-only access end of Orchard View Lane to northbound OR 224 will be created from the as an access mitigation measure.
- A 162nd Avenue connection to OR 212 will be created at the NE corner of the Orchard Lake neighborhood as an access mitigation measure.
- Existing OR 212 will become a cul-de-sac just east of 162nd Avenue.
- The Sunrise Project eastern transition reconnects with OR 212 east of the 172nd Intersection with OR 212.
- The Sunrise Project southern transition reconnects with OR 224 at Eckert Lane

Appendix 3.3 – 2014 RTP I-5/99W Connector Study Recommendations

WASHINGTON COUNTY
OREGON

MAY 6 2009

May 1, 2009

Carlotta Collette, JPACT Chair
Metro
600 NE. Grand Ave.
Portland, OR 97232-2736

COPY

Dear Councilor Collette:

As you may recall, the I-5/99W Connector Project Steering Committee met for the last time on February 25, 2009. At that meeting, the committee members voted on a package of improvements for the study area along with some important conditions regarding future improvements. While the final vote was not unanimous (6-2), there seems to be a general agreement that the package of arterial improvements, referred to as "Alternative 7", is preferred to a single freeway like facility through the study area. The attached materials summarize the Committee's decision.

Since some of the projects proposed for the study area are different than what is in the current Regional Transportation Plan (RTP), we believe the next step in the process is to amend the RTP to reflect the work of the Committee. We understand that work is currently underway to amend the RTP later this year with final adoption scheduled for 2010. On behalf of the Project Steering Committee, I am requesting that the RTP be amended to incorporate the Committee's decision. We look forward to cooperatively working with Metro on the RTP update. If the Metro staff needs additional information, please have them contact Mark Brown at 503-846-3406.

Sincerely,

Tom Brian

Tom Brian, Chairman
Washington County Board of Commissioners

Attachments

1. Recommendation memorandum
2. Alternative 7 Cost Estimate
3. Alternative 7 Map
4. Table summarizing environmental impacts
5. Feb. 25, 2009 PSC meeting summary
6. Recommended Conditions

Board of County Commissioners
155 North First Avenue, Suite 300, MS 22, Hillsboro, OR 97124-3072
phone: (503) 846-8681 • fax: (503) 846-4545

MEMORANDUM

I-5 TO 99W Connector Project

DATE: February 17, 2009

TO: Project Steering Committee (PSC)

FROM: **Executive Management Team (EMT)**

SUBJECT: I-5 to 99W Connector, Recommended Alternative for RTP Amendment

---

Alternative 7 Recommendation for RTP Amendment

The majority of the EMT recommends that on February 25, 2009 the PSC select Alternative 7, the Three Arterial Corridors Alternative, as the Portland metropolitan region's southwest quadrant transportation solution-concept for Metro's consideration and adoption into the Regional Transportation Plan (RTP). A conceptual representation of Alternative 7 is shown in Figure 1 and the project's elements are described in Table 1.

This recommendation is based on the following advantages of Alternative 7:

1. Alternative 7 would address the project's purpose by providing an enhanced transportation network of multi-modal improvements that can effectively serve regional and intrastate access to the area's highways while also enhancing local access and circulation in the southwest quadrant of the Metro region.

2. Alternative 7 draws from the best elements of the build alternatives studied in the Alternatives Analysis (AA) and incorporates additional actions to enhance mobility. In general, Alternative 7's performance would be most similar to Alternative 6 and generally better than Alternatives 3, 4, and 5 while having fewer adverse effects on the human and natural environment and lower overall cost than Alternatives 3, 4, 5, and 6.

3. A significant advantage of Alternative 7 over the connector Alternatives 4, 5, and 6, is it could be more easily implemented in phases over time. This would provide jurisdictions flexibility to strategically adapt to funding availability, and to protect livability and economic viability of communities as increased system capacity commensurate with development in this part of the Metro region is warranted. Smaller, more affordable individual projects may be advanced with independent utility under the integrated multi-modal framework of Alternative 7. Strategic measures to protect the affordability of right-of-way for future construction elements of Alternative 7 could also occur.

Conditions of Recommendation

As with any large-scale system of transportation improvements, a number of issues will need to be dealt with in the course of advancing a planning level transportation concept to construction projects and other implementation actions. While the corridor level alternative selected on February 25th is the final decision milestone for the PSC, additional work will continue in collaboration with stakeholder entities in advancing Alternative 7. The conditions listed below serve as a roadmap for this work.

For Alternative 7, the EMT recommends the following conditions accompany the RTP recommendation of Alternative 7:

1. **Future phasing plans for implementing Alternative 7 projects must take into consideration the transportation, environmental, and economic impacts of advancing some improvements sooner than others.** The sequencing of affordable improvements should be done in a manner that does not create new transportation problems or liabilities for the vitality of affected jurisdictions.
2. **The timing and priority of an I-5 corridor study must be considered in the RTP adoption process for Alternative 7.** The connector project development process emphasized the need for a corridor study along I-5 from Portland to the Willamette River. The results of this study may affect the timing and designs of some improvements within Alternative 7.
3. **Access between I-5 and the southern arterial must be resolved.** The alternatives development and analysis process determined the general corridor location for the new southern arterial. However, additional preliminary engineering work is needed to determine the optimal access option and configuration for connecting the southern arterial to I-5. Construction of the southern arterial should be conditioned on defining the I-5 improvements needed to accommodate it. Options to be explored include modifying the I-5/North Wilsonville Interchange into a tight split-diamond interchange, or extending a new arterial over I-5 and connecting to Elligsen Road on the east side of I-5.
4. **Completion and construction of major project elements is subject to compliance with the National Environmental Policy Act (NEPA) and design refinement.** The Alternative 7 concept provides only the general locations and functional characteristics of new transportation facilities. A fully collaborative public/agency involvement and environmental analysis process must be conducted in developing the design details of any major construction element of Alternative 7. Subsequent project development work will need to define the actual alignments and designs of each of these facilities within the framework of these general parameters. On-going coordination with the Tualatin River National Wildlife Refuge must also occur to ensure optimum compatibility of Alternative 7 elements with refuge objectives.
5. **Land Use Concept Planning will have to be completed by local governments to conform to the Alternative 7 decision.** Local governments need to complete concept plans that incorporate Alternative 7 elements for lands that are: a) within the Metro UGB, and b) within the project area and are not incorporated, and c) in areas where concept planning has not yet commenced.
6. **The design of the southern arterial; must incorporate any conditions that may come out of land use goal exceptions processes (if required) by Metro, Washington County, and Clackamas County.** Portions of Alternative 7 may require exceptions under state land use goals in order to be adopted in the RTP and to achieve needed federal and jurisdictional approvals. The extent of this issue may be affected by Metro's coming decisions on rural/urban land use reserves. Portions of proposed new transportation facilities are outside Metro's jurisdictional boundaries and will require coordination of actions between Metro and other affected jurisdictions. Possible design requirements may include forms of access management and land use control measures.
7. **State highway system routing and ODOT mobility standards must be key considerations in the design and future ownership of improvements within Alternative 7.** Current RTP assumptions are that a new limited-access connector would be built between I-5 and 99W, and that this roadway would become the new state route, possibly replacing OR 99W through Tigard. Alternative 7 does not result in a limited-access connector, which may result in OR 99W remaining the designated state highway route through Sherwood, King City and Tigard.

8. **Strategic protection of right-of-way should be considered by agencies for the Alternative 7 elements within the UGB and along potential alignments where land development could conflict with the future implementation of corridor improvements.** Protective measures could include property setbacks, dedication of right-of-way, specific acquisition(s), and/or right-of-way purchases consistent with NEPA process.

The Development of Alternative 7

The June 2008 I-5 to 99W Connector Project Alternatives Analysis (AA) evaluated a range of six alternatives including a No-Build. A series of public hearings were held following the AA document's release. Based on consideration of input from the public hearings and subsequent direction from the PSC, a seventh alternative was identified for study. This alternative (Alternative 7) is a combination of key features represented in the original five build alternatives.

The PSC direction to the project team was, in a broad sense, to look for a hybrid solution drawing from elements of the Build Alternatives considered in the AA but creating a transportation network rather than relying on a single expressway corridor to address the project purpose and need. The PSC was also concerned about the magnitude and cost of collector/distributor improvements along I-5 to support an expressway connection. The project team's response to this direction led to a strategy of creating three arterial-level corridors that would disperse regional travel between I-5 and OR 99W rather than concentrating it in one connector corridor. The distribution of traffic between these east-west arterial corridors was further enhanced by adding a new north-south arterial (124th Extension). By dispersing the east-west traffic to the three existing interchanges on I-5, the need for an extensive collector/distributor system on I-5 is no longer essential to the performance of this project.

Alternative 7 draws from the five build alternatives studied in the AA and incorporates many projects already identified in the RTP and local Transportation System Plans (TSPs). All of the Transportation Demand Management/Transportation System Management (TDM/TSM) measures contained in Alternative 2 are incorporated in Alternative 7. Many of the roadway improvements as well as the commuter rail extension between Tualatin and Sherwood in Alternative 3 and in adopted plans are also included. Although the expressway-type approaches of Alternatives 4, 5, and 6 were not included, the respective alignments of these facilities and some of their functional characteristics were adapted for use in Alternative 7.

Analysis of Alternative 7

At the direction of the PSC, Alternative 7 was analyzed to compare its transportation performance and effects on the natural and built environments with the other build alternatives studied in the AA. The results of these evaluations are summarized in the attached matrix (Table 2).

Alternatives 1 (No Build) and 2 (TDM/TSM) would not effectively address the project purpose. In general, Alternative 7 addresses the project's purpose as well or better than Alternatives 3, 4, 5, and 6 while having less adverse effects on the human and natural environment. The reduced environmental effects are generally attributed to Alternative 7's smaller area of potential impact (API) or spatial footprint. The main reasons for the reduced footprint are:

- Additional roadways and structures along I-5 would be minimized compared to Alternatives 4, 5, and 6 (the connector alternatives). Alternative 7 would include auxiliary lanes, built within the existing ODOT right-of-way (as modeled for Alternative 3). In contrast, the connector alternatives included an extensive collector-distributor system along I-5 as well as improvements to existing interchanges.
- The southern arterial modeled for Alternative 7 was developed under the assumption that there would be signalized, surface intersections rather than more spatially-intensive grade-separated interchanges.
- The connector alternatives were modeled under the assumption that they would be compatible with expressway design requirements. By changing to an arterial, narrower design widths may be possible.
- Alternative 7 would have a smaller total footprint than Alternative 3, which may seem counter-intuitive since it includes a southern arterial alignment. However, a majority of the 15 road extension and/or widening projects assumed for Alternative 3 are not included in Alternative 7 (e.g., Avery Street, Adams Street, Sagert Street, and OR 99W improvements) and the collective impact area of these elements would exceed that of the southern arterial.

Attachments (3)

Table 1. Alternative 7 Project Elements with Planning-Level Cost Estimates

Road	Location and General Description of Action	Conceptual Costs in $ millions (2008 dollars)
	Northern Arterial Project Elements	
Tualatin Road/Lower Boones Ferry Road	Extend Tualatin Rd. as 5-lane arterial east across the Tualatin River from Herman Rd. to Lower Boones Ferry Rd. (LBFR). Widen LBFR to 5 lanes from extension to 72nd Ave.	$95
SW Herman Road	Construct 3-lane extension of Herman Rd. between Tualatin Rd. and OR 99W	$30
SW Bradbury Court	Construct new east-west connection across I-5 to 72nd Ave. on Bradbury Ct. alignment	$20
	Central Arterial Project Elements	
Tualatin–Sherwood and Roy Rogers Road	• Widen Tualatin-Sherwood Rd. (TSR) to 5 lanes from OR 99W to SW 124th Ave.	$25
	• Widen Roy Rogers Rd. between Borchers Rd. and OR 99W to 5-lanes	$5
Tualatin–Sherwood Road	Widen TSR to 5 lanes from SW 124th Ave. to Teton Ave.	$20
	Southern Arterial	
Southern Arterial/Interstate 5 interface	Complete either a tight split diamond N. Wilsonville Interchange or a new I-5 over-crossing with 2-lane road connecting southern arterial to Elligsen Rd. east of I-5 and associated connection improvements	$50
Boones Ferry Road	• Widen Boones Ferry Rd. to 5-lanes between new southern arterial and Day Rd.	$5
Southern Arterial	• Purchase ROW for 5-lane arterial (OR 99W to I-5) • Construct a new 2-3 lane arterial (OR 99W to I-5) • Widen arterial to 5-lanes (OR 99W to I-5)	$100 $120 $70
	• Improve Commerce Circle/95th Ave. and Boones Ferry Rd. intersection	$5
	Other Alternative 7 Elements	
TSM / TDM	Regional Trail System, Bike Lanes, Sidewalks & Bus Stops	$30
Commuter Rail	Commuter rail extension to Sherwood	$40
Interstate 5	Add auxilliary lanes to I-5 between I-205 and Elligsen Interchange (assumes Norwood over-crossing replacement)	$30
SW 124th Avenue	• Purchase ROW for 5-lane arterial (TSR to southern arterial) • Extend 124th Avenue as a 2-3 lane roadway between TSR and Tonquin Road • Widen and extend 124th Avenue as a 4-5 lane roadway between TSR and the southern arterial	$5 $45 $20
	Total Costs	**$715**

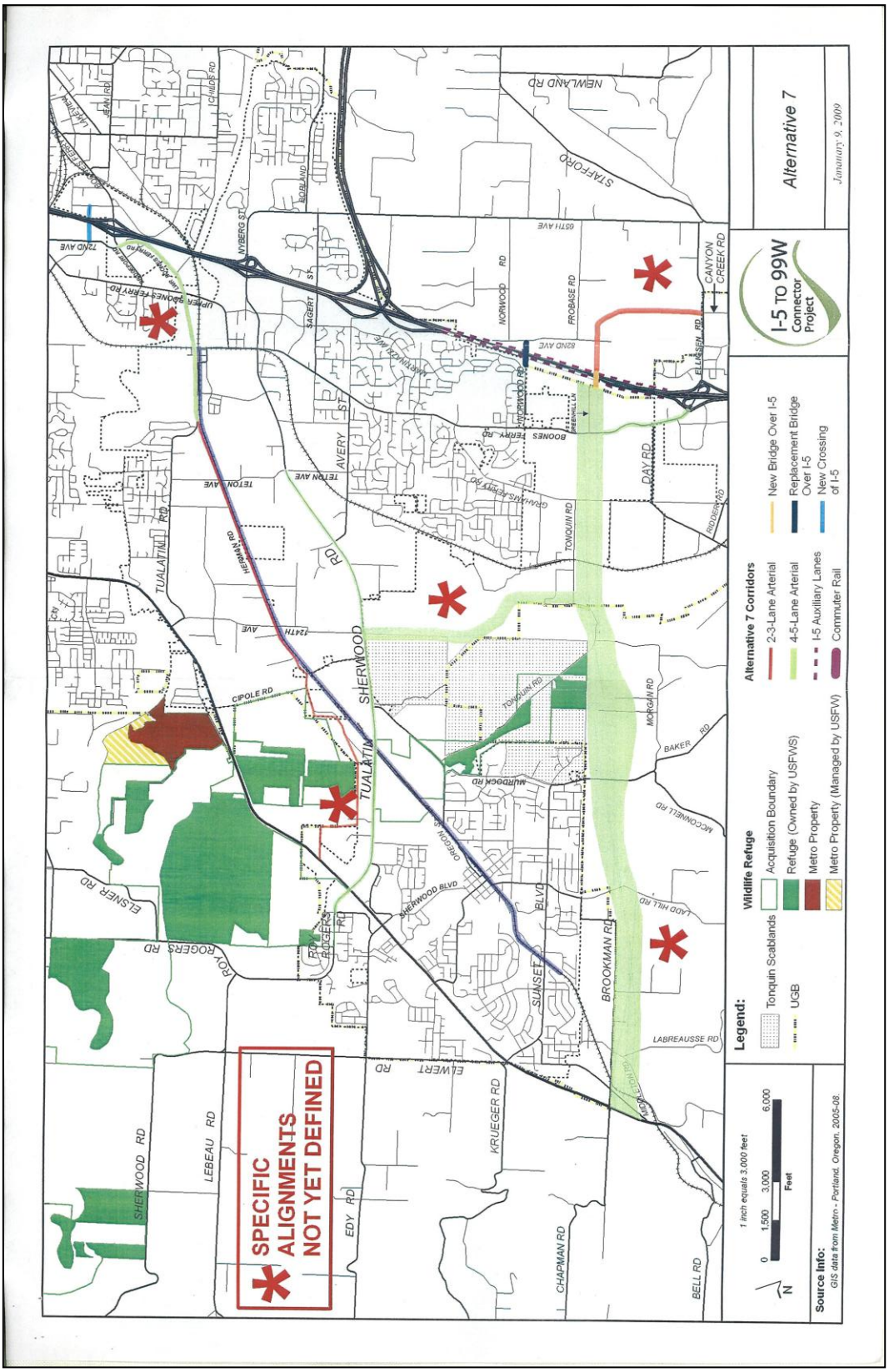
At their meeting on February 25, 2009, the PSC agreed on the following conditions as amended from those presented to them in the Alternative 7 Recommendation Memorandum dated February 17, 2009 to accompany the RTP recommendation of Alternative 7:

1. **Future phasing plans for implementing Alternative 7 projects must take into consideration the transportation, environmental, and economic impacts of advancing some improvements sooner than others.** The sequencing of affordable improvements should be done in a manner that does not create new transportation problems or liabilities for the vitality of affected jurisdictions.
2. **The timing and priority of an I-5 corridor study must be considered in the RTP adoption process for Alternative 7.** The connector project development process emphasized the need for a corridor study along I-5 from Portland to the Willamette River. The results of this study may affect the timing and designs of some improvements within Alternative 7.
3. **Access between I-5 and the southern arterial must be resolved.** Additional study is required to fully understand the impacts and trade offs between transportation solutions and land use, economic and environmental consequences of a new southern arterial. The impacts on rural lands are of particular importance and must be further evaluated before pursuing an exceptions process. The study area may need to be expanded to include connections to Stafford Road and additional areas along the OR 99W corridor that were not included in the alternatives analysis. The alternatives analysis process determined the general corridor location for the new southern arterial. However, additional preliminary engineering and planning work is needed to determine the optimal access option and configuration for connecting the southern arterial to I-5, OR 99W, and other arterials in the expanded study area. Construction of the southern arterial should be conditioned on defining the I-5 improvements needed to accommodate it and ensuring no negative impacts to I-5 and I-205 occur beyond the forecast No-Build condition as a result of Alternative 7. Options to be explored include modifying the I-5/North Wilsonville Interchange into a tight split-diamond interchange, or extending a new arterial connection crossing over I-5 and connecting to Stafford Road and/or Elligsen Road on the east side of I-5 for regional traffic benefits.
4. **Completion and construction of major project elements is subject to compliance with the National Environmental Policy Act (NEPA) and design refinement.** The Alternative 7 concept provides only the general locations and functional characteristics of new transportation facilities. A fully collaborative public/agency involvement and environmental analysis process must be conducted in developing the design details of any major construction element of Alternative 7. Subsequent project development work will need to define the actual alignments and designs of each of these facilities within the framework of these general parameters. On-going coordination with the Tualatin River National Wildlife Refuge must also occur to ensure optimum compatibility of Alternative 7 elements with refuge objectives.
5. **Land Use Concept Planning for UGB expansion areas should be coordinated with the refinement of these transportation recommendations.**
6. **The design of the southern arterial; must incorporate any conditions that may come out of land use goal exceptions processes (if required) by Metro, Washington County, and Clackamas County.** Portions of Alternative 7 may require exceptions under state land use goals that have not yet been studied or approved in order to be adopted in the RTP and to achieve needed federal and jurisdictional approvals. The extent of this issue may be affected by Metro's coming decisions on rural/urban land use reserves. Portions of proposed new transportation facilities are outside Metro's jurisdictional boundaries and will require coordination of actions between Metro and other affected jurisdictions. Possible design requirements may include forms of access management and land use control measures.
7. **State highway system routing and ODOT mobility standards must be key considerations in the design and future ownership of improvements within Alternative 7.** Current RTP assumptions are that a new limited-access connector would be built between I-5 and 99W, and that this roadway would become the new state route, possibly replacing OR 99W through Tigard. Alternative 7 does not result in

a limited-access connector, which may result in OR 99W remaining the designated state highway route through Sherwood, King City and Tigard.

8. **Strategic protection of right-of-way should be considered by agencies for the Alternative 7 elements within the UGB and along potential alignments where land development could conflict with the future implementation of corridor improvements.** Protective measures could include property setbacks, dedication of right-of-way, specific acquisition(s), and/or right-of-way purchases within the UGB consistent with NEPA process.

Following agreement on the above conditions, PSC representatives of Washington County, ODOT, Metro, and the cities of Tualatin and Sherwood voted in favor of recommending Alternative 7 with the conditions as amended above. PSC representatives of the City of Wilsonville and Clackamas County voted against this recommendation.



Alternative 7
January 9, 2009
I-5 TO 99W Connector Project
Legend:
Tonquin Scablands
UGB
Wildlife Refuge
Acquisition Boundary
Refuge (Owned by USFWS)
Metro Property
Metro Property (Managed by USFW)
Alternative 7 Corridors
2-3-Lane Arterial
4-5-Lane Arterial
I-5 Auxiliary Lanes
Commuter Rail
New Bridge Over I-5
Replacement Bridge Over I-5
New Crossing of I-5
1 inch equals 3,000 feet
0 1,500 3,000 6,000
Feet
N
Source Info:
GIS data from Metro - Portland, Oregon, 2005-08.
SPECIFIC ALIGNMENTS NOT YET DEFINED
SHERWOOD RD
LEBEAU RD
EDY RD
ELWERT RD
KRUEGER RD
CHAPMAN RD
BELL RD
ROY ROGERS RD
ELSNER RD
SUNSET BLVD
BROOKMAN RD
LABREAUSSE RD
SHERWOOD BLVD
TUALATIN RD
TUALATIN
SHERWOOD
AVERY ST
TETON AVE
124TH AVE
CIPOLE RD
MURDOCK RD
TONQUIN RD
MORGAN RD
BAKER RD
MCCONNELL RD
LADD HILL RD
DAY RD
RIDDER RD
BOONES FERRY RD
GRAHAMS FERRY RD
NORWOOD RD
FROBASE RD
ELLIGSEN RD
CANYON CREEK RD
STAFFORD
NEWLAND RD
65TH AVE
82ND AVE
SAGERT ST
NYBERG ST
UPPER BOONES FERRY RD
72ND AVE
CHILDS RD
JEAN RD
BOBLAND

Appendix 3.4 – 2014 RTP Columbia River Crossing Locally Preferred Alternative

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE LOCALLY PREFERRED ALTERNATIVE FOR THE COLUMBIA RIVER CROSSING PROJECT AND AMENDING THE METRO 2035 REGIONAL TRANSPORTATION PLAN WITH CONDITIONS	))))))	RESOLUTION NO. 08- 3960B Introduced by Councilor Burkholder

WHEREAS, the Oregon and Washington sides of the metropolitan region are linked by critical transportation infrastructure vital to each community along the Columbia River; and,

WHEREAS, the I-5 Interstate bridge is a key transportation link that has national and international importance for freight and auto movement; and,

WHEREAS, the I-5 Interstate bridge carries approximately 130,000 people daily by car, truck, bus, bicycle and on foot; and,

WHEREAS, the CRC Draft Environmental Impact Statement (DEIS) analysis found that the segment of I-5 in the vicinity of the Columbia River has extended peak-hour travel demand that exceeds capacity, includes bridge spans that are over 50 and 90 years old and that do not meet current traffic safety or seismic standards, and,

WHEREAS, techniques to improve peak truck freight movement times along with bridge and highway improvements would help support and improve the economy of the region and beyond; and,

WHEREAS, the greatest inhibition to the predictable flow of truck freight is single-occupancy automobile commuting, and according to the CRC analysis, in the absence of tolling, other demand management, and good public transit service the growth of such automobile commuting will contribute to the costs of truck delay; and,

WHEREAS, travel by transit between Portland and Vancouver currently must share a right-of-way with autos and trucks; and,

WHEREAS, the bicycle and pedestrian facilities for crossing the Columbia River along I-5 do not meet current standards, that demand for such facilities is expected to increase, and that experience on Portland bridges has proven that when safe bicycle facilities are provided, ridership grows dramatically; and,

WHEREAS, the CRC DEIS states that in the absence of tolls, absence of effective high-capacity transit service, and absence of safe bicycle and pedestrian facilities, automobile traffic and its resulting emissions and impact on climate change would continue to grow faster with the "no build" option than such automobile traffic and emissions would grow with the replacement bridge option that does include tolls, effective transit, and safe bicycle and pedestrian facilities; and,

WHEREAS, because of high demand and because only two road crossings of the Columbia River exist in the metropolitan region, the I-5 and I-205 corridor is very well situated for tolling, a revenue source and management tool currently not feasible for many other projects vying for public funds; and,

WHEREAS, consideration should be given to potential diversion of traffic from tolling I-5 alone to I-205 and should consider tolling I-5 and I-205 with use of the revenue for both I-5 and I-205 in the Portland-Vancouver metropolitan area; and,

WHEREAS, the states of Oregon and Washington have both established aggressive climate change strategies that include significant reductions in vehicle miles traveled and/or greenhouse gas emissions during the expected life of a CRC project; and,

WHEREAS, in Washington State the goal is to reduce vehicle miles traveled by 50 percent by 2050 and in Oregon the goal is to reduce greenhouse gas emissions by 75 percent below 1990 levels by 2050; and,

WHEREAS, the Oregon Governor's Climate Change Integration Group in its final report dated January 2008 state that "reducing vehicle miles traveled is the single most effective way to reduce greenhouse gas emissions", and,

WHEREAS, the reduction of greenhouse gas emissions is a regional goal that the Metro Council has directed that methods of decreasing such emissions be identified and pursued; and,

WHEREAS the Metro Council has concurred with the Governor's Climate Change Integration Group that reducing vehicle miles traveled is the single most effective means of reducing greenhouse gas emissions; and,

WHEREAS, high capacity transit, as well as walking and biking reduce vehicle miles travelled and reduce greenhouse gas emissions; and,

WHEREAS, the Metro region and the Federal Transit Administration have made extensive investments in high capacity transit, especially light rail transit, as the preferred high capacity transit mode in most corridors in the region, including the Interstate MAX LRT line to the Expo Center, about 1 mile from Vancouver, Washington and adjacent to Interstate 5; and,

WHEREAS, on November 14, 2002 the Metro Council approved Resolution 02-3237A, For the Purpose of Endorsing the I-5 Transportation and Trade Study Recommendations, that supported a multimodal project including light rail transit (LRT) and either a new supplemental or replacement I-5 bridge; and,

WHEREAS, the I-5 Transportation and Trade Study also included recommendations to widen I-5 to three lanes between Delta Park and Lombard, address finance issues, use travel demand tools including pricing (tolls), address environmental justice through use of a community enhancement fund, coordinate land use to avoid adverse impacts to transportation investments and improve heavy rail; and,

WHEREAS, in its October 19, 2006 letter to the CRC Task Force, the Council stated that "all transportation alternatives be evaluated for their land use implications…[because] added lanes of traffic …will have an influence on settlement patterns and development"; and,

WHEREAS, the CRC Task Force's endorsement of a locally preferred alternative is one "narrowing" step in a multi-step process and is an important opportunity for the Metro Council to articulate its concerns which will be weighed at this and subsequent steps; and,

ANALYSIS/INFORMATION

1. **Known Opposition** The CRC is a very large and complex transportation project. There are strong feelings – pro and con – associated with the project. Opposition to the project includes concerns raised regarding the need for the project, greenhouse gas emissions that could be generated by the project, costs, tolls and light rail extension to Vancouver, Washington.

2. **Legal Antecedents**

Federal

- National Environmental Policy Act
- Clean Air Act
- SAFETEA-LU
- FTA New Starts Process

State

- Statewide Planning Goals
- State Transportation Planning Rule
- Oregon Transportation Plan
- Oregon Highway Plan
- Oregon Public Transportation Plan
- Oregon Bicycle and Pedestrian Plan

Metro

- Resolution No. 02-3237A, "For the Purpose of Endorsing the I-5 Transportation and Trade Study Recommendations," adopted on November 14, 2002.
- Resolution No. 07-3782B, "For the Purpose of Establishing Metro Council Recommendations Concerning the Range of Alternatives to Be Advanced to a Draft Environmental Impact Statement For the Columbia River Crossing Project," adopted on February 22, 2007.
- Ordinance No. 07-3831B, "For the Purpose of Approving the Federal Component of the 2035 Regional Transportation Plan (RTP) Update, Pending Air Quality Conformity Analysis," adopted on December 13, 2007.
- Resolution No. 08-3911, "For the Purpose of Approving the Air Quality Conformity Determination for the Federal Component of the 2035 Regional Transportation Plan and Reconforming the 2008-2011 Metropolitan Transportation Improvement Program," adopted on February 28, 2008.
- Resolution No. 08-3938B, "For the Purpose of Providing Metro Council Direction to its Delegate Concerning Key Preliminary Decisions Leading to a Future Locally Preferred Alternative Decision for the Proposed Columbia River Crossing Project," adopted on June 5, 2008.

3. **Anticipated Effects** The approval of this resolution would allow the submission of a New Starts application for light rail transit to Vancouver Washington as well as include proceeding with the next steps towards a replacement bridge with tolls and light rail transit. It would not resolve the number of auxiliary lanes or other issues and considerations listed in the resolution but which will need to be addressed in the future once additional information and analysis is completed.

4. **Budget Impacts** If there is a role for Metro to play in the completion of the CRC Final Environmental Impact Statement (this could be additional updated travel forecasting, for example), the CRC project would reimburse Metro for any costs incurred for such work.

RECOMMENDED ACTION

Adopt Resolution No. 08-3960B, For the Purpose of Endorsing the Locally Preferred Alternative for the Columbia River Crossing Project and Amending the Metro 2035 Regional Transportation Plan with Conditions.

A RESOLUTION OF THE COLUMBIA RIVER CROSSING TASK FORCE TO PROVIDE DIRECTION TO THE COLUMBIA RIVER CROSSING PROJECT ON KEY DECISIONS FOR A LOCALLY PREFERED ALTERNATIVE

WHEREAS, the I-5 Interstate Bridge is one of only two Columbia River crossings between Vancouver, Washington and Portland, Oregon and approximately 150,000 people rely on crossing the I-5 Bridge daily by car, transit, bicycle and on foot; and

WHEREAS, the existing structures are aging and in need of seismic upgrade, and the closely-spaced interchanges are in need of safety improvements; and

WHEREAS, the movement of land and water-based freight is hindered by the current crossing, and

WHEREAS, high capacity transit does not currently connect Vancouver and Portland, and the bicycle and pedestrian paths do not meet current standards; and

WHEREAS, the I-5 Transportation and Trade Partnership Final Strategic Plan recommended congestion and mobility improvements within the I-5 Bridge Influence Area in 2002; and

WHEREAS, the Columbia River Crossing Task Force was established in February 2005, to advise the Oregon Department of Transportation and the Washington State Department of Transportation on project-related issues and concerns; and

WHEREAS, the Columbia River Crossing Task Force advised development of the project's Vision and Values Statement, alternatives development, and narrowing of the alternatives to five that would be studied in a Draft Environmental Impact Statement; and

WHEREAS, the Columbia River Crossing project is committed to implementing the principles of sustainability into project planning, design and construction in order to improve the natural and social environment and the regional economy whenever possible; and to minimize effects related to climate change; and

WHEREAS, the Oregon State Department of Transportation, Washington State Department of Transportation, Metro Council, Southwest Washington Regional Transportation Council, TriMet, C-TRAN, City of Portland and City of Vancouver have worked collaboratively on the development of the Draft Environmental Impact Statement; and

WHEREAS, the Columbia River Crossing project published a Draft Environmental Impact Statement on May 2, 2008, disclosing the potential environmental and community impacts and potential mitigation of the five alternatives; and

WHEREAS, the Columbia River Crossing project is seeking public comments on the Draft Environmental Impact Statement from the Columbia River Crossing Task Force as well as the public through outreach events, working sessions and hearings with sponsor agencies, and through two open houses and two public hearings during the comment period; and

WHEREAS, the Columbia River Crossing Task Force has opted to confirm Key Decisions that will lead to selection of a Locally Preferred Alternative.

NOW, THEREFORE, BE IT RESOLVED THAT THE COLUMBIA RIVER CROSSING TASK FORCE MAKES THESE RECOMMENDATIONS TO THE COLUMBIA RIVER CROSSING PROJECT:

1. In regards to the river crossing selection, the CRC Task Force supports the construction of a replacement bridge with three through lanes northbound and southbound as the preferred option.
2. In regards to the high capacity transit selection, the CRC Task Force supports light rail as the preferred mode.
3. In regards to the alignment and terminus of the high capacity transit line, and based on the information provided to date, the CRC Task Force
    - Recognizes that the selection of the alignment and terminus options should be determined through a combination of:
        i. Federal New Starts funding eligibility,
        ii. Public and local stakeholder involvement,
        iii. CRC project evaluation and technical determination of the terminus that allows for the greatest flexibility for future high capacity transit extensions and connections in Clark County, and
        iv. Outcome of the Vancouver City Council and C-TRAN votes on July 7 and July 8, respectively.
4. Creation of a formal oversight committee that strives for consensus and provides for a public process of review, deliberation and decision-making for outstanding major project issues and decisions.
5. The Freight Working Group, the Pedestrian and Bicycle Advisory Committee, the Urban Design Advisory Group, the Community and Environmental Justice Group, and the newly formed Sustainability Working Group, shall continue their advisory roles for refinement of the LPA. These advisory groups shall report findings and recommendations to the local oversight committee.

6. The CRC Task Force understands that several project elements have not been finalized at the time of this resolution. These elements will need to be satisfactorily resolved through a process that includes public involvement, recommendations from governing bodies of the sponsor agencies, and recommendations by a local advisory committee. The CRC Task Force supports the consideration of the attached list of Supplemental Positions for Future Project and Regional Consideration.

Columbia River Crossing Project
Supplemental Positions for Future Project and Regional Consideration

For Project Consideration:
The Columbia River Crossing Task Force presents these supplemental positions for consideration during the post-Locally Preferred Alternative (LPA) phase of the project development process. The Columbia River Crossing Task Force supports the following in association with the CRC project:

- The continued development of a mitigation plan, including avoidance of adverse impacts
- The continued development of a sustainability plan, including the formation of a sustainability working group
- Further study and analysis to determine the appropriate number of auxiliary lanes, necessary for safety and functionality in the project area, and consistent with minimizing impacts. The project should recognize that auxiliary lanes are for interchange operations, not for enhanced mainline throughput, and design the bridge width accordingly.
- The continued commitment to provide enhancements within potentially impacted communities
- As articulated in the final strategic plan of the I-5 Trade and Transportation Partnership, establish a community enhancement fund for use in the impacted areas of the project; such a fund would be in addition to any impact mitigation costs identified through the Draft EIS and would be modeled on the successfully implemented community enhancement fund of the I-5 Delta Park Project and subsequent Oregon Solutions North Portland Diesel Emissions Reduction Project.
- Continued work to design interchanges in the project area that meet the safety and engineering standards and requirements of the Federal Highway Administration, the departments of transportation for Oregon and Washington and the cities of Portland and Vancouver, in a way that is consistent with minimizing impacts.
- Continued work to ensure that interchanges are freight sensitive and provide enhanced mobility, in a way that is consistent with minimizing impacts.
- Imposing tolls on the existing I-5 bridge as soon as legally and practically permissible to reduce congestion by managing travel demand as well as to provide an ongoing funding source for the project
- A public vote where applicable, regarding the funds required to implement the light rail line
- The development of an aesthetically pleasing, sustainable and cost-efficient river crossing that provides a gateway to Vancouver, Portland and the Northwest

- Designing the project – river crossing, transit, and pedestrian and bicycle facilities – to be a model of sustainable design and construction that serves both the built and natural environment
- The development of light rail stations that meet the highest standards for operations and design. These stations would be designed to be safe and accessible to pedestrians, bicyclists, and people with disabilities.
- Continued development of a "world class" bicycle, pedestrian facility, as well as the consideration for provisions for low-powered vehicles such as scooters, mopeds and neighborhood electric vehicles, as part of the construction of a replacement river crossing
- Ensure that the preferred alternative solves the significant safety, congestion and mobility problems in the project area while meeting regional and statewide goals to reinforce density in the urban core and compact development that is both pedestrian friendly and enhances mobility throughout the project area and the region
- Development of an innovative transportation demand management (TDM) program to encourage more efficient use of limited transportation capacity
- Independent validation of the greenhouse gas and climate change analysis conducted in the Draft Environmental Impact Statement to determine the project's effects on air quality, carbon emissions and vehicle miles traveled per capita
- The inclusion of strategies aimed at reducing greenhouse gases and reducing vehicle miles traveled per capita. The Oregon Global Warming Commission or the Washington Climate Action Team should advise the CRC project on project related aspects that will help achieve both states greenhouse gas reduction goals set for 2020 and 2050.
- The development of a more detailed draft finance plan after the LPA is selected to define the funding and financing sources for this project from federal, state and local resources, while ensuring financial equity locally, within the region, and between the states of Oregon and Washington
- Independent review of the project's feasibility and risks, including the project's relationship to funding other transportation projects in the region
- Continued study of project health impacts such as those identified in the report submitted to the Task Force by the Multnomah County Health Department

For Regional Consideration:
There are system-wide transportation concerns that can only be resolved on a regional level and not by the Columbia River Crossing project. The Columbia River Crossing Task Force supports:

- Revisiting the remaining recommendations outlined in the *Strategic Final Plan* of the I-5 Transportation and Trade Partnership Study, dated September 2002
- Evaluating other bottlenecks within the system (e.g., I-405 / I-5 loop, Rose Quarter, etc.)
- Developing a regional plan for traffic demand management in the bi-state Portland-Vancouver region that promotes a reduction in vehicle miles traveled per capita

- Evaluating the effectiveness of a regional high occupancy vehicle (HOV) system
- Developing a regional plan for freight that considers the work of the I-5 Transportation and Trade Partnership and the CRC project's work with the CRC Freight Working Group
- Developing a web-based transit trip planning resource to plan transit trips in the Portland-Vancouver region

WHEREAS, in its October 19, 2006 letter to the CRC Task Force, the Council stated that Metro "will need to work closely with you as your project proceeds and as the RTP policies are developed to ensure that your proposals are consistent with our new policies."; and,

WHEREAS, the CRC Task Force, a 39 member advisory committee, has met regularly for over two years creating a project purpose and need, evaluation criteria and alternatives; and,

WHEREAS, a draft environmental impact statement has been completed that assesses the potential impacts of the project alternatives including a No Build, replacement and supplemental bridge options and bus rapid transit and light rail transit as well as bicycle and pedestrian facilities; and,

WHEREAS, a Replacement Bridge, unlike a Supplemental Bridge and/or rehabilitating and keeping the existing bridges, could improve safety by providing travel lane designs that meet safety standards including improved sight distance, greater lane widths, improved road shoulders and would eliminate bridge lifts which are indirectly a major cause of rear end accidents on and near the bridge; and,

WHEREAS, a Replacement Bridge, unlike a Supplemental Bridge, would reduce auto and truck delays that result from bridge openings; and,

WHEREAS, a Replacement Bridge, unlike a Supplemental Bridge, could improve the seismic safety of those crossing the river by auto and truck, reducing the potential for economic disruption as a result of restricted truck freight movement from seismic damage as well as reduce the potential for river navigation hazards created by seismic events; and,

WHEREAS, high capacity transit in an exclusive right-of-way would provide greatly improved transit service with much better schedule reliability and service than mixed-use traffic operation; and,

WHEREAS, LRT would produce higher total transit ridership in the corridor than BRT; and,

WHEREAS, LRT is more cost effective than Bus Rapid Transit (BRT), and is about one-half as expensive to operate per transit rider crossing the river; and,

WHEREAS, the Metro Council held a public hearing about the CRC project alternatives on June 5, 2008 and,

WHEREAS, on June 5, 2008, the Metro Council approved Resolution No. 08-3938B For the Purpose of Providing Metro Council Direction to its Delegate Concerning Key Preliminary Decisions Leading to a Future Locally Preferred Alternative Decision for the Proposed Columbia River Crossing Project and that the Metro Council concluded in this resolution its support for a Columbia River Crossing (CRC) Project with light rail, a replacement bridge with three through lanes and tolls for travel demand management and ongoing funding but also included substantial conditions; and,

WHEREAS, the CRC Task Force has recommended a locally preferred alternative that includes light rail transit and a replacement bridge; and,

WHEREAS, on December 13, 2007, the Metro Council approved Resolution No. 07-3831B, For the Purpose of Approving the Federal Component of the 2035 Regional Transportation Plan (RTP) Update, Pending Air Quality Conformity Analysis, and the adopted 2035 Regional Transportation Plan (RTP), Financially Constrained System Project list includes Metro project number 10866, "Improve I-5/Columbia River bridge (Oregon share)" with $74 million year of expenditure reserved for preliminary engineering and right-of-way acquisition, but does not include funds for project construction; and,

WHEREAS, on February 28, 2008, the Metro Council adopted Resolution No. 08-3911, For the Purpose of Approving the Air Quality Conformity Determination for the Federal Component of the 2035 Regional Transportation Plan and Reconforming the 2008-2011 Metropolitan Transportation Improvement Program, and this air quality conformity included the CRC project, highway and light rail transit; and,

WHEREAS, the CRC Project is projected to cost between $3.5 and 3.7 billion dollars; and,

WHEREAS, a revenue forecast has been completed using best available information that shows revenue sources that could fund the project; and,

WHEREAS, the Metro 2035 RTP does not currently include a description of the proposed locally preferred alternative for the CRC Project as supported by the Metro Council; and,

WHEREAS, state law provides for land use final order to address meeting the potential land use impacts of light rail and related highway improvements in the South/North corridor of which the I-5 bridge is a part; and,

WHEREAS, at its meeting on July 10, 2008, the Joint Policy Advisory Committee on Transportation recommended approval of the following; now therefore,

BE IT RESOLVED that the Metro Council:

1. Continues to support a balanced multi-modal approach of highway, high capacity transit, freight movement, transportation demand management and bicycle and pedestrian improvements in the Columbia River Crossing corridor, as well as compact land use development patterns with a mixture of uses and types of housing which minimize long commutes and reduce our citizen's automobile dependence.
2. Supports a Columbia River Crossing locally preferred alternative:
    a. a replacement bridge with three northbound and three southbound through lanes, with tolls used both for finance and for demand management, as the preferred river crossing option,
    b. light rail as the preferred high capacity transit option, extending light rail from the Expo Center in Portland, Oregon across Hayden Island adjacent to I-5 to Vancouver, Washington,
    c. a light rail terminus in Vancouver, Washington.
3. Finds that the following concerns and considerations will need to be addressed as described in Exhibit A, attached. Metro will invite public review and discussion on the issues raised in Exhibit A.
4. Amends the Metro 2035 Regional Transportation Plan, Appendix 1.1, Financially Constrained System, Project Number 10866 to read: "Improve I-5/Columbia River bridge in cooperation with

ODOT and WSDOT with light rail transit, reconstructed interchanges and a replacement bridge with three through lanes in each direction and tolls designed to manage travel demand as well as provide an ongoing funding source for project construction, operations and maintenance." Further, amends the Project amount to read: "A range of between $3.5 and $3.7 billion."

5. Amends the Metro Appendix 1.2, "2035 RTP Other Projects Not Included in the Financially Constrained System", deleting Project number 10893, "Improve I-5/Columbia River bridge (Oregon Share)" and deleting Project number 10902, "CRC – Expo to Vancouver, north on Main to Lincoln", as these projects are now included in the Financially Constrained System.
6. Amends the Metro 2035 RTP, Chapter 5, Financial Plan, by adding Section 5.3.4, CRC Funding Assumptions, attached as Exhibit B.
7. Amends the Metro 2035 RTP, Chapter 7, Implementation, amending Section 7.7.5, Type I- Major Corridor Refinements, Interstate-5 North (I-84 to Clark County) as described in Exhibit C, attached.
8. Defers the determination of the number of auxiliary lanes to a subsequent amendment of the 2035 RTP, based on additional analysis.
9. Acknowledges that a land use final order for addressing land use consistency for the Oregon side of the Project is being prepared and will be submitted to the Council for approval in Fall 2008.

ADOPTED by the Metro Council this 17th day of July, 2008.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Officially Approved / Aprovado Oficialmente
Consiglio Metropolitano
METRO COUNCIL
Metro Council

RESOLUTION O8-3960B
Exhibit A

Metro Council Concerns and Considerations
Columbia River Crossing "Locally Preferred Alternative"

The Metro Council recognizes that endorsement of a "Locally Preferred Alternative" is one important narrowing step that enables the project management team to proceed with further analysis of a reduced range of alternatives. The Council is cognizant that many important issues are generally still unresolved at the time of endorsement of an LPA, but that clear articulation of concerns is required to make sure that such unresolved issues are appropriately resolved during the next phase of design, engineering, and financial planning, with proper participation by the local community and its elected representatives. If those sorts of outstanding issues are not satisfactorily resolved during that post-LPA selection phase, then the project risks failing to win the approval of necessary governing bodies at subsequent steps of the process.

While the Metro Council endorses the LPA, Replacement Bridge with Light Rail and Tolls, as described in Resolution 08-3960A, the Metro Council simultaneously finds that the following issues will need to be satisfactorily addressed in the upcoming refinement of design, engineering and financial planning:

FORMATION OF A LOCAL OVERSIGHT COMMITTEE TO SUCCEED THE TASK FORCE

The Metro Council concluded on June 5, 2008 through Resolution 08-3938B that further oversight of the project is needed once the Task Force's work is concluded. The Council suggested that the Governors of Oregon and Washington convene such a local oversight group. On June 19, 2008, the Governors issued a joint letter that concluded there is a need to reconvene the CRC Project Sponsor's Council as the oversight committee to succeed the Task Force, including representatives from Washington State Department of Transportation, the Oregon Department of Transportation, cities of Portland and Vancouver, Metro, the Southwest Washington RTC, TriMet and CTRAN. The Governors charged the committee with advising the two departments of transportation and two transit agencies on a consensus basis to the greatest extent possible regarding the major issues requiring further oversight and resolution.

PROJECT ISSUES REQUIRING LOCAL OVERSIGHT DURING PLANNING, DESIGN, ENGINEERING, FINANCE AND CONSTRUCTION

The Governors have charged the Project Sponsors Council with project oversight on the following issues, milestones and decision points:

1) Completion of the Environmental Impact Statement (EIS),
2) Project design, including, but not limited to: examining ways to provide an efficient solution that meets safety, transportation and environmental goals,
3) Timelines associated with project development,
4) Development and use of sustainable construction methods,
5) Ensuring the project is consistent with Oregon and Washington's statutory reduction goals for green house gas emissions, and
6) A finance plan that balances revenue generation and demand management, including the project capital and operating costs, the sources of revenue, impact to the funds required for other potential expenditures in the region.

The Metro Council has identified additional areas of concern that need to be addressed by the Project Sponsors Council as the project moves forward:

A. TOLLING
Implementation of tolls on the existing I-5 Bridge should be undertaken as soon as legally and practically permissible. Consideration should be given to potential diversion of traffic to I-205 and potential tolling I-5 and I-205 with those revenues potentially used for projects on these two facilities in the Portland-Vancouver metropolitan area.

B. NUMBER OF AUXILIARY LANES
Determine the number of auxiliary lanes in addition to the three through lanes in each direction on the replacement bridge across the Columbia River and throughout the bridge influence area.

C. IMPACT MITIGATION AND COMMUNITY ENHANCEMENT
Identify proposed mitigation for any potential adverse human health impacts related to the project and existing human health impacts in the project area, including community enhancement projects that address environmental justice.

D. DEMAND MANAGEMENT
Develop of state-of-the-art demand management techniques in addition to tolls that would influence travel behavior and reduce greenhouse gas emissions.

E. FINANCING PLAN
A detailed financing plan showing costs and sources of revenue must be proposed and presented to the partner agencies and to the public. The proposed financing plan should indicate how the federal, state and local (if any) sources of revenue proposed to be dedicated to this project would impact, or could be compared to, the funds required for other potential expenditures in the region.

F. CAPACITY CONSIDERATIONS, INDUCED DEMAND AND GREENHOUSE GASES
Further analysis is required of the greenhouse gas and induced automobile demand forecasts for this project. The results of the analysis must be prominently displayed in the Final Environmental Impact Statement. The analysis should include comparisons related to the purpose and function of the so-called '"auxiliary" lanes. A reduction in vehicle miles traveled should be pursued to support stated greenhouse gas reduction targets as expressed by legislation in Oregon and Washington and by the Governors.

G. PRESERVATION OF FREIGHT ACCESS
The design and finance phase of the CRC project will need to describe specifically what physical and fiscal (tolling) methods will be employed to ensure that trucks are granted a priority which is commensurate with their contributions to the project and their important role in the economy relative to single-occupancy automobile commuting. Ensure that freight capacity at interchanges is not diminished by industrial land use conversion.

H. LIGHT RAIL
As indicated in the Item 2 "resolved" in the body of the resolution, the Metro Council's endorsement of the LPA categorically stipulates that light rail must be included in any phasing package that may move forward for construction.

I. DESIGN OF BICYCLE AND PEDESTRIAN FACILITIES

More detailed design of bicycle and pedestrian facilities is required to inform the decisions of the local oversight panel described above. The project should design "world class" bicycle and pedestrian facilities on the replacement bridge, bridge approaches and throughout the bridge influence area that meet or exceed standards and are adequate to meet the demand generated by tolls or other demand management techniques.

J. URBAN DEVELOPMENT IMPACTS AT RE-DESIGNED INTERCHANGES

More design of the interchanges related to the CRC is required to fully evaluate their community impact. The design of interchanges within the bridge influence area must take into account their impact on urban development potential. The Metro Council is also concerned that the Marine Drive access points preserve and improve the functionality of the Expo Center.

K. BRIDGE DESIGN

The bridge type and aesthetics of the final design should be an important consideration in the phase of study that follows approval of the LPA and precedes consideration of the final decision.

Exhibit B to Resolution No. 08-3960B

Chapter 5, Financial Plan of the Metro 2035 RTP, Federal Component is amended by adding the following new section:

5.3.4 Columbia River Crossing Funding Assumptions

The Columbia River Crossing (CRC) Project is a collaboration of Oregon Department of Transportation, Washington State Department of Transportation, Metro, the Southwest Washington Regional Transportation Council, TriMet and CTRAN as well as the cities of Portland and Vancouver.

The CRC Project is a national transportation priority as it has been designated a "Corridor of the Future" by the Federal Highway Administration (FHWA). The Project will seek FHWA funding from this program category and other appropriate sources. Accordingly, the FHWA has indicated that it is a high priority to address the safety and congestion issues related to the segment of Interstate 5 between Columbia Boulevard north to State Route 500 in Vancouver, Washington.

The Federal Transit Administration (FTA) awards transit capital construction grants on a competitive basis. The CRC project will be submitting an application to the FTA for entry into Preliminary Engineering and eventually for a full funding grant agreement. The Metro region has been highly successful in securing FTA funds and it is considered reasonable, based on early cost-effectiveness rating analyses, that the high capacity transit component of the CRC Project will secure the $750 million in federal transit funding shown in the table below.

In addition, the Governors of Oregon and Washington have stated their commitment to work with their respective state legislatures to provide state funds to add to federal funding.

Also, tolling is another unique source of funding for the project. It would be a substantial transportation demand management tool as well as providing a significant revenue source. The DEIS states that tolls may supply 36 – 49% of the capital revenues for the highway elements of the project.

Finally, the state of Washington has accumulated credits from tolls imposed on other projects in the state that can be used as local match for federal funds. The state has indicated support for using a portion of these credits for the transit component of this project.

These funding sources for the total project may be summarized as follows (all figures in millions of dollars):

Columbia River Crossing – Total Project Costs
(both Oregon and Washington sides)

Costs		Low	High
Highway		$2,773	$2,920
Transit		750	750
	Total	$3,523	$3,670

Revenues		Low	High
Toll Bond Proceeds		$1,070-$1,350	$1,070 - 1,350
Federal Discretionary Highway		400- 600	400 - 600
State Funds		823-1,303	970 - 1,450
New Starts		750	750
Toll Credits		188	188
	Total	$3,523	$3,670

Exhibit C to Resolution No. 08-3960B

Chapter 7, Implementation of the Metro 2035 Regional Transportation Plan, (Federal Component), Implementation (page 7-34) is amended as follows:

Interstate-5 North (I-84 to Clark County)

This heavily traveled route is the main connection between Portland and Vancouver. The Metro Council has approved a Locally Preferred Alternative for the Columbia River Crossing (CRC) project that creates a multi-modal solution for the Interstate 5 corridor between Oregon to Washington to address the movement of people and freight across the Columbia River. A replacement bridge with three through lanes in each direction, reconstructed interchanges, tolls priced to manage travel demand as well as provide financing of the project construction, operation and maintenance, light rail transit to Vancouver, and bicycle and pedestrian investments have been identified for this corridor. As project details are evaluated and implemented in this corridor, the following shall be brought back to JPACT and the Metro Council for a subsequent RTP amendment for this Project:

- the number and design of auxiliary lanes on the I-5 Columbia River bridge and approaches to the bridge, including analysis of highway capacity and induced demand.

More generally in the I-5 corridor, the region should:

- consider the potential adverse human health impacts related to the project and existing human health impacts in the project area, including community enhancement projects to address environmental justice.

- consider managed lanes

- maintain an acceptable level of access to the central city from Portland neighborhoods and Clark County

- maintain off-peak freight mobility, especially to numerous marine, rail and truck terminals in the area

- consider new arterial connections for freight access between Highway 30, port terminals in Portland and port facilities in Vancouver, Wa.

- maintain an acceptable level of access to freight intermodal facilities and to the Northeast Portland Highway

- construct interchange improvements at Columbia Boulevard to provide freight access to Northeast Portland Highway

- address freight rail network needs

- develop actions to reduce through-traffic on MLK and Interstate to allow main street redevelopment

- provide recommendations to the Bi-State Coordination Committee prior to JPACT and Metro Council consideration of projects that have bi-state significance.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 08-3960B, FOR THE PURPOSE OF ENDORSING THE LOCALLY PREFERRED ALTERNATIVE FOR THE COLUMBIA RIVER CROSSING PROJECT AND AMENDING THE METRO 2035 REGIONAL TRANSPORTATION PLAN WITH CONDITIONS

Date: June 26, 2008

Prepared by: Richard Brandman
Ross Roberts
Mark Turpel

BACKGROUND

Overview

The Columbia River Crossing (CRC) is a proposed multimodal bridge, transit, highway, bicycle and pedestrian improvement project sponsored by the Oregon and Washington transportation departments in coordination with Metro, TriMet and the City of Portland as well as the Regional Transportation Council of Southwest Washington, CTRAN and the City of Vancouver, Washington. (More detailed project information may be found at: http://www.columbiarivercrossing.org/)

The CRC project is designed to improve mobility and address safety problems along a five-mile corridor between State Route 500 in Vancouver, Washington, to approximately Columbia Boulevard in Portland, Oregon, including the Interstate Bridge across the Columbia River.

The project would be funded by a combination of Federal Transit Administration (FTA) New Starts funding for the transit component, Federal Highway Administration (FHWA) funding for highway, freight, bicycle and pedestrian improvements, with local match being provided by the states of Oregon and Washington through toll credits and other funding. Tolls are also proposed for a new I-5 bridge to pay for a portion of the capital project and manage transportation demand.

Guiding the project is a 39 member CRC Task Force, of which Councilor Burkholder serves as the Metro representative. On June 5, 2008, the Metro Council approved policy guidance for Councilor Burkholder as its CRC Task Force member in the formulation of the draft locally preferred alternative (LPA) (after consideration of public testimony and review of options for a LPA). On June 24, the CRC Task Force approved recommendations for a LPA for the project sponsor agencies (including Metro) consideration.

Accordingly, the attached Resolution No. 08-3960B will provide for Metro Council consideration of:

1) Adoption of a CRC LPA.
2) Amendment of the federal component of the Metro 2035 Regional Transportation Plan (RTP).
3) Statement of additional Metro Council concerns and considerations regarding the Project.

Project History

The CRC Project history began in 1999, with the Bi-State Transportation Committee recommendation that the Portland/Vancouver region initiate a public process to develop a plan for the I-5 Corridor based on four principles:

- Doing nothing in the I-5 Corridor is unacceptable;
- There must be a multi-modal solution in the I-5 Corridor - there is no silver bullet;

- Transportation funds are limited. Paying for improvements in the I-5 Corridor will require new funds; and,
- The region must consider measures that promote transportation-efficient development.

Accordingly, the twenty-six member I-5 Transportation and Trade Partnership was constituted by Governors Locke and Kitzhaber, including a Metro Council representative.

In June 2002, the Partnership completed a *Strategic Plan* and on November 14, 2002, the Metro Council, through Resolution No. 02-3237A, For the Purpose of Endorsing the I-5 Transportation and Trade Study Recommendations, endorsed the *Strategic Plan* recommendations including:

- Three through lanes in each direction on I-5, one of which was to be studied as an High Occupancy Vehicle (HOV) lane, as feasible;
- Phased light rail loop in Clark County in the vicinity of the I-5, SR500/4th Plan and I-205 corridors;
- An additional or replacement bridge for the I-5 crossing of the Columbia River, with up to two additional lanes for merging plus two light rail tracks;
- Interchange improvements and additional auxiliary and/or arterial lanes where needed between SR 500 in Vancouver and Columbia Boulevard in Portland, including a full interchange at Columbia Boulevard;
- Capacity improvements for freight rail;
- Bi-state coordination of land use and management of the transportation system to reduce demand on the freeway and protect corridor improvement;
- Involving communities along the corridor to ensure final project outcomes are equitable and committing to establish a fund for community enhancement;
- Developing additional transportation demand and system strategies to encourage more efficient use of the transportation system.

Several of the recommendations from the Strategic Plan have been completed. For example, construction of the I-5 Delta Park Project has begun.

The I-5 bridge element began in February 2005 with the formation of a 39 member Columbia River Crossing (CRC) Task Force. This Task Force, which includes a Metro Council representative, developed a vision statement, purpose and need statement and screening criteria.

The adopted project purpose is to: 1) improve travel safety and traffic operation on the I-5 crossing of the Columbia River; 2) improve the connectivity, reliability, travel times and operations of public transit in the corridor, 3) improve highway freight mobility and interstate commerce, and 4) improve the river crossing's structural integrity.

More specifically, the following issues concerning the existing conditions were cited as need:

- Safety - the bridge crossing area and approach sections have crash rates more than two times higher than statewide averages for comparable urban highways. Contributing factors are interchanges too closely spaced, weave and merge sections too short contributing to sideswiping accidents, vertical grade changes that restrict sight distance and very narrow shoulders that prevent avoidance maneuvers or safe temporary storage of disabled vehicles.
- Seismic - neither I-5 bridges meet seismic standards, leaving the I-5 corridor vulnerable in the event of a large earthquake;
- Bridge Alignment - the alignment of the I-5 bridges with the downstream railroad bridge contributes to hazardous barge movements;

- Cost - rehabilitation of the existing bridges, bringing them to current standards would be more costly, both in money and some environmental impacts, such as water habitat conditions, than a replacement bridge;
- Traffic Impact - an arterial bridge would bring unacceptable traffic congestion to downtown Vancouver, Washington.

The CRC Project analyzed 37 distinct bridge, transit, highway and transportation demand management modes/designs, which the CRC Task Force narrowed to twelve. These twelve options then received even more analysis.

In November 2007, CRC staff, after further consideration of technical analyses and using the approved screening criteria and project purpose and need, recommended three alternatives be advanced to a draft environmental impact statement (DEIS). These included:

- Alternative 1) No Action;
- Alternative 2) A Replacement Bridge and Bus Rapid Transit with Complementary Express Bus Service; and
- Alternative 3) A Replacement Bridge and Light Rail Transit with Complementary Express Bus Service.

Open houses were held to take public comment about whether these three alternatives should be advanced to analysis in the DEIS. The Metro Council, other project sponsors and some members of the public expressed interest in a less expensive, smaller project alternative. Accordingly, two supplemental bridge alternatives (one with bus rapid transit, the other with light rail transit) were proposed to be added to the alternatives studied in the DEIS.

The Metro Council concurred with these five alternatives in adopting Resolution No. 07-3782B, "For the Purpose of Establishing Metro Council Recommendations Concerning the Range of Alternatives to Be Advanced to a Draft Environmental Impact Statement For the Columbia River Crossing Project," on February 22, 2007.

On December 13, 2007, the Metro Council adopted the federal component of the 2035RTP. The RTP included funds for preliminary engineering and right-of-way purchase in the financially constrained system project list for a new bridge across the Columbia River. This item was reconfirmed with the adoption of the air quality conformity determination in February 2008 that assumed a new bridge with light rail transit to Vancouver.

In a meeting of the CRC Task Force in January 2008, an informal poll was taken that initiated discussion of the LPA. Strong support was found for:

- A replacement bridge with tolls;
- Light rail transit extended to Vancouver, Washington;
- Bicycle and pedestrian path improvements.

(Councilor Burkholder, the Metro Council representative, deferred comment in this survey citing the need to confer with the full Metro Council).

On May 2, 2008, a DEIS addressing the five CRC alternatives was released for a 60-day public comment period. During that time, the CRC project received 1,120 comments on the DEIS. The CRC also held two open houses attended by 425 people and held four question and answer sessions.

Later in May 2008, review and discussion of the CRC alternatives and the potential benefits and adverse impacts as disclosed in the CRC Draft Environmental Impact Statement were discussed by the Metro Council. After consideration of the CRC documents, Metro Council work session discussions and public testimony received at a Metro Council public hearing June 5, the Metro Council approved policy guidance by adopting Resolution No. 08-3938B, "For the Purpose of Providing Metro Council Direction to its Delegate Concerning Key Preliminary Decisions Leading to a Future Locally Preferred Alternative Decision for the Proposed Columbia River Crossing Project," on June 5, 2008.

Resolution 08-3938B included the following major points:

- A multimodal approach that includes:
  - light rail transit extended to Vancouver;
  - A replacement bridge with three through lanes in each direction and the number of auxiliary lanes to be determined;
  - Tolls to manage travel demand as well as provide an ongoing funding source for bridge construction, operations and maintenance;
  - Improved bicycle and pedestrian facilities;
  - Compact land use development patterns with a mixture of housing types to minimize long commutes and reduce automobile dependence.
- Recognition that the above elements and others identified in an exhibit to the resolution will need to be satisfactorily addressed as part of the LPA or at later decision points, prior to a final decision.
- Need to address potential and existing health impacts and using a community enhancement fund to address environmental justice.
- Independent analysis of greenhouse gas emissions and whether the project alternatives would help achieve or frustrate greenhouse gas emission reduction goals for 2020 and 2050.
- Charging tolls as soon as legally and practicably possible and use of state-of-the-art demand management tool to influence travel behavior and reduce greenhouse gas emissions and reduce vehicle miles traveled.
- Recognition of the need for the Metro Council to consider an LPA adoption and an RTP amendment and that the two decisions could be made concurrently.

On June 24, 2008, the CRC Task Force, by a vote of 37-2, recommended the following:

- A replacement bridge with three through lanes northbound and southbound.
- Light rail as the preferred high capacity transit mode with an alignment and terminus based on FTA funding, technical considerations and Vancouver City Council and CTRAN votes in early July 2008.
- Formation of a formal oversight committee.
- Continuation of existing advisory committees dealing with freight, pedestrians and bicycles, urban design, community and environmental justice and creation of a new sustainability working group.
- A list of project and regional elements that have not been made final at this time, but which the CRC Project recognizes the need for consideration. (see Attachment 1 to this staff report)

In addition to the Metro Council public hearing on the project on June 5, 2008 and the CRC Task Force hearing on June 24, 2008, there were numerous public meetings, open houses, and mailings regarding the project. Additionally, the LPA and the need for an RTP amendment were discussed at the Transportation Policy Advisory Committee's (TPAC) May 30, 2008 meeting and both the RTP amendment and the LPA resolution were recommended at its June 27, 2008 meeting. The proposed RTP amendments and LPA were also discussed at the Joint Policy Advisory Committee on Transportation's (JPACT) June 12, 2008 meeting and approved at its July 10, 2008 meeting.

This proposed Resolution No. 08-3960B, For the Purpose of Endorsing the Locally Preferred Alternative for the Columbia River Crossing Project and Amending the Metro 2035 Regional Transportation Plan with Conditions, is generally consistent with the June 24 CRC Task Force recommendations. In addition, proposed Resolution No 08-3960B addresses the following:

1) A list of project concerns to be addressed and resolved (attached as Exhibit A to Resolution No. 08-3960B).
2) Amendment of the 2035 RTP to:
    - revise the Financially Constrained Project List (appendix 1.1);
    - revise the "Other RTP Projects not included in the Financially Constrained list" (appendix 1.2);
    - amend Chapter 5, Financial Plan of the RTP, to include a section on the funding of the CRC project (and included as Exhibit B to Resolution No. 08-3960B);
    - amend Chapter 7, Implementation of the RTP, to revise the description of the I-5 North corridor (and included as Exhibit C to Resolution No. 08-3960B).

(A separate RTP amendment that would revise the state component of the RTP and include land use findings is not proposed at this time and would be addressed once more information and analysis is available concerning auxiliary lanes and other issues identified in Resolution No 08-3960B.)

In addition to these immediate decisions, the following actions will take place in Fall 2008 and beyond include:

- Number of auxiliary travel lanes
- Bridge design details (such as bridge type, whether Stacked Highway/Transit design would work, be cost-effective and whether this aspect of the bridge should be pursued)
- Transportation Demand Management (TDM) specifics
- Interchange design specifics
- Bicycle and pedestrian design details
- More specificity on finance plan

The CRC Task Force's June 24 recommendations to consider a Locally Preferred Alternative (LPA) will also be brought to the cities of Portland and Vancouver, TriMet and CTRAN, and Metro and the Regional Transportation Council of Southwest Washington for adoption and corresponding transportation plan amendments. These actions will allow ODOT and WSDOT to submit to the FTA an application to enter preliminary engineering to prepare a final environmental impact statement (FEIS).

[1] By July 8, the City of Vancouver and CTRAN are scheduled to conclude the alignment and terminus of the LRT line in Vancouver, Washington. In order to facilitate the bi-state transportation aspects of this draft resolution, these southwest Washington project partner decisions will be provided to the Joint Policy Advisory Committee (JPACT), which meets on July 10 to consider this resolution and to the Metro Council that meets on July 17 also to consider this resolution. Accordingly, draft Metro Resolution No. 08-3960B may be proposed for revision in July as a result.

Appendix 4.1 2014 RTP – 2040 Financially Constrained Revenue Assumptions

Federal regulations require that a Regional Transportation Plan (RTP) be financially constrained and demonstrate that total project costs not exceed the total revenue level reasonably expected to be available for the Metro region over the life of the plan. Chapter 3 of the 2014 RTP Update describes the Metro Region's sources of revenue, forecasts of reasonably expected revenue and explains the methodology and assumptions used to forecast the revenue used in developing the Financially Constrained System.

Additionally, SAFETEA-LU / MAP-21 requires that the 2014 RTP Update consider the effects of inflation in developing project cost estimates and revenues. Under new rules from FHWA and FTA, the financial constraint of the RTP must be demonstrated in "Year-of-Expenditure" dollars or YOE dollars. The rationale behind this requirement is that long-range estimates of transportation costs have understated the deficit between costs and revenues. By converting all costs and revenues to YOE dollars theoretically presents a more accurate picture of costs, revenues, and deficits associated with a long-range transportation plan. The following discusses the methodology used in calculating costs and revenues into YOE dollars.

FINANCIALLY CONSTRAINED RTP PROJECT COSTS

A 4.0 percent revenue growth rate was used for the life of the 2014 RTP Update. This rate is in line with the FHWA and ODOT recommended growth rates over the same time period. In developing the revenue forecasts and during the solicitation process for 2014 RTP Update projects, all costs and revenues were reflected in 2014 dollars. Representing project costs using a constant year value (2014) allows elected officials, technical experts, and the public-at-large to better understand the financial implications for a particular project.

Projects are reflected in YOE dollars for the last year of each estimated implementation time period (2017, 2024, 2032, and 2040). This is intended to reflect the costs of completing the project by the end of the time period. The YOE total was derived by applying the four percent inflationary factor to the final year of each project based upon its estimated project implementation time period. For projects that do not have an estimated implementation year, the cost was inflated to the final year of the plan period (2040). Appendix 1.1 lists all the projects included in the Financially Constrained System in 2014 dollars and YOE dollars.

FINANCIALLY CONSTRAINED RTP REVENUES

Estimates of financially constrained revenues were based on preliminary revenue estimates conducted by ECONorthwest with assistance from Kittelson and Associates. The report, Preliminary Financial Analysis for the 2035 Regional Transportation Plan Update, in combination with ODOT's Financial Assumptions Report were used to identify revenues for various revenue categories by year (from 2014 – 2040) for seven funding pools:

- ODOT Road Modernization Funding Pool
- Regional Transit and Programs Funding Pool
- Clackamas County/Cities Modernization Funding Pool
- Washington County/Cities Modernization Funding Pool
- City of Portland and Port of Portland Modernization Funding Pool
- Multnomah County/Cities (Excluding City of Portland) Modernization Funding Pool
- Local Willamette River Bridges Modernization Funding Pool

All forecasted revenues in Chapter 5 are shown in 2014 dollars. Tables 1 – 6 summarize the funding sources for each of the six funding pools in 2014 dollars.

Table 1: ODOT Modernization Funding Pool (Millions of $)

Funding Source	Financially Constrained Amount	
	2014 $	YOE $
Regional Share of Existing State and Federal Formula Funds excluding Fed Funds Allocated to Local Governments	$338.29	$937.90
Regional Share of New Revenues: Assumed for Analytical Purposes to be State Share of $15 Vehicle Registration Fee Increase for Modernization Every 8 Years	$182.89	$507.06
Other (including other in STIP, local in STIP and unlisted other/carry forward in STIP)	$99.80	$276.69
CRC State Funds	$1,047.00	$2,902.78
CRC Federal Discretionary Highway	$400.00	$1,108.99
CRC Toll Bond Proceeds	$1,140.00	$3,160.08
Financially Constrained Amount Forecasted	$3,207.98	$8,894.04

Note - CRC revenues provided by ODOT staff – see CRC Funding Assumptions RTP chapter 3, pp.3-17 to 3-18. The revenue amounts listed in Table 1 represent the "low" of a low to high range provided by ODOT.

Table 2: Regional Transit and Programs Funding Pool (Millions $)

Funding Source	Financially Constrained Amount	
	2014 $	YOE $
Metro Region CMAQ Funds	$310.10	$859.74
Alternative Mode Share (25%) of Metro Region STP Funds	$128.37	$355.90
Regional Transportation Alternatives Program (TAP)	$34.56	$95.82
SMART Local Revenue	$130.27	$361.17
5309 New Starts/Small Starts Funds	$792.36	$2196.79
State Lottery Bonds	$309.56	$858.25
Local Match for New Starts/Small Starts Funds	$125.81	$348.80
Value of Willamette Shore ROW for Lake Oswego Streetcar Local Match	$92.87	$257.48
TriMet Local Capital	$869.32	$2506.57
5309 Bus Grants	$35.91	$99.60
Active Transportation Corridor Funds	$92.87	$257.78
CRC (TriMet $37 and C-TRAN $274)	TBD	
CRC New Starts	$809.00	$2242.93
Financially Constrained Amount Forecasted	$3,7311	$10,344.09

Table 3: Clackamas County/Cities Modernization Funding Pool (Millions $)

Funding Source	Financially Constrained Amount	
	2014 $	YOE $
Regional STP Funds	$101.59	$281.66
"Other" Federal Funds Exc. Bridge	$17.08	$47.35
Bridge	$17.50	$48.52
SDC-TIF	$724.38	$2008.32
Urban Renewal	$143.64	$398.24
Private Development	$135.70	$376.22
Special Assessment	$3.96	$10.98
Other Local Sources	$123.20	$341.57
Share of $15 VRF Increase Every 8 Years	$58.07	$160.99
Regional STP Funds	$101.59	$281.66
Share of $15 VRF Increase Every 8 Years	$46.90	$96.07
Financially Constrained Amount Forecasted	$1,172.10	$2,151.56

Table 4: Washington County/Cities Modernization Funding Pool (Millions $)

Funding Source	Financially Constrained Amount	
	2014 $	YOE $
Regional STP Funds	$134.97	$374.20
"Other" Federal Funds Exc. Bridge	$19.56	$54.23
Bridge	$17.58	$48.74
General Fund	$1445.45	$4007.47
SDC-TIF (Doubling of SDC Based on TDT & Hillsboro Fees for $8 million)	$1168.11	$3238.55
Urban Renewal	$53.86	$149.32
Private Development	$111.07	$307.94
Special Assessment	$134.40	$371.62
Other Local Sources	$156.27	$433.25
Share of $15 VRF Increase Every 8 Years	$75.66	$209.77
Financially Constrained Amount Forecasted	$3316.93	$9195.09

Table 5: City of Portland & Port of Portland Modernization Funding Pool (Millions $)

Funding Source	Financially Constrained Amount	
	2014 $	YOE $
Regional STP Funds	$157.13	$435.64
"Other" Federal Funds Exc. Bridge	$22.78	$65.68
SDC-TIF	$274.89	$762.12
Urban Renewal	$251.36	$696.89
Private Development	$90.27	$250.27
Special Assessment	$21.92	$60.77
State Grants	$50.89	$141.09
Other Local Sources	$71.81	$199.09
Port of Portland Funds	$318.10	$881.92
Share of $15 VRF Increase Every 8 Years	$117.39	$325.46
Financially Constrained Amount Forecasted	$1624.22	$3816.41

Table 6: Multnomah County/Cities (Excludes City of Portland) Modernization Funding Pool (Millions $)

Funding Source	Financially Constrained Amount	
	2014 $	YOE $
Regional STP Funds	$37.89	$105.05
"Other" Federal Funds Exc. Bridge	$5.44	$15.08
SDC-TIF	$487.38	$1351.25
Urban Renewal	$82.59	$228.98
Private Development	$381.26	$1057.03
Other Local Sources	$220.29	$610.75
Share of $15 VRF Increase Every 8 Years	$36.90	$102.30
Financially Constrained Amount Forecasted	$1251.75	$3470.44

Table 7. Local Willamette River Bridges Modernization Funding Pool (Millions $)

Funding Source	Financially Constrained Amount	
	2014 $	YOE $
Bridge Funds	$179.18	$496.69
Financially Constrained Amount Forecasted	$179.18	$496.69

Table 8 below shows the total cost of the projects and the expected revenues for the Financially Constrained System.

Table 8: Total Costs and Revenue (Millions $)

Totals	Financially Constrained Amount	
	2014 $	YOE $
Total Cost of 2014 RTP Financially Constrained Projects[1]	$14,314,000,000	$25,793,000,000
Total 2014 RTP Financially Constrained Revenues	$14,972,000,000	$41,502,000,000

Revenues exceed costs in both $2014 and $YOE dollars and thus reflects a financially constrained RTP.

[1] This number does not match up with the financially constrained project total cost listed in Chapter 3 (Table 3.5 on p.3-22). The number in chapter 3 ($16.026 billion in 2014$) includes projects that are under construction that are required to stay on the financially constrained RTP project list until construction is completed, but whose revenue is not included in the RTP revenue assumptions, e.g. Milwaukie Light rail ($1.076 billion), Sellwood Bridge replacement ($351 million). The $14.267 Billion figure in Table 7 does not include the Milwaukie light rail or Sellwood Bridge projects.

Appendix 4.2 – 2014 RTP Summary of Stakeholder and Community Engagement

To meet the requirements of MAP-21, the 2014 RTP Public Participation Plan (PPP) was designed to ensure early and active public participation throughout the updating process and timely, effective notification prior to major decisions. To help remove barriers to attending meetings, all the public meetings were held at locations served by mass transit. Translators and interpreters were available as needed.

Metro advisory committees—the Transportation Policy Alternatives Committee (TPAC), the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC) and the Metro Technical Advisory Committee (MTAC)—were forums for discussion and decision-making by elected officials and their staffs, representing cities and counties of the region, transportation agencies and providers. Three of those committees—TPAC, MPAC and MTAC—have community representatives as regular members, bringing the lay perspective to those discussions and making recommendations on decisions.

PUBLIC INFORMATION

Information on RTP developments was provided to the public throughout the update process through electronic news articles and fact sheets available through the Metro website and distributed at meetings and events. The RTP project website posted information about the update process, with a timeline indicating key decision points and public comment opportunities.

AGENCY AND JURISDICTIONAL OUTREACH

Metro staff worked with cities, counties, and agencies such as TriMet and the Port of Portland on targeted outreach and communication efforts to address specific needs of each agency or jurisdiction and to facilitate collaboration among the agencies and jurisdictions in the RTP process. Throughout the process, staff presented to standing County Coordinating Committees (as well as their technical advisory committees),the Southwest Washington Regional Transportation Council as well as leading several joint MTAC/TPAC workshops covering various topics:

- Two workshops focused on updating RTP revenue projections (July 23, 2013 and September 9, 2013).
- A workshop focused on updates to Metro's regional travel demand model (August 21, 2013).
- A workshop focused on demographic/economic trends as well as draft policy edits for Safety and Active transportation (September 11, 2013)
- A workshop focused on travel trends and an overview of the RTP project solicitation process (September 23, 2013)
- A workshop focused on transportation system performance / modeling results (March 17, 2014)

PUBLIC COMMENT PERIOD, COMMUNITY FORUMS, HEARINGS AND NOTIFICATION

On March 21, 2014, the review draft of the 2014 RTP was posted on Metro's website for viewing or downloading. Printed copies and electronic copies on CD were available on request and were distributed to, Metro advisory committee members. This marked the start of a formal 45-day public comment period that ended on May 5, 2014.

Metro staff created a log of substantive comments, with responses recommending action to suggested changes. Substantive comments, testimonies and supporting material submitted as part of the comment period were provided to Metro Councilors, TPAC, JPACT, MTAC and MPAC for review.

Unified comment period

The March 21 through May 5 comment period for the RTP was expanded to include questions related to the work for the Climate Smart Communities Scenarios project and the 2015-18 Metropolitan Transportation Improvement Program, which requires a minimum 30-day comment period. Having a unified comment period allowed Metro to:

- Demonstrate the related nature of the three programs
- Leverage the resources of each program, increasing the outreach that would otherwise be feasible
- Reduce the number of requests on participants' time, attention and effort.

Promotion

The comment period was promoted through newspaper ads, postings on the Metro newsfeed, notification to the OptIn panel, and an update to Metro's planning enews list. Notices were also disseminated through Metro's Public Engagement Network and neighborhood association contacts.

Ads were placed in the Beaverton Valley Times, Gresham Outlook, Portland Observer, Asian Reporter and El Hispanic News. The notice in El Hispanic News was presented in both English and Spanish; other ads had translated text stating the purpose of the notice and providing contact information for more information.

Outreach elements and responses

General public focus questionnaire
The comment period from March 21 through May 5 included an online tool and integrated general public focus questionnaire, asking participants:

- If the region is on the right track with decisions related to the 2040 Growth Concept, the urban growth boundary and associated investment decisions
- What they want the region to look like in 20 years to help shape current investment decisions.

During the comment period, Metro received 1,225 responses to this questionnaire. See the draft summary of these comments prepared by JLA Public Involvement, Inc.

Detailed, program specific feedback
Government partners, advocates and other interested parties needed avenues to offer comments on the specific issues raised by the 2014 RTP and ATP, the 2015-18 MTIP and the Climate Smart Communities Scenarios Project. Decision-makers also need specific public feedback on these programs in order to move forward. To meet these needs, comments were received by mail, email and through more detailed and specific online questionnaires.

- **2014 Regional Transportation Plan and Active Transportation Plan received 176 responses through the online questionnaire**. Metro also received additional email, letter, phone call and message, and verbal comments. All substantive comments have been recorded and responded to by project staff.
- **2015-18 Metropolitan Transportation Improvement Program received 83 responses through the online questionnaire.**
- **Climate Smart Communities Scenarios Project received 1762 responses through the OptIn poll.**

Community forums
Three community planning forums were held in early April, one each in Washington County, Multnomah County and Clackamas County. The events included open house-style information as well as a forum/discussion table element that included participation with Metro Councilors. Discussion included how participants would like their communities to look and work in 20 years, addressing issues of how residents live, work and get around as well as issues of community health and the environment. Though the plan for the events was on qualitative discussion instead of quantitative participation, the overall turnout was less than the expected attendance of 10 to 30 participants for each event.

- **Fourteen people attended the Multnomah County event**, with 11 staying for the discussion with Councilors Chase, Craddick and Stacey.
- **Fourteen people attended the event and participated in the discussion in Clackamas County** with Councilors Collette and Craddick.
- **Four people attended the event in Washington County**, with only one person choosing to participate in the discussion with Councilors Dirksen and Harrington.

Title VI and environmental justice advocates discussion
In order to gather more information for and reaction to the RTP and MTIP potential benefits, burdens and disparate impacts assessment for Title VI/environmental justice communities, a discussion with Title VI and environmental justice advocates was held in early April. **Five participants offered suggestions on how to move forward with the assessment and garner public feedback.** Public engagement information for this assessment and for the air quality conformity analysis will be included in those reports for consideration by regional advisory committees and the Metro Council at their final action meetings in June and July.

Public comment report

All comments, testimonies and supporting material submitted as part of the comment period were compiled into a Public Comment Report. The 2014 Regional Transportation Plan Public Comment Report is provided to Metro Councilors, TPAC, JPACT, MTAC and MPAC for review prior to final action.

Appendix 4.3 – 2014 RTP Congestion Management Process Roadmap

FEDERAL FINDINGS AND FUTURE WORK PROGRAM ACTIVITIES

INTRODUCTION

The communities of the Portland metropolitan region have embraced a collaborative approach to planning that has made our region one of the most livable regions in the country. In the last two decades of the 20th century, the region joined together to address the challenges, like growing traffic congestion, brought on by rapid population growth. In the 21st century we are faced with a new set of challenges. In addition to continued, steady population growth, we also must address climate change, rising energy prices, aging infrastructure, and limited funding for transportation.

The Portland region's Congestion Management Process (CMP) is designed with these challenges in mind. It represents a new way of thinking about integrated transportation networks and land use to manage mobility of people and goods movement.

This report lays out the framework of our CMP and provides a road map for locating the elements of the CMP that have been woven into the 2014 Regional Transportation Plan and supporting documents.

CMP OVERVIEW

To integrate congestion management into the regional transportation planning process the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) required metropolitan planning organizations (MPO) to develop a congestion management system (CMS). The 2005 Safe, Accountable, Flexible, Efficient, Transportation Equity Act: a Legacy for Users (SAFETEA-LU), expanded the CMS requirements through the creation of the Congestion Management Process (CMP). In 23 CFR Part 450 Section 320 the Federal Highway Administration defines a CMP as "…a process that provides for safe and effective integrated management and operation of the multimodal transportation system, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities…through the use of travel demand reduction and operational management strategies."

The CMP "presents a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies to alleviate congestion and enhance the mobility of persons and goods to levels that meet state and local needs."1 At the very minimum the CMP must:

- Measure multi-modal transportation system performance
- Identify the causes of congestion
- Assess alternative actions
- Implement cost-effective actions
- Evaluate the effectiveness of implemented actions

As the federally designated MPO for the Portland region, Metro is required to maintain the region's CMP. Metro's CMP is an integral component of the 2014 Regional Transportation Plan (RTP), helping to inform the policy and investment decisions imbedded in the plan and implementation of the plan through local transportation system plans and other implementing regulations. Metro has expanded upon the minimum CMP requirements, listed above, to apply the framework identified in FHWA's *"Interim Guidebook on the Congestion Management Process in Metropolitan Transportation Planning."* The framework includes the following eight-step process:

- Develop congestion management objectives
- Identify area of application
- Define system/network of interest
- Develop performance measures
- Institute system performance monitoring plan
- Identify/evaluate strategies
- Implement selected strategies/manage system
- Monitor strategy effectiveness

Develop Congestion Management Objectives

The 2014 RTP adopts an outcomes-based approach to regional transportation planning that is performance-driven and includes policies, objectives and performance targets that direct future planning and investment decisions to consider economic, equity and environmental objectives. Section 2.3 of the 2014 RTP outlines this approach through a series of goals, objectives and performance targets that describe the overall vision of the plan. The ten goals and supporting objectives provide an overarching guide for transportation planning, while the performance targets provide a method for tracking progress towards meeting the goals and objectives. Together the goals, objectives and performance targets serve as the framework for the region's CMP. While all facets of transportation planning are covered, the goals and objectives specific to the CMP can be seen in Table 1.

[1] http://plan4operations.dot.gov/congestion.htm

Table 1 – 2035 RTP CMP Goals and Objectives

Objectives
Goal 1. Foster Vibrant Communities and Efficient Urban Form
Compact Urban Form and Design - Use transportation investments to reinforce growth in and multi-modal access to 2040 Target Areas and ensure that development in 2040 Target Areas is consistent with and supports the transportation investments.
Parking Management - Minimize the amount and promote the efficient use of land dedicated to vehicle parking.
Affordable Housing – Support the preservation and production of affordable housing in the region
Goal 2. Sustain Economic Competitiveness and Prosperity
Reliable and Efficient Travel and Market Area Access - Provide for reliable and efficient multi-modal regional, interstate and intrastate travel and market area access through a seamless and well-connected system of throughways, arterial streets, freight services, transit services and bicycle and pedestrian facilities.
Regional Passenger Connectivity - Ensure reliable and efficient connections between passenger intermodal facilities and destinations in and beyond the region to improve non-auto access to and from the region and promote the region's function as a gateway for tourism.
Metropolitan Mobility - Maintain sufficient total person-trip and freight capacity among the various modes operating in the Regional Mobility Corridors to allow reasonable and reliable travel times through those corridors.
Freight Reliability - Maintain reasonable and reliable travel times and access through the region as well as between freight intermodal facilities and destinations within and beyond the region to promote the region's function as a gateway for commerce.
Job Retention and Creation – Attract new businesses and family-wage jobs and retain those that are already located in the region
Goal 3. Expand Transportation Choices
Travel Choices - Achieve modal targets for increased walking, bicycling, use of transit and shared ride and reduced reliance on the automobile and drive alone trips.
Vehicle Miles of Travel - Reduce vehicle miles traveled per capita.
Goal 4. Emphasize Effective and Efficient Management of the Transportation System
Traffic Management - Apply technology solutions to actively manage the transportation system.
Traveler Information - Provide comprehensive real-time traveler information to people and businesses in the region.
Incident Management - Improve traffic incident detection and clearance times on the region's transit, arterial and throughways networks.
Demand Management - Implement services, incentives and supportive infrastructure to increase telecommuting, walking, biking, taking transit, and carpooling, and shift travel to off-peak periods.
Value Pricing - Consider a wide range of value pricing strategies and techniques as a management tool, including but not limited to parking management to encourage walking, biking and transit ridership and selectively promote short-term and long-term strategies as appropriate.
Goal 5. Enhance Safety and Security
Operational and Public Safety - Reduce fatalities, serious injuries and crashes per capita for all modes of travel.

In order to track progress towards achieving the above congestion-related goals and objectives, the following performance targets will be used:

Congestion: By 2040, reduce vehicle hours of delay (VHD) per person by 10 percent compared to 2010.

Freight reliability: By 2040, reduce vehicle hours of delay per truck trip by 10 percent compared to 2010.

Active transportation: By 2040, triple walking, biking and transit mode share compared to 2010.

Travel: By 2040, reduce vehicle miles traveled per person by 10 percent compared to 2010.

Safety: By 2040, reduce the number of pedestrian, bicyclist, and motor vehicle occupant fatalities plus serious injuries each by 50% compared to 2010.

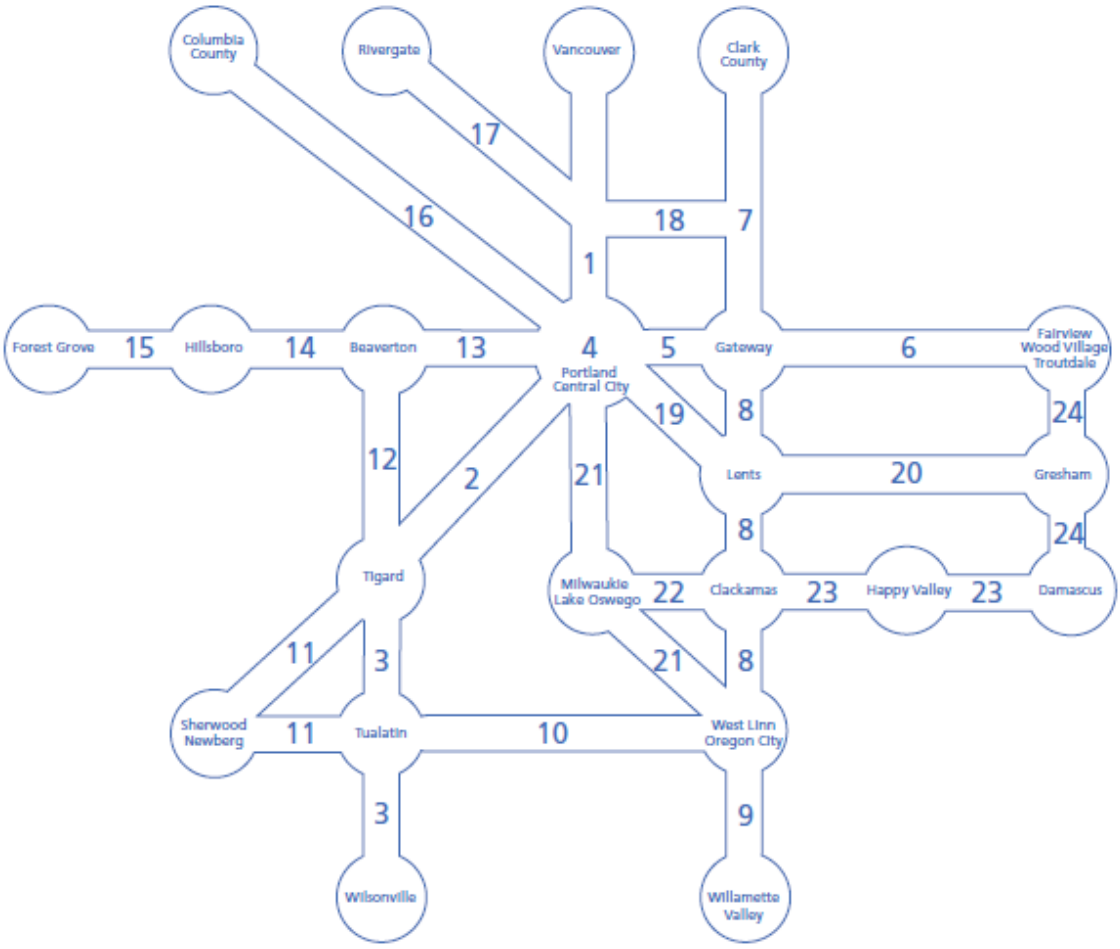
Identify Area of Application

The Portland Metropolitan Area has several planning boundaries with different purposes. Metro's jurisdictional boundary encompasses the urban portions of Multnomah, Washington and Clackamas counties. Under Oregon law, each city or metropolitan area in the state has an urban growth boundary that separates urban land from rural land. Metro is responsible for managing the Portland metropolitan region's urban growth boundary. In addition there is the Urbanized Area Boundary (UZA) which delineates areas that are urban in nature and the Metropolitan Planning Area (MPA) Boundary which marks the geographic area to be covered by MPO transportation planning activities. The Portland region's CMP is applied to the transportation network lying within the MPA Boundary. See Figure 1.3 of the 2014 RTP for a map of the planning area.

Define System or Network of Interest

The mobility corridors concept has emerged as a method for framing the geographic scope of the CMP and planning for a truly integrated transportation system. Regional mobility corridors integrate arterial streets, throughways, high capacity transit, frequent bus routes, freight/passenger rail, and bicycle parkways into regional subareas. These networks work together to provide for regional, statewide and interstate travel. The function of this network of integrated transportation corridors is metropolitan mobility – moving people and goods between different parts of the region and, in some corridors, connecting the region with the rest of the state and beyond. The regional mobility corridor concept calls for consideration of multiple facilities, modes and land uses when identifying needs and the most effective mix of land use and transportation solutions to improve mobility within a specific corridor. **Figure 1.1** is a conceptual representation of the 24 mobility corridors and the locations they connect.

Figure 1.1 – MOBILITY CORRIDOR INDEX MAP



In April 2009, Metro published the Atlas of Mobility Corridors, the first of its kind created for this region. It was conceived as a way to visually present current land use and multi-modal transportation data for each of the region's 24 mobility corridors. It was designed primarily to help planners and decision-makers understand existing system conditions, identify needs and prioritize mobility investments. For each corridor, the atlas provides a general overview that includes location in the region, primary transportation facilities and land use patterns, and an assessment of gaps and deficiencies by travel mode. This information will be used to help identify the most cost-effective strategies and investment priorities for each corridor and serve as a framework for monitoring how well different strategies are working in each corridor over time.

The Atlas of Mobility Corridors served as the foundation for the development of mobility corridor strategies for all 24 mobility corridors. Within each mobility corridor strategy the following elements are included to guide the understanding of the concept

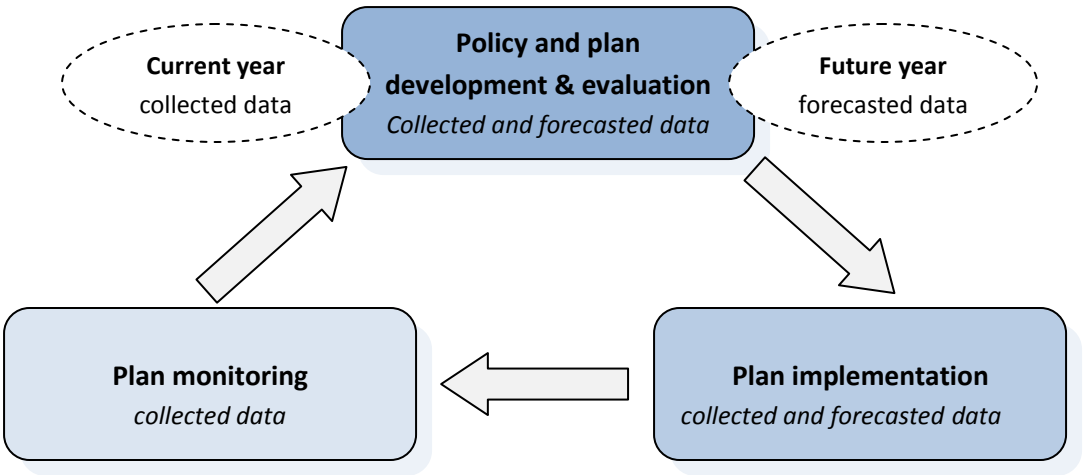
- Corridor function
- Corridor characteristics
- Regional transportation facilities
- Regional 2040 land uses
- Corridor needs
- 2014 RTP mobility corridor performance measures
- 2014 RTP investments
- RTP investment strategy

The mobility corridor strategies create the sub-areas to link regional investments to the outcomes-based policy framework of the RTP. They are intended as an early scoping tool to document land use and transportation needs, function and potential solutions for each mobility corridor.

Develop Performance Measures

The performance measurement system initiated with the 2014 RTP establishes an on-going evaluation and monitoring process, see **Figure 1.2**. The performance measures will serve as the dynamic link between RTP goals and plan implementation by formalizing the process of evaluation and monitoring to ensure the RTP advances toward achievement of the region's transportation, land use, economic, and environmental goals.

Figure 1.2 RTP Performance Measurement System



The following multimodal performance measures provide Metro the ability to measure transportation system performance within each of the 24 mobility corridors.

1. Vehicle miles traveled (total and per capita)
2. Average trip length by mobility corridor
3. Motor vehicle and transit travel time between key origin-destinations for mid-day and PM peak
4. Congestion - Location of throughways, arterials, and regional freight network facilities that exceed RTP motor vehicle-based level of service thresholds in mid-day and PM peak
5. Travel time reliability on throughways (buffer index – additional time added to ensure on time arrival 95% of the time)
6. Average incident duration on throughway system
7. Number and share of average daily shared ride, walking, bicycling and transit trips region wide, by mobility corridor and for the Portland central city and individual regional centers

Institute System Performance Monitoring Plan

The RTP system monitoring program will report out current conditions using observed data for each of the 24 mobility corridors. A system performance report will be prepared every two years in advance of the allocation process for regional flexible funds. The report will also inform the existing conditions element that is prepared in advance of future RTP updates to assess whether the region is moving in the right direction and identify possible policy or strategy adjustments that may be needed. Available congestion data includes:

- Cutline count information from the City of Portland, Multnomah County, Washington County, Clackamas County, and Oregon Department of Transportation (ODOT)
- Vehicle classification traffic count data from ODOT (from their highway performance monitoring system - HPMS - which includes several truck classifications)
- Automatic traffic recorder data from ODOT for 18 locations in the Portland Area, plus similar data from Washington DOT
- Volume and classification traffic counts from the Port of Portland's annual report
- Texas Transportation Institute's data for Portland - for their Urban Mobility Study - through an ODOT contact and directly from TTI
- TriMet Monthly Transit Performance Reports
- Washington State Monthly Speed Data
- ODOT Safety Data

Data Collection and Methodology

The following agencies will be the principal partners in collecting and evaluating CMP data. Other agencies will also be involved in the system, with their efforts coordinated through TransPort, the regional Intelligent Transportation Systems (ITS) committee.

- *ODOT* has installed a comprehensive monitoring system across the region. Its Traffic Management Operations Center (TMOC) collects ITS data using roadway sensors to conduct real-time management of the transportation system. The ongoing development of the system is overseen by TransPort, which monitors and updates the regional TSMO plan and ITS architecture.
- *Portland State University ITS Laboratory (PORTAL)* – collects and archives transportation data in the Portland-Vancouver Metropolitan area. Currently data available from PORTAL includes: travel speeds, weather, camera images, and incidents. In the future PORTAL will expand its capabilities to include data for freight, transit, arterials, bicycles/pedestrians and amount of congestion.
- *TriMet* provides Metro with boarding and headway data on the CMP high capacity transit network and other transit serving principal arterial routes. TriMet also reports traffic operations data from its GPS-equipped bus fleet.
- *Metro* further analyzes the highway and transit data provided by Portland State and TriMet and presents it in the biennial 2040 Performance Measures Report. Metro leads the region's demand management program, including the evaluation function. In this role, Metro evaluates commute options survey data and other data sources to estimate non-SOV travel in the region. Metro's travel forecasting program serves as the region's clearinghouse for forecast data and other information collected from federal, state and academic sources. See Appendix A for a more detailed description of Metro's data collection efforts.
- *Southwest Washington MPO* maintains a CMP for the greater Vancouver area. Its efforts are coordinated with the Metro region, using the same technical coordination that is employed in sharing travel forecasting and demographic data.

Identify and Evaluate Strategies

The Atlas of Mobility Corridors identifies time horizon strategies for each of the 24 mobility corridors. The process of developing each corridor strategy included:

- Scoping analysis that identifies land use, local aspirations, pedestrian, bike, management and operations, freight, highway, road and transit needs and issues.
- Integrated statement of mobility function and defined at a corridor area level where a concept was not included in the RTP.
- Potential land use and transportation solutions identified.

The strategies identify system needs, functions, solutions to address identified needs and investment strategies to work towards over life of the RTP. Each mobility corridor strategy contains two investment tracks: mobility corridors and community building. The investment strategy is broken into three time horizons: near term (1-4 years), medium term (5-10 years), and long term (10-25 years). See section 4.2 of the RTP for a detailed overview of all 24 mobility corridor strategies.

Each of the 24 mobility corridor strategies has been evaluated using Metro's regional travel demand forecast model. Ongoing evaluation of the strategies will be conducted using biennial performance reports which will be based on observed data.

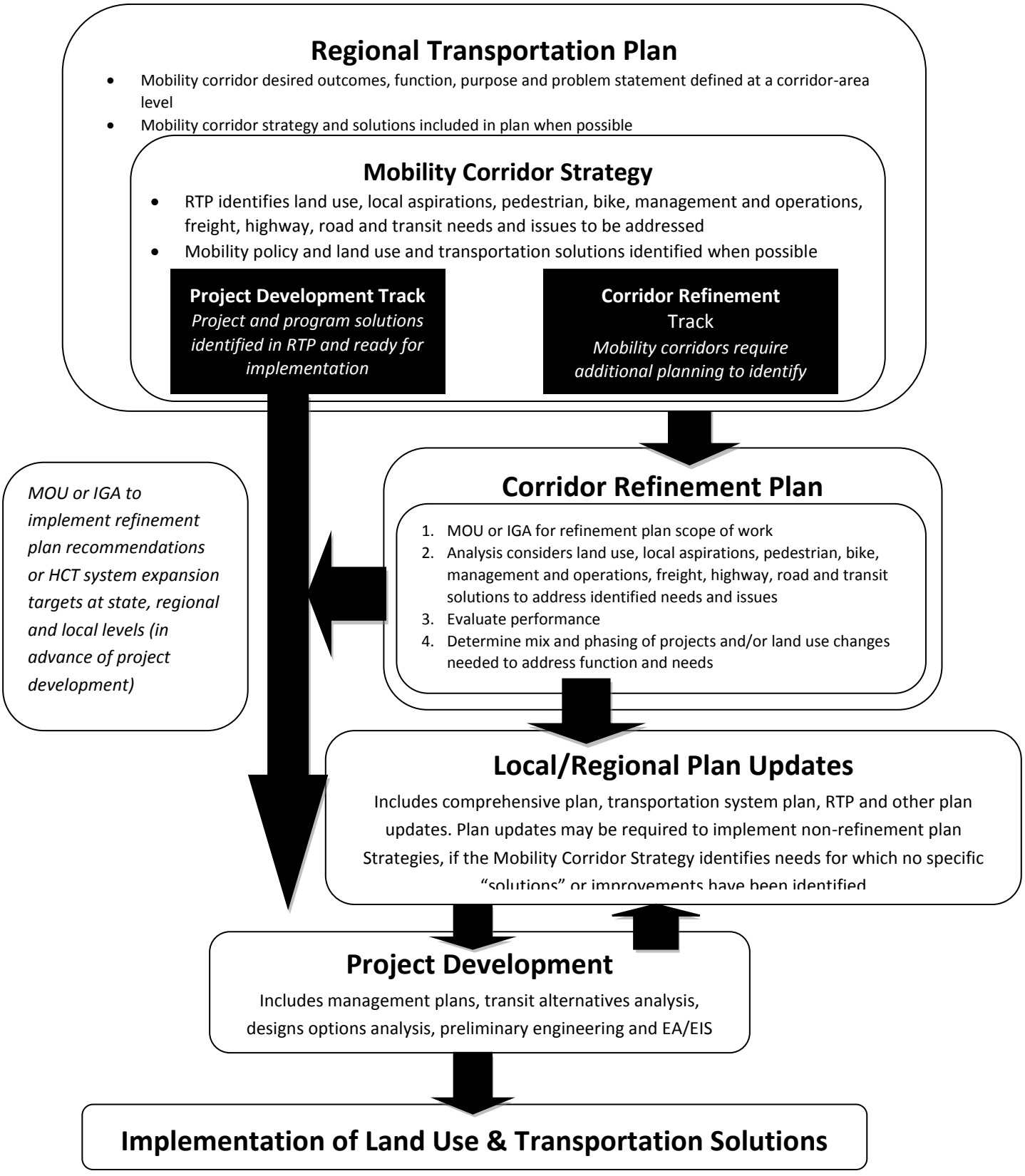
Implement Selected Strategies and Manage Transportation System

The State of Oregon Transportation Planning Rule (TPR) section 660-012-0020 requires that transportation system plans (TSPs) establish a coordinated network of planned transportation facilities adequate to serve regional transportation needs. The RTP serves as the region's TSP. The adoption of the 2035 RTP also requires that local jurisdictions update their TSPs in coordination with the policies and visions established in the RTP. Section 660-012-0025 of the TPR allows a Metropolitan Planning Organization (MPO) to defer decisions regarding function, general location and mode as long as it can be demonstrated that the refinement effort will be completed in the near future.

Congestion management solutions will be implemented in accordance with the prioritized strategies identified in the mobility corridors. For corridors where there is uncertainty surrounding transportation needs, function, and potential solutions, a Corridor Refinement Plan is required. The refinement planning process will provide for comprehensive consideration of land-use, management, walking and biking in addition to transit and highway focused analysis, see **Figure 1.3**. As a result a wider range of strategies and projects will progress through development and implementation at the local, regional, and/or state levels. A corridor refinement plan includes the following steps:

- MOU or IGA for refinement plan scope of work
- Analysis that considers land use, local aspirations, pedestrian, bike, management and operations, freight, highway, road and transit solutions
- Evaluate performance
- Determine mix and phasing of projects and/or land use changes needed to address function and needs
- Local and/or regional plan updates and MOU or IGA to implement refinement plan recommendations at state, regional and local levels
- HCT system expansion targets policy MOU, if applicable.

Figure 1.3 Mobility corridor implementation strategy.



Monitor Strategy Effectiveness

Mobility corridor system performance reports will be prepared every two years in order to monitor the effectiveness of implemented strategies. The performance targets in section 2.3.1 of the 2035 RTP will serve to track how well the region is doing in achieving the plan's goals and objectives. These reports will be published in advance of the allocation process for regional flexible funds. This process will guide future planning and investment priorities through informing project selection in the Metropolitan Transportation Improvement Program and how regional flexible funds are allocated. As a result the performance targets provide policy direction for developing the investment strategy recommended in the 2035 RTP.

FUTURE STRATEGIES

Infrastructure

Active Transportation

Metro coordinates with regional partners in the Active Transportation Partnership to increase the region's effectiveness in securing funding to complete a region wide network of on-street and off-street bikeways and walkways that are integrated with transit and supported by educational programs. An integrated system of this kind will make active transportation modes (biking, walking, & transit) a more viable option for the average citizen in the Portland Region.

Together with local jurisdictions Metro has identified and begun work on developing active transportation corridors that will create seamless connections between home, work, recreation, and communities within the region. Corridor routes are made up of a variety of facilities including: trails, bike lanes, light rail, and sidewalks. Metro is committed to supporting the Active Transportation Corridors through 25 regional demonstration projects. The demonstration projects range from adding a system of bicycle routes to previously underserved areas, to establishing intermodal connections at MAX stations, to increasing connectivity between existing bicycle and pedestrian facilities. Active Transportation Corridors are further supported by marketing programs such as Safe Routes to School and the City of Portland's SmartTrips program.

High Capacity Transit

Over the last 30 years the Portland Region has lead the way in providing state-of-the-art transit systems to the region. During that time over 50 miles of light rail and 15 miles of commuter rail were constructed. These high capacity transit lines connect far reaching communities across the region. The High Capacity Transit System Plan provides guidance for further investment in the regional transit corridors. The High Capacity Transit System Plan used an extensive evaluation process to identify regional priorities for transit investment over the long-term (30 years) and near-term (4 years). Corridors were screened in order to identify those corridors that could support HCT investment in the next 30 years. Through this process 18 corridors were identified and adopted for evaluation and prioritization by the Metro Council.

Arterial & Freeway Operations

In recognition of the fact that the region cannot build its way out of congestion, Metro has increasingly looked to Transportation System Management & Operations (TSMO) as way to manage congestion and improve reliability of the region's transportation system. The recently adopted regional TSMO plan provides a 10-year investment strategy for system management and operations projects. Investments identified in the TSMO plan focus on four areas:

- *Multi-modal traffic management* – Provides arterial and freeway multimodal traffic management and operations functions including signal timing, access management, arterial performance monitoring and data collection, and active traffic management.

- *Traveler information* – Provides current and forecasted travel conditions information via a variety of sources including web site, mobile devices, phone systems, dynamic message signs, highway advisory radio and via private sources for in-vehicle navigation systems to help people make better informed travel decisions.

- *Traffic incident management* – Provides resources and builds partnerships to foster a coordinated, timely and efficient response to incidents. The strategies are aimed at reducing overall incident duration to restore capacity quickly and reduce secondary crashes.

- *Transportation demand management* - Maximizes investments in the transportation system and relieves traffic congestion by managing travel demand, particularly during peak commute hours. Supports and leverages capital investments in transit, trails, and other infrastructure by marketing travel options to potential riders and users and increasing the share of trips made by transit, walking, cycling and other travel options.

To manage congestion in the region, Metro is looking at number of operational strategies that specifically target arterial and freeway operations. Currently the region has identified active traffic management as a potential strategy to manage the transportation system based on prevailing traffic conditions. Active traffic management is comprised of various elements, which work together in managing the transportation system including variable speed limits, lane control, reversible lanes, and advanced signal systems. Given the limited implementation of active traffic management nationally, preliminary study will be conducted to evaluate the technology and identify potential locations or corridors where active traffic management is most needed and will have the greatest impact. Currently identifying the potential for active traffic management has a planned time frame of 1-5 years with an active traffic management pilot project planned for implementation in 6 to 10 years.

Performance Measurement and Monitoring

In order to continually monitor and evaluate the regional transportation system, Metro is working with regional partners to identify and implement future performance measurement systems. Expanded data collection is a critical part of this effort. TransPort will continue work on planning and implementing performance measurement systems.

PORTAL

PORTAL is a traffic information system developed by Portland State University's ITS Lab. The purpose of the system is to implement the U.S. National ITS Architecture's Archived Data User Service (ADUS) for the Portland Metro area. PORTAL shares U.S. Department of Transportation's vision to improve transportation decisions through the archiving and sharing of ITS generated data. As the regional traffic information data warehouse for the Portland Metro area, PORTAL requires continuous support, maintenance and upgrades. Currently PORTAL is integrated with Google maps and provides facility specific information on:

- Real time traffic speeds
- 15-minute average speeds of last five weekdays
- Live camera images
- Locations of incidents
- Total vehicle miles traveled
- Total vehicle hours traveled
- Average travel time
- Average traffic speed
- 95th percentile travel time
- 95th percentile traffic speed

The next stage in PORTAL development is to link GIS data with PORTAL to increase its capabilities. Future plans call for PORTAL reporting levels of congestion, travel time index, and additional freight, transit, and non-motorized data.

Arterial Performance Measurement

A substantial portion of the region's congestion is experienced on the regional arterial network. However, many of the region's arterials lack the traffic detection and communications infrastructure to adequately measure arterial system performance. As a result, Metro has made it a high priority goal to expand traffic surveillance and transportation system condition data collection capabilities on arterials throughout the region. Arterial performance measurement in the form of travel times, travel speeds, and potentially origin-destination data will support engineering and planning decision-makers, enabling more efficient investments of limited funds. Provision of this data in real-time or near real-time makes the data even more useful for transportation professionals and the traveling public.

The first project identified in the TSMO plan is envisioned to make use of media access control address (MAC) reading technology at strategic locations to cover the major arterials region wide. This data will be stored and used in a similar fashion to PORTAL. The arterial performance data, such as real-time speeds, will be made available to the public in an easy to use format, such as ODOT's TripCheck website. The data could be used to help predict travel times under recurring or non-recurring events.

Expanding ITS network to include Washington State

In the effort to expand the regional ITS network, Metro will continue to work in close partnership with agencies in Washington State to create connections with ITS networks across the Columbia River. Current discussions have included representatives from state DOT's; transit agencies; and local, county, & regional governments from Oregon and Washington. ITS architecture updates and infrastructure improvements are being coordinated through the bi-state ITS network committee to ensure future projects will be compatible. As the Portland region is a part of the larger Portland-Vancouver Metropolitan area, this bi-state coordination will allow for more fluid management and assessment of the regional transportation system.

Programs

Traveler Information

There exists an ample amount of resources to help travelers in the Portland region decide when, where, and how they wish to travel. TripCheck, ODOT's online traveler information source, provides road conditions, weather alerts, camera images, trip planning, and recently began disseminating travel updates via the social medium Twitter. In addition to its online trip planning tool, TriMet's also provides bus arrival times through the transit tracker phone service. Transit tracker has been well utilized with an average 1.4 million calls every month. Other traveler information sources in the region include dynamic message signs, highway advisory radio, and traffic surveillance cameras.

Metro aims to improve upon the region's traveler information resources by providing more accurate and comprehensive information by route, mode, and time of day. The information system may include system components transmitted via internet, radio, cell phone, or physically on the roadside.

With the improved performance measurement capabilities noted above, not only will more information be disseminated to the travelers but it will be more accurate, reliable, and timely. The TSMO plan identifies funding for traveler information programs that:

- Provide Park & Ride information on TriMet's multimodal trip planning tool
- Enhance TripCheck to integrate arterial travel information
- Improve transit automated vehicle locator data collection

Regional Travel Options

Metro's Regional Travel Options (RTO) Program carries out regional strategies to increase use of travel options, reduce pollution and improve mobility. Regional travel options include all of the alternatives to driving alone – carpooling, vanpooling, riding transit, bicycling, walking and telecommuting. The program maximizes investments in the transportation system and relieves traffic congestion by managing travel demand, particularly during peak commute hours. Outreach efforts serve as a key element of the RTO program. The following is a list of outreach programs and services that promote reductions in drive alone travel.

- *Drive Less/Save More Campaign* – The campaign encourages people to think before they drive in order to reduce single-person car trips, adopt cost-saving driving habits and use travel options for non-work trips. Campaign messages reach target audiences through advertising, publicity and community outreach.

- *Individualized marketing projects* – Individualized marketing projects (also called TravelSmart or SmartTrips projects) encourage reductions in drive-alone auto trips. The concept, used in more than 300 projects around the world, identifies individuals who want to change the way they travel and uses personal, individualized contact to motivate them to think about their travel options.

- *SMART Options Employer and Community Outreach* – The City of Wilsonville SMART Options Outreach Program works with Wilsonville area employers and residents to promote transit and other transportation options.

- *Transportation Management Association (TMA) Program* – TMAs are public-private partnerships to relieve traffic congestion and pollution. There are six TMAs in the region that develop and implement area specific strategies for reducing drive-alone commute trips.

Policy

Land Use

2040 Growth Concept – In 1995, the Portland region adopted the 2040 Growth Concept, the long-range plan for managing growth that integrates land use and transportation planning to reinforce the objectives of both. The unifying theme of the 2040 Growth Concept is to preserve the region's economic health and livability and plan for growth in the region in an equitable, environmentally-sound and fiscally-responsible manner. The 2040 Growth Concept includes land-use and transportation building blocks as shown in Figure 2.1 of the 2035 RTP. The RTP responds to the 2040 Growth Concept with an approach that views transportation as an integrated and interconnected system that must be completed over time. The plan shifts the emphasis from moving vehicles to moving people and goods and connecting people and places. This integrated system provides for the movement of people by private vehicle, public transit, ridesharing, walking and biking as well as the movement of freight by roads, air, water and rail.

Urban Growth Boundary – Metro is responsible for managing the Portland metropolitan region's urban growth boundary required by Oregon under law. The boundary controls urban expansion onto farms and forests. Land inside the urban growth boundary supports urban services such as roads, water and sewer systems, parks, schools and fire and police protection that create thriving places to live, work and play. Metro is required by state law to have a 20-year supply of land for future residential development inside the boundary. Every five years, the Metro Council is required to conduct a review of the land supply and, if necessary, expand the boundary to meet that requirement.

Urban and Rural Reserves – In 2007, the Oregon Legislature approved Senate Bill 1011. This legislation enabled Metro to identify and designate areas outside the current urban growth boundary as urban and rural reserves. Urban reserves are lands currently outside the urban growth boundary that are suitable for accommodating urban development over the next 50 years. Rural reserves are lands outside the current urban growth boundary that are high value working farms and forests or have important natural features like rivers, wetlands, buttes and floodplains. These areas will be protected from urbanization for the next 50 years.

Climate Action Planning

In 2008-10, a number of requirements for integrating greenhouse gas considerations in the transportation planning process were proposed and debated at the state and federal level. In 2009, the Oregon Legislature passed House Bill 2001, which requires Metro to develop land use and transportation scenarios designed to reduce greenhouse gas emissions (GHGs). The 2009 Legislature also established the Metropolitan Planning Organization Greenhouse Gas Emissions Task Force through House Bill 2186. The task force's recommendations were approved by the 2010 Legislature through Senate Bill 1059. Senate Bill 1059 provides further direction to greenhouse gas scenario planning in the other Oregon MPOs and the Metro region. It also calls for a statewide GHG emission reduction strategy for the light-duty vehicle emissions sector (e.g., cars and light trucks); and calls for the state to develop a toolkit of emission reductions actions that can be implemented by local governments. This work is underway.

Federal climate legislation, with targets and commensurate planning requirements to mitigate GHG emissions remain pending in Congress. In anticipation of future requirements, this RTP includes specific CO_2 reduction targets, policies and actions to reduce the need to drive and improve operations of the transportation system – two primary strategies that have been identified for the transportation sector. However, more work is needed. Preliminary scenarios modeling conducted in 2008 looked at how vehicle emissions might change over time with different investment choices to illustrate the region's ability to continue to meet current state and federal air quality requirements and state targets to reduce greenhouse gas emissions. None of the scenarios, including the reference scenario, achieved the state targets by 2035.

The region's growing population will make it difficult to achieve the targets without other strategies. The region must identify the land use and transportation strategies needed to meet them. The region will also need to support new technology and conservation measures. The climate change scenarios work in 2010 through 2012 will evaluate a full array of land use and transportation strategies to meet state targets. A preferred set of strategies will be adopted during the next RTP update, triggering local government plan updates and adoption of plan and code revisions consistent with the updated RTP.

Regional Safety Work Program

As part of U.S. DOT's quadrennial certification review of the region's transportation planning practices, Metro received recommendations to better incorporate safety into long-range planning. Metro will work with local jurisdictions and agencies to develop a safety work program. The work program will focus on data collection for plan monitoring, analysis and presentation, context sensitive solutions, and performance measurement. This work will be tied to the region's CMP.

Metro will work with ODOT and members of the Regional Safety Work Group to refine the existing statewide traffic safety data to reflect conditions within the subset of the Metro boundary and develop a regional safety work program by December, 2011, with goals, performance measures, and strategies specific to the MPO.

CFR 450.320	RTP Reference
(a) The transportation planning process in a TMA shall address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53 through the use of travel demand reduction and operational management strategies.	**RTP Section 1.7 - Growing Congestion.** This section identifies Metro's congestion management process and provides a broad overview of traditional and non-traditional approaches to congestion management employed in the Portland Region. **RTP Section 2 - Transportation System Vision.** Part of the overarching vision of for the RTP is to ensure, among other things, that:…"the transportation system manages both demand and capacity, employs the best technology, and joins rail, highway, street, bus, air, water, pedestrian and bicycle facilities into a seamless and fully interconnected network. The vision will be implemented through a variety of strategies and the local, regional, state and federal levels. The regions vision is outlined in the following subsections: • Outcomes based approach to planning • Integrated transportation and land use • Goals and objectives • Regional system definition • Regional system concepts and policies **RTP Section 6.4 - Congestion Management Process** This section provides greater detail on the components of the regions congestion management process. Specifically identifying the eight step process for addressing current and future congestion in the region: 1. Develop congestion management objectives 2. Identify area of application 3. Define system or network of interest 4. Develop performance measures 5. Institute system performance monitoring plan

CFR 450.320	RTP Reference
	6. Identify and evaluate strategies 7. Implement selected strategies and manage transportation system. 8. Monitor strategy effectiveness.
(b) The development of a congestion management process should result in multimodal system performance measures and strategies that can be reflected in the metropolitan transportation plan and the TIP. The level of system performance deemed acceptable by State and local transportation officials may vary by type of transportation facility, geographic location (metropolitan area or subarea), and/or time of day. In addition, consideration should be given to strategies that manage demand, reduce single occupant vehicle (SOV) travel, and improve transportation system management and operations. Where the addition of general purpose lanes is determined to be an appropriate congestion management strategy, explicit consideration is to be given to the incorporation of appropriate features into the SOV project to facilitate future demand management strategies and operational improvements that will maintain the functional integrity and safety of those lanes.	**RTP Section 2.3 - Goals, Objectives, & Targets** The goals, objectives, and targets serve as the framework for the region's congestion management process. **RTP Table 2.4 - Regional Mobility Policy** Defines acceptable levels of congestion during the mid-day and A.M. and P.M. peak periods for transportation facilities and services within the region. Quality of service is defined using volume/capacity ratios. **RTP Section 2.5 - Regional System Concepts and Policies** The concepts and policies provide for travel through a seamless and well-connected system of regional throughways and streets, local streets, freight systems, transit services and bicycle and pedestrian facilities. The concepts and policies emphasize safety, access, mobility and reliability for people and goods and the community-building and place making role of transportation. **RTP Section 2.5.2 - Arterial and Throughway Network Vision** The regional street and throughway system concept contains policy and strategy provisions to develop a complete and well-connected roadway system that provides adequate capacity and supports all modes of travel. Rather than relying principally on levels of congestion to direct how and where to address motor vehicle capacity needs, the concept calls for implementing a well-connected network design that is tailored to fit local geography, respect existing communities and future development and protect the natural environment. Three policies form the vision the arterial and throughway network vision:

CFR 450.320	RTP Reference
	1. Build a well-connected network of "complete" streets that prioritize safe and convenient pedestrian and bicycle access 2. Improve local and collector street connectivity 3. Maximize system operation by implementing management strategies prior to building new motor vehicle capacity, where appropriate. **RTP Section 4.1 - Mobility Corridors Strategy** Metro's mobility corridor strategy expands the region's focus on mobility from individual facilities to the network of facilities and adjacent land uses they serve. Each of the 24 mobility corridors focuses on the region's network of freeways and highways, including parallel networks of arterial streets, regional bicycle parkways, high capacity transit and frequent bus service. Within each corridor land use and transportation data are presented, enhancing Metro's ability to analyze and compare corridors. Through this, cost effective congestion management strategies and priority investments are identified for each corridor. Each mobility corridor contains descriptive information including: • Corridor function • Corridor characteristics • Regional transportation facilities • Regional 2040 land uses • Summary of needs • Performance measures • RTP investments • RTP investment strategy **RTP Section 5.2 - RTP Performance Measurement System** The performance measurement system initiated with the 2035 RTP establishes an on-going evaluation and monitoring cycle. The performance measures will serve as the dynamic link between RTP goals and plan implementation by formalizing the process of evaluation and monitoring to ensure the RTP advances toward achievement of the region's transportation,

CFR 450.320	RTP Reference
	land use, economic, and environmental goals. Development of a performance measurement system satisfied both the Oregon Transportation Planning Rule (TPR) and federal requirements to use performance monitoring as part of the region's CMP.
(c) The congestion management process shall be developed, established, and implemented as part of the metropolitan transportation planning process that includes coordination with transportation system management and operations activities. The congestion management process shall include:	**RTP Section 2.5.7 Transportation System Management and Operations (TSMO) Vision** A key component of the region's congestion management process is the recently adopted Transportation System Management and Operations (TSMO) plan. As part of the RTP, the TSMO plan is the region's guide to transportation management and operational strategies. **Four RTP policies form the foundation of the TSMO vision:** 1. Use advanced technologies, pricing strategies, and other tools to actively manage the transportation system. 2. Provide comprehensive real-time traveler information to people and businesses. 3. Improve incident detection and clearance times on the region's transit, arterial, and throughway network. 4. Implement incentives and programs to increase awareness of travel options and incent change.
(c) (1) Methods to monitor and evaluate the performance of the multimodal transportation system, identify the causes of recurring and non-recurring congestion, identify and evaluate alternative strategies, provide information supporting the implementation of actions, and evaluate the effectiveness of implemented actions;	**RTP Section 5.2 - RTP Performance Measurement System** The 2035 RTP update adopts an outcomes-based approach to monitoring the region's transportation system. Paramount to this approach is a comprehensive system of performance measurement and evaluation. • *Performance Measurement* - The performance targets outlined in RTP Section 2.3.1 set quantifiable goals for achieving the region's desired policy outcomes. • *Evaluation* The evaluation measures identified in RTP Table 5.2 measure the change between current conditions and the set of transportation investments the region has chosen to pursue. These measures rely on data generated from the regional travel

CFR 450.320	RTP Reference
	demand forecast model and MetroScope – the regional land use model. Forecasted outcomes for each measure can be found in RTP Section 5.3. Additionally observed data will be used to generate system performance reports every two years for each of the 24 mobility corridors. The following system evaluation measures directly serve to inform the region's congestion management decisions ○ Vehicle miles traveled ○ Delay on the regional freight network ○ Auto and transit travel times between key destinations ○ Congested locations Ongoing evaluation is provided through periodic assessment of the regional transportation system, which will help to inform implementation decisions as the quantity and quality of data increases.
(c) (2) Definition of congestion management objectives and appropriate performance measures to assess the extent of congestion and support the evaluation of the effectiveness of congestion reduction and mobility enhancement strategies for the movement of people and goods. Since levels of acceptable system performance may vary among local communities, performance measures should be tailored to the specific needs of the area and established cooperatively by the State(s), affected MPO(s), and local officials in consultation with the operators of major modes of transportation in the coverage area;	**RTP Section 2.3 - Goals, Objectives, & Targets** This section identifies the goals, objectives and targets that serve as the framework for the CMP. The following objectives provide examples of the nexus between the 2035 RTP update and the congestion management process. New to the 2035 RTP update are a set of performance targets that support the outcomes-based framework and the plan's goals and objectives. The targets provide policy direction for developing the investment strategy recommended in RTP Chapter 3. Freight: • *Reliability*: By 2040 reduce truck vehicle hours of delay truck trip by 10% compared to 2010 • *Congestion*: By 2040 reduce vehicle hours of delay per person by 10% compared to 2010. • *Travel*: By 2040, reduce vehicle miles traveled per person by 10 percent compared to 2010

CFR 450.320	RTP Reference
(c) (3) Establishment of a coordinated program for data collection and system performance monitoring to define the extent and duration of congestion, to contribute in determining the causes of congestion, and evaluate the efficiency and effectiveness of implemented actions. To the extent possible, this data collection program should be coordinated with existing data sources (including archived operational/ITS data) and coordinated with operations managers in the metropolitan area;	**Metro Travel Forecast Division** - Collects second hand transportation data from various sources, including: • VMT data from ODOT & FHWA. • Cutline count information from the City of Portland, Multnomah County, Washington County, Clackamas County, and ODOT. • Vehicle classification traffic count data from ODOT – includes several truck classifications. • Automated traffic recorder data from ODOT for 18 locations in the Portland area, plus similar data from the Washington DOT. • Volume and classification traffic counts from the Port of Portland's annual report. • Texas Transportation Institute's data for Portland - from their Urban Mobility Study. • Consumer price index data for Portland-Salem and the National CPI. • Oregon motor vehicle registrations and drivers license data • Population and employment data from Metro's data resource center and Portland State University. • Parking costs data for the Portland central business district and the Lloyd district. • National driving costs data from AAA. • TriMet transit fare survey data and monthly transit performance reports. • ODOT daily road reports. • Weekly road report and Oregon gas prices listing. • Washington speed data. • Oregon fuels tax reports for Washington and Multnomah counties. **Metro Data Resource Center** – Acts as a research group within Metro's planning and development department. DRC has created the regional land information system (RLIS), a GIS application that supports transportation modeling and regional planning applications. It includes land parcel data from the 25 cities and 3 counties that a located within Metro's planning boundary.

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	The DRC also conducts: • Detailed models and forecasts for trends in transportation and land use using demographic and economic data. • Employment forecasting. • Economic and demographic modeling. • Visualization research. **Portland State University** – The ITS lab at PSU houses the Portland Oregon Regional Transportation Data Archive Listing (PORTAL). Portland is an expansive transportation data archive that serves as the region's traffic information warehouse. Included in PORTAL are current and past freeway data for: travel speeds, congestion, incidents and weather. Currently PORTAL is in the process of obtaining freight and transit data.
(c) (4) Identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies that will contribute to the more effective use and improved safety of existing and future transportation systems based on the established performance measures. The following categories of strategies, or combinations of strategies, are some examples of what should be appropriately considered for each area: i. Demand management measures, including growth management and congestion pricing; ii. Traffic operational improvements; iii. Public transportation improvements; iv. ITS technologies as related to the regional ITS architecture v. Where necessary, additional system capacity;	**RTP Section 4.2 - Mobility Corridors Strategies** The mobility corridors strategy reinforces the outcomes-based approach in the 2035 RTP update. In all 24 mobility corridors, multimodal performance evaluation findings are identified for each of the four different systems: 2005 base year, 2035 no build, 2035 RTP federal priorities, and 2035 RTP investment strategy. Evaluation findings are based on Metro's travel forecast model and include the following performance measures: • Vehicle miles traveled • Total traffic delay on the regional freight network • Total cost of traffic delay on the regional freight network • Automobile travel time between key origin-destinations • Transit travel time between key origin-destinations • Locations of congestion • Mode share for walking, biking, transit, and shared-ride • Transit productivity

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(c) (5) Identification of an implementation schedule, implementation responsibilities, and possible funding sources for each strategy (or combination of strategies) proposed for implementation; and	**RTP Section 4.2 Mobility Corridor Strategies** Each corridor strategy documents system needs, functions, solutions to address needs, and investment strategies. Mobility corridor strategies contain RTP projects by cost and mode for both the federal and state systems. The 2035 RTP investment strategy is broken into three time horizons: near term (1-4 years), medium term (5-10 years), and long term (10-25 years). Within each time horizon, specific strategies are identified for improving mobility in the corridor. **RTP Section 6.3 Implementation of Mobility Corridor Strategy** This section clearly documents how the mobility corridors strategy will be implemented as part of the RTP.
(c) (6) Implementation of a process for periodic assessment of the effectiveness of implemented strategies, in terms of the area's established performance measures. The results of this evaluation shall be provided to decision makers and the public to provide guidance on selection of effective strategies for future implementation.	**RTP Section 5.2.1 - RTP System Evaluation** The performance measurement system introduced with the 2035 RTP update adopts an outcomes-based performance evaluation and substantially broadens the performance measures applied to track how well the investment strategy addresses the full set of goals and objectives. The RTP system evaluation has two levels: performance targets and investment strategy performance evaluation. The performance targets set quantifiable goals for the achieving the region's desired policy outcomes. In comparison, investment strategy evaluation measures changes between current conditions and the set of transportation investments the region has chosen to pursue. There is some overlap between the targets and the measures but they serve different functions. The performance targets are listed in Table 2.3 of Chapter 2 of the 2035 RTP. **RTP Section 5.2.2 - RTP System Monitoring** The biggest challenge for establishing and maintaining a monitoring program has been the availability of data. Historically, collecting and managing data has been expensive and difficult. With advancements in ITS in the region, more and better data is available today and

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	will continue to grow with implementation of data collection projects identified in the Regional TSMO plan. The RTP system monitoring program will report on current conditions using observed data for each of the 24 mobility corridors. A system performance report will be prepared every two years in advance of the allocation process for regional flexible funds. The report will also inform the existing conditions element that is prepared in advance of future RTP updates to assess whether the region is moving in the right direction and identify possible policy or strategy adjustments that may be needed. Table 5.2 in the 2035 RTP lists recommended performance monitoring measures that will be the focus of the system monitoring effort.
(d) In a TMA designated as nonattainment area for ozone or carbon monoxide pursuant to the Clean Air Act, Federal funds may not be programmed for any project that will result in a significant increase in the carrying capacity for SOVs (i.e., a new general purpose highway on a new location or adding general purpose lanes,with the exception of safety improvements or the elimination of bottlenecks), unless the project is addressed through a congestion management process meeting the requirements of this section.	**Carbon Monoxide** - The current status, as determined by the US EPA as of January 6, 2010, is that the Metro area has a maintenance status for Carbon Monoxide. (For the region's Carbon Monoxide status, see the EPA's Green Book located at: http://www.epa.gov/oar/oaqps/greenbk/cmcs.html#OREGON. **Ozone** – The region is no longer subject to the 1-hour ozone standard and the region no longer has a requirement to complete air quality conformity for ozone. The region, however, is still considered in a maintenance status with regard to ozone. For the region's Ozone status see: http://www.epa.gov/oar/oaqps/greenbk/omcs.html#OREGON (1 hour) and http://www.epa.gov/oar/oaqps/greenbk/fmcs.html#OREGON (8 hour).
(e) In TMAs designated as nonattainment for ozone or carbon monoxide, the congestion management process shall provide an appropriate analysis of reasonable (including multimodal) travel demand reduction and operational management strategies for the corridor in which a project that will result in a significant increase in capacity for SOVs (as described in paragraph (d) of this section) is proposed to be advanced with Federal funds. If the analysis demonstrates that travel demand reduction and operational management strategies	The Regional Transportation Functional Plan (RTFP) directs how cities and counties will implement the Regional Transportation Plan (RTP) and its constituent freight, high-capacity transit and transportation system management and operations plans. RTFP section 3.08.220A requires local governments to consider non-auto capacity improvements and strategies prior to motor vehicle capacity improvements to address transportation needs in the following order: • TSMO strategies, including localized TDM, safety, operational and access management improvements; • Transit, bicycle and pedestrian system improvements;

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cannot fully satisfy the need for additional capacity in the corridor and additional SOV capacity is warranted, then the congestion management process shall identify all reasonable strategies to manage the SOV facility safely and effectively (or to facilitate its management in the future). Other travel demand reduction and operational management strategies appropriate for the corridor, but not appropriate for incorporation into the SOV facility itself, shall also be identified through the congestion management process. All identified reasonable travel demand reduction and operational management strategies shall be incorporated into the SOV project or committed to by the State and MPO for implementation.	• Traffic-calming designs and devices; • Land use strategies; • Connectivity improvements to provide parallel arterials, collectors or local streets that include pedestrian and bicycle facilities,; • Motor vehicle capacity improvements, only upon a demonstration that other strategies in this subsection are not appropriate or cannot adequately address identified transportation needs. In addition, local governments are required to document why they selected particular strategies or improvements and why they did not select other strategies in their local transportation plan.
(f) State laws, rules, or regulations pertaining to congestion management systems or programs may constitute the congestion management process, if the FHWA and the FTA find that the State laws, rules, or regulations are consistent with, and fulfill the intent of, the purposes of 23 U.S.C. 134 and 49 U.S.C. 5303.	The Oregon Highway Plan (OHP) has several policies that establish general mobility objectives and approaches for maintaining mobility: • **Policy 1A** (State Highway Classification System) describes in general the functions and objectives for several categories of state highways. Greater mobility is expected on Interstate and Statewide Highways than on Regional and District Highways. • **Policy 1B** (Land Use and Transportation) has an objective of coordinating land use and transportation decisions to maintain the mobility of the highway system. The policy identifies several land use types and describes in general the levels of mobility appropriate for each. • **Policy 1C** (State Highway Freight System) has an objective of maintaining efficient through movement on major truck Freight Routes. The policy identifies the highways that are Freight Routes. • **Policy 1G** (Major Improvements) has the purpose of maintaining highway performance and improving highway safety by improving system efficiency and

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	management before adding capacity. Mobility standards are established by the Highway Mobility Standards Policy (1F) consistent with the above OHP policies. The Highway Mobility Standards Policy applies mainly to transportation and land use planning decisions. The policy identifies three uses for the highway mobility standards: • Planning: identifying state highway mobility performance expectations for planning and plan implementation; • Review of amendments to comprehensive plans and land use regulations: maintaining consistency between desired highway performance and the type of land use development; and • Making traffic operations decisions such as managing access and traffic control systems to maintain acceptable highway performance.

Appendix 5.1 – 2014 RTP Findings of Compliance with State Requirements

I. Oregon Statewide Planning Consistency (from Exhibit D to Ordinance No. 14-1340)

Oregon Statewide Planning Goals	Corresponding RFP policy/RTP policy	Findings
Goal 1: Citizen Involvement	**RFP Policy 1.13:** Participation of Citizens **RTP Policy: Goal 1**0, Deliver Accountability **Objective 10.1** - Meaningful Input Opportunities	Metro undertook a public involvement process involving public opinion research, workshops, hearings, advisory committees, interactive web opportunities and other techniques, consistent with Metro's adopted "Public Engagement Guide." The Staff Report of July 17, 2014 identifies documents in the record that describe these efforts in detail.
Goal 2: Land Use Planning: Coordination and Implementation	**RFP Policy 1.14**: School and Local Government Plan and Policy Coordination	The 2014 RTP is a component of Metro's Regional Framework Plan (RFP). The fundamental underpinning of the RFP is its coordination of land use planning and transportation planning. Metro coordinated with local governments and service districts while developing the 2014 RTP. The most intensive efforts were through JPACT, TPAC. MPAC and MTAC, which are all composed primarily of representatives of local governments and service districts. The Staff Report of July 17, 2014, describes this effort in detail.
Goal 3: Agricultural Lands		The RTP applies only within Metro's UGB. Goal 3 does not apply.
Goal 4: Forest Lands		The RTP applies only within Metro's UGB. Goal 4 does not apply.
Goal 5: Natural Resources, Scenic and Historic Areas, and Open Spaces	**RTP Policy: Goal 6, Promote Environmental Stewardship** Objective 6.1 - Natural Environment Objective 6.5 – Climate Change **RFP Policy 3.2.6: Avoid fragmentation and degradation by new**	The 2014 RTP does not amend the relevant goals and objectives or their implementation. The RTP describes programs, such as the Livable Streets, Trees for Green Streets and Green Streets programs, which aim to protect natural resources. Title 1 of the RTFP connects these programs to street design requirements for local TSPs and subjects street design to the requirements of Title 13 (Nature in Neighborhoods) of Metro's Urban Growth Management Functional Plan (UGMFP). Local decisions specifying the locations of transportation facilities and improvements will be made by cities and counties in their TSPs and other land use decisions,

Oregon Statewide Planning Goals	Corresponding RFP policy/RTP policy	Findings
	transportation projects	which will be subject to local Goal 5 programs that also comply with Titles 3 and 13 of the UGMFP.
Goal 6: Air, Land and Water Resources Quality	**RTP Policy: Goal 6, Promote Environmental Stewardship** • Objective 6.2 – Clean Air • Objective 6.3 – Water Quality and Quantity	The 2014 RTP does not amend the relevant goals and objectives or their implementation. The RTP describes programs, such as the Livable Streets and Green Streets programs, that aim to protect natural resources. Title 1 of the RTFP connects these programs to street design requirements for local TSPs and subjects street design to the requirements of Titles 3 and 13 of the UGMFP. The conformity determination prepared for the 2014 RTP demonstrates the plan meets the Clean Air Act and other state and federal air quality requirements.
Goal 7: Areas Subject to Natural Disasters and Hazards	**RTP Policy: Goal 5, Enhance Safety and Security** • Objective 5.3 - Terrorism, Natural Disasters and Hazardous Material Incidents	The 2014 RTP does not amend the relevant goals and objectives or their implementation. Safety issues and activities are summarized in Section 1.6 of the RTP. In addition, the policy framework in Section 2.3 of the RTP includes "Goal 5: Enhance Safety and Security," and specific safety and security objectives to increase safety of the transportation system for all users.
Goal 8: Recreational Needs	**RTP Policy: Goal 7, Enhance Human Health**	Chapter 2 of the RTP describes a network vision for regional bicycle and pedestrian and trail and greenway systems. Chapter 2 is being updated in the 2014 RTP based on the recently completed Regional Active Transportation Plan (ATP), including a new Section 2.5.5 that describes integrated pedestrian and bicycle networks and policies designed to promote active transportation options in the region. The RTP includes existing conditions and future vision maps for biking and walking for each system (Figures 1.20. 1.21, 1.22, 2.18, 2.20).
Goal 9: Economic Development	**RFP Policy 1.4: Economic Choices and Opportunities** **RTP Policy: Goal 2, Sustain Economic Competitiveness and Prosperity**	Goal 9 applies to cities and counties, and not to Metro. The 2014 RTP does not amend the relevant goals and objectives or their implementation. The policy component of the RTP is structured around the implementation of the Region 2040 Growth Concept through strategic transportation improvements. As the economic engines of the region's economy, the Portland central city, six regional centers, the region's industrial areas and intermodal facilities are identified as the primary areas for transportation investments (RTP Section 2.2 and Table 2.1). Transportation improvements in these primary

Oregon Statewide Planning Goals	Corresponding RFP policy/RTP policy	Findings
		components of the 2040 Growth Concept are also guided by a set of functional maps that establish a series of efficient, high-quality motor vehicle, freight, transit, bicycle and pedestrian systems that are similarly designed to reinforce the Growth Concept (RTP Section 2.5). The RTP considers the importance of transportation, particularly the movement of freight, in the region's economy (pp. 1-11 to 1-21). This means ensuring reliable and efficient connections between intermodal facilities and destinations in and through the region to promote the region's function as a gateway for trade and tourism. The regional freight network vision and policies are described in Section 2.5.4 of the RTP.
Goal 10: Housing	**RFP Policy 1.3: Housing Choices and Opportunities** **RTP Policy: Goal 1, Foster Vibrant Communities and Efficient Urban Form** • Objective 1.2 - Parking Management • Objective 1.3 - Affordable Housing **RTP Policy: Goal 8, Ensure Equity** • Objective 8.3 - Housing Diversity • Objective 8.4 - Reduce household income share to transportation	The 2014 RTP does not amend the relevant goals and objectives or their implementation. The RTP links transportation to land use planning in a joint strategy to reduce household costs for housing and transportation (see Objective 8.3, p.2-15). The strategy is to provide multi-modal transportation opportunities to portions of the region with high numbers of cost-burdened households, and to ensure land use regulations allow types and densities of housing along high-frequency transit services.
Goal 11: Public Facilities and Services	**RTP Policy: Goal 9. Ensure Fiscal Stewardship** • Objective 9.1 - Asset Management • Objective 9.2 - Maximize return on public investment	The objectives of statewide planning Goal 11 with respect to transportation are more fully articulated by Goal 12. Please refer to findings under Goal 12.
Goal 12: Transportation	**RFP Chapter 2, Transportation**	The 2014 RTP is designed to ensure Metro's continued compliance with Goal 12 and OAR 660 Division 12 (TPR). The fundamental requirement of Goal 12 and the TPR is

Oregon Statewide Planning Goals	Corresponding RFP policy/RTP policy	Findings
	RFP Policy: 1.10.2, Encourage pedestrian and transit-supportive building patterns **RTP Policy: Goals 1 through 10**	that the RTP provide a transportation system that is adequate to serve planned land uses. A second basic requirement of the TPR is that the RTP be consistent with adopted state transportation plans. These findings show how the 2014 RTP meets these basic requirements. The attached Supplement addresses the detailed requirements of the TPR.
Goal 13: Energy Conservation	**RTP Policy: Goal 6, Promote Environmental Stewardship** • Objective 6.4 - Energy and Land Consumption	The 2014 RTP helps achieve Goal 13 by planning, requiring local planning for, and investing in transportation systems that reduce reliance on the auto and increase use of other modes. Adoption of new policies from the ATP will contribute to changes in travel behavior by giving priority to completion of regional transit, bicycle and pedestrian systems.
Goal 15: Willamette River Greenway	**RTP Policy: Goal 6, Promote Environmental Stewardship**	The 2014 RTP does not amend the relevant goals and objectives or their implementation. RTP Goal 6 is achieved through Title 1 of the RTFP and by implementation of Titles 3 and 13. Much of the Willamette Greenway in the UGB has been designated "Habitat Conservation Area", subject to Title 13 protections.

II. Regional Framework Plan Consistency

Regional Framework Plan Policy	Relevant RTP policy	Findings
Policy 1.1: Compact Urban Form	**RTP Policy: Goal 1, Foster Vibrant Communities and Efficient Urban Form** • Objective 1 - Compact Urban Form and Design	The 2014 RTP achieves these policies by planning, requiring local planning for, and investing in transportation systems that reduce reliance on the auto and increase use of other modes. Adoption of new RTP policies from the ATP will promote changes in travel behavior by giving priority to completion of regional transit, bicycle and pedestrian systems.
Policy 1.3.2c: service to Centers and Corridors to support affordable housing	**RTP Policy: Goal 1, Foster Vibrant Communities and Efficient Urban Form** • Objective 1.3	The 2014 RTP does not amend the relevant goals and objectives or their implementation. The RTP contains an essential strategy to accomplish RFP Policy 1.3.2c: investment in non-auto modes of transportation in portions of the region with higher numbers of cost-burdened households. The process in the Regional High-Capacity Transit System Plan for selection of investments in high-capacity transit includes criteria that address equity and housing

Regional Framework Plan Policy	Relevant RTP policy	Findings
	- Affordable Housing **RTP Policy: Goal 8, Ensure Equity** • Objective 8.3 - Housing Diversity • Objective 8.4 - Reduce household income share to transportation	affordability. A result of application of the criteria to potential HCT corridors is that several top tier projects run through areas of high numbers of cost-burdened households. See findings for statewide planning Goal 10.
Policy 1.10.1.c: Urban Design and **Policy 1.10.2: Urban Design-encourage pedestrian and transit-supportive building patterns to reduce auto dependence**	**RTP Policy: Goal 1, Foster Vibrant Communities and Efficient Urban Form**	The 2014 RTP achieves these policies by planning, requiring local planning for, and investing in transportation systems that reduce reliance on the auto and increase use of other modes. Adoption of new RTP policies from the ATP will promote changes in travel behavior by giving priority to completion of regional transit, bicycle and pedestrian systems.

III. Oregon Transportation Plan Consistency

Oregon Transportation Plan Policy	Relevant RTP policy	Findings
Policy 1.1: Development of an Integrated Multimodal System	**RTP Policy: Goal 3, Expand Transportation Choices** • Objective 3.1 – Travel Choices • Objective 3.3 – Equitable Access • Objective 3.4 – Shipping Choices	The 2014 RTP does not amend the relevant goals and objectives or their implementation. The RTP establishes integrated modal systems for motor vehicles, transit, freight, bicycles and pedestrians through a series of functional classification maps and accompanying visions (RTP Section 2.5). The RTP contains visions for each system, and street design classifications (RTP Section 2.5.1) that serve as the policy tool for integrating these modal systems.
Policy 1.2: Equity, Efficiency and Travel Choices	**RTP Policy: Goal 3, Expand Transportation Choices** • Objective 3.3 –	The 2014 RTP does not amend the relevant goals and objectives or their implementation. See findings for statewide planning Goal 10 and RFP Policy 1.3.2c.

Oregon Transportation Plan Policy	Relevant RTP policy	Findings
	Equitable Access **RTP Policy: Goal 8. Ensure Equity** • Objective 8.1 – Environmental Justice • Objective 8.4 – Reduce household income share to transportation	
Policy 1.3: Relationship of Interurban and Urban Mobility	**RTP Policy: Goal 2, Sustain Economic Competitiveness and Prosperity** • Objective 2.3 Metropolitan Mobility	The 2014 RTP does not amend the relevant goals and objectives or their implementation. The RTP identifies strategies for 24 mobility corridors, which are the principal interurban connections in the region. See Figure 2.3. The strategies explain the function of each corridor in the 2040 Growth Concept and movement of freight and general traffic into and out of the region.
Policy 2.2: Management of Assets	**RTP Policy: Goal 9, Ensure Fiscal Stewardship** • Objective 9.1 – Asset Management • Objective 9.2 – Maximize Return on Public Investment	The 2014 RTP does not amend the relevant goals and objectives or their implementation. The Regional Transportation Systems Management and Operations Plan adopted in 2010 includes an action plan focused on region-wide and mobility corridor-focused investments. A principal objective of the TSMO plan is more efficient use of the region's transportation assets.
Policy 3.1: Integrated and Efficient Freight System	**RTP Policy: Goal 2, Sustain Economic Competitiveness and Prosperity** • Objective 2.3 – Metropolitan Mobility • Objective 2.4 – Freight Reliability • Objective 2.5 – Job Retention and Creation **RTP Policy: Goal 3, Expand Transportation**	The 2014 RTP does not amend the relevant goals and objectives or their implementation.

Oregon Transportation Plan Policy	Relevant RTP policy	Findings
	Choices • Objective 3.4 – Shipping Choices	
Policy 3.2: Moving People to Support Economic Vitality	**RTP Policy: Goal 2, Sustain Economic Competitiveness and Prosperity** • Objective 2.1 – Reliable and Efficient Travel and Market Area Access • Objective 2.2 – Regional Passenger Connectivity • Objective 2.3 – Metropolitan Mobility • Section 2.5.5 – Regional Active Transportation Network Vision **RTP Policy: Goal 3, Expand Transportation Choices** • Objective 3.1 – Travel Choices	The 2014 RTP does not amend the relevant goals and objectives or their implementation, except for the addition of new principles and policies from the ATP in Section 2.5.5 that are intended to promote development of a connected, safe, and convenient bicycle and pedestrian network in the region, consistent with OTP Policy 3.2 and its implementing strategies.
Policy 3.3: Downtowns and Economic Development	**RTP Policy : Goal 1, Foster Vibrant Communities and Efficient Urban Form** • Objective 1.1 – Compact Urban Form and Design **RTP Policy: Goal 2, Sustain Economic Competitiveness and Prosperity** • Section 2.5 – Regional System	The 2014 RTP does not amend the relevant goals and objectives or their implementation, except for the addition of new principles and policies from the ATP in Section 2.5.5 that are intended to promote development of a connected, safe, and convenient bicycle and pedestrian network in the region, consistent with OTP Policy 3.3 and its implementing strategies.

Oregon Transportation Plan Policy	Relevant RTP policy	Findings
	Concepts • Section 2.5.1 – Regional System Design and Placemaking Concept • Section 2.5.5 – Regional Active Transportation Network Vision	
Policy 3.4: Development of the Transportation Industry	**RTP Policy: Goal 2. Sustain Economic Competitiveness and Prosperity** • Objective 2.5 – Job Retention and Creation	The 2014 RTP does not amend the relevant goals and objectives or their implementation.
Policy 4.1: Environmentally Responsible Transportation System	**RTP Policy: Goal 6, Promote Environmental Stewardship** • Objective 6.1 - Natural Environment • Objective 6.2 – Clean Air • Objective 6.3 – Water Quality and Quantity • Objective 6.4 – Energy and Land Consumption • Objective 6.5 – Climate Change	The 2014 RTP does not amend the relevant goals and objectives or their implementation. See also findings for statewide planning Goals 5, 6 and 13 and RFP Policy 1.1.
Policy 4.2: Energy Supply	**RTP Policy: Goal 6, Promote Environmental Stewardship** • Objective 6.4 – Energy and Land Consumption	The 2014 RTP does not amend the relevant goals and objectives or their implementation. See also findings for statewide planning Goals, 13 and RFP Policy 1.1.
Policy 4.3: Creating Communities	**RTP Policy: Goal 1, Foster Vibrant Communities and**	The 2014 RTP does not amend the relevant goals and objectives or their implementation. See also findings for statewide planning Goal 12 and RFP Policies 1.1 and 1.3.2c.

Oregon Transportation Plan Policy	Relevant RTP policy	Findings
	Efficient Urban Form	
Policy 5.1: Safety	**RTP Policy: Goal 5, Enhance Safety and Security** • Objective 5.1 – Operational and Public Safety • Objective 5.2 – Crime • Objective 5.3 – Terrorism, Natural Disasters and Hazardous Material Incidents	The 2014 RTP includes a minor non-substantive amendment to the language of Objective 5.1 based on a recommendation of the Regional Safety Workgroup. The 2014 also adds text in Section 2.5 describing measures designed to increase safety on streets with four lanes or more and describing the importance of well-designed pedestrian crossings. See also findings for statewide planning Goal 7.
Policy 5.2: Security	**RTP Policy: Goal 5, Enhance Safety and Security** • Objective 5.1 – Operational and Public Safety • Objective 5.2 – Crime • Objective 5.3 – Terrorism, Natural Disasters and Hazardous Material Incidents	The 2014 RTP includes a minor non-substantive amendment to the language of Objective 5.1 based on a recommendation of the Regional Safety Workgroup. The 2014 also adds text in Section 2.5 describing measures designed to increase safety on streets with four lanes or more and describing the importance of well-designed pedestrian crossings. See also findings for statewide planning Goal 7.
Policy 6.1: Funding Structure	**RTP Policy: Goal 9, Ensure Fiscal Stewardship** • Objective 9.3 - Stable and Innovative Funding	The 2014 RTP does not amend the relevant goals and objectives or their implementation. See also findings for OTP Policy 2.2. The RTP revenue forecast and financial analysis for operations and maintenance costs was based on a thorough evaluation of city and county, ODOT, TriMet and SMART cost projections. The system was developed based on a forecast of expected revenues that was formulated in partnership with the Oregon Department of Transportation, cities and counties in the Metro region, TriMet and the South Metro Area Rapid Transit (SMART) district.
Policy 6.3: Public Acceptability and Understanding	**RTP Policy: Goal 9, Ensure Fiscal Responsibility** • Objective 9.2	See findings for statewide planning Goal 1. Metro engaged not only its traditional planning partners, through JPACT and TPAC, but also engaged MPAC and MTAC. Metro maintained a full accounting of comments from its partners and

Oregon Transportation Plan Policy	Relevant RTP policy	Findings
	Maximize Return on Public Investment • RTP Policy: Goal 10, Deliver Accountability • Objective 10.1- Meaningful Input Opportunities • Objective 10.2 – Coordination and Cooperation	responses to the comments in the Comment Log. Three formal public comment periods were held in addition to presentations to stakeholder groups and the regular Metro advisory committee meetings as described in the July 17, 2014, staff report.
Policy 6.5: Triage in the Event of Insufficient Revenue	**RTP Policy: Goal 9, Ensure Fiscal Stewardship**	The 2014 RTP does not amend the relevant goals and objectives or their implementation.
Policy 7.1: Coordinated Transportation System	**RTP Policy: Goal 10, Deliver Accountability**	The 2014 RTP does not amend the relevant goals and objectives or their implementation. See also findings for statewide planning Goals 2 and 12 and OTP Policies 1.1; 1.3; and 3.1.
Policy 7.2: Public/Private Partnerships	**RTP Policy: Goal 9, Ensure Fiscal Stewardship** • Objective 9.3 Stable and Innovative Funding	The 2014 RTP does not amend the relevant goals and objectives or their implementation. See also findings for OTP Policy 6.1.
Policy 7.3: Public Involvement and Consultation	**RTP Policy: Goal 10, Deliver Accountability** • Objective 10.1 Meaningful Input Opportunities • Objective 10.2 – Coordination and Cooperation	The 2014 RTP does not amend the relevant goals and objectives or their implementation. See also findings for statewide planning Goal 1 and OTP Policy 6.3.
Policy 7.4: Environmental Justice	**RTP Policy: Goal 3. Expand Transportation Choices** • Objective 3.3 – Equitable Access **RTP Policy: Goal 8,**	The 2014 RTP does not amend the relevant goals and objectives or their implementation. See also findings for statewide planning Goal 10 and OTP Policies 1.2 and 1.3.2c.

Oregon Transportation Plan Policy	Relevant RTP policy	Findings
	Ensure Equity • Objective 8.3 Housing Diversity • Objective 8.4 Reduce household income share to transportation	

IV. Oregon Highway Plan Consistency

Oregon Highway Plan Policy	Relevant RTP policy/RTFP requirement	Findings
Policy 1B – Land use and Transportation	**RTP Policy: Goal 1, Foster Vibrant Communities and Efficient Urban Form** • Objective 1.1 – Compact Urban Form and Design • Objective 1.3 - Affordable Housing **RTP Policy: Goal 2, Sustain Economic Competitiveness and Prosperity** • Objective 2.2 – Regional Passenger Connectivity • Objective 2.3 – Metropolitan Mobility **RTP Section 2.2, Integrated Land Use and Transportation Vision**	The acknowledged 2040 Growth Concept provides the land use context for the 2014 RTP, and is shown in Figure 2.1. The Growth Concept establishes compact development as a guiding principle. The Growth Concept also embraces a multi-modal solution to transportation, and links land use designations to specific transportation strategies. A discussion of how the plan implements the Growth Concept is shown in Section 2.2 and Table 2.6 of the RTP. The project list contained in Appendix 1.1 was developed consistent with these policies.
Policy 1C – State Highway Freight System	**RTP Policy: Goal 2, Sustain Economic Competitiveness and Prosperity** • Objective 2.3 – Metropolitan Mobility • Objective 2.4 – Freight Reliability • Objective 2.5 – Job Retention and Creation	See findings for statewide planning Goal 9, OTP Policies 1.1, 3.1 and 3.2.

Oregon Highway Plan Policy	Relevant RTP policy/RTFP requirement	Findings
	RTP Policy: Goal 3. Expand Transportation Choices • Objective 3.4 – Shipping Choices	
Policy 1F – Highway Mobility Standards	**RTP Policy: Goal 2, Sustain Economic Competitiveness and Prosperity** • Objective 2.1 – Reliable and Efficient Travel and Market Area Access • Objective 2.2 – Regional Passenger Connectivity • Objective 2.3 – Metropolitan Mobility • Objective 2.4 – Freight Reliability • Objective 2.5 – Job Retention and Creation	The attached Supplement contains an explanation of compliance of the 2014 RTP with state highway mobility standards in OHP Policy 1F.
Policy 1G – Major Improvements	**RTP Policy: Goal 4, Emphasize Effective and Efficient Management of the Transportation System** **RTP Policy: Goal 9, Ensure Fiscal Stewardship** • Objective 9.1 - Asset Management • Objective 9.2 - Maximize return on public investment	The 2014 RTP highlights the mismatch between needs and resources and prioritizes maintenance and maximization of operational efficiencies of existing transportation facilities (pp. 1-25 to 1-32). The mobility policy described in Table 2.4 provides one measure for identifying deficiencies in the regional transportation system that is complemented by a broader set of measures and system completion policies. The RTP and RTFP call for a well-connected network of complete streets. The RTFP requires local TSPs to do their part in meeting these policies by setting system design standards. The RTFP gives priority to non-SOV solutions to transportation needs over addition of motor vehicle capacity improvements (3.08.220A).
Policy 3A – Classification and Spacing Standards	**RTP Policy: Goal 2, Sustain Economic Competitiveness and Prosperity** • Objective 2.2 – Regional Passenger Connectivity **RTP Policy: Goal 4, Emphasize Effective and Efficient Management of the Transportation System** Objective 4.1 - Traffic	The street design classifications in Table 2.6 and illustrated in Figure 2.5 correlate access policies to implementation of the 2040 Growth Concept. Designs for Throughways (shown in Figure 2.7) correlate to the Interstate and Statewide highway designations in the Oregon Highway Plan, and are consistent with OHP policies for access management and the use of grade-separated intersections. Designs for Arterials (shown in Figure 2.7) address access management for arterial streets in the metropolitan area, and correlate to the District Highway designation in the 1999 Oregon Highway Plan. Access management strategies for driveway and intersection design in these classifications are

Oregon Highway Plan Policy	Relevant RTP policy/RTFP requirement	Findings
	Management	consistent with the OHP policies. The RTP and RTFP call for a well-connected network of complete streets and strategies to manage access and demand on the system (See RTFP Sections 3.08.110 and 3.08.160). The exact location of medians, driveways and street intersections is determined at the project development phase.

I. GOAL 12 AND OAR DIVISION 12 (TRANSPORTATION PLANNING RULE)

In 2010, Metro adopted a significant overhaul to its Regional Transportation Plan (RTP), entitled the 2035 RTP. Under the federal Clean Air Act, Metro is required to update the RTP every four years to demonstrate continued compliance with air quality standards, which is the primary focus of this 2014 update to the RTP. Unlike the 2035 RTP, the 2014 amendments include few policy changes, and most revisions are of a technical and housekeeping nature. The primary policy changes are located in Chapter 2 and include revisions that strengthen existing policies regarding active transportation, and provide additional detail to reflect recommendations included in the Regional Active Transportation Plan (ATP).

Because the 2035 RTP has been acknowledged by LCDC as compliant with the statewide planning goals and the state Transportation Planning Rule (TPR), these findings focus on describing how the amendments and updates contained in the 2014 RTP ensure continued compliance with applicable state requirements. The fundamental requirement of Goal 12 and the TPR is that the RTP must provide a transportation system that is adequate to served planned land uses. The RTP, together with the local transportation systems in city and county transportation system plans (TSPs), is aimed to serve the land uses planned by the region's 25 cities and metro portions of Clackamas, Multnomah and Washington counties. The Regional Transportation Functional Plan (RTFP) component of the RTP directs how local governments will implement the RTP. The RTP includes a schedule for city and county action, if necessary, to bring their TSPs into compliance with the RTP. The schedule has been coordinated with the local governments and reflects their own planning work programs and the availability of funds for the work.

The 2035 RTP adopted a new outcomes-based framework for regional transportation planning that includes policies, objectives and actions that direct future planning and investment decisions to consider economic, equity and environmental objectives. That approach remains unchanged in the 2014 RTP, which continues to include a broad set of performance targets that are tied to the outcomes that the RTP aims to achieve. The targets and other performance measures included in the plan continue the region's shift away from reliance upon level-of-service as the primary measure for determining transportation needs and success of the plan's strategies. In addition, the RTP commits Metro and its regional partners to continue developing a regional data collection and performance monitoring system to better understand the benefits and impacts of actions called for in the RTP and RTFP.

TPR 0015: Preparation and Coordination of Transportation System Plans

Findings of consistency of the 2014 RTP with the Oregon Transportation Plan and the Oregon Highway Plan are set forth in the table that is included as part of this Exhibit D.

TPR 0020: Elements of Transportation System Plans

The RTP is the "transportation system plan" for the metropolitan region, implementing the LCDC-acknowledged 2040 Growth Concept, and serving as the federal metropolitan transportation plan for the region. The plan establishes a regional network of facilities and services (Chapter 2) to meet overall regional transportation needs (Appendix), and contains policies (Chapter 2, Goals and

Objectives), strategies (Appendix), projects (Appendix and p.3-3 to 3-6) and implementing land use regulations for cities and counties (RTFP).

In 2013, the Metro Council adopted the 2040 Household and Employment Forecast Distribution after extensive review and involvement from local governments and Metro advisory committees. The 2040 Household and Employment Forecast Distribution serve as the basis of analysis in the 2014 RTP update. The model was prepared using the MetroScope "Gamma" TAZ Forecast (described in the Appendix) and provides an estimate forecast and distribution of population and employment for the region. The land use assumptions used in this forecast are based on the LCDC-acknowledged 2040 Growth Concept, estimating a modest expansion of the regional urban growth boundary over the planning period that follows the existing state hierarchy for priority lands.

The RTP identifies transportation needs (Appendix - Regional Mobility Strategies) and all feasible solutions (Appendix and p.3-3 to 3-6) based on the expected land use and travel patterns and level of funding assumed for planning period of 2005 to 2035.

First, the plan contains two levels of investments to the components of the overall transportation system:

1. The Federal Priorities set of investments (also known as the "financially constrained" list) for which funding over the planning period is "reasonably anticipated to be available." This set of investments will serve as the basis for complying with federal law and air quality regulations.

2. The RTP Investment Strategy (also known as the "state" RTP list) includes the Federal Priorities projects plus additional investments that the region is committed to funding if new or expanded revenue sources are secured. The region has deemed this list of investments as "reasonably likely to be funded" under state law. If these improvements are made, the system will support the region's land use plans and improve system performance as much as feasible. This set of investments is the basis for findings of consistency with the Statewide Planning Goal 12, the Oregon Transportation Planning Rule and the Oregon Transportation Plan and its components.

Second, through adoption of new policies and implementation of them through the RTFP and other mechanisms, the RTP will contribute to changes in travel behavior by promoting development of regional transit, bicycle and pedestrian systems and creating a well-connected arterial, collector and local street network. Third, the RTFP requires local TSPs to do their part in meeting regional and state needs implemented through system design standards in Title 1 and considering regional needs identified in the RTP Appendix during local TSP updates.

The mobility strategies in the Appendix of the RTP set forth overall regional needs and strategies for 24 transportation corridors. These corridors are subareas of the region that include the principal interurban connections in the region and supporting multimodal facilities and services. The strategies explain the function of each corridor in the 2040 Growth Concept and in movement of freight and general traffic into and out of the region. The strategies (and System Maps in Chapter 2 of the RTP: Figure 2.7, Figure 2.10, Figure 2.15, Figure 2.18 and Figure 2.20) identify the general

location of existing and new regional transportation facilities and the 2040 land uses that are served by these facilities. The strategies identify transportation needs, projects (by mode) and other necessary actions to address the needs in each corridor.

Chapter 1 and Chapter 2 of the RTP contain an inventory and assessment of existing facilities in the road, freight, transit, bicycle, trail and pedestrian systems, system management and operations, demand management and regional bridges. As noted above, the plan includes two sets of planned facilities and improvements, the Federal Priorities set of investments and the state RTP Investment Strategy. The analysis of these facilities, existing and planned, describes how the entire system performs when measured against the region's mobility standards and modal targets (Chapter 4).

Bicycles and Pedestrians

The 2014 RTP adopts new policies in Section 2.5 that reflect recommendations included in the Regional Active Transportation Plan, including a new Section 2.5.5 establishing a Regional Active Transportation Network Vision. That section strengthens and expands upon existing active transportation policies and provides additional detail regarding bicycle and pedestrian networks.

TPR 0025: Refinement Plans

The 2014 RTP identifies four mobility corridors (Table 5. 1) for "refinement plans" that comprise seven of the 24 mobility corridors identified in the Appendix. The corridor refinement plans will involve a combination of transportation and land use analysis, multiple local jurisdictions and facilities operated by multiple transportation providers. Metro or ODOT will initiate and lead necessary refinement planning in coordination with other affected local, regional, state and federal agencies. The refinement plans will more thoroughly define the need, mode, function and general location of transportation improvements and programs in the corridor, and consider a range of solutions and strategies to address identified needs (mobility strategies in Appendix). Chapter 5 describes each of the four corridors, sets forth the transportation needs that require further work on need, mode, function and general location, and explains why a refinement plan is needed.

TPR 0030: Transportation Needs

The determination of transportation needs included in the RTP is appropriate and sufficient for the level of decision-making provided in the plan. The needs analysis is based on a 2040 population and employment forecast described in the Appendix and projected traffic volumes compared to capacity of road network and gaps and deficiency analysis for each mode. The forecast drives the determination of future needs, but the determination itself involves examination of the components of the overall system (roads, transit, etc.) in light of the goals and objectives of the RTP.

As part of the 2035 RTP update, Metro published the Atlas of Mobility Corridors, the first of its kind created for this region. The atlas presents current land use and multi-modal transportation data for each of the region's 24 mobility corridors to help planners and decision-makers understand existing system conditions, identify needs and prioritize mobility investments. For each corridor, the atlas provides a general overview that includes location in the region, primary transportation facilities and land use patterns, and an assessment of gaps and deficiencies by travel mode. This

information was used to help identify the most cost-effective strategies and investment priorities for each corridor and will serve as a framework for monitoring how well different strategies are working in each corridor over time. The Atlas of Mobility Corridors served as the foundation for the development of mobility corridor strategies for all 24 mobility corridors included in the RTP appendix.

The RTP organizes the needs by mobility corridor in the Appendix and identifies strategies to address the needs. The RTP addresses the needs of the transportation-disadvantaged by emphasizing facilities for transit riders, pedestrians and bicyclists. State transportation needs identified in the state TSP are included in the region's needs, as are needs for the movement of goods and services to support industrial and commercial development planned by cities and counties pursuant to OAR 660-09 and Goal 9 (Economic Development). The RTP, and Regional Freight Plan and TSMO plan, address the needs for the movement of goods and services by establishing a regional freight network, addressing freight reliability and shipping choices in RTP Goals 2, 3 and 4, and prioritizing investments that optimize the existing transportation system and provide access to centers and employments areas (including industrial areas and freight intermodal facilities).

TPR 0035: System Alternatives

Since adoption by Metro of the 2040 Growth Concept in 1995, the region has aggressively pursued implementation of the land use and transportation vision for this region. The concept calls for higher densities and mixed-use, pedestrian friendly, transit supportive development patterns. The Regional Framework Plan and its component functional plans have implemented the state-acknowledged 2040 Growth Concept. In the 19 years following adoption of the Growth Concept, cities and counties have amended plans and land use regulations to allow mixed-use and higher density development. The region has added three new light rail lines to the high-capacity transit system since adoption of the Growth Concept (with a fourth line scheduled to open in the next year) and frequent service bus lines connecting the Central City and several Regional and Town Centers.

Local governments have been implementing arterial and local street connectivity, completing gaps in the bike and pedestrian system and adopted the parking ratios in Title 4. At the regional level, programs such as the Regional Travel Options (RTO) program, the Transit-Oriented Development (TOD) program and coordination of the application of Intelligent Transportation Systems (ITS) have also supported the 2040 Growth Concept vision. Performance measurement indicates that implementation of the 2040 Growth Concept is yielding good results: modal shares are shifting to the transit, bicycle and pedestrian systems; ridership on bus and light-rail lines in the region increased by 45 percent between 1997 and 2007, nearly twice the percentage growth rate in population, which grew by 20 percent; VMT per capita has fallen significantly in the face of growth in population faster than the national average (pp. 1-51 to 1-64). The region remains committed to the 2040 Growth Concept.

Projects were solicited from county coordinating committees, the city of Portland, TriMet, SMART, the Port of Portland and ODOT. Each project sponsor was requested to identify investment priorities consistent with the RTP policies, and within their sub-regional funding target. Projects

and programs were requested to come from plans or studies that had been developed through a public process. The solicitation resulted in more than 1,200 proposed projects with a total estimated cost of roughly $22 billion.

The 2014 RTP continues to prioritize investment in connectivity of systems and multi-modality and defines a system of investments that is reasonably expected to meet identified needs in a safe manner and at a reasonable cost with available technology, strategies and actions. RTP Goal 1 (p. 2-8) emphasizes a compact urban form, which encourages the use of transit, bicycles and pedestrian systems. Goal 2 (p. 2-8) calls for freight reliability and intermodal connectivity for people and goods, which also encourages the use of transit, bicycles and pedestrian systems. Goal 3 (p. 2-9) calls for expanded travel and shipping choices. Goal 4 (p. 2-9) emphasizes better management of existing systems and value pricing to yield efficiencies to optimize capacity, improve system reliability and reduce emissions. Goal 9 (p. 2-12) calls for maximizing return on investment. All of these goals are implemented through regional investments in the RTP, Regional Flexible Funds process and the requirements for city and county transportation planning in the RTFP. Section 3.08.220A requires cities and counties to consider first those transportation solutions that do not involve new road capacity for motor vehicles.

TPR 0045: Implementation

Section 0045 provides direction to cities and counties, the local governments that adopt and apply comprehensive plans, zoning and land division ordinances, building codes and other land use regulations. The RTFP implements the RTP, but it also prescribes standards and criteria for city and county TSPs and land use regulations.

TPR 0050: Project Development

RTP Goal 10 calls for meaningful public input opportunities for interested and affected stakeholders in plan development and review, including people who have traditionally been underrepresented in the transportation planning process. RTP Section 5.3.1 and Section 5.3.2 provide a process for coordinated corridor refinement planning and project development among affected local governments. In addition, Metro's "Public Engagement Guide" (last updated November, 2013) provides policies and procedures for citizen involvement that Metro is expected to follow in the development of plans and projects, including Metro-administered funding, and Metro-led corridor refinement plans and project development activities.

Cities and counties are generally responsible for transportation project development to implement the regional TSP by determining the precise location, alignment, and preliminary design of improvements included in the regional TSP. Title 3 (Transportation Project Development) of the RTFP requires cities and counties to specify the general locations and facility parameters of planned transportation facilities. ODOT is responsible for project development activities of state-owned facilities pursuant to OAR 731 Division 15. The specifications must be consistent with the RTP (3.08.310A).

TPR 0055: Timing of Adoption and Update of TSPs

The Metro website (www.oregonmetro.gov/tsp) includes a work plan and compliance schedule for local TSP updates to be consistent with the RTP.

II. OREGON HIGHWAY PLAN POLICY 1F: MOBILITY STANDARDS

The 2000 RTP included alternative volume-to-capacity-based mobility standards that were approved by the Oregon Transportation Commission and incorporated into the OHP in 2002. See RTP Table 2.4. The 2000 RTP also contained targets for mode shares for non-SOV modes as an alternative measure to the per capita vehicle miles traveled reduction target to measure of the success of the regional transportation system. See Table 2.5. Chapter 4 of the 2014 RTP establishes a system for measurement of the performance of the regional transportation system and evaluates the system using the measures (pp. 4-1 to 4-5). The region's congestion management process will also monitor the region's mobility corridors (Appendix).

The Chapter 4 evaluation finds that certain state highway segments in the system will not meet the mobility standards in OHP Table 7 under Policy 1F.1 of the OHP by 2040, even with the investments to the system proposed in the 2014 RTP (pp. 4-24 to 4-32). In this situation, OHP Policy 1F.5 establishes a different performance standard for the 2014 RTP:

> "For purposed of preparing…transportation system plans, in situation where the volume to capacity ratio for a highway segment is above the standards in…Table 7…and transportation improvements are not planned within the planning horizon to bring performance to standard because of severe environmental, land use or financial constraints, the performance standard for the highway segment shall be to improve performance as much as feasible and to avoid further degradation of performance where no performance improvements are feasible."

The RTP and RTFP require a demonstration of progress toward achievement of standards and targets "to improve performance of state highways…as much as feasible and avoid their further degradation."

The region has identified many more needs than there is funding available to address (Chapter 1, pp. 1-25 to 1-32, Chapter 3, pp. 3-14 to 3-26). The RTP improves performance as much as feasible and implements a number of projects, strategies and actions to avoid their further degradation. The region is not able to fully implement all the projects, strategies and actions called for in the RTP due to significant financial constraints and a lack of public support for more aggressive implementation of strategies, such as tolling, in the region.

The system management policies in the RTP (2014 RTP Section 2.5.6) and resulting projects and programs are intended to maximize the use of existing facilities. The regional congestion management process (CMP) also requires local jurisdictions to consider system management solutions before adding roadway capacity to the regional system (2014 RTP Section 5.4). These provisions are implemented through Goals 4 and 5 in Chapter 2 of the RTP, Title 1 Section 3.08.160 and 3.08.220 of the Regional Transportation Functional Plan, the Regional Transportation System Management and Operations Plan that is a component of the 2014 RTP, and a number of recommended projects and programs, which are listed in the Appendix of the 2014 RTP. The plan

also calls for consideration of value pricing in the region to better manage capacity and peak use of the throughway system. While this tool has been successfully applied in other parts of the U.S., it has not been applied in the Portland region to date. The 2009 Legislature directed ODOT to research the application of this tool in the Portland region, and identify a pilot project to further test this strategy (pp. 2-87 to 2-88).

The 2014 RTP includes roughly $22 billion in investments, representing the level of investment the region's policymakers' willingness and commitment to raise new revenue, and as a result are "reasonably likely" to be available during the planning period. As a result of ODOT's limited resources, the 2014 RTP includes significant local funding contributions to projects of importance to cities and counties on both the interstate and arterial part of the ODOT system (including regional and district highway). More than 50 percent of the planned improvements in the RTP Investment Strategy are assumed to be funded through local revenue sources. State revenues only account for 16 percent of the planned system (Chapter 3, p. 3-20), with the majority of that funding assumed for the Columbia River Crossing Project. Federal revenues account for 17 percent of the funding assumed in the plan. TriMet will implement transit service expansion through the agency's Five-Year Transit Improvement Plan as transit-supportive land uses are implemented, demand exists and funding allows. RTP projects (in Appendix and on pp.3-3 to 3-6) represent a comprehensive strategy for managing congestion and improving performance as much as feasible. The projects include many system management projects along regional mobility corridors and the supporting arterial system (including access management, improved incident detection, real-time traveler information, and signal timing), implementation of demand management programs such as Transportation Management Associations and the Drive Less Save More Campaign, transit-oriented development projects to encourage transit use, connectivity and retrofits projects for all modes of travel and widening of arterial and highway facilities in the region.

The RTFP requires each city and county to take the actions prescribed in 3.08.230E to help demonstrate that the RTP is consistent with Action 1F.5 of the OHP and to be eligible for a 30 percent trip reduction credit for plan amendments:

1. Parking minimum and maximum ratios in Centers and Station Communities (3.08.410A)

2. Designs for street, transit, bicycle, freight and pedestrian systems consistent with Title 1; and

3. TSMO projects and strategies, including localized TDM, safety, operational and access management improvements (3.08.160); and

4. Land use actions pursuant to OAR 660-012-0035(2).

More specific examples of all feasible actions included in the RTP and RTFP pursuant to OHP Policy 1.F5 include:

- Providing a network of local streets, collectors and arterials to relieve traffic demand on state highways and to provide convenient pedestrian and bicycle ways (RTP Chapter 2; RTFP Sections 3.08.110, 3.08.130, 3.08.140 and 3.08.220);

- Managing access and traffic operations to minimize traffic accidents, avoid traffic backups on freeway ramps, and make the most efficient use of highway capacity [RTP Chapter 2, Regional TSMO plan and RTFP Sections 3.08.110G, 3.08.160 and 3.08220A(1)];

- Managing traffic demand, where feasible, to manage peak hour traffic loads on state highways [RTP Chapter 2, Regional TSMO plan and RTFP Sections 3.08.110G, 3.08.160 and 3.08220A(1)];

- Providing alternative modes of transportation [RTP Chapter 2 and RTFP Sections 3.08.120, 3.08.130, 3.08.140, and 3.08.160, 3.08.220A(2)]; and

- Managing land use to limit vehicular demand on state highways consistent with the Land Use and Transportation Policy (1B) [RTFP Section 3.08.220A(4) and 2040 Growth Concept implementation through the Urban Growth Management Functional Plan]

More specific examples of TSMO actions that can be taken pursuant to 3.08.160 include the following:

- Reconfigure highway and side-street accesses to minimize traffic conflicts at intersections;
- Limit parking near signalized intersections to increase intersection capacity;
- Coordinate and operate traffic signals to improve traffic progression;
- Relocate driveways and improve local road connections to direct traffic away from overburdened intersections and intersections where side-street capacity is limited in order to optimize traffic progression on the state highway.

The Chapter 5 evaluation also finds that the proposed investments will bring the region much closer to the modal targets in the RTP than the "no build" system (pp.4-33 to 5-34). Finally, the evaluation finds that the proposed investments significantly reduce traffic delay on the regional freight network (p. 4-8) and the overall number of congested network miles of congestion (p. 4-24). In light of this evaluation, the RTFP sets mobility and modal share standards and targets for city and county TSPs (3.08.230). More important than these proposed investments toward meeting the Policy 1F.5 performance standards, however, is the region's past and continued effort to develop a system of compact, mixed-use, pedestrian and transit-supportive communities linked by a multi-modal transportation system. This growth strategy is proving more successful in shifting trips from SOV to non-SOV modes than efforts in other parts of the U.S.

Building upon the region's atlas of mobility corridors, mobility corridor strategies (Appendix) and the performance measures (Chapter 4) in the RTP, the region's congestion management process (Appendix) will provide a framework for future data collection and plan monitoring for system performance. The data will be used to help assess various strategies for managing congestion in each of the region's mobility corridors. The region's partner agencies and local governments then look for ways to implement appropriate strategies through on-going or new projects in those corridors. As strategies are implemented, a follow-up assessment will be conducted to determine the effectiveness of the improvements.

Appendix 6.1 – 2014 RTP Summary of Comments Received and Recommended Actions

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
1	More funding should be spent on bus service. There is good guidance and flexibility in the ATP. This will be necessary as jurisdictions are faced with restricted funding.	Karen Buehrig	3/21/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
2	Stop wasting our money on roads and car traffic infrastructure. It's a dead end.	Glen Ropella	3/21/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
3	the funds should be used maintain and improve operations on the existing system. Bike lanes and sidewalk should be added as the region upgrades the existing system. How can we support more bike lanes and sidewalks if we cannot maintain the existing system.(all aspects). Also more attention is needed within the suburban areas not Portland	Ronald Weinman	3/21/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
4	Moving percent of funding closer to actual percent of total number of projects. I would like to see the Sullivan's Gulch Trail get some attention. I will work to see that it is understood and gets some support.	Brittain Brewer	3/22/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
5	Reduce transit spend to 10%: Serves a lot less of the population. Very expensive to operate. Tri-met cuts service. Not accessible / useful to majority of population (no service provided and doesn't take people to where they need to go). Increase roads and bridges (to 43%) & throughways (to 36%): serves the most people, provides access from 'any point' to 'any point'. Reduce Active Transportation to 5%: surprisingly high percentage, esp. considering that the roads/bridges also includes active transportation improvements. Serves a very small slice of the population. Too much focus on transportation modes that are used by very small parts of the population. It is unrealistic to believe that transportation issues/needs will be met by walking, biking and mass transit.	Sam Jones	3/22/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
6	Put buses back on out lining areas. Like South End in Ore. City. Use the money and do the projects right the first time and not make it a project that has to be added to years later. more buses for those that need it, and longer hours.	K H	3/22/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
7	As the left pie chart shows, the lion's share of the money continues to go for more auto capacity. There continues to be a significant disconnect between the policy summarized in question 1 and where the money actually goes. Until this changes, this is a Regional Transportation Fantasy, which really offers lots of talk about big shifts to walk, bike, and transit, GHG reductions, Climate Smart Communities, blah, blah, blah, but the region fails to put its money where its mouth is. Align the transportation improvement investments with the policy. I realize easy to say and harder to do with most regional communities not really buying into the RTP - they really want more road capacity.	Keith Liden	3/22/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
8	Roads and Bridges 75%. Hwy 217 in a couple of decades! get real do it now. NOW.	Jim M Alder	3/23/2014	No change recommended. This comment has been forwarded to Washington County, Tigard, Beaverton, and ODOT.	10599: Hwy 217/72nd Ave. Interchange Improvements; 11582: Hwy. 217 Capacity Improvements; 11439: Southbound Hwy 217 Allen/Denny Split Diamond Interchange; 11400: OR 217: Southbound Auxiliary Lane; 11302: 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; 10747: Hwy. 217 Overcrossing - Cascade Plaza; 10596: Scholls Ferry Rd. Improvements;
9	Transit should be receiving more funds, and growing. I think ALL discretionary funds should be put toward Transit, and, after Transit is fully funded, toward Active Transportation. Roads and freight investments should be made using the dedicated taxes (gas taxes & auto fees) and not discretionary funds. If there's not enough money for Roads & Freight from these sources (that our constitution dedicates to them), then these dedicated taxes should be increased.	Carl VanderZanden	3/24/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
10	Overall, I support spending for active and public transit. As a resident of Lake Oswego who works, volunteers, and pursues entertainment in Portland, I'd like to see a safer bicycling route between the two, and better transit options on the weekends. Generally speaking, I support using public funds to get more cars off the road by increasing public and active transit options.	Nicholas Tahran	3/24/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
11	More improvements needed in the active transportation funding section to increase walking and biking...to make healthier people and to get	Liz Jones	3/24/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public	

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
	more cars off the road.			comment report.	
12	I would like to see expansion of throughways, specifically the Abernathy Bridge I-205 Willamette River crossing. An additional bridge from Lake Oswego to Milwaukie or West Linn to Milwaukie would be most helpful. Many of the projected needs for roads from 20 years ago should be dismissed, adopting a new transportation plan would be wise. The active transportation plan is good, I would like to see some additions to rural areas to provide bike/pedestrian access to rural towns.	Levi Manselle	3/24/2014	No change recommended. This comment has been forwarded to Lake Oswego, Oregon City, Clackamas County, and ODOT.	11585: I-205 Southbound and Northbound Abernethy Bridge widening; 10144 (related): SB 99E/I-205 Interchange Access; 11305: I-205 operational improvements; 11497: I-205. 10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River
13	The spending is way off kilter, the bids system is tainted by people pushing expensive requirements from the start. We have spent so much and except occasional use these are not being used. A once or twice a year usage scale is not validating the costs.	Michael Harrington	3/24/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
14	Throughways come with an added cost to communities. For example, I do not benefit at all from the several lanes of congested car traffic that clog up McLoughlin Blvd for miles. But my neighbors and I do pay the price for it. Rather than building more and safer bike and pedestrian crossing along that throughway to help remedy a problem it created, ODOT erected a "safety screen" and demanded that TriMet close two bus stops. When building a throughway that cuts through dense residential neighborhoods like Ardenwald-Johnson Creek and Sellwood-Moreland, there should be requirements that facilities guaranteeing safe crossing and access be included in the funding.	Angelene Falconer	3/24/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
15	Emphasis should be on expanding the bus system into underserved neighborhoods. Freight transfer can be centralized at a city's periphery, Creation of a "ring road" such as exist in Europe would speed freight delivery while easing the wear-and-tear on the city streets. Do not widen any roads as an answer to congestion.; Reward drivers who take transit to work by lowering their taxes. Reward parents who send children to school on public transit by lowering their taxes. Give free bus passes to middle-school children (you already give passes to high schoolers). Pave streets and trails where pedestrians walk. When planning to put in a greenway project, first notify the homeowners. Too much emphasis is placed on a rail system. Perhaps $100 million is too much for the PMLR; there's no reason to emphasize light rail as is currently being done. Some of that money should go to neighborhood new bus service.	Gerri Lent	3/25/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
16	Roads and bridges are top. There needs to be budgeted $ for yearly issues: potholes, etc. Can't improve throughways without also doing roads/bridges. They go together. Transit to outlying areas is also important as the Metro region continues to grow.	Saly Quimby	3/25/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
17	Stay far away from TriMet. I have very little regard for this agency. After spending time in NY, Wash DC, I admired how easy, CLEAN, and SAFE their transportation systems were. TriMet is incapable of doing anything similar. I also pay the same as folks living in the metro area with very little and inconvenient service.	Peggy Powell	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
18	Higher funding for transit for both capital and operating expenses, at the expense of spending to support automobiles (throughways). We have to face up to the problems of automobile traffic in urban Portland. The only hope I see is through emphasis on public transit (expand it and make it free, increasing business and property taxes to make up for the lost fare revenue, and to support bonds for transit capital expenses). I pay about $20000 in property tax in Portland, and would be happy to pay more if spent in this way.	Robert Lee	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
19	Less transit more on roads and bridges	Jerad Hampton	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
20	I support this plan and its focus on more sustainable types of transportation. I hope that the elderly and disabled and their unique transportation needs are being considered in the planning process.	Marilyn Veomett	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
21	All plans to do with motor vehicle infrastructure should be solely for maintenance, not expansion. If anything, as mass and active transport infrastructures improve, motor vehicle use should be targeted for gradual draw-down. (inevitable anyway, so sooner and more voluntarily the better) Freight is tricky and is a nation wide disaster; basically insane for a semi to drive from NY to LA. VAST majority of long haul freight should be by rail, with truck only final connection from local rail head to destination. You know the increases in road use being advocated by trucking lobby - absolutely unsustainable and seriously deluded in feasibility. Cost in dollars, safety, quality of life, environmental toll is beyond reason.	Ed Rae	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

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22	2014 RTP #10772 David Hill connection to Hwy 47 involve upgrading a driveway connection to Hwy 47 to a street connection without ODOT review. There is NO public ROW at that location, needs to be reviewed. #10774, 23rd Avenue Extension intersection rework proposed design ISOLATES the existing Industrial zone on 24th Avenue from access to Hwy 47. Wrong location, should connect to 23rd not Martin Rd. #10780 Hwy 47/Pacific Avenue Intersection Improvements - totally within the Forest Grove city limits - but the proposed improvements do not address 2020 peak East-West traffic demand, multi-signal queue delay, queuing into adjacent intersection at Poplar, left turn traffic using the median as a traffic lane, pedestrian crossing at Poplar or Rose Garden mobile estates, etc. It is a flawed design at the busiest and most accident prone intersection in the city. A different design is needed. #10788 10th Avenue - the intersections of 10th/Adair and 10th/Baseline should have ALL left turns replaced by right turns at 10th with J-turns at 9th and 11th to allow North-South traffic to have two through lanes, with the East-West turn traffic removed from the volume. #11380 Yew St/Adair St Intersection Improvements. Second most accident prone intersection in the city. It needs a light that is synchronized with the lights on Adair in Cornelius to preserve flow while increasing safety for cross traffic and pedestrians. All of Adair/Baseline should have timed flow. #11661 Hwy 47/Martin Road Intersection Improvements - the Holliday connection will delay the construction. The 24th connection will isolate the 23rd Industrial zone. Bad design. #11663 Hwy 47/Purdin Rd. Intersection Improvements - absolutely necessary! #11672 Holladay Ext(West) requires a road outside the UGB. A shorter route exists within the UGB by connecting to 23rd Avenue. Need to extend 19th from Oak through Quince to rebuild Hwy 8 & Hwy 47 to the same design as Hwy 8 and Hwy 219 in Hillsboro, a major highway as a one-way couplet crossing a lessor highway. That	David Morelli	3/26/2014	No change recommended. This comment has been forwarded to Forest Grove, Cornelius and ODOT.	10772: David Hill; 10774: 23rd Avenue Extension; 10780: Hwy 47/ Pacific Avenue Intersection Improvements; 10788: 10th Ave; 11380: Yew St / Adair St Intersection Improvements; 11661: Hwy 47/ Martin Road Intersection Improvements; 11663: Hwy 47/ Purdin Rd. Intersection Improvements; 11672: Holladay Ext (west)

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
	Pacific/19th couplet should extend to the Cornelius city limits to join Adair/Baseline with timed progression, three travel lanes, and safer pedestrian crossings.				
23	because older folk do not ride bikes i find them distracting, arrogant, and a way for thugs to get around. less bikes and more cops on max.	John Kleev	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
24	Privatize mass transit. If it can't support itself, then close it down. Don't steal from the taxpayers to support your egos.	Richard Whitehead	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
25	Maintaining our existing roads is most vital. I'm less open to adding bike lanes at the expense of vehicular lanes as has been proposed along Barbur Blvd. All planning should focus on making neighborhood town centers into vibrant live/work centers.	Thomas Riese	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
26	It looks like a good mix (maybe more on roads and bridges. Like, fix potholes so drivers stop whining about them (I'm not a driver myself; I'm trying to be a little more balanced here).	Dona Hertel	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
27	Increase freight at the expense of active transportation. Active transportation projects take 11% of the budget but only used for 3-5% of transportation mode used.	Stuart Long	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

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28	We spend too much on bike lanes. Use bike boulevards instead. I am also not a huge proponent of light rail. Many of the metro counties do not want it. Listen to them. You need to invest in freight more so or else Portland will be a service society of low wage jobs. When you look at the percent of people in the metro area that actually use Trimet versus those who do not, what is the cost benefit analysis? I would wager that we pay a lot of money per tax payer for a system that few use. We are not going to be Europe. The West Coast was developed with the car. Embrace that fact. Try to get more metro driver's into electric cars or smaller cars. Assess a tax that is based on the number of miles driven per year multiplied by the weight of the vehicle. Use GPS tracking to toll people going over bridges, which cost a lot of money to maintain.	Greg Wilhelm	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
29	I appreciate all the active transportation projects. It doesn't cost much to make big improvements to quality of life this way.	Mary Jean Williams	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
30	It is unclear if the connection of sidewalks/bikeways will be supported anywhere outside of the downtown area. The unincorporated areas of Portland 97229 has a huge need for sidewalks/bikeways. If this plan includes all areas that is great if not please consider including areas not connected with downtown Portland.	Paige Dickson	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
31	Freight and transit should be a higher priority over Active transportation as I see that is where the biggest problems and congestion are.	Rick Scrivns	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
32	Drop the spending on bike painting paths, Green boxes, re striping and spend it on bridge and road infrastructure. Government run a-muck. You are	Kelly Sweeney	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public	

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	not listening to your voters and residence			comment report.	
33	Increase Transit & include increasing routes/frequency. After the Milw Max is completed - no more new Max or Streetcar lines.	Susan O'Neill	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
34	Cut back active transportation and put more into roads and bridges. Active transportation is a nice idea that is not grounded in reality. Very few people do it nor will many ever do it. Our population is aging and the elderly will not use bikes or trails. There is only one convenient way to get things like groceries to homes - autos. To think that people can be driven out of their cars is a pipe dream. Weather alone argues heavily against this. Most bike use today is for recreation and fitness, not commuting.	Gerald Good	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
35	Bridges need to be maintained and updated for seismic. My understanding is that while many of our bridges are updated -- the approaches are not -- hence we need to have these critical links updated seismically. We need to continue to increase the use of mass transit over individual vehicle trips. This is a paradigm shift in thinking for Oregonians and Americans in general -- away from the "individual" and convenience to "community" and shared resources.	Nancy Gibson	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
36	I think that the focus should be on regional bottlenecks whether freight, transit, or auto to maximize the use of the system. For instance it makes little sense to expand capacity over the Columbia river only to hit bottlenecks on either.	Rick Michaelson	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

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37	More funding $$ for roads and bridges, less for transit. For Throughways to take 26% of the funding but only 3% of the projects indicate that much higher cost of these projects. Although necessary, some outside review may be necessary to ensure the funds are going to needed projects. I didn't see any HWY 26 and connecting projects. The East-West traffic flow between Multnomah and Washington County needs improving. It won't be long before the Vista Ridge Tunnel needs augmenting with additional lanes or another route for commuters. Current options include Cornell Rd and Barnes/Burnside - neither are preferred high traffic alternatives.	John Metcalf	3/26/2014	No change recommended. This comment has been forwarded to Hillsboro, Portland, Washington County, and ODOT.	10558; Cornell Rd. Improvements: 10559: Cornell Improvements; 10873: US 26W: Widen highway to 6 lanes; 11275: Walker Rd. Extension; 11279: US26/185th Interchange Refinement Plan and Implementation; 11359: Northbound Cornelius Pass Road to US 26 Eastbound; 11365: Brookwood Parkway; 11367: Cornelius Pass Road; 11368: US 26 Westbound Off Ramp; 11393: US 26; 10547: 173rd/174th Under Crossing Improvement; 11574: Cornell Road; 10166: NW Burnside at Skyline Rd.;
38	To much money is being spent on bike lanes and not enough to support the road repairs and maintenance	John Atherton	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

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39	All transit investments in planning of future Light Rail expansion should ended, until TriMet is in an accrual sound financial footing. Unfunded TriMet obligations must reflect 25% reductions over the next 5-year and again another 25% reduction over the subsequent next 5-years. These planned reductions in TriMet obligations must be verified and come from an Independently Auditing Entity - Source. Active Transportation investments should be reduced in half. Freight movement investments should double, plus some. Strategic incremental improvements in the elimination of "Choke Points" on our roads, that can Improve our Economy and Create JOB's, must the highest prioritization - in weighted value. Fund road maintenance, to where we are holding our own, at that point where the lack of funding - maintenance, is reverses to a point where the cost of deferred maintenance, does not cause us to lose ground annually, in financial terms. We are cutting our own throats in this degree of prioritization given to Active Transportation and Transit within a regional perspective. The City of Portland and most local governmental entity must step to the plate, (not federal or state dollars) to back fill funding, the Active Transportation Model/Plan. We have to create "sustainability of funding and taxation" and that takes a more rapidly expanded economic foot-print and our current and planned road infrastructure does not support, economic expansion. That has to change.	Paul Edgar	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
40		Larry Conrad	3/26/2014	*No comments submitted by Larry Conrad. There was a formatting error for the three comments above (Larry Metcalf, John Atherton, Paul Edgar) which inadvertently caused part of Paul Edgar's comment to be attributed to Larry Conrad in the 6/10/14 version of this comment log.*	

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41	Not another dime for light rail. Or street cars, which are even worse. They are expensive and the result is we get more in-street rails which create a hazard for bicyclists. And the resulting "trains" are a whole 1 or 2 cars long. If you want to build a subway, build a real subway, with grade separated rails that don't cross streets, and minimum 6 car trains. Otherwise, don't bother with rail-based transit. Emphasize better bus service. As far as what to spend the money on, FIX THE GAPS IN THE EXISTING BICYCLE INFRASTRUCTURE. That is, twist ODOTs arm and get them to either widen the bridges on Barbur or put Barbur on a road diet so that we can have continuous bike lanes. Similarly, fix the gaps in the bike lane on Hall Blvd. in Beaverton where it goes over 217 and at Allen. AND MOST OF ALL FIX CRASH CORNER: Beaverton-Hillsdale, Oleson and Scholls. I took a look at the Active Transportation Plan map. The graphic artist who did those needs to be fired. The legends or the decoration on the corners obscure important parts of the map. For example, crash corner, also known as the intersection of Beaverton-Hillsdale, Oleson, and Scholls, is obscured. So I have no idea what you have planned to fix that. So it's hard to comment on it when I can't see it. The other thing I noticed was what happens to Capitol Highway between Wilson High School and Barbur? Do I lose my bike lanes there? I don't want to be relegated to some trail that SWNI thinks is a nice idea but which will be crowded with dog walkers and joggers and force me to ride my bike at 3 mph. No thanks. I'd rather ride on Capitol.	Seth Alford	3/26/2014	No change recommended. This comment has been forwarded to Portland, Tigard, Beaverton, Washington County, ODOT, and TriMet.	BARBUR - 10282: Barbur/ Capitol/ Huber/Taylors Ferry, SW: Intersection Improvements; 10283: Barbur Blvd, SW (3rd - Terwilliger): Multi-modal Improvements; 11324: Barbur Bridges; 11351 (related): SW Multnomah Blvd. (Barbur Blvd. to 45th Ave.; 11412 (related): Corridor Safety and Access to Transit: Barbur-99W; 11564: Barbur Demonstration Project 19th Ave. to 26th Ave.; 11571 (related): Barbur/99W Corridor Safety and Access to Transit; 10277 (related): Bertha, SW (B-H Hwy - Barbur): Multi-modal Improvements; HALL BLVD - 11220: Hall Blvd. Improvements; 10633: Allen Blvd. safety, bicycle and pedestrian improvements; 11439: Southbound Hwy 217 Allen/Denny Split Diamond Interchange; 10747: Hwy. 217 Overcrossing - Cascade Plaza; BEAVERTON-HILLSDALE HWY/OLESON/SCHOLLS - 10545: OR 10: Oleson Rd. Improvement; 11460: OR 10: Oleson Rd. Improvement; CAPITOL HIGHWAY - 10273: Capitol Hwy, SW (Terwilliger - Sunset): Multi-modal Improvements;

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42	Funding of roads and bridges should be decreased. Per capita vehicle miles have been steadily declining for more than a decade and it's time for Metro to acknowledge this long-term demographic trend in their priorities and planning. Funding for public transport, active transport, and efficient movement of freight should be increased and funding for any new throughways should be eliminated. Funding for road and bridge maintenance should focus on making essential repairs only. Long-term cost savings via decommissioning of unnecessary roads and highways should be sought.	Soren Impey	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
43	Would like to see automated traffic enforcement managed by PBOT not the police. Being OK at active transportation is a far cry from being the best, when we are talking about Portland's ability to attract top talent in cutting edge industries.	J Chris Anderson	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
44	Residents of East Multnomah County moved to this area because it was the "suburbs", not the inner City. We did not expect sidewalks, bicycle lanes, stores that we could all walk to. The residents of inner city would expect those, not us. But, thanks to Urban renewal the inner city neighborhoods have been updated and now attract the younger families.....property values increased.....therefore lower income families, people, have now moved out of the inner city neighborhoods to the NE and SE areas east of 82nd Avenue. Therefore, we now have gang activity, high crime rates, tagging on abandoned buildings. As far as I am concerned the Urban Renewal policies have ruined my neighborhood and lowered my property values and have created a unsafe neighborhood, which used to be very safe.	Darlene Bensin	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
45	You have shoved mass transit down our throats, including building a light rail to Milwaukie that was voted down twice. People in Oregon don't seem to use mass transit as you envisioned. Fix the roads	Michael Halloran	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public	

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	and bridges. Instead of crowding out vehicles, plan for their continued use.			comment report.	
46	I would like to see public transit receive higher priority	Barbara Walden	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
47	Transit expenditures are out of hand and reflect an irresponsible use of available funding when the critical infrastructure of roads and bridges are falling apart. Active transportation expenditures are also higher than needed.	Robert Bachelder	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
48	I support the balance (relative proportion) of investments on the "percent of funding" left chart. I would change how the "Transit" budget was spent - we still do not have light rail down to Oregon City.	Helen Hays	3/26/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
49	Improved ... Frequency and speed in Sw	Don Darby	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
50	Less investment in mass transit and more on new and expanded roads. The group needs to take a comprehensive view and also look at housing locations and densities. There needs to be lower housing density in the outlying areas (particularly SW/Beaverton/Tigard). Creating a lower population density would decrease the timing and amount of traffic on the roads. The group should also decrease its focus on mass transit and increase focus on new and expanded roads.	P McKnight	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
51	Increase Freight decrease Transit.	D H	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public	

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				comment report.	
52	Not enough for roads and bridges in the city of bridges. Have you determined off truly effective transit is here?	Randall Murray	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
53	I would increase the funding for roads and bridges by decreasing the funding for active transportation. Frankly, we need a bigger pool to draw from. I would be in favor of increasing the mass transit district tax, gas tax, and any other method for increasing transportation and infrastructure investments.	Daniel Hauser	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
54	agree with percent of funding, It is hard to judge bang for the buck with the number of projects	Dennis Hodge	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
55	The money is still weighted heavily in the direction of supporting individual drivers (i.e.. roads and bridges) when the need in the future is for us to be decreasing our dependence on fossil fuels and developing a more sustainable and green culture. Like the emphasis on supporting walking and biking. (Does this mean sidewalks will get some attention in Lents? :>)	Mary Lou Bonham	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
56	More Transit funding.	Mark Rogers	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
57	I support the focus on infrastructure and transit. Please consider restricting truck and commuter traffic from neighborhood streets.	Kathleen Sharp	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

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58	So, 58% spent on roads and freeways? That is shocking for this place and this day and age. That is a we-are-in-denial level of funding. It should be 58% on transit/active transportation, and 35% on roads, bridges and freeways, if even that much. Just because we inherited a big crumbling mansion of an automotive transportation system that we can neither make the payments on nor afford to maintain doesn't mean we should keep trying to maintain it. At some point, we are going to have to move out, and stop killing ourselves trying to keep it up.	Michelle Poyourow	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
59	More emphasis on Transit and Active Transportation is always welcome.	Kathleen Anson	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
60	I would put most of the money into public transport, buses and light rail. Please make Tri-met more affordable. It is less expensive for me to drive downtown even with parking than it is to take the bus. That isn't right. I would like to see the bus and light rail be free.	Natalie Leavenworth	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
61	I don't think roads should be widened for cars. It is unfortunate that the "Roads and bridges" category lumps together required bridge repair with "new connections for automobiles."	Lisa Caballero	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
62	More funding for active transportation and less for throughways. regional bicycle connections should be a priority, either through trails or neighborhood greenways.	Timur Ender	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
63	ODOT does not have any planned investment for N. Lombard (HWY 30 BYP) and it should. The street is in disrepair and doesn't safely accommodate all modes of traffic or provide safe crossings.	Clinton Doxsee	3/27/2014	No change recommended. This comment has been forwarded to Portland and ODOT.	10299: Lombard, N (I-5 - Denver): Street Improvements; 10332: Lombard, N/NE (MLK Jr - Philadelphia) (US 30): ITS

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64	the investments made in bicycle projects (in dollars) should be closer to 30%. It is the least-built-out of our networks and is the best bang for our transportation buck. [The RTP] doesn't include enough bicycle projects.	Allan Rudwick	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
65	Prioritize people by prioritizing the walking and bicycling networks to be built first. Build the entire active transportation system now, get it complete, and then look at widening of roads for vehicles. Active transportation represents 32 percent of total number of projects, yet receives only 11 percent of funding. We already have a system that serves private vehicle drivers very well, and yes it needs maintenance, but our active transportation system comes nowhere near to being well-connected and complete for bicyclists, pedestrians, and transit users. Build the entire active transportation system now, get it complete, and then look at widening of roads for vehicles. The RTP and the ATP state that the region won't reach our targets for mode-share if we stay on our current path that provides only 11% of funding to active transportation; if we were to prioritize the active transportation system by building the entire walking and bicycling network in the next 5 years, there's a pretty good chance we'll meet those targets. That would also go a long way towards reaching greenhouse gas reduction targets from vehicle emissions. Finally, a completed active transportation network would allow our children to safely access schools with their own two feet or wheels, instead of having to be driven by an adult because there are not sidewalks around too many schools.	Kari Schlosshauer	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
66	Investments should be made where most needed, regardless of what category they fall into	Mare Stern	3/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

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67	I do not support light rail. Improve, resurface, widen, make safer our roads and bridges, but stop wasting money on light rail...it serves a minority of travelers...more buses for those who want public transportation, but no more light rail. Light rail does nothing to foster vibrant communities...it turns the areas into ghettos...who wants to live near that??? It's good to look towards the future but stop trying to turn the suburbs into high density housing nightmares...we live in the suburbs by choice and we prefer to drive our personal cars wherever we need to go.	Carolyn Scrutton	3/28/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
68	I would support more allocation to active transportation and sincerely appreciate the investment in expanding transit options in our region	Joe Hardman	3/28/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
69	I support the Active Transportation projects. I think we should increase Freight projects. In the long run it will help regional economics. The RTP is a good long term plan to strive to meet. The Active Transportation Plan is important to made sure we consider all modes of Transportation.	Sandra Doubleday	3/28/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
70	I encourage investment in transportation alternatives that do not involve burning carbon. I encourage extending community partnerships beyond the Metro area to include Yamhill County, Salem, and Lincoln City and the coast communities (the 99E side to Salem, and the 99W side to Hwy 18 to the coast).	Jim Diamond	3/28/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

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71	Implement the South Portland Circulation Study! Use it as the basis for all work in the SW Portland corridor -- it is a completed and approved project that would greatly benefit all of us! The streets in Portland need to be repaved and re-stripped to make all of us much safer. Fixing existing roads should take precedence over new construction. Bike lanes need to be expanded and made safer. There is too much emphasis on new construction and car traffic. What we have in place now needs to be properly maintained. Our bridges are in desperate need of repair. The South Portland Circulation Study needs to be implemented right now. We have waited far too long for this solution to multiple traffic problems in SW Portland.	Cheryl McDowell	3/28/2014	No change recommended. This comment has been forwarded to Portland and ODOT	SOUTH PORTLAND CIRCULATION STUDY - 10235: South Portland Improvements, SW
72	quit wasting our money. total waste	David Goliath	3/28/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
73	Seems reasonable but you are asking for support of some pretty general priorities. I would like to see more emphasis on connectivity for walking, biking and parking. I would definitely like to see more "big picture" approach to these things, where you are proactively looking ahead and not doing projects that are micro in focus. Don't put getting money in front of public safety. Don't put more parking ahead of protecting our environment. And why the heck are there so many parking spots for battery cars when in Oregon, we really don't have very many of those cars? What a waste of money. Frustrates me to see all those parking spots empty, and right by the doors to places, while I have to park blocks away. I would also like to see some support for equestrian trails or shared trails, within the metropolitan area. Please always think big picture and don't play politics. Make the right choices not the convenient choices. Look out for the little guy. Enforce the "left lane for passing only" rule and	Kristi Beyer	3/29/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
	ticket people who drive poorly.				
74	I would at least triple the investment in transit - not into rail-base modes but into bus routes.	Cliff Lehman	3/29/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
75	light rail is a black hole for money, is expensive to run and maintain. Invest in efficient buses that have many more transportation options .Fares and payroll taxes are not enough. Tri-met is poorly run. better roads, the majority of our population gets around via automobile and wants the option to continue to do so on roads that can handle the growth Metro jams down our throats	Richard Smith	3/29/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
76	More money for public transit	Jennifer Cobb	3/29/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
77	Two projects that should be moved to the FC list are #10235 and #10247, and given earlier timeframes for implementation. Both these projects would greatly improve access to alternative modes and reduce VMT and emissions by strengthening close-in neighborhoods. Some projects that could be removed from the RTP include #10216, 11192, 11323, 11361, and 11639. These serve limited purposes and do little to improve the system's efficiency.	Jim Gardner	3/29/2014	No change recommended. This comment has been forwarded to Portland and ODOT.	10235: South Portland Improvements, SW; 10247: Corbett/Hood/Sheridan, SW: Pedestrian and Bike Improvements; 10216: Smart Trips Portland, a city-wide individualized marketing strategy; 11192: Streetcar Planning/ Alternatives Analysis; 11323: Sullivan's Gulch; 11361: Portland Bike Share; 11639: Johns Landing Streetcar
78	Not enough allocated for local auto Max electric rails to connect to major arteries. People need to be able to walk no more than a block to get to a mini-max and then be able to reach a weather safe waiting/connect to next artery mini-max. Local communities like Sherwood have not used the	Kurt Kristensen	3/29/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
	online feed-back and review format; thus the participation rate is too low and too un-informed.				
79	Drop transit 24% and active transportation 11%. That would give us almost twice as much money for roads which is what over 90% of people use.	Travis Camp	3/29/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
80	I think there should be more of a transit focus to make transit more accessible, frequent and affordable rather than widening roads that encourages more people to drive rather than take transit. I still agree with improving our streets to meet safety standards. I fully agree with the Active transportation goal and the transit goal.	Nolan Plese	3/29/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
81	Bike riders create unsafe driving conditions. They need to have mandatory insurance, they need mandatory seat belts, basically paying for transportation. To much spent on Active transportation. Walking paths are ok. Bike paths no. The majority of bike riders do not know or follow driving laws. They must pay their way and they must be licensed to ride a bike, that meaning they know the rules of the road. I live on a road that bike riders think they own. Keeping traffic backed up. They seem to think they own the roads.	K D	3/29/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
82	Where are Interstate Noise Barriers in the funding? It is essential to the neighborhoods that there be allocations for these. Freight = 4%. Ensure that the safety and integrity of the impacted neighborhoods is of the highest priority. Neighborhood associations should have direct input to facilitate this happening.	Vicki McNamara	3/29/2014	No change recommended. This comment has been forwarded to Portland and ODOT.	

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83	I believe that investments used to strengthen the existing dependence on cars and other vehicles that use fossil fuels are being misused and actually dis-incentivizing the move that the future Wii require: transportation that is fossil fuel free. The analysis and charts used should reflect this. Focus the plan, its presentation on how the plan will help gradually move the region to a fossil fuel free system.	Craig Loftin	3/29/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
84	It seems evenly decided among all transportation areas. Keep progressing.	Janet Arndorfer	3/29/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
85	It is disappointing to see 1/4 of our funding going to freeways and only 11% to active transportation; while I appreciate the need to preserve our valuable existing highway assets from deteriorating, there also exists tremendous need for active transportation improvements, which have the potential to be far more cost-effective over the long term, as do systems management and ITS improvements. I'd like to advocate that greater priority be given to several important projects in central northeast Portland. Project 11647 - "I-205 Undercrossing" would connect central-northeast and outer-notheast neighborhoods, and has been a community priority for many years now, and is essential to the successful completion of the "Gateway Green" project. Project 10180 - "Sandy Blvd Multi-Modal Improvements Phase 2" would greatly improve the livability and bikeability of NE Portland neighborhoods consistent with city, regional, and statewide planning goals. Sandy Blvd is diagonal to the street grid and provides direct connection to important destination centers, so this project would greatly improve non-motorized mobility. On a personal level, I would appreciate being able to comfortably cycle this corridor while I'm still young enough to do so, and the current 2024 timeframe doesn't offer much hope in this regard. This project is particularly well paired with	Chase Ballew	3/30/2014	No change recommended. This comment has been forwarded to the City of Portland and ODOT.	11647: 1-205 Undercrossing; 10180: Sandy Blvd., NE (47th - 101st): Multi-modal Improvements, Phase II; 10301: Sandy Blvd., NE (82nd - Burnside): ITS

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
	Project 10301 - "Sandy Blvd ITS" to improve the movement of transit and freight through the corridor as well, and to offset any minor capacity loss that might potentially result from the multimodal project.				
86	Less funding for throughways and more for active transportation and transit. It may be important to have a system for the MAX like other regional subways that require passengers to have paid tickets or passes in order to use the system. That would be an important transit investment for long-term sustainability and to encourage rider safety.	Evelyn Whitlock	3/31/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
87	Active transportation percent is too high and that decrease should be given to transit. To me the allocation to improvements in freeways should always be minimal as a regional government priority. Priorities for consideration are in this order accessibility Sidewalks and safety Economic stability	Marlene Byrne	3/31/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
88	Freeways need to move faster as they go through Portland, perhaps by widening them. Bottlenecks throughout the city for automobiles are terrible and need to be improved. Not just widen roads, but widen freeways in the Portland area to reduce the "funnel effect".	Brian Knapp	3/31/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
89	I support the 24% investment in transit and 11% in active transportation, and am encouraged to hear that some of the investment for roads and bridges will also benefit active transportation	Fred Dobson	3/31/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
90	I'd put more emphasis on Active transportation than throughways since most of them will be changed if Roads and bridges is done properly. Ground transportation such as walking and riding between metro areas and downtown Portland need to be created.	Sue Nelson	3/31/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

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91	I think it is really great that there is so much focus on active transportation. I wish there was a greater focus of transit improvements related to dedicated bus lanes that would help decrease bus travel times - making transit a more viable and popular option for commuters.	Brandy Steffen	3/31/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
92	Transit 30% Active 30% Freight 30% (should include roads, bridges, and throughways) Other 10%. Too much focus on moving people in single occupancy vehicles. In a generation we will be embarrassed to have put so much focus on such an expensive and inefficient mode of travel.	Joseph Edge	3/31/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
93	Active transportation and transit is crucial to my lifestyle in Portland, I like seeing them prioritized in the percentages indicated above.	Sarah Larsen	3/31/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
94	Regional bicycle transportation and recreation requires a lined network of off road trails. Implementation will get more people on their bikes both in local communities and in the region. These need to be linked to transit and bikeshare systems need to be in place to provide the last mile link. Work with the Intel project on creating employer based bike share programs for job access. Implementation of these could be tied to freight improvements to encourage intergroup cooperation.	Christopher Achterman	3/31/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

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95	Still too much focus on EXISTING throughways. They are a legacy of the PAST not the tools for the FUTURE. Focus needs to shift to preservation of PDX Central City from through traffic (I-5 and I-84) and facilitation of industrial expansion for the "traded sector" in east county and Washington county via a NEW WESTSIDE By-PASS and improvements to I-205. We don't need a "new" Interstate Bridge, we need ANOTHER bridge, one in Washington County the Westside Bypass. We need to reduce the role I-5 and I-84 play as routes THRU Portland and make them primarily routes TO downtown and close in Portland.	Mike Warwick	3/31/2014	No change recommended. This comment has been forwarded to Clackamas County, ODOT and TriMet.	10865: 'I-205/Airport Way interchange; 11305: I-205 operational improvements; 11332: I-205 BRT; 11369: Interstate 205 Southbound Auxiliary Lane; 11370: Interstate 205 Northbound Phase 1 Auxiliary Lane; 11398: I-205 Northbound Auxiliary Lane; 11399: I-205 Northbound Phase 2: Auxiliary Lane Extension; 11497: I-205; 11585: I-205 Southbound and Northbound Abernethy Bridge widening; 11586: I-205 Southbound and Northbound widening
96	Any increase in Active Transportation would be welcomed. Only to increase Active Transportation Funding and implement the low-cost projects sooner, rather than later.	Phil Richman	3/31/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	-
97	a greater percentage of the regional investments should be made in active transportation and transit	Tara Brock	3/31/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
98	I don't see much value in the graph on the right because "number" of projects is a highly manipulatable and somewhat meaningless number. I'm very glad to see Active transportation and Transit where they are. I had assumed they were much lower.	Lois Moss	4/1/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
99	We continue to put too much investment into roads/bridges and "throughways" at a time auto travel is down. We should focus on repairing existing roads, not building new connections. We should increase funding for transit and active transportation. I hope the Columbia River Crossing is officially removed, given its demise.	Jonathan Poisner	4/1/2014	No change recommended. This comment has been forwarded to ODOT.	10893: Improve I-5/Columbia River bridge, 10902 MAX light rail: Yellow Line: CRC / I-5 North extension

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100	I would invest more in Transit	Prisciliano Peralta-Ramirez	4/1/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
101	I'm not a fan of widening roads/new connections - the goal should be to get people OUT of their cars. It would be better to put more money into any other category. Being smarter with growth and with transportation strategy in general would be a better solution.	Patricia Gardner	4/1/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
102	I'm not a fan of widening roads/new connections - the goal should be to get people OUT of their cars. It would be better to put more money into any other category. Being smarter with growth and with transportation strategy in general would be a better solution.	Stephanie Whitchurch	4/1/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
103	Would like to see more crosswalks and pedestrian safety. Would like to see fewer big trucks on our roads and revival of rail.	Georgeann Courts	4/2/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
104	It's hard to know what % is appropriate, without understanding the cost of individual projects. My main concern is whether the city of Portland, Tri-Met and the counties are all on board, and using the same data. The city of Portland appears to be planning independent of major development in Washington County and Beaverton. Example is the planned Peterkort Development, just outside of Portland, which will be the densest residential/commercial zone in the county. Yet the resulting impact on area roads/transit appears to be managed by Washington County and Beaverton, wholly within their jurisdictions, while Portland's planning maps don't even show the planned development. Same with area 93, 50 acres of new homes planned on land transferred from Multnomah to Washington County - doesn't show	Michael Schoenholtz	4/2/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

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	up on Portland's planning maps. Therefore, my concern is that the local jurisdictions will continue to plan reactively, and not be guided by Metro's process.				
105	I would like to see much more percent of funding going toward Active Transportation. If active transportation were given equal weight to other modes I'd be in support. I am highly supportive of a bike/pedestrian bridge between Oak Grove and Lake Oswego. Clackamas County did a virtual TSP online and the number of comments in support of that single project outnumbered all other projects on their virtual TSP, yet they removed it from their project list. Please keep this project in the Metro 2014 RTP! It is a very long bike ride to get from Oak Grove/Milwaukie over to Lake Oswego, especially in a safe manner. Thank you for your consideration.	Matt Menely	4/3/2014	No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County.	10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River;
106	I would VERY MUCH like to see a pedestrian/bike bridge connecting Lake Oswego and Milwaukie! Please keep this at the forefront of the Active Transportation projects list! Thank you.	Alicia Hamilton	4/3/2014	No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County.	10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River;
107	Active transportation needs to be cut by 75% and added equally divided and added to both the Roads and bridges and Throughways areas. Active transportation needs its own funding source other than revenues from motor traffic including motor vehicle fees, gas taxes and such. Bike users need to pay their own way. Motor vehicles make up the vast majority of user miles in the metro area. If the plan is to reduce emissions how is that being accomplished when vehicles take 45 - 90 minutes to commute when speed limit drive times are 20 to 30 minutes on the same routes. Light Rail is NOT a sustainable transportation alternative, TRIMET is failing miserably at operating the system and it extremely costly to build per mile. An emphasis should be on bus (go to electric powered buses if necessary). The CRC would have been built had it not been for the mandate that light rail be included	Eldon Lampson	4/3/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

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	on it. ALL light rail projects should be halted for any future expansion. All light rail projects should have a mandated public vote with all costs short term and long term compared with other alternatives before any further expansion.				
108	Bike and transit facilities are nice but most trips will always be by car. If we are serious about mobility for livability and economic development reasons, transportation investment should be in proportion to mode share. The best way to improve bike and transit options is by widening and improving roadways, including freeways. The most important bike facilities are the result of new roads. Examples: reconstruction of the Interstate bridge would include a huge improvement to the bike paths. Construction of I-205 resulted a long and useful bike route.	Tom Lancaster	4/3/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
109	Bridges and bike ways. Would like to have a walk and bike bridge from Oak Grove to Lake Oswego over the Willamette River.	Videan Polone	4/3/2014	No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County.	10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River;
110	Still, after all these years, far too little investment in active transportation. The first pie chart is the important one -- how much all of these investments cost. The fact that our region is spending more than twice as much just on freeway projects than we are on /all/ active transportation projects in the region combined -- that is a shameful fact for any city, but particularly for one that supposedly prides itself on its pedestrian and bike infrastructure. Funding for transit and freight, on the other hand, look to be at about the levels I would expect.	Linn Davis	4/3/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
111	Nearly 60% of funding is throughways, roads, and bridges. This makes me sick, literally, from pollution, climate change, noise, and "accidents." Increase active transportation funding to 40% and transit to 40% and then spend the rest to make bridges safe and sound. Too much information / not in a presentable form. I'm not going to read your 1200+ line spreadsheet. I want Barbur Blvd turned into a road that supports all users for the safety and livability of SW Portland. Let's start with a lane diet and traffic calming. Then add efficient public transportation from Sherwood to Portland.	Jeff Monaghan	4/4/2014	No change recommended. This comment has been forwarded to Portland, ODOT, and TriMet.	10282: Barbur/Capitol/Huber/Taylors Ferry, SW: Intersection Improvements; 10283: Barbur Blvd, SW (3rd - Terwilliger): Multi-modal Improvements; 11324: Barbur Bridges; 11351 (related): SW Multnomah Blvd. (Barbur Blvd. to 45th Ave.; 11412 (related): Corridor Safety and Access to Transit: Barbur-99W; 11564: Barbur Demonstration Project 19th Ave. to 26th Ave.; 11571 (related): Barbur/99W Corridor Safety and Access to Transit; 10277 (related): Bertha, SW (B-H Hwy - Barbur): Multi-modal Improvements;
112	We shouldn't be spending any money to expand automobile capacity. The future is in active transportation and transit. I am very interested in seeing a multi-use path built between Oak Grove and Lake Oswego. I and my family would use it often.	David O'Dell	4/4/2014	No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County.	10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River;
113	One priority that needs to be made is a pedestrian bridge from Oak Grove to Lake Oswego.	Chris Carter	4/4/2014	No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County.	10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River;
114	I am very interested to see a bike/pedestrian bridge over the Willamette river between Lake Oswego and Oak Grove, which would greatly improve access to both areas.	Jonathan Leto	4/4/2014	No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County.	10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River;
115	We could greatly reduce the % for resurfacing freeways if we could BAN STUDDED TIRES like Wisconsin, Minnesota and numerous other states have. I'm glad that there is more focus on active transportation, but we need to act even more urgently on the 2014 IPCC report. and get more people out of their cars. Vehicle drivers must be made aware of the true costs of upkeep of their behavior. They need to stop the $44 million/year in damage they do to our roads, not to mention our lungs. They need to pay for parking on all streets and all parking lots throughout the region--not just	Mary Vogel	4/7/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

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	in the core area. They need to pay for the damage that streets do to streams, rivers and other wildlife habitat.				
116	More money for Active Transportation. Include near term development of Sullivan's Gulch for per/bike use. Must consider homeless and transient use that occupies the area now.	John Frewing	4/7/2014	No change recommended. This comment has been forwarded to Portland.	11323: Sullivan's Gulch;
117	Reduce Roads & Bridges to 30%; add that 2% to Freight; reduce Throughways by 2 %, add that 2 % to Other. Recommend that each of the six project categories include a cost-benefit expectation tied to it; one that includes incremental carbon reductions; also that includes health/well being effects of active transportation projects. It would be great to have access to data-related out comes from previous projects.	Edward Miller	4/7/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
118	active transportation funding seems to reflect the current percentage of active transportation users. if metro wants to increase that number (which I think was the goal of the 2035 plan), it should be a larger number. More bridges, like between Lake Oswego and Oak Grove, and over the 405 in NW Portland. More trails like Sullivan's Gulch and the Red Electric Trail. More bike lanes EVERYWHERE.	Gretchin Lair	4/8/2014	No change recommended. This comment has been forwarded to Lake Oswego, and Clackamas County.	10085: Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River; No found projects for "Over the 405 in NW Portland; approximately 50 trail projects listed in RTP
119	The reason we have road expenditure problems is that your taking gas taxes supposed to be spent on roads and spending the on light rail, (a system that was voted down 3 times), and other projects, (bike boxes) and pers (Trimet benefits packages) that don't help the folks paying the tax. At some point citizens will have to address the prevailing wage problem for public projects. It's helping kill future budgets.	Mike Stevens	4/9/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
120	Infrastructure definitely needs some attention and - in order to avoid as much repair work in the future - the more we can encourage people out of their	Leslie Doering	4/9/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public	

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	single-passenger vehicles and onto buses and trains the better.			comment report.	
121	more money sent on sidewalks and crosswalks	Pamela Rodgers	4/9/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
122	Better bus service, especially on the west side. MAX would be an improvement.	John Baldridge	4/9/2014	No change recommended. This comment has been forwarded to TriMet.	11042: Bus priority treatment; 11230: Frequent Service Bus Capital Improvements - Phase 1; 11333: Local and Regional Bus Improvements
123	I love the transit system. I use it every day for work. My transit pass is subsidized though. At $5 for a round trip, if it was not I would be driving my Chevrolet volt back and forth to my office. Having been on 82nd street on the weekend, there has not been enough money effort put towards road improvements for Portland.	Darik Dvorshak	4/9/2014	No change recommended. This comment has been forwarded to Portland, Clackamas County, and ODOT.	10014: 82nd Ave. Multi-Modal Improvements; 10018: 82nd Ave. Blvd. Design Improvements; 10291: 82nd Ave., SE (Schiller - City Limits), SE: Street Improvements;
124	I think that active transportation and transit are especially important to creating a safe, vibrant, healthy population, and I think that funding and project numbers should reflect that. I hope that as much is done as possible to bring active transportation and transit out to the suburbs! It can be really hard and scary to get around out here when you don't have a car.	Karen Smith	4/9/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
125	I'd like to see more equity between "Transit" and "Roads and Bridges". Obviously our highway/Bridge system nationwide is in trouble, but we can not forget that mass transit needs are just as important, but also ca not dominate focus. Both issues need to be equal, as they will need each other to be in balance.	Mark Nunnenkamp	4/9/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

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126	We are not providing financial support to maintain our roads, highways and bridges. We do not have enough funds to stretch this limited resource to cover transit, bikeways and active transportation options. Transportation planning and funding needs to spend 95% of the funds on roads and bridges that provide car and truck transportation. 35% for active and transit forms of transportation is far too much to spend on these.	Don Wolsborn	4/9/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
127	I love public transportation. I pray that the NEAR future involves better access (walking path, a route for 209th Ave and other areas that have been left behind) for unincorporated Washington County. My huge concern is safety for pedestrians; especially along SW Kinnaman, SW 209th and SW 198th. I'm always concerned for not just my and my daughter's safety but for other students, and pedestrians. And night time is an even greater concern.	Gayleen Guyton	4/9/2014	No change recommended. This comment has been forwarded to Hillsboro, Washington County and ODOT.	10553: 209th Improvements: 11136: TV Hwy/209th Intersection; 10593: Kinnaman Rd. Improvements; 11272: Kinnaman Rd. Extension; 10586: 197th/198th Ave. Improvements; 11386: 198th Ave; 11390: TV Hwy/198th Intersection; 11448: 198th Ave. Improvements - South
128	I am generally supportive of the use of trains to move freight. I think it's a good way to get trucks off the road - this is an approach that I support. The train system in Portland creates problems for non-traditional commuters like me and my family. I don't know that it requires a change in funding to address this, but some time should be spent looking at ways to help commuter trains run on a schedule and to help prevent the kind of traffic backups that happen every day at the tail end of rush hour traffic in SE Portland. I am excited to see that the Active Transportation percent of total budget is so high and that the number of projects falling into that category are so numerous. I don't know that we can ever completely remove our dependence on automobiles for getting around, but the degree to which we can make it safe to walk, bike and use other active modes of transportation will determine the growth of that mode of transport. Also, if smaller businesses that enhance livability (like groceries and shops and service providers) can be	Leah Witte	4/9/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

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	encouraged to open in neighborhoods that will increase viability of Active Transportation.				
129	More than half of the total funding goes to freeways, roads and bridges - we should reduce this and increase the share going toward transit and active transportation needs. I would also like to see more small transportation projects getting funding - perhaps targeted upgrades to the TriMet frequent network of buses with queue jumps, some exclusive lanes, or better pedestrian access at strategic points.	Matthew Nelson	4/9/2014	No change recommended. This comment has been forwarded toTriMet.	11042: Bus priority treatment; 11230: Frequent Service Bus Capital Improvements - Phase 1
130	Increasing public transportation and adding Max rails.	Becca Dike	4/9/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
131	Transit to 33% Minimum. 10% or more on union accountability legal fees.	Gary Stanfield	4/9/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
132	Slightly less should be spent on throughways and roads and bridges and slightly more should be spent on transit; a better transit system will reduce the need for those other areas, while also improving livability and options for lower income citizens. The ATP contains virtually no mention of an aging population, except for a tiny mention on 2-37 and 2-38. This is a crucial component to consider in the ATP, and more thought should be given to how access can be improved for the aged in our community.	Sean Carey	4/10/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
133	More on core of transit system: some 24 x 7 x 365 N-S, E-W trains, new bridge Vancouver <-> Pdx; maintain but do not expand existing roads and bike paths. More on core of transit system: some 24 x 7 x 365 N-S, E-W trains, new bridge Vancouver <-> Pdx; maintain but do not expand existing roads and bike paths.	_ Werneken	4/10/2014	No change recommended. This comment has been forwarded to ODOT and TriMet.	10893: 'Improve I-5/Columbia River bridge; 10902 MAX light rail: Yellow Line: CRC / I-5 North extension; 11230: Frequent Service Bus Capital Improvements - Phase 1; 11331: Frequent Service Bus Capital Improvements - Phase 2; 11333: Local and Regional Bus Improvements;
134	As a tax payer that exclusively uses Trimet as my only form of transportation, I will always be in favor of more funding and projects that better benefit me.	Christopher Anderson	4/10/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
135	I believe there needs to be more focus on Transit: rapid, light rail, BRT, and otherwise.	Jonathan Nagar	4/10/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
136	Need to get to work on time! After 25 years with the same company and driving to work and getting there on time for 23 of those 25 yrs. THIS YEAR I HAVE BEEN LATE 5 TO 6 TIMES THANKS TO MAX. They fire people for less! I would like to keep my job. I leave an hour and a half early to only go maybe 4 miles. I'm not very impressed with Max one of the drivers that gets on 197th to start his shift always slams his door as hard as he can every day I can count on it. Please add a few lines out here in NE. Like a Gleason line that goes to 257th or so....perhaps a few lines running north and south a few more buzzes running on 181 st. Gresham and Rockwood is growing. I would love to live on Gleason st if I did not have to walk to work from wherever as it is now I have to choose a place to live on my bus rout which is limited.	Candise Coffman	4/10/2014	No change recommended. This comment has been forwarded to Gresham and TriMet.	11230: Frequent Service Bus Capital Improvements - Phase 1; 11331: Frequent Service Bus Capital Improvements - Phase 2; 11333: Local and Regional Bus Improvements; 10441: Gresham RC Ped and Ped to Max; 10445: Rockwood TC Ped and Ped to Max:188th LRT Stations and Ped to Max

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
137	Always more for mass transit and less for highways and parking lots.	S. Theo Burke	4/10/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
138	Greater investment in public transportation infrastructure, maintenance and expansion.	Jeanne Quan	4/10/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
139	lower fares, more service	Rob Powell	4/10/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
140	Transit and active transportation should be the focus of future investments. We need a well connected system of bike boulevards and protected bikeways to encourage more cycling.	Trey Cundall	4/10/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
141	I would be more willing to support Throughways, Transit, and Active Transportation, over Roads and bridges. The first graph looks about like the right amount to spend on each facet. I am highly in favor of the plan. There is no need for me to use my car for most of my travel across the city, yet, our investments in active transportation and mass transit are far below what the need to be currently, and I tend to still use it. Highway 30 could well use an updating on it's biking facilities through the city, as could Bridge avenue and the St John's bridge for pedestrians and bicycles. While important to freight interests, these roads can very well accommodate all users in a safe manner.	Chadwick Ferguson	4/10/2014	No change recommended. This comment has been forwarded to Portland and ODOT.	
142	I support active transportation improvements and focus, and also realize we need to have ongoing maintenance for roads and bridges.	Steve Boughton	4/11/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
143	I was looking at your 2014 RTP with updates. Has anyone considered converting the old trolley line from Lake Oswego to Johns Landing to a rails-to-trails corridor? This would open up a wonderful trail for walkers and bike riders.I know that this was considered for a streetcar extension, but most mass transportation supporters were stunned by the projected cost (500 mil). No streetcar can beat the current speed and convenience of the existing bus service.. Highway 43 (from Lake Oswego to Johns Landing) is not a "high capacity" transportation corridor. It has limited, time-specific commuter traffic.I drive to the east-side to hike and enjoy the Springwater Corridor. I have also walked the Milwaukie Trolley Trail. Both of these trails always have walkers and bike riders. It gives the area an incredible vibrancy, and it actually builds a bond between the users of an appreciation for the outdoors.It would be incredible to have our own west-side corridor. To be able to walk or ride a bike safely into Portland would be wonderful. So pluses for the rails-to-trails are safety for bike riders and walkers, fighting obesity, decreasing pollution, and low cost to develop.	Cathy Smith	4/2/2014	No change recommended. This comment has been forwarded to Portland, Lake Oswego, West Linn, and ODOT	Johns Landing to Lake Oswego Trail corridor - no projects; 1639 (related): Johns Landing Streetcar; HIGHWAY 43 - 10127: Hwy. 43 Improvements; 11172: Hwy 43 (State St) Bike Lanes; 11181: OR 43 Sellwood Bridge Interchange; 11398: Hwy 43 Pathway: LO to West Linn;
144	the max line should connect through southeast into downtown. Instead of a rail terminus, create a rail loop that connects all of Portland. the max line should connect through southeast into downtown. Instead of a rail terminus, create a rail loop that connects all of Portland.	Jacob Baez	4/11/2014	No change recommended. This comment has been forwarded to Portland, ODOT, and TriMet.	10902: MAX light rail: South Corridor Phase 2: Portland to Milwaukie; 11198: Portland-Milwaukie Light Rail Active Transportation Enhancements Project;
145	In Figure 2.10 (Regional transit network map), show the following routes as "future HCT": I-205, TV Hwy, Amberglen, Powell/Division since these corridors have not yet gone through a planning process resulting in a locally preferred alternative (LPA). Currently I-205, TV Hwy and Powell/Division are shown as "on-street BRT".	Metro Staff	4/9/2014	Change as requested	

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
146	Revise project #11332 title as follows: "High Capacity Transit Capital Construction: I-205 ~~BRT~~" to be consistent with project description which does not identify a specific mode. This corridor has not yet gone through a planning process resulting in a locally preferred alternative (LPA). Change typo in project cost as follows: $150,000,000	Trimet Staff	4/9/2014	Change as requested	11332 (High Capacity Transit Capital Construction: I-205)
147	Add text box reminding the reader the definition of the Federal RTP" and "State RTP" right before Tables 3.6, 3.7, 3.8 which describe project list composition (provide similar info to what's provided in beginning of chapter on p.3-13, 3-14, 3-19.	Metro Councilor Harrington	3/25/2014	Change as requested	
148	Please designate the SE Reedway Street right-of-way between SE 23rd Avenue and SE 28th Avenue in Portland as a Regional Pedestrian Corridor and a Regional Bikeway. Currently these designations are shown between 26th and 28th avenues only.	Steve Svigethy	4/15/2014	Change as requested. This connection is consistent with City of Portland plans and was intended to be included on the regional maps but was inadvertently left out.	
149	Please make the following minor change to the desctiption of project #10156 (Boeckman Rd. at Boeckman Creek). "Widen Boeckman Road to 3 lanes with bike lanes, sidewalks and connections to regional trail system, ~~remove culvert~~ and install bridge." The City has determined that the culvert is required to control flows from an upstream regional detention pond. There will be flooding and stream channel impacts downstream if the culvert is removed.	City of Wilsonville Staff	4/15/2014	Change as requested.	10156 (Boeckman Rd at Boekman Creek)

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
150	The NECN supports moving the following projects on to the financially constrained list: 11634 (NE 9th Ave. Greenway), 10200(NE Killingsworth Ped district), 10311 (N-NE Skidmore Bikeway), 10320 (NE Haley Bikeway), 10338 (NE Alderwood bikeway), 10339 (N-NE Columbia Blvd Bikeway), 11317 (Broadway/Weidler Streetcar Corridor Alternatives Analysis, 11318 (MLK Streetcar Corridor Alternatives Analysis), 11323 (Sullivan's Gulch trail - and expand scope to go all the way to I-205 instead of stopping at NE 21st), 11636 (Permanent improvements to the NE Multnomah Ave Bikeway), 11645 (I-84 bicycle-pedestrian ridge at NE 9th Ave), 11646 (NE Broadway protected bikeway and enhanced crossings - and broaden scope to include NE Weidler), 10257 (NE-SE Grand/MLK Streetscape Improvements). The NECN Supports the following projects that are already on the financially constrained list: 10194 (N.Killingsworth St improvements, 10206 (Marine Drive bike lanes 6th to 28th & off-street trail gaps between I-5 and 185th), 10230 (NE/SE 20s bikeway), 10181 (50s Bikeway) 11372 (N. Williams bikeway), 11196 (E. Portland Advisory Bike lane network) The NECN opposes the following projects: 10335 (42nd Ave bridge replacement, 10376 (Columbia Blvd widening), 10893 (Columbia River Crossing) 10582 (Hwy 217 widening)	Northeast Coalition of Neighborhoods (NECN)	4/16/2014	This comment has been forwarded to the City of Portland, cities of Tigard, Beaverton , Washington County and ODOT	11634 (NE 9th Ave. Greenway), 10200(NE Killingsworth Ped district), 10311 (N-NE Skidmore Bikeway), 10320 (NE Haley Bikeway), 10338 (NE Alderwood bikeway), 10339 (N-NE Columbia Blvd Bikeway), 11317 (Broadway/Weidler Streetcar Corridor Alternatives Analysis, 11318 (MLK Streetcar Corridor Alternatives Analysis), 11323 (Sullivan's Gulch trail), 11636 (Permanent improvements to the NE Multnomah Ave Bikeway), 11645 (I-84 bicycle-pedestrian ridge at NE 9th Ave), 11646 (NE Broadway protected bikeway and enhanced crossings), 10257 (NE-SE Grand/MLK Streetscape Improvements). 10194 (N.Killingsworth St improvements, 10206 (Marine Drive bike lanes 6th to 28th & off-street trail gaps between I-5 and 185th), 10230 (NE/SE 20s bikeway), 10181 (50s Bikeway) 11372 (N. Williams bikeway), 11196 (E. Portland Advisory Bike lane network) 10335 (42nd Ave bridge replacement, 10376 (Columbia Blvd widening), 10893 (Columbia River Crossing) 10582 (Hwy 217 widening)
151	Shift two projects from the financially constrained list to the state list: 11081 (Boones Ferry Road Bike Lanes) and 11171 (Tryon Creek Ped Bridge (@ Tryon Cove Park). Shift one project onto the financially list and add the following to the description, “multi-use pathway along creek.”: 11286 (Tryon Creek Bridge (@ Hwy 43/Terwilliger).	City of Lake Oswego staff	4/18/2014	Change as requested.	11081 (Boones Ferry Road Bike Lanes), 11171 (Tryon Creek Ped Bridge (@ Tryon Cove Park) 11286 (Tryon Creek Bridge (@ Hwy 43/Terwilliger).

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
152	Add new projects to State RTP to provide intersection improvements to Cornell//185th and Walker//185th for potential grade separation at these intersections. Remove two projects from RTP - 10835 (185th widening to 7 lanes from Cornell to Walker) and 10554 (Bethany Blvd widening to 5 lanes with bike lanes and sidewalks from Kaiser to West Union). Split Hall Blvd project into the following segments/phases: Change extent and cost of 10595 (Hall Blvd widening to 5 lanes) as follows: Scholls Ferry Rd to ~~Durham Rd~~ Oleson Rd. ~~$85,401,000~~ $2,401,000. Add new project to Financially Constrained RTP on Hall Blvd (Oleson to Pfaffle) widen to 2/3 lanes with bike lanes and sidewalks. Add new project to State RTP on Hall Blvd (99W to Durham) to widen to 5 lanes with bike lanes and sidewalks.	Washington County Staff	4/22/2014	Change as requested.	20835 (185th widening to 7 lanes from Cornell to Walker), 10554 (Bethany Blvd widening to 5 lanes with bike lanes and sidewalks)
153	ODOT opposes removing any elements of the Columbia River Crossing from the financially constrained RTP project list, and/or redefining elements of the project through this technical update . ODOT supports the current language as included in Metro's Public Review Draft of the RTP and looks forward to working with Metro between now and the next full RTP update	ODOT Director	4/18/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	10893: Improve I-5/Columbia River bridge, 10902 MAX light rail: Yellow Line: CRC / I-5 North extension

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
154	Oregon Walks is dedicated to promoting walking and making the conditions for walking safe, convenient and attractive for everyone. The Metro 2014 Regional Transportation Plan supports those same goals on an equal footing with other modes in a balanced, multi-modal, long term regional transportation plan. The Regional Active Transportation Plan provides a clear vision and policy direction for the future regional pedestrian system, recognizing the importance of convenient, safe, and direct access to destinations, including safe crossings of busy roads, and separation from fast moving vehicles. Oregon Walks recommends adoption of the Regional Active Transportation Plan and associated RTP amendments, and hopes that the counties and cities of the region will implement the plan both in spirit and in action.	Oregon Walks	4/24/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
155	The following performance measure in the RTP and ATP assumes that all miles are equally valuable, but we know some will be more useful than others. Is there a way to prioritize them, or reference an existing priority system? "By 2035, increase by XX percent the miles of completed trails, bikeways, sidewalks, and transit stops on the regional pedestrian and bicycle networks compared to 2010." Is the "Access to Daily Needs" performance measure in the RTP and ATP .about daily needs, or about equity? Ped options aren't mentioned, and the sentence needs some work to make the meaning clear. "By 2035, increase by 50 percent the number of essential destinations including jobs and education accessible in less than 30 minutes by transit, and the number of essential destinations accessible within 30 minutes by bicycling and public transit for low income, minority, senior and disabled populations, compared to 2005." It isn't clear if access for the disadvantaged is to be measured by bicycling and public transit use combined, or if it is for bicycling (alone) and public transit (alone), or both alone and together? I'm not sure the best way	Carol Chesarek	4/22/2014	No change recommended. These comments will be considered during updates to the performance measures as part of the 2018 RTP update.	

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
	to fix this because I'm not sure what the intent is, or why ped options aren't included.				
156	Transit and Active Transportation should be top two priorities, then roads and bridges.	Kara Boden	4/27/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
157	Project 10865 (I-205/Airport Way interchange) is described outside the UGB. This is not true. Remove this language.	ODOT staff	4/28/2014	Change as requested. Error was due to the GIS shape file submitted for the project incorrectly showed it crossing the River/UGB.	10865: I-205/Airport Way interchange
158	The North Tabor Neighborhood Association support including the NE 60th & Glisan LRT Station Area project on the financially constrained list.	North Tabor Neighborhood Association (NTNA)	4/28/2014	No change recommended. This comment has been forwarded to the City of Portland.	
159	Project #10857 [in the RTP project list] is not in Portland's TSP. It calls for a double turn lane from Southeast Jenny Road to onto Southeast Foster, which is envisioned as a one lane, both directions in that area. That project in the RTP, and I don't want to change foster in that area without extensive study just to accommodate two lanes off of Jenny Road.	Linda Bauer	4/30/2014	Comment forwarded to City of Portland. The project came out of the Pleasant Valley Concept planning process. Change project description as follows: "Add second EB left turn lane. Requires widening of Jenne North~~,~~ but would not require widening Foster beyond the intersection. The city plans to evaluate the project during its current TSP update. The project would go through design, with opportunity for public input, before anything is constructed.	

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
160a	I have no transportation expertise, but am a regional resident, with activities and interests that bring me to regularly travel the I-5 corridor between Vancouver and Portland. I am lamentably a great deal 'behind the curve' regarding the history of interaction, or lack thereof, between Metro and the City of Vancouver. It appears to me, frankly, that there are far too many voices involved, which prevents each other from being heard. That said, I offer the following comment on Metro's Plan: 1. Delete reference to the 'CRC'. This project is dead, and should not be an integral part of future planning, at least for the moment. If reference as something for future consideration, it should be conditional at best.2. Address I-5 congestion piecemeal: a. Eliminate the HOV lane on the Northbound portion of I-5. Typically, between the operating hours of 3-6 p.m., two lanes of I-5 northbound travel at speeds well below 30 MPH. As a result, the carbon emissions from those vehicles result in localized air pollution that affects everyone. Of course, the motivation is one of simple behavior modification: car pool or use buses or, best of all, endorse light rail. It is hardly remarkable to observe simply that such 'carrots' have not persuaded the majority of folks on the road at that time: they simply grumble about the 'whip', but tolerate it. Interstate truckers have no choice. Given the expense shouldered to improve Oregon access onto I-205 for the benefit of Washington commuters, it seems that ODOT is not hostile to Vancouver's interests. The HOV lane should be eliminated. See Exhibits A & B.b. Construct a bridge from Hayden Island to connect with Marine Drive, and eliminate the North-bound entry onto I-5 on Hayden Island. This will also reduce air pollution; promote the interests of Island residents; and ameliorate freeway congestion. See Exhibit C.	Steven Tubbs	5/2/2014	Comment forwarded to ODOT and City of Portland. See response to Comment #153 from ODOT's director. ODOTopposes removing any elements of the Columbia River Crossing from the financially constrained RTP project list, and/or redefining elements of the project through this technical update . ODOT supports the current language as included in Metro's Public Review Draft of the RTP and looks forward to working with Metro between now and the next full RTP update.	

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
160b	c. Encourage limited improvements to the existing I-5 bridge structure, to allow for emergency vehicles to reach critical spots on the bridge via an adequate shoulder, and enlarge the pedestrian/bike way. d. Meet directly with representatives from the City of Vancouver, and encourage the latter to adopt a resolution to extend light rail into Vancouver, regardless of any project to address vehicular traffic over and across the Columbia River on 1-5. Further encourage the City to seek designation as the sole MPO for the Portland-Vancouver region, eliminating the Southwest Washington RTC as that designate. The inclusion of Skamania County and Klickitat County, for example, as voting members on MPO issues is simply wrong, on many levels. Moreover, Clark County representatives have expressly decried any relationship with Portland that might be construed as one of a 'suburb' of the latter, although that relationship clearly exists. Accordingly, Clark County representatives work actively to defeat a working relationship between Vancouver and Portland. It is critical to note that it is the "Portland-Vancouver" metropolitan area, not the "Portland-Clark County" metropolitan area.	Steven Tubbs continued		Comment forwarded to ODOT and City of Portland. See response to Comment #153 from ODOT's director. ODOTopposes removing any elements of the Columbia River Crossing from the financially constrained RTP project list, and/or redefining elements of the project through this technical update . ODOT supports the current language as included in Metro's Public Review Draft of the RTP and looks forward to working with Metro between now and the next full RTP update.	
161	I love that active transportation doesn't take up much $, but it nearly a third of the projects... we need more of this!	Barb Damon	5/1/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
162	More active transportation, less/none for throughways. PBOT did not do any normal public outreach (to its residents, rather than to officials) in either selecting RTP projects, nor in de-selecting existing TSP projects (it threw out half, including in East Portland.) For 2014-17, only $44 million in projects are expected to be in East Portland, the poorest quarter of the city, which is about 9% of the $500 million city-wide (we have 25% of the population, and nearly all the vulnerable folks.) It also rejected most bike master plan & EPAP	David Hampsten	5/1/2014	Comment forwarded to City of Portland.	

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
	transportation projects.				
163	The active transportation system should put paths and bike facilities in areas that do not hurt industry. This is exactly what it does. Keep these facilities out of Regionally Significant Industrial Areas. Failing to do so chases industry away - our family wage job industry which matters --and creates unsafe conditions for ped and bike users. Get the Tonquin Trail, its parking lots, public restrooms, picnic areas etc and other major regional facilities out of the RSIAs. It is poorly thought out. The idea of active transportation is great. The idea of steamrolling active transportation with no thought of how it impacts industry is shameful. The RTP and specifically its active transportation element has ignored the significant concerns of industry to put facilities in industrial area with hopeless conflicts when there are plenty of good alternatives. Metro could not be more hostile to industry. Hopefully the federal government won't fund such a hostile governmental program which by design or neglect achieves outwardly job destroying ends.	Wendie Kellington	5/1/2014	This comment relates to ongoing litigation with a particular group of property owners in an industrial area near the City of Tualatin regarding the alignment of the Ice Age Tonquin Trail. These matters are being addressed by the Office of Metro Attorney on appeal and the policy issues are being considered by the Metro Council in proposed amendments to Title 4 that would specifically allow regional trail facilities to cross through areas identified as regionally significant industrial areas on Metro's Title 4 map.	10092: Tonquin Trail; 10701: Regional Trail System / West fork of Tonquin Trail; 11427: Ice Age Tonquin Trail; 11597: Ice Age Tonquin Trail
164	I would increase the funding share for active transportation. I support keeping projects #11075 (Kelley Creek Trail) and #11647 (Sullivan Gulch Under-Crossing) in the Active Transportation Plan, giving both higher priority. #11075 will be important to realizing the envisioned and planned Pleasant Valley Open Space system now that development is beginning in this important new urban community. #11647 (Sullivan Gulch Under-Crossing) would connect from the I-205 Trail and the south end of Gateway Green to the east end of the proposed Sullivan's Gulch Trail and the NE Tillamook Neighborhood Greenway. This will provide a critical East-West bike-ped connection linking West and East Portland long divided by the construction of I-205 Freeway. This project will support the implementation of the Gateway Regional Center a	Jim Labbe	5/1/2014	Comment forwarded to Gresham and Portland. #11647 has been shifted to the financially constrained list by the City of Portland. See Comment #181d.	11075: East Buttes Loop Trail (S) (Informally known as "Kelly Creek Trail"; 11647: I-205 Undercrossing

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
	2040 Plan Priority.				
165	Transit Map: "On-Street BRT" is shown on Powell Boulevard to 82nd Avenue, then on Division to Kelly Avenue, then circling Kelly Avenue to 10th Drive to Roberts Avenue and back to Division Street. We understand this transit mode and alingment was used in the model as a proxy for the outcomes of the Powell-Division Transit and Development Project final recommendation but this project is not yet complete and the final recommendation has not yet been rendered. Future high capacity transit should be show in this Powell-Division corridor but the exact mode and alignmnet should remain undefined	City of Gresham staff	5/1/2014	Change as requested. See response to Comment # 145.	
166	High Capacity Transit Map: Through the East Metro Connections Plan (shown in the map to the right) and Gresham's TSP update, the HCT map was amended to show the Regional Vision Corridor 13D completely on Hogan Road/242nd Avenue from Division Street to Highway 212. The HCT map shows the northern portion of this corridor on Roberts Avenue in Gresham. The amendment should remove HCT from Roberts Avenue and relocate it to Hogan Road.	City of Gresham staff	5/1/2014	Change as requested.	
167	Trails Map: Add the name "Sandy to Springwater Multimodal Path" to the path on 282nd/Troutdale Rd.	City of Gresham staff	5/1/2014	Change as requested.	
168	Existing and Planned Pedestrian Network Map: the Rugg Road path needs to connect to Hogan Road on both the existing and planned network maps	City of Gresham staff	5/1/2014	Change as requested.	
169	Existing and Planned Pedestrian Network Map: Add the name "Sandy to Springwater Mutlimodal Path" to the path on 282nd/Troutdale Rd.	City of Gresham staff	5/1/2014	Change as requested.	

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
170	Existing and Planned Bicycle Network Maps: The Rugg Road path needs to connect to Hogan Road on both the existing and planned network maps; add the name "Sandy to Springwater Multimodal Path" to the path on 282nd/Troutdale Rd.; Glisan has bike lanes all along and should be shown as a built bikeway in the existing network map; Division from 181st to Gresham-Fairview Trail has buffered bike lanes and should be shown as a built bikeway on the existing network map; Construction on the MAX Path is anticipated to being summer/fall of 2014. Should this be shown as a built bikeway on the existing network map?	City of Gresham staff	5/1/2014	Change all as requested except for Max Path. The map is only showing facilities as complete if they are built prior to RTP adoption.	
171	Freight Map: The Springwater Arterial alignment should be updated to the adopted Springwater IAMP alingment. I provided a shapefile with the alingment via email to you 04/29/2014 and it is already refelected in the Bicycle and Pedestrian network maps.	City of Gresham staff	5/1/2014	Change as requested.	
172	TSMO Map: Four TSMO projects should be added to the map. The proposed projects are funded and will be implemented with the year: Existing adaptive signal timing on 181st Avenue, north of I-84 to Sandy Blvd; Proposed adaptive signal timing on Kane between Division and Palmquist; Proposed adaptive signal timing, extedning Burnside to Palmquist; Propsed adaptive signal timing on Sandy between 181st Avenue and the Boeing signal at approximately 19000 block.	City of Gresham staff	5/1/2014	No change recommended. This map is an existing conditions map, not a map of future proejcts.	
173	Modeling Maps: What is assumed in the model for 174th Avenue between Jenne Road and Powell Boulevard? This section of road should have 4 or 5 lanes but appears have a 2 lane configuration based upon the various scenario results.	City of Gresham staff	5/1/2014	No change recommended. Portland submitted project 10349 which widens 174th to 3 lanes. Comment has been forwarded to City of Portland for their consideration during their current TSP update.	10349 174th & Jenne Rd. , SE (Foster - Powell): Multi-modal Improvements

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
174	Page 2-19: Section 2.3.2 refers to "performance indicators" while Chapter 4 calls them "performance measures." It would be helpful to have consistent terms throught the document	City of Gresham staff	5/1/2014	Change "indicators" to "measures" within chapter 2.	
175	Page 3-14: The Street Utility Fees funding category lists cities that have adopted street utility fees. If this is intended to be a complete list, there are cities missing. Wood Village now has a fee, for example.	City of Gresham staff	5/1/2014	The list of cities is not intended to be exhaustive. Change as follows: "~~The c~~Cities such as ~~of~~ Tualatin, Lake Oswego, Wilsonville, Hillsboro, ~~and~~ Milwaukie and Wood Village have adopted street maintenance fees…"	
176	Page 3-32: Section 3.6 refers to 2035 operations and maintenance projections. Understandably, operations and maintenance projections have not been updated due to time and staff constraints. However, the text could clarify that the projections are from the 2035 TSP, particularly since this is a federal requirement.	City of Gresham staff	5/1/2014	Change as follows: the section and figure displaying future operations and mantenance funding will be projected out from 2035 to 2040 using as straight line projection.	
177	Page 4-45: Section 4.2.1, Performance Measure 5 – Mobility corridors were removed from the findings. Is there reasoning for this removal?	City of Gresham staff	5/1/2014	There was not enough time to produce this performance measure (mode share) at a mobility corridor level as part of the 2014 RTP update.	

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
178	Mobility corridors: In 2003 a Phase 1 Foster-Powell Corridor Transportation Plan was completed. By Resolution No. 03-3373, Metro approved the Plan recommendations, directed staff to prepare amendments to the Plan in accordance with the recommendations and directed Metro staff to initiate Phase II of the Powell/Foster Corridor Plan. Phase II has not been initiated, yet this project remains of critical importance to Gresham and the growth potential in Pleasant Valley. This important corridor should be included in the mobility corridor section.	City of Gresham staff	5/1/2014	No change recommended. The region, through JPACT and the Metro Council, periodically reviews and updates corridor implementation priorities. Based on the JPACT decision in 2009-10, a Phase II of Powell/Foster was not recommended as a near-term regional priority based on: 1) ongoing work by the City of Portland on the Powell and Foster plans; 2) the completion of the East Metro Connections Plan; and 3) other regional priorities being reprioritized. While Phase II of the Powell/Foster Corridor plan was never initiated, work has continued in this corridor. Similar to the Powell/Foster Phase I study, the East Metro Connections Plan was identified as near term priority and was the first mobility corridor refinement plan to come out of the 2035 RTP. This plan implemented a new approach to allocating limited transportation money. The plan also prioritized projects and has led to implementation of projects including the Powell-Division HCT plan.	
179	Page 5-25: Edit the "Edgefield/Halsey main street implementation" project title to "Halsey Main Street Implementation" as agreed to during a TPAC meeting to be consistent with the project description of improvements along Halsey that support the downtown visions for Fairview, Wood Village and Troutdale.	City of Gresham staff	5/1/2014	Change as requested.	

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
180	CITY OF PORTLAND - ADD 2 PROJECTS TO RTP LIST: 1) Columbia Blvd. Bridge from Kelly Point Park to N. Colubmbia Blvd. Project Description: Construct bicycle and pedestrian bridge as part of NP Greewnay segment 1. Estimated Cost: 2,612,000. Time Frame: 2018-2024. Financially Constrained. Metro Investment Category: Active Transportation. 2) Powell, SE (I-205 – 174th): Multi-modal Improvements, Phase 2, from I-205 to 174th. Project Description: Widen street to three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings. Phase 2 includes all segments except Segment 2: 116th Ave to SE 136th Ave. Estimated Cost: $63,939,572. Time Frame: 2025-2033. Financially Constrained. Metro Investment Category: Roads and Bridges.	City of Portland staff	4/30/2014	Change as requested.	See Comment

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
181a	CITY OF PORTLAND PROJECTS MOVED TO FINANCIALLY CONSTRAINED LIST: 10180 (Sandy Blvd., NE (47th - 101st): Multi-modal Improvements, Phase II); 10193 (Division St., SE Cesar Chavez - 60th): Multi-modal Improvements, Phase I); 10200 (Killingsworth Pedestrian District, NE); "10205 (Gateway Regional Center, Local and Collector; Streets)"; 10213 (Airport Way, NE (I-205 to NE 158th Ave.): ITS); 10236 (Water Ave., SE (Caruthers - Division Pl): Street Extension Phase II); 10237 (Southern Triangle Circulation Improvements, SE); 10240 (Belmont Ramp, SE (Eastside of Morrison Bridge): Ramp Reconstruction); 10241 (Clay/MLK Jr, SE: Intersection Improvements); 10243 (12th, NE (Bridge at Lloyd Blvd): Seismic Retrofit); 10244 (Kittridge, NW (Bridge at Yeon): Seismic Retrofit); 10247 (Corbett/Hood/Sheridan, SW: Pedestrian and Bike Improvements); 10248 (South Waterfront District, SW: Bicycle and Pedestrian Improvements); 10249 (South Waterfront Transit Improvements, SW); 10250 (Burnside, W (NW 15th to NW 23rd): Blvd. Improvements); 10251 (Bancroft St., SW (River Parkway - Macadam): Street Improvements); 10253 (Arthur, Gibbs & Lowell, SW (River Parkway - Moody): Street Improvements); 10256 (Broadway/Weidler, NE (15th - 28th): Multi-modal Improvements, Phases II & III); 10257 (Grand/MLK Jr, SE/NE: CEID/Lloyd District Streetscape Improvements); 10258 (DivisionSt/9th, SE (7th - Center): Bikeway); 10259 (Powell, SE (Ross Island Bridge - 92nd): Multi-modal Improvements); 10260 (Clay/2nd, SW: Pedestrian/Vehicle Signal); 10262 (14/16th Connections, NW); 10263 (Naito Parkway (Broadway Br - north of Terminal One): Street and Pedestrian Improvements); 10264 (Central City Traffic Management, N, NW, NE, SE, SW: Transportation System Management improvements); 10265 (18th/Jefferson St., SW: ITS); 10266 (14th/16th, NW/SW & 13th/14th, SE, (Glisan - Clay): ITS); 10267 (Going, N (Interstate - Basin): Bikeway); 10268 (Hollywood Pedestrian District, NE: Multi-modal Improvements); 10270 (Ellis St, SE	City of Portland staff	4/30/2014	Change as requested.	See Comment

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
	(92nd - Foster): Bikeway); 10271 (92nd Ave., SE (Powell - City Limits): Bicycle & Pedestrian Improvements); 10274 (Beaverton-Hillsdale /Bertha/Capitol Hwy, SW: Intersection Improvements); 10275 (Vermont St., SW, (45th - Oleson): Bicycle and Pedestrian Improvements); 10276 (30th Ave., SW (Vermont to B-H Hwy): Bicycle & Pedestrian Improvements);				

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
181b	CITY OF PORTLAND PROJECTS MOVED TO FINANCIALLY CONSTRAINED LIST (CONT'D): 10277 (Bertha, SW (B-H Hwy - Barbur): Multi-modal Improvements); 10278 (Hillsdale Pedestrian District, SW); 10279 (Beaverton-Hillsdale Hwy, SW (Capitol Hwy - 65th): Multi-modal Improvements); 10280 (Sunset Blvd., SW (Dosch - Capitol): Bicycle & Pedestrian Improvements); 10281 (Beaverton-Hillsdale Hwy, SW: ITS); 10282 (Barbur/Capitol/Huber/Taylors Ferry, SW: Intersection Improvements); 10285 (Barbur Blvd, SW (Terwilliger - City Limits): Multi-modal Improvements); 10286 (Pedestrian Overpass near Markham School, SW); 10287 (West Portland Town Center, SW: Pedestrian Improvements); 10288 (Parkrose Connectivity Improvements, NE); 10289 (Division St., SE (60th - I-205): Multimodal Improvements, Phase II); 10290 (Division St., SE (I-205 - 174th): Multimodal Improvements, Phase II); 10291 (82nd Ave., SE (Schiller - City Limits), SE: Street Improvements); 10292 (Belmont St., SE (25th - 43rd): Street and Pedestrian Improvements); 10293 (Fremont St., NE (42nd-52nd): Pedestrian and Safety Improvements); 10294 (Killingsworth, N (Denver to Greeley): Pedestrian Improvements); 10295 (Milwaukie, SE (Yukon - Tacoma): Bicycle & Pedestrian Improvements); 10297 (Spokane & Umatilla, SE (7th - Tacoma Overcrossing): Bikeway); 10298 (Tacoma, SE (Sellwood Bridge - 45th/Johnson Creek): ITS); 10299 (Lombard, N (I-5 - Denver): Street Improvements); 10300 (Prescott Station Area Street Improvements, N); 10301 (Sandy Blvd., NE (82nd - Burnside): ITS); 10302 (MLK Jr, N (Columbia Blvd. - CEID): ITS); 10303 (Capitol Hwy, SW (West Portland Town Center - 49th): Pedestrian Improvements); 10305 (Holgate Blvd., SE (52nd - I-205): Bikeway, Phase I); 10306 (Holgate Blvd., SE (39th - 52nd): Street Improvements); 10307 (Holgate Blvd., SE (McLoughlin - 39th): Bikeway, Phase II); 10308 (Boones Ferry Rd., SW (Terwilliger - City Limits): Bikeway); 10309 (Macadam, SW (Bancroft - County line): Multi-modal	City of Portland staff	4/30/2014	Change as requested.	See Comment

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
	Improvements); 10310 (Prescott, NE (47th - I-205): Pedestrian and Bicycle Improvements); 10311 (Skidmore, N/NE, (Interstate - Cully): Bikeway); 10312 (Banfield LRT Stations, NE/SE: Pedestrian Improvements); 10313 (Ventura Park Pedestrian District, NE/SE); 10314 (99th & 96th, NE/SE (Glisan-Market: Gateway Plan District Street Improvements, Phase II & III); 10315 (Ceasar E, Chavez., NE/SE (Sandy - Woodstock): Safety & Pedestrian Improvements);				
181c	CITY OF PORTLAND PROJECTS MOVED TO FINANCIALLY CONSTRAINED LIST (CONT'D): 10316 (Halsey, NE (Bridge at I-84): Seismic Retrofit); 10317 (Halsey/Weidler, NE (I-205 - 114th): Multi-modal Improvements); 10318 (Glisan St, NE (I-205 - 106th): Gateway Plan District Multi-modal Improvements); 10319 (Stark & Washington, SE (92nd - 111th): Gateway Plan District Street Improvements); 10320 (Halsey, NE (39th - I-205): Bikeway); 10321 (Stark, SE (111th - City Limits): Bikeway); 10323 (111th/112th Ave., SE (Market - Mt. Scott Blvd.): Bicycle & Pedestrian Improvements); 10324 (Glisan St., NE (106th - 122nd): Bikeway); 10325 (Glisan St., NE (47th - I-205): Bikeway); 10326 (Gateway Regional Center, NE/SE: Local Street Improvements, Phase II); 10327 (Gateway District Plan, NE/SE: Traffic Management); 10328 (Gateway Regional Center, NE/SE: Local Street Improvements, Phase III); 10329 (Marine Dr./122nd, NE: Intersection Improvements); 10330 (148th, NE (Marine Dr - Glisan): Bicycle & Pedestrian Improvements); 10331 (Columbia Blvd, N (Bridge at Taft): Seismic Retrofit); 10332 (Lombard, N/NE (MLK Jr - Philadelphia) (US 30): ITS); 10335 (42nd Bridge, NE (at Lombard): Bridge Replacement); 10337 (33rd/Marine Dr., NE: Intersection Improvements); 10338 (Alderwood St., NE, (Alderwood Trail - Columbia Blvd.): Bikeway); 10339 (Columbia Blvd., N/NE (MLK Jr BL - Lombard): Bikeway); 10340 (Cornfoot, NE (47th - Alderwood): Road Widening & Intersection Improvements); 10341 (Columbia Blvd, N (Swift - Portland Rd. &	City of Portland staff	4/30/2014	Change as requested.	See Comment

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
	Argyle Way - Albina): Pedestrian Improvements, Phase I & II); 10342 (Columbia Blvd, N/NE(I-205 - Burgard): ITS); 10344 (Force/Broadacre/Victory, N: Bikeway); 10346 (Marine Dr, N/NE (Portland Rd. to 185th): ITS); 10347 (Foster Rd., SE (162nd - Giese Rd.): Multi-modal Street Improvements); 10348 (Foster Rd., SE (102nd - Foster Pl): Pedestrian Improvements); 10349 (174th & Jenne Rd. , SE (Foster - Powell): Multi-modal Improvements); 10351 (Wildwood Bridge at West Burnside); 10356 (Willamette Greenway - St Johns segment [previous called Willamette Greenway Trail Extension']); 10542 (Foster Rd. Improvements); 10857 (Jenne/Foster); 10858 (174th/Powell); 11116 (SW Garden Home Road); 11316 (Lents Town Center Active Transportation Demonstration Project); 11320 (NE 60th & Glisan LRT Station Area); 11322 (North Portland Greenway Active Transportation Project); 11323 (Sullivan's Gulch); 11351 (SW Multnomah Blvd. (Barbur Blvd. to 45th Ave.));				
181d	CITY OF PORTLAND PROJECTS MOVED TO FINANCIALLY CONSTRAINED LIST (CONT'D): 11632 (North Hayden Island Drive); 11633 (Gresham Fairview Trail Phase V); 11634 (9th Ave Neighborhood Greenway NE); 11635 (9th Ave Neighborhood Greenway SE); 11636 (NE Multnomah multi-modal improvements); 11637 (Mill/Market/Main Greenway); 11638 (SW Capitol Highway Safety Improvements); 11640 (North Portland Greenway Segment 1); 11641 (North Portland Greenway Segment 2); 11642 (North Portland Greenway Segment 3); 11643 (North Portland Greenway Segment 4); 11644 (North Portland Greenway Segment 5); 11645 (I-84 Bike/Ped Crossing @ 9th Ave); 11646 (NE Broadway Multi-modal improvements); 11647 (I-205 Undercrossing); 11648 (Powell, SE (I-205 - 174th): Multi-modal Improvements, Phase 1); NEW (Willamette Greenway Trail: Columbia Blvd. Bridge); NEW (phase 2 of project 11648) (Powell, SE (I-205 -	City of Portland staff	4/30/2014	Change as requested.	See Comment

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
	174th): Multi-modal Improvements, Phase 2);				
182	CITY OF PORTLAND PROJECTS WITH MEANINGFUL CHANGES TO SCOPE: 10193: Division St., SE Cesar Chavez -60th): Multi-modal Improvements, Phase I (Project start location changed from SE Grand to Cesar Chavez); 11648; Powell, SE (I-205 - 174th): Multi-modal Improvements, Phase 1 (Project split into phases; start location changed from I-205 to SE 116th; end location changed from 174th to 136th); 11318: MLK (Broadway Killingworth) Streetcar Corridor (start location added, MLK/Grand and Broadway; end location added, PCC Cascade Campus); 10280: Sunset Blvd., SW (Dosch - Capitol): Bicycle & Pedestrian Improvements (end location changed from SW Capitol HWY to SW 18h Dr.); 10229: Saint Johns Truck Strategy Implementation phase II (project description changed from 'redesign intersection to 'Implement traffic calming pedestrian and bicycle improvements along the Fessenden/St. Louis corridor. Implement freight and other multimdal improvements on N. Lombard street from N. Bruce to St. Louis Ave'); 11198: Portland-Milwaukie Light Rail Active Transportation Enhancements Project (project description changed from 'This project includes the following elements: Pathway extension of SW Moody to Montgomery Avenue, two-way cycle track on SW Moody between Gibbs Street and Marquam Bridge, bicycle-pedestrian path between SE 11th & Clinton and SE Division Place & 9th following the rail alignment, shared-use path in the McLoughlin right-of-way between 17th Avenue and the Springwater Corridor Trail, and a bicycle parking center at the Tacoma/Springwater light rail station.' to 'This project currently has two outstanding aspects including a shared-use path in the McLoughlin right-of-way between 17th Avenue and the Springwater Corridor Trail, and a bicycle parking center at the Tacoma/Springwater light rail station'; cost changed from 34M to 8M); 11102: Streetcar Extension to Hollywood via Sandy Blvd or Broadway/ Weidler	City of Portland staff	4/30/2014	Change as requested.	See Comment

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
	(previously project described as via Sandy Blvd)				
183	CITY OF PORTLAND - VARIOUS TECHNICAL EDITS TO RTP PROJECT LIST: Facility Owner (1): 10219; Project/Program Name (3); 10315, 11102, 111319; Project start/end location (2): 11319, 11647; Project Purpose (4): 10171, 11102, 11319, 11647; Description (8): 10187, 10281, 10298, 10301, 10332, 10342, 11102, 11319; Estimated Cost (18); 10171, 10177, 10184, 10186, 10187, 10189, 10232, 10243, 10244, 10250, 10260, 10273, 10306, 10307, 10316, 10335, 11191, 11351; Time Period (49): 10171, 10189, 10199, 10200, 10205, 10215, 10221, 10224, 10225, 10227, 10234, 10249, 10250, 10253, 10256, 10259, 10263, 10268, 10275, 10278, 10284, 10285, 10291, 10292, 10306, 10312, 10313, 10315, 10317, 10335, 10340, 10344, 10349, 10536, 11117, 11192, 11196, 11319, 11322, 11323, 11324, 11351, 11632, 11639, 11640, 11642, Removed duplicative project: 11317.	City of Portland staff	4/30/2014	Change as requested.	See Comment
184	CITY OF PORTLAND PROJECTS MOVED FROM FINANCIALLY CONSTRAINED LIST TO STATE LIST: 10371: Airport Way Braided Ramps; 10376: Columbia Blvd Widening	Port of Portland staff	4/30/2014	Change as requested.	See Comment
185	PORT OF PORTLAND - VARIOUS EDITS TO RTP PROJECT LIST: Facility Owner (1): 10376; Estimated Cost (1): 10362; Time Period (11): 10343, 10362, 10363, 10371, 10378, 11208, 11209, 11653, 11655, 11656, 11657, 11658; Fix typo on project list for 10343 - submitted as FC, miscoded in project list as state:	Port of Portland staff	4/30/2014	Change as requested.	See Comment

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
186	• Section 5.3.1.4 / Project 11305Where the plan calls for addition of I-205 auxiliary lanes from Divison/Powell to Foster and Foster to Johnson Creek Boulevard, the plan should also call for construction of sound walls to mitigate community impacts, planting of trees to help address carbon emissions from increased traffic and establishment of a community impact fee to address environmental justice for the surrounding community. Without these commitments, we call on removal of project 11305 from the RTP.• Section 2.5.5.1 / Figure 2.18Significant design considerations as well as public outreach and polling needs to be conducted to reassure residents of East Portland and Clackamas county that a design for making Foster Road a bicycle parkway will not severely impact vehicle commute times.• Project 10270 Rebuild Ellis Street with sidewalks, curbs and stormwater management when creating a “bikeway”.• Project 10291 Street improvements to 82nd Avenue must include completed sidewalks.	Lents Neighborhood Association	5/4/2014	Forwarded to City of Portland and ODOT for their consideration in project development and design. Regarding comment on Foster as a bicycle parkways: Metro has provided guidance for design in Chapter 9 of the Active Transportation Plan, which states that "Considering the context of a project’s location, its purpose and the desires of the community is extremely important when determining the type of design for any transportation project. As projects are developed the following types of contextual information should be taken into consideration. (A list of factors is provided as an example, including the needs and desires of the community.)	11305: I-205 operational improvements, 10270: Ellis St, SE (92nd - Foster): Bikeway, 10291: 82nd Ave., SE (Schiller - City Limits), SE: Street Improvements

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
187	Revise the language to the I-5/99W Connector Study Recommendations and Implementation Text (5.3.2.3) as described in May 5 letter from Mayors Ogden and Knapp. After a careful review of the draft plan, both cities teamed together with Metro and Washington County staff members to discuss and propose changes to the I-5/99W Connector Study Recommendations and Implementation section.Since the completion of the I-5/99W Connector Study, Washington County led the Basalt Creek Transportation Refinement Plan along with Metro, ODOT, and the Cities of Tualatin and Wilsonville. The purpose of this refinement plan was to determine the major transportation system to serve the Basalt Creek Planning Area.As a result of this planning effort, the partners unanimously agreed to a set of roadway improvements including the extension of SW 124th Avenue, a new east-west roadway between that extension and Boones Ferry Road, a new I-5 overcrossing to the east, a new overcrossing of I-5 at Day Road, and several upgrades to the existing roadway network between Tualatin and Wilsonville.It is our recommendation that the updated RTP reflect the work from this collaborative effort. Our proposed language preserves the conditions regarding the I-5/99W Connector Study reflected in the current RTP.	Mayors of Tualatin & Wilsonville	5/5/2014	Change as requested.	

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
188	One of the proposed routes already existing on Metro planning maps is to develop a “Burlington and Northern Rail to Trail.” This is a wonderful vision and potential route, however, given it apparently continues to be used as an active rail line, and could continue as such for years to come in hauling either forest products and/or milled lumber, we propose the “Forest Park to North Plains” trail linkage concept in the graphic. This is only an approximate concept, the specifics and feasibility of which would need to be worked out through field and other research. The first part of the basic idea being offered here is to develop paved pathways along existing high traffic roadways within their existing rights-of-ways. And to clarify, these would be adjacent to, and not on the roadway itself, that is, not simply bike lanes on the roads, but a dedicated paved pathway completely off the high traffic roadways. The second part is to connect these paved pathways with existing low traffic roads, ones where a bicyclist or pedestrian could ride and walk along them with a relative	National Coast Trail Association	5/5/2014	Regional trails that are part of the RTP and ATP pedestrian and bicycle networks are idneitifed in local transportation system plans and/or local park and trail plans and are also included on the "Metro Regional Trails and Greenways Map." Until trails have gone through that process they are not added to the RTP or ATP maps. Most trails started off as someone's visionary idea. Trail planners and advocates work with local jurisdicitons (in this case Portland, and Multnomah and Washington County) to add trail concepts to local plans, and then are considered for addition to the RTP and ATP maps.	
189	Support for project #11647 (Sullivan Gulch Under-Crossing). This project is a relatively small,affordable and straight-forward improvement that will carry large regional leverage and impact. It would connect from the I-205 MUP (existing, 16 mile north/south bike-ped path), including thesouth end of the new regional recreation destination, Gateway Green, to the east end of theproposed Sullivan’s Gulch Trail and the NE Tillamook Neighborhood Greenway. This would create the major north/south, east/west nexus for bike commuters heading in to and out of the City of Portland and around the region, and, I believe, would increase regional bike commuting exponentially. Beyond this, people wishing to access the MUP now have a challenging time connecting to it, and the proposed project would make an immediate improvement for a large, dense portion of our region that was, in part, cut off and further challenged when construction of I-205 went through	Ted Gilbert	5/1/2014	Forwarded to City of Portland. The project has been included on the financially constrained list (See comment # 181d).	11647: I-205 Undercrossing

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
	the Rocky Butte/Gateway areas. This project will support the implementation of the Gateway Regional Center; a 2040 Plan Priority.				
190	1000 Friends supports the Active transportatin Plan (ATP) and Regional Transportatin Plan (RTP). Its comments emphasize the critical link between adoption and success of the ATP and the success of the region's Climate Smart Communities' effort to create a more livable, walkable, inclusive region while reducing greenhouse gas emissions. adoption, funding, and implementing, at a minimum, the facilities and policies in the ATP is critical to (1) meet the region's obligations to reduce greenhouse gas emissions, and (2) to meet the overwhelming desire of residents for safe, walkable neighborhoods and far better transit service, regardless of anyone's views on global climate change.	1000 Friends of Oregon	5/5/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	
191	These groups strongly support the Active Transportation Plan and including its key components within the RTP (updated bicycle and pedestrian policies and maps).	Safe Routes to School National Partnership, Oregon Walks, Elders in Action Commission, 1000 Friends of Oregon, Bicycle Transportation Alliance, Coalition for a Livable Future, Upstream Public Health, AARP Oregon, Community Cycling Center, Westside Transportation Alliance, Oregon Public Health Institute	5/2/2014	No specific change proposed. Comment will be summarized for JPACT, MPAC and Metro Council as part of final RTP public comment report.	

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
192	Add a placeholder project for $20M for the Troutdale Airport Master Plan Transportation Improvements	East Multnomah County Transportation Committee	5/2/2014	Change as requested.	
193	Project #10383 from the last RTP list is missing. It should be included and updated to reference the 238th/242nd project.	Multnomah County staff	5/5/2014	No change recommended. #10383 was a place-holder project for a corridor study which has been replaced by several discrete projects that came out of the East Metro Connections Plan. The 238th/242nd project is included as #11373: NE 238th Drive Freight and Multimodal Improvements;	11373: NE Drive Freight and Multimodal Improvements as well as projects 11673 through 11691.
194	Project #10408 - 40 Mile Loop Trail is missing from the RTP project list.	Multnomah County staff	5/5/2014	No change recommended. This project was merged into a new project: 11686: "Sandy to Springwater Path Design & Construction"	

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
195	Fix the following errors for the following projects for the Chapter 3 maps of RTP projects: • Project #11598 – Marine Drive Extension – Label for this project looks oddly placed on RTP map.• Project #10389 – The northern project extent has been edited on the project list, but the map reflects the old alignment. Extend the project up to 40-Mile Loop (currently ends at Marine Drive).• Project #10399 – The eastern project extent has been edited on the project list, but the map reflects the old alignment. Shorten the line to 230th Ave (currently extends to 238th Dr).• Project #10403 – The northern project extent displayed on map is incorrect. Currently map shows project ending at Cherry Park Road (south) but it should extend further north to Cherry Park Road (north).• Project #11375 – Stark Street Bridge - Project doesn't show up on map at all• Project #11673 – Troutdale Road Pedestrian Improvement: Stark St - 21st – Project missing from map. • Project #11674 – Troutdale Road Bike Improvements: Buxton – Stark – Project missing from map.• Project #11681 – 17th Ave: East City Limit – Troutdale Rd – Project missing from map.• Project #11684 – Safety Corridor – Cherry Park/257th: Cherry Park – Division – Project missing from map.• Project #11690 – Hogan at Glisan intersection project (NW corner only) – Project missing from map.• Project # 11686 – Sandy to Springwater Path design and construction – Project missing from map.	Multnomah County staff	5/5/2014	Change as requested	
196	Table 2.3 Regional Transportation Targets – The new time frame of data for the first target (2007-2011), "Safety", shows an increase in the number of crashes than the previous time frame (2003-2005). Yet our goal to reduce crashes (50%) remains the same. Should we as a region consider being more aggressive and slightly increase our goal to reduce crashes?	Multnomah County staff	5/5/2014	No change recommended. We now have better data, covering a 5-year period instead of a 3-year period. That may be part of the rason why there were more crashes between 2007-2011 compared to 2003-2005. The regional safety work group recommended keeping the goal to reduce crashes by 50%	

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
197	Table 2.6 Arterial and Throughway Design Concepts – Cross-sections for both Community Boulevards and Community Streets were altered from just 2 lanes to “”2-4 Lanes”. Where did this change come from? (“Creating Livable Streets Handbook” states Community boulevards “generally consist of two vehicle travel lanes” p.58).	Multnomah County staff	5/5/2014	This change was based on regional safety work group direction to provide more flexibility for design guidance. Previously Regional streets and blvds were described as "4 lanes" and Community streets and blvds as "2 lanes". Now all four design types are described as 2 to 4 lanes.	
198	Page 2-29, final paragraph of subsection. Clarify how design elements are presented in the ATP, as follows: “Design elements currently in use in the region and elsewhere in the U.S. that have been shown to increase the level of walking and bicycling and access to transit are provided in the Regional Active Transportation Plan as design guidance. ”	Multnomah County staff	5/5/2014	Change as requested.	

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
199	Several comments relating to clarifying language in chapter 2 of the RTP: • Page 2-38, under Arterial and Throughway Policy 1 third paragraph down. New language added that includes "should" statements concerning design elements. This section also seems redundant with the final paragraph of this subsection which states essentially the same information. Could the newly added language be removed?• Page 2-42, final paragraph, much of the information describing the Regional Safety Plan is repeated in previous paragraphs. Could first sentence of final paragraph be added to previous paragraph, and the remainder of final paragraph be deleted? • Page 2-64, Transit Policy 6 – Generally too repetitive, particularly references to ATP. Can be paired down to essential policy statements. • Pages 2-73 – 2-75 (Section 2.5.5 Regional Active Transportation Network Vision) – Several paragraphs could be narrowed down or deleted as it is very repetitive. Also, it could be clarified upfront that the ATP recommended policies are incorporated in both the bicycle policies and the pedestrian policies as it's confusing to the reader why the bike and ped policies are nearly identical. • Page 2-77 under "Bicycle Policy 1", provide a little more clarifying context for the opening statistic of "Nearly 45 perfect of all trips made by car in the region are less than three miles…". Is this from the Oregon Household Activity Survey, and is it an average of all the Counties and/or cities?• Page 2-78, "Bicycle Policy 3", Can "green ribbon" be defined in the narrative? Does green mean natural area? Sustainable? Low-impact? Needs a definition otherwise "green" is too much of a buzz word and makes the policy statement confusing.• Page 2-96, "Ped Policy 3", narrow this policy statement. The newly added language ("…that prioritize safe, convenient and comfortable pedestrian access and equitably serve all people.") can be deleted and then incorporated into the narrative below. Otherwise it weakens the policy statement and	Multnomah County staff	5/5/2014	Change as follows: • Deleted one duplicative sentence describing the regional safety plan finding that 60% of the fatal and severe injury crashes in the region occur on arterials. • Deleted repetitive reference to ATP within text supporting Transit Policy 6• Regional Active Transportation Network Vision intro paragraphs have been edited to be more consise. Text describing that Bike and pedestrian policies were updated based on direction from the ATP was moved to the beginning of the bike and pedestrian sections. • Added 2011 Household Survey citation for statement within text supporting bicycle policy 1 and clarified that the statement refers to trips wholly within 4 County area. • In Bicycle policy 3, clarified that "green" experience of a bike parkway refers to tress or plantings.• In Pedestrian Policy 3, removed "and equitably serve all people since that is covered by Pedestrian Policy 5. • Added reference to the ATP implementing actions in intro paragraphs to bike and pedestrian policies to address how network can serve all users	

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
	would be too repetitive with Policies 1 & 4. • General comment re: both bicycle & pedestrian policies that address ensuring the network equitably serves all people – How the network can equitably serve all be needs to be made explicit in the RTP whether under each of the two policies or with its own subsection under the "Active Transportation Network Vision".				

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
200	Can the ATP recommended policy *implementing actions* be included in the RTP?	Multnomah County staff	5/5/2014	No change recommended. Prior policy discussion directed staff to not include all of these actions in the RTP, however staff can add a reference to them.	
201	Page 5-29, under section 5.4 Congestion Management Process, spell out MAP-21 and add a brief introductory statement about it being the most recent federal transportation legislation that was passed in 2012.	Multnomah County staff	5/5/2014	Change as follows: The Moving Ahead for Progress in the 21st Century Act (MAP-21) is a funding and authorization bill passed in 2012 which governs United States federal surface transportation spending.	
202	Section 5.7.13 Best Design Practices in Transportation – Change text as follows: "Metro staff ~~may~~ will initiate an update to the Best Design Practices in Transportation…"	Multnomah County staff	5/5/2014	Change as requested.	
203	Section 1.6, Page 1-39 Revise 2nd to last sentence to read: ~~Freeways and their ramps are relatively safe, per mile travelled, compared to arterial and collector roadways.~~ Per mile travelled, arterial and collector roadways experience more serious crashes than freeways and their ramps.	Oregon Department of Transportation staff	5/5/2014	Change as requested.	
204	Regional Bicycle Network Map: ODOT does not support the Regional Bikeway designation on the section of OR 43 between the Sellwood Bridge and Terwilliger in Lake Oswego, parallel to the Regional Bicycle Parkway designation in the same general corridor. In other segments of the corridor to the north and south there is more distance between the highway and the Greenway trail, and there are more bicycle destinations along the highway, but this segment is very constrained and the adjacent land use consists of large lot single-family residential uses. ODOT recognizes the need for a bicycle connection in this area but supports the location of that connection outside the existing ODOT right-of-way.	Oregon Department of Transportation staff	5/5/2014	No change recommended.	

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
205	Section 5.3.1.1 Southwest Corridor Plan (page 5-7, first sentence): Please change as follows: "…, Metro, in collaboration with local partners, ~~and~~ ODOT, and Trimet, developed the Southwest Corridor Plan. ODOT was co-lead only for the SW Corridor Transportation Plan, not the full Southwest Corridor Plan.	Oregon Department of Transportation staff	5/5/2014	Change as requested.	
206	Section 5.3.1.3 Portland Central City Loop (page 5-11): Please change the new text as follows: …"As directed by the FLAG's recommendations, planning ~~forged ahead~~ proceeded on the I-84/I-5 section of the Loop under ~~the monikers of~~ the N/NE Quadrant and the I-5 Broadway-Weidler Interchange Improvement Planning processes. "Key recommendations from the adopted 2012 N/NE Quadrant Plan include: • Adding auxiliary lanes and full-width shoulders ~~(within existing right-of-way)~~ to r~~educe dangerous~~ improve traffic weaves and allow disabled vehicles to move out of traffic lanes;"	Oregon Department of Transportation staff	5/5/2014	Change as requested.	
207	Section 5.3.2.4 Beaverton to Forest Grove (Mobility Corridor # 24) (pages 5-13 to 5-18): This should be section 5.3.2.4, not 5.3.1.5.	Oregon Department of Transportation staff	5/5/2014	No change recommended. This corridor still has an outstanding section to be studied so should remain in the section of corridors needing refinement planning.	
208	Page 5-15, ~~Recommended~~ RTP Design and Functional Classifications. Second sentence: change ~~recommendation~~ to decision. Next sentence, change "…~~will be~~ amended..." to "…are amended"...	Oregon Department of Transportation staff	5/5/2014	Change as requested.	
209	There is more detail than necessary in section 5.3.2.4 (Beaverton to Forest Grove) Mobility Corridor #24 .	Oregon Department of Transportation staff	5/5/2014	Staff will revise this section based on the input from Washington County and ODOT staff. See also comment #222	

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
210	Section 5.3.2.2 Sunrise/JTA Project (pages 5-19 and 5-20): Please change the first complete paragraph on page 5-20 as follows: "The Federal Highway Administration (FHWA), the Oregon Department of Transportation (ODOT), and Clackamas County have completed the Final Environmental Impact Statement (FEIS) for the Sunrise Project…." Please change the third paragraph as follows: …"The purpose of the Sunrise Jobs and Transportation Act (JTA) Project is to address congestion and safety problems in the OR 212/224 corridor by building a new 2.5 mile road from I-205 to 122nd Avenue (as part of the larger Sunrise Project mainline) and improving local roadway connections to the Lawnfield Industrial District. The Oregon Legislature approved $100 million through the Oregon Jobs and Transportation Act (JTA) to fund this first phase of the larger Sunrise Corridor Preferred Alternative. Please revise the list of elements for the JTAC phase of the Sunrise Project as follows:• A new two-lane highway (one lane each direction) from the Milwaukie Expressway (OR 224) at I-205 to SE 122nd Avenue at OR 212/224.• A new I-205 overcrossing to connect 82nd Drive and 82nd Avenue.• Bicycle and pedestrian improvements in the area, including two separated shared use paths from I-205 to Lawnfield Road and from Mather Road to 122nd Avenue.• Intersection improvements at 122nd Avenue and OR 212/224.• Intersection improvements at 162nd Avenue and OR 212. - Tolbert Road overcrossing of the UPRR from Minuteman Way to 82nd Drive- Reconstruction of Lawnfield Road from 97th to 98th to reduce grades- Extension of Minuteman Way from Mather Road to Lawnfield Road	Oregon Department of Transportation staff	5/5/2014	Change as requested.	
211	Section 5.7.2 Alternative Mobility Standards (page 5-33, first bullet): Please change the second sentence as follows: "jurisdictions considering ~~development~~ plan amendment proposals for compact development in regional and town centers that exceed current height or density limits are	Oregon Department of Transportation staff	5/5/2014	Change as requested.	

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
	~~often~~ sometimes constrained by traditional volume-to-capacity standards…."				
212	Section 5.7.2 Other Actions (page 5-36): please change the title of this paragraph from "Other Actions" to "2014 Update on Recommended Actions" and include the second bullet, regarding changes to the TPR, which appears in the tracked changes version but not in the clean version of the RTP document: " - In 2011 the Transportation Planning Rule (TPR) was amended to create Multimodal Mixed-Use Area (MMA) designations, an option for jurisdictions planning for increasing housing or jobs within an urban center to avoid triggering traditional volume-to-capacity traffic standards that might otherwise block desirable development. Several jurisdictions in the Metro region are exploring MMA designations for their Region 2040 centers." Amend the first bullet as follows: "…unless an alternative is ~~adopted~~ developed by a local jurisdiction and adopted by the OTC".	Oregon Department of Transportation staff	5/5/2014	Change as requested.	
213	RTP ID #10087: Lake Oswego to Portland Trail - ODOT recognizes the need for a bicycle connection in this area but supports the location of that connection outside the existing ODOT right-of-way. RTP ID # 11198: Portland-Milwaukie Light Rail Active Transportation Enhancement Projects – Alignment of the shared use path will require coordination with ODOT. ODOT recommends locating the shared use path to the east of OR99E, on the side of Westmoreland Park and the Westmoreland neighborhood.	Oregon Department of Transportation staff	5/5/2014	Forwarded to Lake Oswego, Portland and Clackamas County. Change the project description for RTP project #11198 as follows: "~~This project currently has two outstanding aspects including a shared-use path in the McLoughlin right-of-way between 17th Avenue and the Springwater Corridor Trail, and a bicycle parking center at the Tacoma/Springwater light rail station~~. Construct a shared-use path along SE McLoughlin Blvd from 17th Ave to the Springwater Corridor Trail and build a bicycle parking center at the Tacoma/Springwater light rail station. This project will be coordinated with ODOT to	10087 (Lake Oswego to Portland Trail), 11198 (Portland-Milwaukie Light Rail Active Transportation Enhancement Projects)

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
				determine the alignment along McLoughlin Blvd."	
214	RTP ID # 10171: Burnside/Couch, West – This project will require coordination with ODOT to address potential impacts to the I-405 interchanges, overcrossings and ramps. ODOT has identified a potential safety concern of future traffic queues spilling onto the I-405 mainline or deceleration portion of the off-ramps. RTP ID # 10299: Lombard Street Improvements – Please change the project description to be less specific regarding a signal as part of the solution; the proposed signal is within an interchange area and will require ODOT approval.RTP ID # 10232: Flanders, NW (Steel Bridge to Westover): Bicycle Facility - This project will require coordination with ODOT to address potential impacts to the I-405 interchanges, overcrossings and ramps. Traffic queues spill onto the mainline or deceleration portion of the off-ramps of I-405 southbound at NW 16th/NW Glisan. This segment also has a high crash rate.RTP ID # 10235: South Portland Improvements, SW - This project will require coordination with ODOT and with the Southwest Corridor Plan. The project will need to consider impacts to ODOT facilities including Naito Parkway and the Ross Island Bridge.	Oregon Department of Transportation staff	5/5/2014	Forwarded to City of Portland. Add the following sentence to the end of the project descripton for project #10171: "This project will be coordinated with ODOT to address potential impacts to the I-405 interchanges, overcrossings and ramps." Add the following sentence to the end of the project description for #10235 "This project will be coordinated with ODOT and with the Southwest Corridor Plan, and will consider impacts to ODOT facilities including Naito Parkway and the Ross Island Bridge." Change the project description for #10299 as follows: "Establish a landscaped boulevard to promote pedestrian-oriented uses and to create a safe, pleasant pedestrian link over I-5~~ w/ new traffic light and road access to Fred Meyer development.~~, including a signal or other intersection improvement at Montana & Lombard and an improved pedestrian crossing over I-5.The project will be coordinated with ODOT to address potential impacts to Lombard and the I-5 interchange.	10171 (Burnside/Couch, West), 10299(Lombard St improvements), 10232 (Flanders, NW - Steel Br to Westover - bicycl facility), 10235 (S. Portland Improvements)

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
215	The 2014 RTP includes a broad statement about crosswalk spacing on arterials “Regional policy calls for safe crosswalks spaced no more than 530 feet apart (unless there are no intersections, bus stops or other pedestrian attractions), including features such as markings, medians, refuge islands, beacons, and signals, as appropriate."(p.2-80) This language is new in the Draft 2014 RTP and needs to be fully reviewed and discussed by affected jurisdictions. Introducing more frequent conflict points along arterials may affect safety and regional mobility. The 2014 RTP includes another statement realting to the spacing of crossings on arterials on p.2-82: "The experience of people walking and pedestrian access to transit is improved with features such as wide sidewalks with buffering from adjacent motor vehicle traffic, street crossings spaced no more than 530 feet apart–an ideal spacing is 200 to 400 feet where possible (unless there are no intersections, bus stops or other pedestrian attractions), special crossing elements at some locations, special lighting, benches, bus shelters, awnings and street trees." The last RTP applied this language only to transit/mixed-use corridors. This draft updated language could be interpreted more broadly to cover every arterial.	Washington County Staff	5/5/2014	Change as follows: (p.2-80) "Regional policy calls for safe crossings of streets and controlled pedestrian crossings on major arterials~~crosswalks spaced no more than 530 feet apart (unless there are no intersections, bus stops or other pedestrian attractions),~~ including features such as markings, medians, refuge islands, beacons, and signals, as appropriate. Change p.2-82 as follows: " The experience of people walking and pedestrian access along transit-mixed use corridors to transit is improved with features such as wide sidewalks with buffering from adjacent motor vehicle traffic, street crossings spaced no more than 530 feet apart–an ideal spacing is 200 to 400 feet where possible (unless there are no intersections, bus stops or other pedestrian attractions), special crossing elements at some locations, special lighting, benches, bus shelters, awnings and street trees."	

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
216	Page 5-53: "Develop safe crosswalks on arterials and multi-lane roads, generally adhering to the region's maximum spacing standard of 530 feet and at all transit stops," This language is new in the Draft 2014 RTP and needs to be fully reviewed and discussed by affected jurisdictions. Introducing more frequent conflict points along arterials may affect safety and regional mobility.	Washington County Staff	5/5/2014	This section summarizes future work that was recommended by the Regional Safety Plan. Language will be added to provide an intro to this table of recommendations: "As part of the 2018 RTP and associated updates to the Regional Transportation Functional Plan, Metro will consider these changes as well as recommendations from the Regional Active Transportation Plan." Additionally, text within the table will be clarified to refect that 530 feet refers to the long-standing regional street connectivity standard. Change as follows: "Develop safe crosswalks on arterials and multi-lane roads, generally adhering to the region's maximum local street spacing standard of 530 feet and at all transit stops" .	
217	Page 2-33 - We request the language be modified to read, "Streets with 4 or more lanes should include medians, where possible, with appropriate median openings for turning movements and turn lanes."	Washington County Staff	5/5/2014	Change as requested.	
218	Page 2-33 - The median policy needs to reflect the need to accommodate over-dimensional freight movement (which may preclude installation of medians on designated Over Dimensional Routes), and some qualifier about consideration of on-going operating and maintenance costs associated with medians.	Washington County Staff	5/5/2014	No change recommended. Defer to state requirements for overdimensional vehicles. Most types of transportation infrastructure incude operating and maintenance costs, not just medians. The 2013 Oregon Freight Plan amendments will be addressed as part of the 2018 RTP update.	
219	Page 2-37 – The text says "Safety is a primary concern on the regional arterial system... Efforts should include:" and then includes design strategies, enforcement actions and education initiatives in the bullets below. We request that you change "should" to "may" in order to provide more flexibility for jurisdictions to respond to unique situations that	Washington County Staff	5/5/2014	Change as requested.	

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
	may occur within their jurisdictions.				
220	Page 2-37 – The text states, "Efforts to substantively improve transportation safety in the region must give arterial roadways highest priority." We request that you change "highest" to "high" to allow more flexibility in project selection and funding by local jurisdictions.	Washington County Staff	5/5/2014	Change as requested.	
221	Washington County has worked with local jurisdictions and Metro staff to develop revised language for Section 5.3.2.3 – I-5/99W Connector Study Recommendations and Implementation (Tigard to Sherwood – Mobility Corridor #20). Washington County concurs with the revised language submitted by the City of Tualatin for this section.	Washington County staff	5/5/2014	Change as requested. See also comment # 187 from the Mayors of Tualatin and Wilsonville.	
222	Page 5-13 – 5.3.1.5 – Beaverton to Forest Grove (Mobility Corridor #24) - Washington County believes the section, as included in the Draft 2014 RTP, is too long and detailed. The county has worked with ODOT and others to modify this section.	Washington County staff	5/5/2014	Staff will revise this section based on the input from Washington County and ODOT staff. See also comment # 209	
223	The County caught a number of typos and small technical fixes.	Washington County staff	5/5/2014	Change as requested.	
224	SW Walker Road between Roxbury Avenue and Canyon Road: Remove from map or downgrade from Bicycle Parkway to Regional Bikeway. This segment is severely constrained by topography, land uses and mature trees. It has very low potential for becoming a high-quality bikeway route in the long term.	Washington County staff	5/5/2014	Change functional classification to Regional Bikeway. Modeling of SW Walker Road, including this section, indicated that the route serves as a "collector" for bicycle travel.	

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
225	NW Thompson Road between Hartford Street and Saltzman Road: Move route (in this and all RTP maps) to the future Thompson Road alignment as adopted in the Washington County TSP, which cuts a diagonal and uses what is now Kenny Terrace. This is the ultimate future alignment for Thompson Road.	Washington County staff	5/5/2014	Change as requested.	
226	NW West Union Road between Century Boulevard and the Westside Trail: Upgrade from Regional Bikeway to Bicycle Parkway. This is one of the few continuous east-west routes in the area north of Sunset Highway. We aspire to have enhanced bicycle facilities on this road in the future.	Washington County staff	5/5/2014	Change as requested.	
227	Century Boulevard between West Union Road and TV Highway: Upgrade from Regional Bikeway to Bicycle Parkway. The county and City of Hillsboro envision Century Boulevard as an important north-south route for bicycling, walking and taking transit, while nearby parallel Cornelius Pass Road and Brookwood Parkway have more of an vehicle and freight mobility focus.	Washington County staff	5/5/2014	Change as requested.	
228	SW Farmington Road between Reedville Trail and Westside Trail: Upgrade from Regional Bikeway to Bicycle Parkway. This is an important radial route leading into Beaverton. It will eventually be widened to 4 vehicle lanes between 209th and Kinnaman and it would be good to have high-quality bicycle facilities as part of a future design. Bike Parkways are currently sparse in this area of the map.	Washington County staff	5/5/2014	Change as requested.	
229	SW Hunziker Street between Hall Boulevard and 72nd Avenue: Realign based on SW Corridor planning. At a minimum, show the future realigned Hunziker overcrossing of Highway 217 as shown on Tigard and Washington County TSPs. Or, realign further north to connect with Beveland Street, depending on SW Corridor planning outcomes. To be consistent with local TSPs and SW Corridor	Washington County staff	5/5/2014	Change as requested on Regional Pedestrian and Bicycle Maps.	

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
	planning.				
230	NW Century Boulevard between West Union Road and Evergreen Parkway: Add as a Pedestrian Parkway. The county and City of Hillsboro envision Century Boulevard as an important north-south multi-modal route. The southern portion is already shown on the maps.	Washington County staff	5/5/2014	Change as requested. Extension of existing mixed-use corridor, once completed. Extending this section is consistent with methodology for adding routes; proposed addition is also on the Regional Arterial and Throughways and Regional Design Classifications Maps. Proposed addition is also part of the Regional Bicycle Network.	
231	NW West Union Road between Century Boulevard and Cornelius Pass Road: Add as Regional Pedestrian Corridor. This would avoid having the Century Boulevard suggestion above be a stub.	Washington County staff	5/5/2014	Change as requested. Extending this section is consistent with methodology for adding routes; proposed addition is also on the Regional Arterial and Throughways and Regional Design Classifications Maps. Proposed addition is also part of the Regional Bicycle Network.	
232	NW West Union Road between Bethany Boulevard and 143rd Avenue: Downgrade from Pedestrian Parkway to Regional Pedestrian Corridor. This is a short segment of Pedestrian Parkway that doesn't seem to have a larger purpose.	Washington County staff	5/5/2014	Change as requested. This segment was incorrectly identified as a pedestrian mixed-use corridor in the 2035 RTP (all mixed use corridors were automatically designated as Pedestrian Parkways in the ATP pedestrian network).	
233	NW 143rd Avenue between West Union Road and Cornell Road: Remove from map. There are already three other north-south Pedestrian Parkways in the vicinity.	Washington County staff	5/5/2014	Change as requested. This segment was incorrectly identified as a pedestrian mixed-use corridor in the 2035 RTP Pedestrian Network Map (all mixed use corridors were automatically designated as Pedestrian Parkways in the ATP pedestrian network).	
234	NW Bronson Road and path between Bethany Boulevard and Cornell Road. Remove from map. This is a useful connection but does not have	Washington County staff	5/5/2014	Change as requested. This is a mapping error and will be removed.	

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
	regional significance. Also, there is already a good density of Pedestrian Parkways in this area.				
235	W Burnside Road from Barnes Road to county line: Remove from map. Also consider removing SW Barnes Road from Miller to Burnside in order to not create a stub. This segment is severely constrained by topography and vegetation, has very few developed land uses (mostly cemetery), and includes only one bus stop pair. The possibility of this becoming a viable pedestrian route is extremely slim. The cuts, fills and retaining walls necessary to build pedestrian facilities here would be cost prohibitive.	Washington County staff	5/5/2014	No change recommended. This segment of Burnside is identified as a 2040 Mixed Use Corridor. It is also a regional bus route. Keeping it on the regional pedestrian network is consistent with the approach to identify all 2040 mixed-use corridors and frequent and almost transit routes as Pedestrian Parkways. The ATP acknowledges that design and pedestrian safety improvements will occur within the context of the project location and constraints.	
236	SW Canyon Road from Canyon Drive to US 26: Remove from map or downgrade from Pedestrian Parkway to Regional Pedestrian Corridor. This segment is severely constrained by topography, vegetation and private properties. Most of the bus stops are sited at local street intersections such that walking along the road is limited (though crossing is still an issue). The possibility of this becoming a high-quality pedestrian route is extremely slim. The cuts, fills and retaining walls necessary to build pedestrian facilities here would be cost prohibitive.	Washington County staff	5/5/2014	No change recommended. This segment of SW Canyon Road is idnetified as a 2040 Mixed Use Corridor. It is also a regional bus route. Keeping it on the regional pedestrian network is consistent with the approach to identify all 2040 mixed-use corridors and frequent and almost transit routes as Pedestiran Parkways. The ATP acknowledeges that design and pedestrian safety improvemetns will occur within the context of the project location and constraints.	
237	SW Walker Road between Roxbury Avenue and Canyon Road: Remove from map or downgrade from Pedestrian Parkway to Regional Pedestrian Corridor. This segment is severely constrained by topography, land uses and mature trees. It has very low potential for becoming a high-quality pedestrian route in the long term.	Washington County staff	5/5/2014	No change recommended. This segment of SW Walker Road is idnetified as a 2040 Mixed Use Corridor. Keeping it on the regional pedestrian network is consistent with the approach to identify all 2040 mixed-use corridors and frequent and almost transit routes as Pedestiran Parkways. The ATP acknowledeges that design and pedestrian safety improvemetns will occur within the context of the project location and	

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
				constraints.	
238	SW Jenkins Road between 158th Avenue and 153rd Avenue: Downgrade from Pedestrian Parkway to Regional Pedestrian Corridor. This could potentially be a map error. The remainder of Jenkins is a Regional Pedestrian Corridor.	Washington County staff	5/5/2014	Change as requested. This is part of an old alignment of the Westside Trail.	
239	Willow Creek Transit Center loop: Remove from map. We understand the intent of connecting the transit center to the network, but showing Baseline & 185th is probably sufficient. Other transit stops don't appear to have this level of network detail.	Washington County staff	5/5/2014	Change as requested.	
240	198th Avenue between TV Highway and Farmington Road: Add as Regional Pedestrian Corridor. This collector road has a bus route and will be the focus of a county-funded $14 million sidewalk and bike lane project in 2018.	Washington County staff	5/5/2014	Change as requested. Addition is consistent with methodology for adding routes; proposed addition is also on the Regional Desing Classifications Maps as a Community Street. Proposed addition is also on the proposed Regional Bicycle Network.	
241	Recommend that the streets below be designated as Regional Pedestrian Corridors On-street 1) Park Avenue from River Road east across McLoughlin to Oatfield Road 2)Courtney Avenue from River Road east to Oatfied Road 3)Oak Grove Blvd from River Road east to Rupert Drive to Oatfield Road 4)Concord Road from River Road east to Oatfield Road 5)Roethe Road from River Road east to Oatfield Road 6)Jennings Avenue from River Road east to McLoughlin (area east is designated appropriately)	Clackamas County staff	3/20/2014	1) Add Park Avenue segment as requested; segment is partially within and connects to a LRT station area which is also a regional pedestrian and bicycle district. Change is consistent with current methodology to develop ATP maps. 2) through 6): Add as recommended. Routes provide key regional pedestrian connections identified through Clackamas County Active Transportation Plan project.	

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
242	Hwy 224 is designated as a Pedestrian Parkway On-street. Is this correct? It should be designated as a Pedestrian Parkway Off-street facility.	Clackamas County staff	3/20/2014	No change recommended. Keep designation as on-street. This segment of Hwy 224, the Milwaukie Expressway from the Milwaukie Town Center to Webster, is identified as a 2040 Mixed-Use Corridor which is why it is included as a Regional Pedestrian Parkway. A regional trail is not currently identified along the corridor; ODOT and partners would need to nominate the corridor for a regional trail. At current traffic speeds and volumes a high degree of separation and protection is desirable. Currently bicyclists and pedestrians currently use the shoulder if they need to use the route. However, apart from identifying the location regional trails, the regional pedestrian and bicycle network maps do not identify specific design solutions for pedestrian and bicycle routes. Design guidance for roadways with high traffic speeds and/or volumes is provided in the ATP in the design guidance chapter. As the corridor is developed as a 2040 mixed use corridor pedestrian improvements (such as the possibility of a separated path) would occur within a larger development framework.	
243	Add Regional multiuse path (Off-street connection) from Sunnybrook Blvd west of 82nd Avenue (below the Aquatic Park Center) connecting to Harmony Road	Clackamas County staff	3/20/2014	Change as requested. This is a Regional Trail, connects to the I-205 MUP and connects to a Pedestrian Parkway.	
244	Fuller Road from Harmony Road north to 82nd Avenue – designate Regional Pedestrian Corridor On-street	Clackamas County staff	3/20/2014	Change as requested. This street is included on the 2035 RTP "Regional Design Classifications Map" as a Communtiy Street and is part of the Regional Bicycle Network. Change is consistent with current methodology to develop ATP maps.	

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
245	Hwy 212/224 from I-205 multiuse path east to 122nd Avenue - designate Regional Pedestrian Corridor On-street; from MS/SM Trail at Hwy 212/224 near Orchard View Lane east to 172nd Avenue – designate Pedestrian Parkway matching designation adjacent (to the west) and to the east.	Clackamas County staff	3/20/2014	Change as requested. Extending these sections is consistent with methodology for adding routes; proposed additions are also part of the Regional Bicycle Network, the Regional Arterial and Throughways and Regional Desing Classifications Maps. Proposed additions are also part of the Regional Bicycle Network.	
246	132nd Avenue from Hubbard north to Sunnyside Road – designate Regional Pedestrian Corridor On-street	Clackamas County staff	3/20/2014	Change as requested. Routes provide key regional pedestrian connections identified through Clackamas County Active Transportation Plan project.	
247	Remove Hwy 224 as Regional Pedestrian Corridor outside of UGB (near Richardson Creek Natural Area)	Clackamas County staff	3/20/2014	Change as requested. This is consistent with approach in ATP maps to only include facilities within the UGB.	
248	The Clackamas County ATP has the Newell Creek Trail as a Principle Active Transportation route. The Regional ATP doesn't show Newell Creek Trail. It shows Newell Creek Canyon and Beaver Lake Trail. Isn't Metro purchasing property in this area? The County recommends that the Newell Creek Trail be designated as a Regional Pedestrian Corridor.	Clackamas County staff	3/20/2014	The trail that County staff has referred to as the Newell Creek Trail is on the ATP pedestrian and bicycle maps, but is labeled as the Beaver Lake Trail. This a naming issue - the same trail is referred to both as the Newell Creek Canyon Trail and the Beaver Lake Trail. Metro's trail department will be reviewing and cleaning up naming issues to reduce confusion.	
249	Designate Oak Grove Blvd from River Road east to Oatfield Road as a Regional Bikeway On-street	Clackamas County staff	3/20/2014	Change as requested. Routes provide key regional pedestrian connections identified through Clackamas County Active Transportation Plan project.	
250	Change Concord (River Road to Oatfield to Thiessen Road) from a Bicycle Parkway to a Regional Bikeway.	Clackamas County staff	3/20/2014	Change as requested.	

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
251	Designate Naef Road from River Road to Oatfield to Oetkin Road to Thiessen Road as a Bicycle Parkway. Old River Road to Mapleton to Hwy 43 south is one of the County's Principal Active Transportation routes.	Clackamas County staff	3/20/2014	Change as requested. Naef Road is identified as a Principal Active Transportation (PAT) Route in the County's new Active Transportation Plan. Addition is consistent with methodology used to develop the ATP bicycle network.	
252	Old River Road to Mapleton to Hwy 43 is one of the County's Principal Active Transportation routes. Designate Mapleton as a Regional Bikeway On-street.	Clackamas County staff	3/20/2014	Change as requested. Routes provide key regional pedestrian connections identified through Clackamas County Active Transportation Plan project.	
253	Designate Monroe Street as a Bicycle Parkway in Milwaukie and east of Linnwood Avenue connecting east of 82nd Avenue to Phillips Creek Trail.	Clackamas County staff	3/20/2014	Change as requested. Monroe Street is identified as a priority bikeway in Milwaukie and Clackamas County. King Street, which runs parallel to Monroe street will be reclassifid as a Regional Bikeway.	
254	Add Regional multiuse path (Off-street connection) from Sunnybrook Blvd west of 82nd Avenue (below the Aquatic Park Center) connecting to Harmony Road	Clackamas County staff	3/20/2014	Change as requested. This is a Regional Trail, connects to the I-205 MUP and connects to a Pedestrian Parkway.	
255	Designate Strawberry Lane from Webster to Evelyn Street as a Regional Bikeway.	Clackamas County staff	3/20/2014	Change as requested. Routes provide key regional pedestrian connections identified through Clackamas County Active Transportation Plan project.	
256	Designate Hwy 224 south of Hwy 212/224 split to Clackamas River/Springwater Road as a Bicycle Parkway.	Clackamas County staff	3/20/2014	Change as requested. Recommendation is consistent with the methodology used in developing the ATP bicycle network; section of Hwy 224 is on 2035 RTP "Arterial and Throughway Map" and identifed as s Regional Street on the 2035 RTP "Design Classifications Map."	

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
257	The river crossing south of Wilsonville is clearly shown (on Pedestrian Network not Bicycle) but not the French Prairie Bridge, why?	Clackamas County staff	3/20/2014	Change as requested. The French Prairie Bridge is part of both the ATP Regional Pedestrian and Bicycle networks. It is a mapping error that it was left off of the bicycle map. The error will be corrected.	
258	Designate Redland Road from Hwy 213/Oregon Trail Barlow Road Trail east to UGB as a Regional Bikeway	Clackamas County staff	3/20/2014	Change as requested. Recommnedation is consistent with the methodology used in developing the ATP bicycle network; this section of Redland Road is on 2035 RTP "Arterial and Throughway Map" and identifed as a Community Street on the 2035 RTP "Design Classifications Map."	
259	Add the (Clackamas Regional Center) CRC I-205 ped/bike bridge crossing near Sunnyside Road to the Bike and Ped Maps. It is on the constrained Draft RTP project list (Project 11495; Ped/Bike I-205 overpass).	Clackamas County staff	4/15/2014	Change as requested.	
260	Designate SW Stephenson St, SW 35th Ave, Huber St west to Capitol Hwy as Regional Pedestrian Corridors and as Regional Bikeways. (There is a large gap between SW 49th and the Hillsdale to Lake Oswego Trail. This will help fill the gap and provide connectivity.) The routes from Boones Ferry Rd, Stephenson, 35th, Huber, and Capitol Hwy to Barbur Blvd provide connections to multiple destinations and transit stops in the area including Tryon State Park, Stephenson Elementary School (which doubles as a neighborhood park), Jackson Middle School (which doubles as a community park), residential uses (multifamily and single family dwellings), churches, and many services on Capitol Hwy and Barbur Blvd.	Lori Mastrantonio-Meuseur (citizen comment)	3/25/2014	No change recommended. Include in analysis and consideration in the 2018 RTP update. Policy discussion is needed to add, since addition of the route would not be consistent with the methodology used in developing the ATP bicycle and pedestrian networks. The streets are identified as City (not Major City) Bikeways in Portland's Bicycle Plan and as City Walkways in the Portland Pedestrian Master Plan.	

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
261	Designate SW Vermont St and SW 45th Ave as a Regional Pedestrian Corridors and Regional Bikeways. The routes along Vermont and 45th provide connections to multiple destinations and transit stops in the area including Gabriel Park, SW Community Center, residential uses (multifamily and single family dwellings), neighborhood commercial uses (medical services, offices and retail uses) and churches in the area.	Lori Mastrantonio-Meuseur (citizen comment)	3/25/2014	No change recommended. SW Vermont is currently designated a Regional Bikeway between the Hillsdale Town Center and SW Oleson Road. Do not add SW Vermont or SW 45th as a Regional Pedestrian Corridor at this time and do not add SW 45th as a Regioal Bikeway at this time; but do include in analysis and policy disucssion for consideration for inclusion in the 2018 RTP update. Policy disucssion is needed to add, since addition of the route would not be consistent with the methodology used in developing the ATP Pedestrian and Bicyle networks. SW Vermont and SW 45th are identified as City (not Major City) Bikeways in Portland's Bicycle Plan and as City Walkways in the Portland Pedestrian Master Plan.	
262	Delete project #11097 since it is duplicative of the combination of projects #10474, 10475, 10476.	Metro/Gresham Staff	5/5/2014	Change as requested.	11097 (Rugg Rd/Springwater), 10474 (Rugg Rd extension), 10475 (Rugg Rd extension), 10476 (Rugg Rd)
263	The Columbia River Crossing I-5 project (CRC) should be removed from the RTP list.	Coalition for a Livable Future (CLF)	5/5/2014	Comment forwarded to ODOT and City of Portland. See response to Comment #153 from ODOT's director. ODOT opposes removing any elements of the Columbia River Crossing from the financially constrained RTP project list, and/or redefining elements of the project through this technical update. ODOT supports the current language as included in Metro's Public Review Draft of the RTP and looks forward to working with Metro between now and the next full RTP update.	10893: Improve I-5/Columbia River bridge, 10902 MAX light rail: Yellow Line: CRC / I-5 North extension

#	Comment	Source(s)	Date	TPAC Recommendation	Relevant RTP project
264	For the purposes of air quality conformity, any analysis with CRC on the list should include new analysis of air quality in the I-205 corridor in light of research by CDM Smith which found that the CRC would lead to increased travel on I-205 by as much as 39,500 vehicles per day	Coalition for a Livable Future (CLF)	5/5/2014	The current air quality tools used to conduct regional conformity analysis cannot perform project specific emissions analysis, and therefore cannot isolate emissions generated for a specific corridor or from a specific project. The emissions analysis takes regional aggregate outputs from the travel demand model and applies the outputs to specific emissions rates established and calibrated for the region. All the results come out as regional emissions which cannot be disaggregated to the degree the commenter seeks.	10893: Improve I-5/Columbia River bridge, 10902 MAX light rail: Yellow Line: CRC / I-5 North extension
265	The RTP should include findings on how the system has performed over time. Chapter 4 includes projected performance based on modeling potential results between 2010 and 2040. The RTP includes some performance information in Chapter One, including VMT, but does not include many of the measures listed in chapter 4 (table 4.2).	Coalition for a Livable Future (CLF)	5/5/2014	Because of the tight time line, the Regional mobility corridor atlas was not updated in advance of the 2014 RTP update. An updated atlas will be completed after adoption of the 2014 RTP update and will inform the 2018 RTP update.	
266	The RTP states in section 4.2.2 that an analysis of system monitoring performance is done every two years in advance of the allocation process for regional flexible funds. Key findings should be included in this section of the RTP.	Coalition for a Livable Future (CLF)	5/5/2014	This analysis will be included in the updated Regional mobility corridor atlas to be published after adoption of the 2014 RTP update.	

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