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STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 00-2905 FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS.

Date: February 7, 2000

Presented by Andrew C. Cotugno

PROPOSED ACTION

This resolution certifies that the Portland metropolitan area is in compliance with federal transportation planning requirements as defined in Title 2.3, Code of Federal Regulations, Part 450 and Title 49, Code of Federal Regulations, Part 613.

FACTUAL BACKGROUND AND ANALYSIS

Required self certification areas include:

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

Each of these areas is discussed in Exhibit A to Resolution 00-2904.

EXISTING LAW

Federal transportation agencies (Federal Transit Administration [FTA] and Federal Highway Administration [FHWA]) require a self-certification that our planning process is in compliance with certain federal requirements as a prerequisite to receiving federal funds. The self-certification documents that we have met those requirements and is considered yearly at the time of Unified Work Program approval.

BUDGET IMPACT

Approval of this resolution is a companion to the Unified Work Program. It is a prerequisite to receipt of federal planning funds and is, therefore, critical to the Metro budget. The UWP matches the projects and studies reflected in the proposed Metro budget submitted by the Metro Executive Officer to the Metro Council and is subject to revision in the final Metro budget.

Approval will mean that grants can be submitted and contracts executed so work can commence on July 1, 2000, in accordance established Metro priorities.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 00-2905.

JOINT RESOLUTION OF THE
METRO COUNCIL
AND OREGON STATE HIGHWAY ENGINEER

FOR THE PURPOSE OF CERTIFYING THAT) RESOLUTION NO. 00-2905
THE PORTLAND METROPOLITAN AREA IS)
IN COMPLIANCE WITH FEDERAL) Introduced by Councilor Jon Kvistad,
TRANSPORTATION PLANNING) JPACT Chair
REQUIREMENTS)

WHEREAS, Substantial federal funding from the Federal Transit Administration and Federal Highway Administration is available to the Portland metropolitan area; and

WHEREAS, The Federal Transit Administration and Federal Highway Administration require that the planning process for the use of these funds complies with certain requirements as a prerequisite for receipt of such funds; and

WHEREAS, Satisfaction of the various requirements is documented in Exhibit A; now, therefore,

BE IT RESOLVED,

That the transportation planning process for the Portland metropolitan area (Oregon portion) is in compliance with federal requirements as defined in Title 23 Code of Federal Regulations, Part 450, and Title 49 Code of Federal Regulations, Part 613.

ADOPTED by the Metro Council this _____ day of _____, 2000.

David Bragdon, Presiding Officer

APPROVED by the Oregon Department of Transportation State Highway Engineer this _____ day of _____, 2000.

State Highway Engineer

Metro Self-Certification

1. Metropolitan Planning Organization Designation

Metro is the MPO designated by the Governor for the urbanized areas of Clackamas, Multnomah and Washington Counties.

Metro is a regional government with seven directly elected Councilors and an elected Executive Officer. Local elected officials are directly involved in the transportation planning/decision process through the Joint Policy Advisory Committee on Transportation (JPACT) (see attached membership). JPACT provides the “forum for cooperative decision-making by principal elected officials of general purpose governments” as required by USDOT. The Metro Policy Advisory Committee deals with non-transportation-related matters with the exception of adoption and amendment to the Regional Transportation Plan (RTP).

2. Geographic Scope

Transportation planning in the Metro region includes the entire area within the Federal-Aid Urban boundary.

3. Agreements

- a. A basic memorandum of agreement between Metro and the Regional Transportation Council (Southwest Washington RTC) delineates areas of responsibility and coordination. Executed December 1997 and renewed yearly.
- b. An agreement between Tri-Met and Metro implementing the Intermodal Surface Transportation Efficiency Act of 1991. Executed April 1998.
- c. An agreement between ODOT and Metro implementing the Intermodal Surface Transportation Efficiency Act of 1991. Executed April 1998.
- d. Yearly agreements are executed between Metro and ODOT defining the terms and use of FHWA planning funds.
- e. Bi-State Resolution – Metro and RTC jointly adopted a resolution establishing a Bi-State Policy Advisory Committee.
- f. An agreement between Metro and the Department of Environmental Quality (DEQ) describing each agency’s responsibilities and roles for air quality planning. Executed May 1998.

4. Responsibilities, Cooperation and Coordination

Metro uses a decision-making structure, which provides state, regional and local governments the opportunity to participate in the transportation and land use decisions of the organization. The two key committees are the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC). These committees receive recommendations from the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

JPACT

This committee is comprised of Metro Councilors (three); local elected officials (nine, including two from Clark County, Washington) and appointed officials from the Oregon Department of Transportation (ODOT), Tri-Met, the Port of Portland and the Department of Environmental Quality (DEQ). All transportation-related actions (including federal MPO actions) are recommended by JPACT to the Metro Council. The Metro Council can approve the recommendations or refer them back to JPACT with a specific concern for reconsideration. Final approval of each item, therefore, requires the concurrence of both bodies.

Bi-State Committee

The Bi-State Transportation Committee was created by joint resolution of the RTC Board and Metro in May of 1999. The Committee is charged with reviewing all issues of bi-state significance for transportation and presenting any recommended action to RTC and JPACT. The intergovernmental agreement between RTC and Metro states that JPACT and the RTC Board "shall take no action on an issue of bi-state significance without first referring the issue to the Bi-State Transportation Committee for their consideration and recommendation."

MPAC

This committee was established by the Metro Charter to provide a vehicle for local government involvement in Metro's planning activities. It includes local elected officials (11), appointed officials representing special districts (three), Tri-Met, a representative of school districts, citizens (three), Metro Councilors (two with non-voting status), Clark County, Washington (two) and an appointed official from the State of Oregon (with non-voting status). Under the Metro Charter, this committee has responsibility for recommending to the Metro Council adoption of or amendment to any element of the Charter-required Regional Transportation Plan.

The Regional Framework Plan was adopted on December 11, 1997 and addresses the following topics:

- Transportation
- Land use (including the Metro Urban Growth Boundary and urban reserves)
- Open space and parks
- Water supply and watershed management
- Natural hazards

- Coordination with Clark County, Washington
- Management and implementation

In accordance with this requirement, the transportation plan developed to meet TEA-21 Rule 12 and Charter requirements will require a recommendation from both MPAC and JPACT. This will ensure proper integration of transportation with land use and environmental concerns.

5. Metropolitan Transportation Planning Products

- a. The Unified Work Program (UWP) is adopted annually by JPACT, the Metro Council and the Southwest Washington Regional Transportation Council. It fully describes work projects planned for the Transportation Department during the fiscal year and is the basis for grant and funding applications. The UWP also includes major projects being planned by member jurisdictions, particularly if federal funds are involved.

- b. Regional Transportation Plan (RTP)

An Interim Federal Regional Transportation Plan was adopted in July 1995 to meet ISTEA planning requirements, including an air quality conformity determination. An updated conformity determination on that plan was made in 1998. A major update to the plan is underway which is intended to complement the Region 2040 Growth Concept for land use and to address key state Transportation Planning Rule requirements. The current update began in late 1995 and has included extensive public involvement and inter-governmental review. The regional policy piece of the current update has been adopted and has set the direction for regional transportation system development and funding decisions since 1996. The proposed RTP update was adopted by Resolution No. 99-2878B in December 1999. The current update will conclude in mid-2000. At that time, the updated RTP will fully comply with all relevant federal and state planning requirements.

- c. Transportation Improvement Program

The Metropolitan Transportation Improvement Program (MTIP) was last updated in 1999 and incorporated into ODOT's 2000-2003 STIP. The 1999 update completed projects or project phases with prior funding commitments and allocated \$75 million of STP, CMAQ and Enhancement funds. The adopted MTIP features a three-year approved program of projects and a fourth "out-year." The first year of projects are considered the priority year projects. Should any of these be delayed for any reason, projects of equivalent dollar value may be advanced from the second and third years of the program without processing formal TIP amendments. This flexibility was adopted in response to ISTEA (now TEA-21) planning requirements. The flexibility reduces the need for multiple amendments throughout the year. The FY 2000-2003 MTIP was completed in FY 2000. FY 2000-2001 will see development of the FY 2002-2005 joint MTIP/ STIP and implementation of priority FY 2001 projects. The TIP and air quality conformity determination were approved by FHWA and FTA on January 31, 2000.

6. Planning Factors

Metro's planning process addresses the seven TEA-21 planning factors in all projects and policies. The table below describes this relationship. The TEA-21 planning factors are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
- Increase the safety and security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility options available to people and for freight;
- Protect and enhance the environment, promote energy conservation and improve quality of life;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient management and operations; and
- Emphasize the preservation of the existing transportation system.

Factor	System Planning (RTP)	Funding Strategy (MTIP)	HCT Planning
1. Support Economic Vitality	<ul style="list-style-type: none"> • RTP policies linked to land use strategies that promote economic development • Industrial areas and intermodal facilities identified in policies as "primary" areas of focus for planned improvements • Comprehensive, multi-modal freight improvements that link intermodal facilities to industry are detailed for 20-year plan period • Highway LOS policy tailored to protect key freight corridors • RTP recognizes need for freight linkages to destinations beyond the 	<ul style="list-style-type: none"> • All projects subject to consistency with RTP policies on economic development and promotion of "primary" land use element of 2040 development such as industrial areas and intermodal facilities • Special category for freight improvements calls out the unique importance for these projects • All freight projects subject to funding criteria that promote industrial jobs and businesses in the "traded sector" 	<ul style="list-style-type: none"> • HCT plans designed to support continued development of regional centers and central city by increasing transit accessibility to these locations • HCT improvements in major commute corridors lessen need for major capacity improvements in these locations, allowing for freight improvements in other corridors

	region by all modes		
2. Increase Safety	<ul style="list-style-type: none"> • The RTP policies call out safety as a primary focus for improvements to the system • Safety is identified as one of three implementation priorities for all modal systems (along with preservation of the system and implementation of the region's 2040 growth management strategy) 	<ul style="list-style-type: none"> • All projects ranked according to specific safety criteria • Road modernization and reconstruction projects are scored according to relative accident incidence • All projects must be consistent with regional street design guidelines that provide safe designs for all modes of travel 	<ul style="list-style-type: none"> • Station area planning for proposed HCT improvements is primarily driven by pedestrian access and safety considerations.
3. Increase Accessibility	<ul style="list-style-type: none"> • The RTP policies are organized on the principle of providing accessibility to centers and employment areas with a balanced, multi-modal transportation system • The policies also identify the need for freight mobility in key freight corridors and to provide freight access to industrial areas and intermodal facilities 	<ul style="list-style-type: none"> • Measurable increases in accessibility to priority land use elements of the 2040 growth concept is a criterion for all projects • The MTIP program places a heavy emphasis on non-auto modes in an effort to improve multi-modal accessibility in the region 	<ul style="list-style-type: none"> • The planned HCT improvements in the region will provide increased accessibility to the most congested corridors and centers • Planned HCT improvements provide mobility options to persons traditionally underserved by the transportation system
4. Protect Environment and Quality of Life <i>(continued)</i>	<ul style="list-style-type: none"> • The RTP is constructed as a transportation strategy for implementing the region's 2040 growth concept. The growth concept is a long-term vision for retaining the region's livability through managed growth • The RTP system has been "sized" to minimize the impact on the built and natural environment • The region will be developing an environmental street 	<ul style="list-style-type: none"> • The MTIP conforms to the Clean Air Act • The MTIP focuses on allocating funds for clean air (CMAQ), livability (Transportation Enhancement) and multi- and alternative-modes (STIP) • Bridge projects in lieu of culverts have been funded through the MTIP 	<ul style="list-style-type: none"> • Light rail improvements provide emission-free transportation alternatives to the automobile in some of the region's most congested corridors and centers • HCT transportation alternatives enhance quality of life for residents by providing an alternative to auto travel in congested corridors and centers

	<p>design guidebook to facilitate making transportation improvements in sensitive areas, and to coordinate transportation project development with regional strategies to protect endangered species</p> <ul style="list-style-type: none"> • The RTP conforms to the Clean Air Act • Many new transit, bicycle, pedestrian and TDM projects have been added to the plan in recent updates to provide a more balanced, multi-modal system that maintains livability 		
<p>4. Protect Environment and Quality of Life <i>(continued)</i></p>	<ul style="list-style-type: none"> • RTP transit, bicycle, pedestrian and TDM projects planned for the next 20 years will complement the compact urban form envisioned in the 2040 growth concept by promoting an energy-efficient transportation system • Metro is coordinating its system level planning with resource agencies to identify and resolve key issues 		
<p>5. System Integration/Connectivity</p>	<ul style="list-style-type: none"> • The RTP includes a functional classification system for all modes that establishes an integrated modal hierarchy • The RTP policies and UGMFP* include a street design elements that integrates 	<ul style="list-style-type: none"> • Projects funded through the MTIP must be consistent with regional street design guidelines • Freight improvements are evaluated according to potential conflicts with other modes 	<ul style="list-style-type: none"> • Planned HCT improvements are closely integrated with other modes, including pedestrian and bicycle access plans for station areas and park-and-ride and passenger drop-off facilities a major stations

	<p>transportation modes in relation to land use for all regional facilities</p> <ul style="list-style-type: none"> • The RTP policies and UGMFP include connectivity provisions that will increase local and major street connectivity • The RTP freight policies and projects address the intermodal connectivity needs at major freight terminals in the region • The intermodal management system identifies key intermodal links in the region 		
6. Efficient Management & Operations	<ul style="list-style-type: none"> • The RTP policy chapter includes specific system management policies aimed at promoting efficient system management and operation • Proposed RTP projects includes many system management improvements along regional corridors • The RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs 	<ul style="list-style-type: none"> • Projects are scored according to relative cost effectiveness (measured as a factor of total project cost compared to measurable project benefits) • TDM projects are solicited in a special category to promote improvements or programs that reduce SOV pressure on congested corridors 	<ul style="list-style-type: none"> • Proposed HCT improvements include redesigned feeder bus systems that take advantage of new HCT capacity and reduce the number of redundant transit lines
7. System Preservation	<ul style="list-style-type: none"> • Proposed RTP projects includes major roadway preservation projects • The RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs 	<ul style="list-style-type: none"> • Reconstruction projects that provide long-term maintenance are identified as a funding priority 	<ul style="list-style-type: none"> • The RTP financial plan includes the 20-year costs of HCT maintenance and operation for planned HCT systems

- * UGMFP is the acronym for the Urban Growth Management Functional Plan, an adopted regulation that requires local governments in Metro's jurisdiction to complete certain planning tasks.

7. Public Involvement

Metro maintains a continuous involvement process which provides public access to key decisions and supports early and ongoing development. The Metro Council adopted public involvement procedures for Metro and area governments to follow for any activities that will result in modification to the MTIP or the RTP. The procedures reflect ISTEA public involvement with adequate notice and broad participation. Metro actively seeks means to involve and recruit transportation underserved for its numerous studies and project committees.

All Metro UWP studies and projects that have a public comment period require an approved public involvement plan (PIP). Included in every PIP are creative strategies, tools and methods to best involve its diverse citizenry. Some of these may include citizen committees, task forces, newsletters, public opinion survey techniques, and media relations.

Both the RTP update and the South/North Environmental Impact Statement (EIS) had citizen advisory committees to help with key decisions. The South Willamette River Crossing Study utilized stakeholder groups and numerous community outreach activities. The Traffic Relief Options Study included a 12-member citizen Task Force and held a substantial number of focus group stakeholder workshop sessions. The MTIP does not have a formal citizen oversight committee, but hearings and workshops are held related to actions on the criteria, project solicitation, project ranking, and the recommended program. For FY 00-01, two new citizen committees are likely for the Highway 217 and I-5 corridor studies.

Finally, the Transportation Policy Alternatives Committee (TPAC) includes six citizen positions. TPAC makes recommendations to JPACT and the Metro Council.

- 8. Title VI – The last formal submittal was June 1999 to the Federal Transit Administration. No response was received. An in-house review with the ODOT Title VI Coordinator was held in June 1997. Based on that review, Metro was found in compliance. The next ODOT review will be in 2001.

9. Disadvantaged Business Enterprise

A revised DBE program was adopted by the Metro Council in June 1997 (Ordinance 97-692A). Overall agency goals were set for DBEs and Women-Owned Business Enterprises (WBE) as well as contract goals by type. Metro's Executive Officer in August 1999 approved an overall DBE annual goal for Metro of 11.9% in accordance with 49 CFR Part 26. This goal was established utilizing ODOT's formula to determine DBE availability of "ready, willing and able" firms for federally funded professional and construction projects.

Metro's DEB program was reviewed and determined to be in compliance by FTA after conducting a Triennial Review in August 1999.

10. Americans with Disabilities Act (ADA)

The Americans with Disabilities Act Joint Complementary Paratransit Plan was adopted by the Tri-Met Board in December 1991 and was certified as compatible with the RTP by Metro Council in January 1992. The plan was phased in over five years and Tri-Met has been in compliance since January 1997. Metro approved the 1997 plan as in conformance with the Regional Transportation Plan. FTA audited and approved the plan in summer 1999.

rmb C:\Resolutions\UWP 2001\Exhibit A.doc

**Federal – State Revenues
Available for Capital Projects
on the Regional System**

	Highways				Transit						
	(1998 \$ Millions)	State Highway Trust Fund *	Optional Capital Bonding (reduces OM&P) **	Federal Demonstration Projects (40% to Highways)	Highway Total (w/out bonding)	Interstate MAX	Commuter Rail	South Corridor	Recommended Option Future LRT	Option 2 Future HCT	Transit Total (with Future LRT)
	2000	\$11.98									
	2001	\$11.81	\$172.62			\$50.00	\$1.00	\$3.00			\$54.00
	2002	\$11.64				\$60.00	\$0.00	\$3.00			\$63.00
	2003	\$11.48		\$4.15		\$60.00	\$8.00	\$3.00			\$71.00
New TEA	2004	\$11.34		\$4.15	\$15.49	\$60.00	\$8.00	\$3.00			\$71.00
	2005	\$11.17		\$4.15	\$15.32	\$27.50	\$9.00	\$3.00			\$39.50
	2006	\$11.00		\$4.15	\$15.15			\$20.00	\$40.00		\$60.00
	2007	\$10.82	\$143.72	\$4.15	\$14.97			\$20.00	\$40.00		\$60.00
	2008	\$10.63		\$4.15	\$14.78			\$20.00	\$40.00		\$60.00
	2009	\$10.44		\$4.15	\$14.59				\$60.00		\$60.00
New TEA	2010	\$10.24		\$4.15	\$14.39				\$60.00		\$60.00
	2011	\$10.02		\$4.15	\$14.17				\$60.00	\$10.00	\$60.00
	2012	\$9.81		\$4.15	\$13.96				\$60.00	\$10.00	\$60.00
	2013	\$9.60	\$119.67	\$4.15	\$13.75				\$60.00		\$60.00
	2014	\$9.39		\$4.15	\$13.54				\$60.00	\$10.00	\$60.00
	2015	\$9.19		\$4.15	\$13.34				\$60.00	\$10.00	\$60.00
New TEA	2016	\$8.83		\$4.15	\$12.98				\$60.00		\$60.00
	2017	\$8.64		\$4.15	\$12.79				\$60.00	\$10.00	\$60.00
	2018	\$8.44		\$4.15	\$12.59				\$60.00	\$10.00	\$60.00
	2019	\$8.26	\$99.64	\$4.15	\$12.41				\$60.00		\$60.00
	2020	\$8.07		\$4.15	\$12.22				\$60.00		\$60.00
	Total	\$212.77	\$535.64	\$74.70	\$236.41	\$257.50	\$26.00	\$75.00	\$840.00		\$1,198.50

* Assumes all non-capital specific revenues to OM&P.

** Forecast assumes an annual one cent increase in the state gas tax and \$10 increase in state vehicle registration fee every 6th year for OM&P. Years 2000-2003 are updated estimates from STIP 2000, discounted to 1998 \$.

**Regional Revenues
Available for Capital Projects
on the Regional System**

(1998 \$ Millions)	Regional STP	CMAQ	Enhancements	Willamette River Bridges (from federal sources)	Other Bridges (from federal sources)	Safety	Federal Demonstration (60% to non-highway)	Total Revenues	Allocation to HCT	Allocation to Regional Initiatives*	Willamette River Bridges (80% of Fed Bridge \$ + \$6 m local)
2000	\$13.92	\$7.57	\$1.40	\$2.74	\$0.69	\$1.01		\$27.33		\$2.96	
2001	\$14.12	\$7.82	\$1.40	\$2.73	\$0.68	\$0.97		\$27.73		\$3.04	
2002	\$14.46	\$9.27	\$1.40	\$2.72	\$0.68	\$0.94		\$29.47		\$2.95	
2003	\$14.76	\$9.47	\$1.40	\$3.70	\$0.92	\$1.45	\$6.82	\$38.52		\$2.27	
2004	\$14.76	\$9.47	\$1.40	\$3.70	\$0.92	\$1.45	\$6.82	\$38.52	\$6.00	\$3.00	\$4.30
2005	\$14.76	\$9.47	\$1.40	\$3.70	\$0.92	\$1.45	\$6.82	\$38.52	\$6.00	\$3.00	\$4.30
2006	\$14.76	\$9.47	\$1.40	\$3.70	\$0.92	\$1.45	\$6.82	\$38.52	\$6.00	\$3.00	\$4.30
2007	\$14.76	\$9.47	\$1.40	\$3.70	\$0.92	\$1.45	\$6.82	\$38.52	\$6.00	\$3.00	\$4.30
2008	\$14.76	\$9.47	\$1.40	\$3.70	\$0.92	\$1.45	\$6.82	\$38.52	\$6.00	\$3.00	\$4.30
2009	\$14.76	\$9.47	\$1.40	\$3.70	\$0.92	\$1.45	\$6.82	\$38.52	\$6.00	\$3.00	\$4.30
2010	\$14.76	\$9.47	\$1.40	\$3.70	\$0.92	\$1.45	\$6.82	\$38.52	\$6.00	\$3.00	\$4.30
2011	\$14.76	\$9.47	\$1.40	\$3.70	\$0.92	\$1.45	\$6.82	\$38.52	\$6.00	\$3.00	\$4.30
2012	\$14.76	\$9.47	\$1.40	\$3.70	\$0.92	\$1.45	\$6.82	\$38.52	\$6.00	\$3.00	\$4.30
2013	\$14.76	\$9.47	\$1.40	\$3.70	\$0.92	\$1.45	\$6.82	\$38.52	\$6.00	\$3.00	\$4.30
2014	\$14.76	\$9.47	\$1.40	\$3.70	\$0.92	\$1.45	\$6.82	\$38.52	\$6.00	\$3.00	\$4.30
2015	\$14.76	\$9.47	\$1.40	\$3.70	\$0.92	\$1.45	\$6.82	\$38.52	\$6.00	\$3.00	\$4.30
2016	\$14.76	\$9.47	\$1.40	\$3.70	\$0.92	\$1.45	\$6.82	\$38.52	\$6.00	\$3.00	\$4.30
2017	\$14.76	\$9.47	\$1.40	\$3.70	\$0.92	\$1.45	\$6.82	\$38.52	\$6.00	\$3.00	\$4.30
2018	\$14.76	\$9.47	\$1.40	\$3.70	\$0.92	\$1.45	\$6.82	\$38.52	\$6.00	\$3.00	\$4.30
2019	\$14.76	\$9.47	\$1.40	\$3.70	\$0.92	\$1.45	\$6.82	\$38.52	\$6.00	\$3.00	\$4.30
2020	\$14.76	\$9.47	\$1.40	\$3.70	\$0.92	\$1.45	\$6.82	\$38.52	\$6.00	\$3.00	\$4.30
Total 2004-2020	\$250.92	\$160.99	\$23.80	\$62.90	\$15.64	\$24.65	\$115.94	\$654.84	\$102.00	\$51.00	\$73.10

Years 2000-2003 revenues have been committed to projects and are not available for reallocation.

Years 2000-2003 of STP, CMAQ and Enhancements updated based on TEA-21 authorization.

All revenues shown in 1998 \$. After 2003, revenues are expected to grow at the rate of inflation.

* Includes regional planning (\$750,000), Transit Oriented Development (\$1 m), and TDM programs; including TMA start-ups (\$1.25 m).

**Regional Revenues
Available for Capital Projects
on the Regional System**

(1998 \$ Millions)	Total Available for New Regional Projects	Proposed Allocation to Transit (6%)	Proposed allocation to ODOT Arterials (5%)	Proposed allocation to the Port (5%)	Proposed Allocation to East Multnomah County (10%)	Proposed Allocation to Portland (30%)	Proposed Allocation to Clackamas County (22%)	Proposed Allocation to Washington County (22%)
2000								
2001								
2002								
2003								
2004	\$26.32	\$1.58	\$1.32	\$1.32	\$2.63	\$7.90	\$5.79	\$5.79
2005	\$26.32	\$1.58	\$1.32	\$1.32	\$2.63	\$7.90	\$5.79	\$5.79
2006	\$26.32	\$1.58	\$1.32	\$1.32	\$2.63	\$7.90	\$5.79	\$5.79
2007	\$26.32	\$1.58	\$1.32	\$1.32	\$2.63	\$7.90	\$5.79	\$5.79
2008	\$26.32	\$1.58	\$1.32	\$1.32	\$2.63	\$7.90	\$5.79	\$5.79
2009	\$26.32	\$1.58	\$1.32	\$1.32	\$2.63	\$7.90	\$5.79	\$5.79
2010	\$26.32	\$1.58	\$1.32	\$1.32	\$2.63	\$7.90	\$5.79	\$5.79
2011	\$26.32	\$1.58	\$1.32	\$1.32	\$2.63	\$7.90	\$5.79	\$5.79
2012	\$26.32	\$1.58	\$1.32	\$1.32	\$2.63	\$7.90	\$5.79	\$5.79
2013	\$26.32	\$1.58	\$1.32	\$1.32	\$2.63	\$7.90	\$5.79	\$5.79
2014	\$26.32	\$1.58	\$1.32	\$1.32	\$2.63	\$7.90	\$5.79	\$5.79
2015	\$26.32	\$1.58	\$1.32	\$1.32	\$2.63	\$7.90	\$5.79	\$5.79
2016	\$26.32	\$1.58	\$1.32	\$1.32	\$2.63	\$7.90	\$5.79	\$5.79
2017	\$26.32	\$1.58	\$1.32	\$1.32	\$2.63	\$7.90	\$5.79	\$5.79
2018	\$26.32	\$1.58	\$1.32	\$1.32	\$2.63	\$7.90	\$5.79	\$5.79
2019	\$26.32	\$1.58	\$1.32	\$1.32	\$2.63	\$7.90	\$5.79	\$5.79
2020	\$26.32	\$1.58	\$1.32	\$1.32	\$2.63	\$7.90	\$5.79	\$5.79
Total 2004-2020	\$447.44	\$26.85	\$22.37	\$22.37	\$44.74	\$134.23	\$98.44	\$98.44

**Local Revenues
Available for Capital Projects
on the Regional System**

	Multnomah County			Portland and Port			Port Revenues and Public/Private Investment*
	Local Gas Tax to Willamette River Bridges	Gresham Traffic Impact Fees	Grand Total	Urban Renewal	Development Charges	Grand Total	
2000	\$0.60	\$0.24		\$3.50	\$2.29		
2001	\$0.60	\$0.24		\$4.50	\$2.29		
2002	\$0.60	\$0.24		\$4.50	\$2.29		\$8.56
2003	\$0.60	\$0.24		\$4.50	\$2.29		\$8.56
2004	\$0.60	\$0.24		\$4.50	\$2.29		\$8.56
2005	\$0.60	\$0.24		\$4.50	\$2.29		\$8.56
2006	\$0.60	\$0.24		\$4.50	\$2.29		\$8.56
2007	\$0.60	\$0.24		\$4.50	\$2.29		\$8.56
2008	\$0.60	\$0.24		\$4.50	\$2.29		\$8.56
2009	\$0.60	\$0.24		\$4.50	\$2.29		\$8.56
2010	\$0.60	\$0.24		\$4.50	\$2.29		\$8.56
2011	\$0.60	\$0.24		\$4.50	\$2.29		\$8.56
2012	\$0.60	\$0.24		\$4.50	\$2.29		\$8.56
2013	\$0.60	\$0.24		\$4.50	\$2.29		\$8.56
2014	\$0.60	\$0.24		\$4.50	\$2.29		\$8.56
2015	\$0.60	\$0.24		\$4.50	\$2.29		\$8.56
2016	\$0.60	\$0.24		\$4.50	\$2.29		\$8.56
2017	\$0.60	\$0.24		\$4.50	\$2.29		\$8.56
2018	\$0.60	\$0.24		\$4.50	\$2.29		\$8.56
2019	\$0.60	\$0.24		\$4.50	\$2.29		\$8.56
2020	\$0.60	\$0.24		\$4.50	\$2.29		\$8.56
Total	\$12.60	\$5.00	\$17.60	\$93.50	\$48.00	\$141.50	\$179.80

All revenues shown in 1998 \$

* Public/Private Investments total \$41.8 million.

**Local Revenues
Available for Capital Projects
on the Regional System**

Clackamas County


Washington County

	Urban Renewal	Development Charges	Grand Total	MSTIP	TIF Road Revenues	TIF Transit Revenues	Grand Total
2000	\$1.62	\$1.98		\$19.10	\$8.69	\$1.45	
2001	\$1.62	\$1.98		\$20.20	\$8.69	\$1.45	
2002	\$1.62	\$1.98		\$21.50	\$8.69	\$1.45	
2003	\$1.62	\$1.98		\$22.80	\$8.69	\$1.45	
2004	\$1.62	\$1.98		\$24.10	\$8.69	\$1.45	
2005	\$1.62	\$1.98		\$25.60	\$8.69	\$1.45	
2006	\$1.62	\$1.98		\$27.10	\$8.69	\$1.45	
2007	\$1.62	\$1.98		\$7.20	\$8.69	\$1.45	
2008	\$1.62	\$1.98		\$7.60	\$8.69	\$1.45	
2009	\$1.62	\$1.98		\$8.10	\$8.69	\$1.45	
2010	\$1.62	\$1.98		\$8.60	\$8.69	\$1.45	
2011	\$1.62	\$1.98		\$9.10	\$8.69	\$1.45	
2012	\$1.62	\$1.98		\$9.60	\$8.69	\$1.45	
2013	\$1.62	\$1.98		\$10.20	\$8.69	\$1.45	
2014	\$1.62	\$1.98		\$2.60	\$8.69	\$1.45	
2015	\$1.62	\$1.98		\$2.70	\$8.69	\$1.45	
2016	\$1.62	\$1.98		\$2.90	\$8.69	\$1.45	
2017	\$1.62	\$1.98		\$3.00	\$8.69	\$1.45	
2018	\$1.62	\$1.98		\$3.20	\$8.69	\$1.45	
2019	\$1.62	\$1.98		\$3.40	\$8.69	\$1.45	
2020	\$1.62	\$1.98		\$3.60	\$8.69	\$1.45	
Total	\$34.10	\$41.50	\$75.60	\$242.20	\$182.59	\$30.52	\$455.31

**METRO**

Date: February 28, 2000

To: JPACT

From:  Andy Cotugno, Transportation Director

Re: Fiscally Constrained RTP – Revenue Assumptions

This memo is intended to provide an overview of funding assumptions to be made in order to define what to include in the Fiscally Constrained Scenario of the RTP. Highlighted in **BOLD** are portions that we need feedback from JPACT.

As you will recall, the RTP adopted in December 1999 is structured around the following five scenarios:

- **The Preferred RTP** – This represents all the projects and programs designed to fully meet the needs of the region; inclusion in the Preferred RTP represents policy concurrence on the merits of a particular project. The December 1999 RTP adopted the Preferred RTP system.
- **The Strategic RTP** – This represents the projects and programs that the region intends to pursue sufficient funds to implement; inclusion in the Strategic RTP represents an intent to fund and implement a particular project. The December 1999 RTP adopted the Strategic RTP system.
- **The Fiscally Constrained RTP** – This represents the programs and projects that the region expects can be funded with existing resources plus new funding sources that can reasonably be expected to be raised based upon the region's historical track record. It is required by USDOT and EPA in order to demonstrate that air quality standards can be met based upon realistic revenue assumptions, not wishful thinking. Development of the Constrained RTP requires estimation of what revenue sources will be raised and for what transportation projects. It does not bind future decisions on which project to fund through the MTIP/STIP or through federal demo funds or newly raised state or local funds. However, upon approval of the Air Quality Conformity Determination for this RTP update, any project not included in the Constrained RTP that is funded through any federal, state or local funding source will require a new Conformity Determination to be made and approved by USDOT and EPA. **This Fiscally Constrained RTP is the system that is now being defined.**

- **The Existing Resources RTP** – This represents the programs and projects that the region expects can be funded with resources that are currently adopted and requires no further action by federal, state or local elected bodies or the voters. Existing sources are forecasted for the 20-year RTP period to take into account the affects of inflation, growth, fuel efficiency, etc. The Existing Resources RTP was developed as an illustrative exercise to demonstrate the conditions without new sources of funding. The December 1999 RTP adopted the Existing Resources RTP system.
- **The Committed RTP** – This represents the programs and projects that the region has already committed funds to through the MTIP/STIP or local Capital Improvement Programs. This represents the conditions if nothing else is done beyond the current 4-5 year capital programs. The December 1999 RTP adopted the Committed RTP system.

In general, the Fiscally Constrained RTP is developed in the following major components:

1. **Local Sources** – All local sources of transportation funding and the projects they are committed to is accounted for, including: System Development Charges (SDCs), Traffic Impact Fees, Local Improvement Districts (LIDs), Urban Renewal Funds, Street Maintenance Fees, Tri-Met Payroll Tax, local gas taxes, federal forestry receipts, parking revenues, general funds, general obligation bonds, property tax levies. For purposes of the RTP, some of these funds must be spent on capital improvements and are assumed to be used for projects; others can be spent on Operations, Maintenance and Preservation and are assumed to be used in this manner.
2. **State Sources** – The State Highway Trust Fund is assumed to be increased at the rate of 1-cent gas tax increase per year plus an additional 1-cent every fourth year plus a \$10/year vehicle registration fee increase in 2002 and a \$15/year increase in 2012. Truck taxes are assumed to maintain cost-responsibility with auto taxes regardless of whether weight-mile taxes remain or a diesel tax is substituted. Current practice for distributing these funds to ODOT, City and County jurisdictions is maintained. Since this is the primary source of funds for Operations, Maintenance and Preservation of the system, it is assumed that none is used for capital improvements in the RTP with the exception of the 2-cent gas tax dedicated by the Legislature to ODOT Modernization. This \$12 million per year (in 2000 dollars) is assumed to be used for improvements to the state highway system with the priority focused on the Bond Program list approved by JPACT in November.

A key policy choice to make is whether to assume the ODOT Bond Program is passed by the voters in May and whether the Legislature adopts further Bond Programs in the future. At this point, the issue appears moot since the six-year list of bond measure projects approved by JPACT and the OTC can be funded with the 20-year revenue stream whether or not the measure passes in May. Furthermore, it is not recommended to assume future Bond Programs. Future Bond Programs would either require additional gas tax increases beyond that already assumed or would require reducing the funding level for Operations, Maintenance and Preservation commensurate with the annual debt requirement. Neither assumption appears reasonable at this time. After the May vote and the next Legislature, the issue can be reevaluated.

Also assumed as state funding is \$19 million per biennium statewide for special needs transit service, producing approximately \$1.4 million per year for operations and \$2.45 million per year for capital. These funds would be dedicated to this service and therefore do not affect the balance of the RTP definition.

3. **Federal Sources** – The direction on federal transportation funding provided by USDOT is to simply assume the funding level in the last year of TEA-21 plus inflation through the end of the RTP period of 2020. In general, these funds are handled in the following major components:

- A. **ODOT Funding** – Most of the formula federal highway funding goes to ODOT to be used on a statewide basis. At the direction of the Oregon Transportation Commission, it is assumed these funds will be used for Preservation projects and therefore not be available for ODOT Modernization projects in the RTP.
- B. **Tri-Met Funding** – Federal Transit funds that come to the region on a formula basis are assumed in Tri-Met’s financial plan which, together with local sources, provides them the ability to expand service at the rate of 1½% per year. As with the Federal Highway Funds, these are assumed to be at the funding level in the last year of TEA-21 plus inflation through 2020.
- C. **FTA Discretionary (New Starts and Bus) Funding** – The base assumption is that the region will be successful in securing funds for the three major transit projects approved as part of the Federal Priorities Paper: Interstate MAX, South Corridor Transit Improvement Program and Wilsonville-Beaverton Commuter Rail. This represents a reasonable assumption based upon historical funding from these sources. However, there is a choice to be made for the 2010-2020 time period in the RTP:

It is recommended that the region continue to assume a \$60 - \$70 million annual funding level. This funding amount would allow light rail transit to be built from downtown Vancouver to Milwaukie.

- D. **FHWA Demo Funds** – Every six years when Congress reauthorizes the transportation programs, they also earmark projects requested by individual members of Congress. Based upon the past three bills, this is, in fact, a growing source of Federal Highway Funding. Following the direction to assume the funding level in the last year of TEA-21 plus inflation, this amounts to about \$10 million per year.

Historically, this has been for projects approximately 40% on ODOT’s system and 60% on the local system. It is recommended to assume this as the appropriate ratio to use for future earmarked projects, resulting in \$4 million per year for ODOT projects and \$6 million per year for other projects.

- E. **Bridge Funding** – FHWA Bridge Repair funding has historically come to the region at the rate of about \$4.6 million per year, of which \$3.7 million per year is used for Willamette River bridge rehabilitation.

- F. **Federal Flexible Funds** – STP, CMAQ and Enhancement funding have been the primary categories that the MTIP process has allocated. Assuming the same level as the last year of TEA-21 plus inflation, this amounts to about \$25.6 million per year through 2020. Of this, the region has already committed \$6 million per year through 2010 for High Capacity Transit implementation (as part of the financing resolution for Interstate MAX and South Corridor bus program). The remainder is proposed to be distributed throughout the region for planning, transit, bike, pedestrian, boulevard, TDM, TMA, TOD and road projects. While a geographic balance for these funds is intended, the MTIP criteria that emphasizes the 2040 Growth Concept and cost-effectiveness and safety are the key criteria. In addition, road projects are intended to emphasize freight access as well as locations with off-peak congestion before including projects aimed at peak-hour congestion.

After the February 25th TPAC meeting, we will have a recommendation on the project list that can be funded with these revenue assumptions.

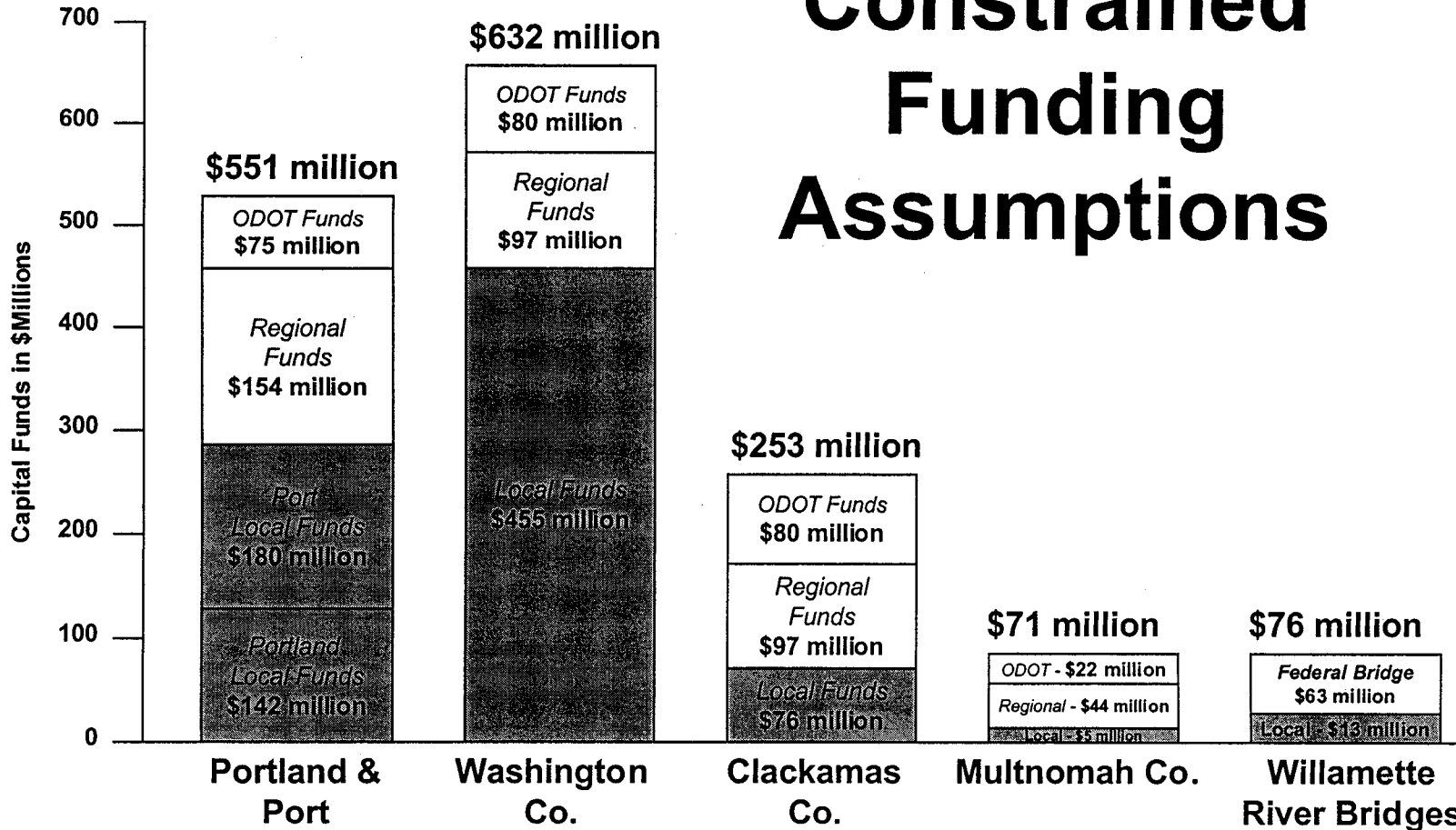
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METRO

Constrained Funding Assumptions



March 1, 2000

ANDJ



Purpose of the Financially Constrained System

- Required by federal regulations
- Basis for demonstrating compliance with federal air quality laws
- Primary source of projects for upcoming MTIP process

March 1, 2004

ANDJ



Revenue Projection

- Federal funds keep pace with inflation
- Increases in state highway trust fund to OM&P at 1+1+1+2...
- Federal transit money will be allocated to priority HCT projects
- Local funds are growing

March 1, 2004

ANDJ




Revenue Projection

- Highways = \$342 m
- STP & CMAQ = \$ 436 m
- Bridge & Safety = \$103 m
- Possible Local & Port of \$733 m
- FTA "New Starts" = \$1.2 Billion

March 1, 2004

Low




Possible Approaches

- Geographic Equity
- 2040 Implementation
- Air-Quality Based
- Current Funding or MTIP Emphasis

March 1, 2004

Low




Geographic Equity Approach

- Used for 1995 RTP
- Assumes "committed" projects
- Additional projects identified by geographic formula

March 1, 2004

Low



2040 Implementation Approach

- 50% for central city & regional centers
- 30% for industrial areas and intermodal facilities
- 20% for other areas

March 1, 2004

Tom



TPAC Hybrid Approach

- Assumes "committed" projects
- Geographic equity establishes funding targets
- 2040 emphasis for projects within geographic areas
- Must be multi-modal

March 1, 2000

Tom



TPAC Hybrid Approach

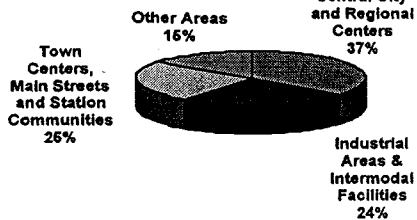
- ODOT Arterial Fund - 5%
- Clackamas Co. - 22%
- Washington Co. - 22%
- East Multnomah - 10%
- Portland - 30%
- Tri-Met - 6%
- Port of Portland - 5%

March 1, 2000

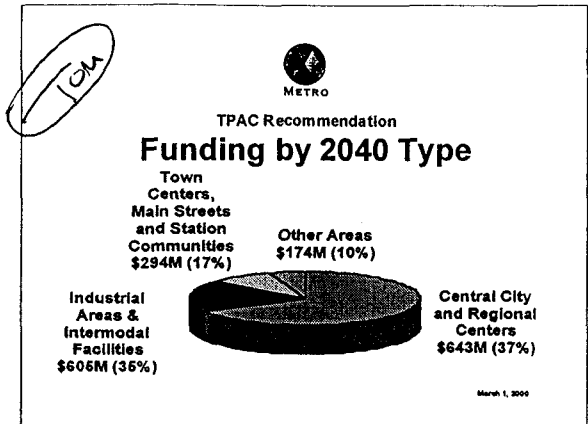
Tom

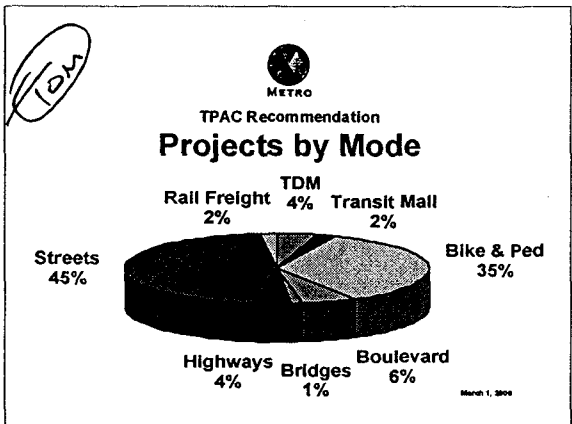


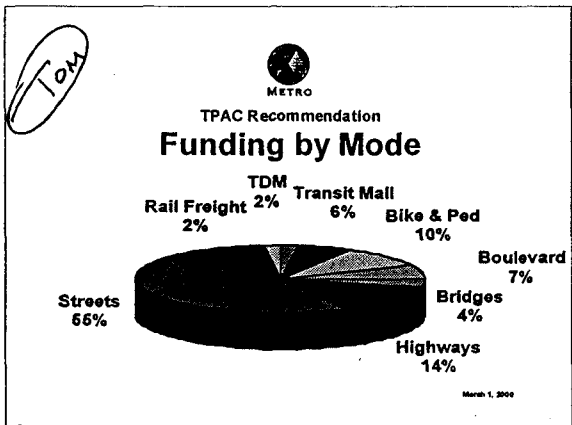
TPAC Recommendation Implementing 2040

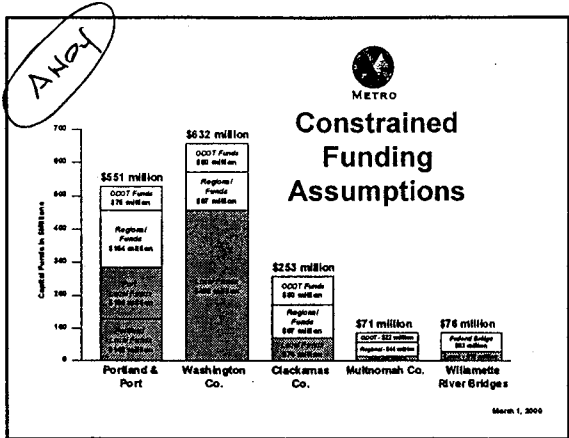


March 1, 2000









- Andy*
-
- ### Next Steps
- JPACT and Council approval of proposed financially constrained system
 - Modeling and analysis
 - Air Quality conformity findings for draft RTP
- March 1, 2006

- Andy*
-
- ### Public Review
- JPACT, MPAC and Council briefings on final RTP draft, including Air Quality conformity
 - Final RTP public comment period begins on May 1, and includes financial constraint element
- March 1, 2006

**RTP Project List -
March 1, 2000**

RAFT

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	RTP Financially Constrained System	Est. Project Cost in 1998 dollars (**** indicates Metrolink estimate)
1000	Region	Tri-Met	Light Rail Extension 1	Rose Quarter to Expo Center	Construct LRT	√	\$ 350,000,000
1001	Region	Tri-Met	Light Rail Extension 4	Milwaukie TC to Clackamas TC	Construct LRT		\$ 250,000,000
1002	Region	Tri-Met	Light Rail Extension 2	Expo Center to Vancouver/Clark College	Construct LRT	√	\$ 300,000,000
1003	Region	Tri-Met	Light Rail Extension 3	Rose Quarter to Milwaukie TC	Construct LRT	√	\$ 750,000,000
1004	Region	ODOT	I-5 South Improvements	I-5 south of central city/I-405	Safety and modernization improvements		\$ 50,000,000
1005	Region	Multnomah Co.	Rehabilitation of Willamette River Bridges	Broadway, Burnside, Morrison, Sauvie Island Bridges	Provide for long-term rehabilitation and structural needs of bridges		\$ 80,809,000
1006	Region	Multnomah Co.	Willamette River Bridge Preservation (Painting)	Burnside, Morrison, Sauvie Island Bridges	Provide for long-term painting preservation needs of bridges		\$ 32,328,000
1007	Region	Multnomah Co.	Broadway and Burnside Bridge Improvements	Broadway and Burnside bridges	Broadway-painting, phase 1 seismic retrofit, sidewalk replacements and resurface bridge deck and approaches; Burnside - deck rehabilitation, mechanical improvements, painting and phase 1 seismic retrofit	√	\$ 73,800,000
1008							
1009	Region	Portland	Springwater Trail Access Improvements	Sellwood Bridge to SPRR	Construct multi-use path; improve bicycle/pedestrian access	√	\$ 2,000,000
1010							
1011	Region	Tri-Met	Transit center and park-and-ride upgrades				see Tri-Met total
1012	Region	Various	Sellwood Bridge	Multnomah County	Implement recommendations from South Willamette Study		\$ 65,000,000
1013	Region	Multnomah Co.	WRBAP Future Phase Project Implementation	Sellwood Bridge	Eastside Undercrossing; Light Pole Relocation		\$ 550,000
1014	Central City	Tri-Met/Portland	16TEN - Central City Street Car	NW Portland to PSU	Construct street car	√	\$ 40,000,000
1015	Central City	Tri-Met/Portland	16TEN - Central City Street Car	North Macadam/Bancroft Street to PSU	Construct street car	√	\$ 40,000,000
1016	Central City	Tri-Met	Rose Quarter Track Reconstruction	Rose Quarter Transit Center	Replace track at Rose Quarter Transit Center		\$ 368,000
1017							
1018							
1019	Central City	Tri-Met	Barbur Boulevard Rapid Bus	PCBD to King City	Construct improvements that enhance Rapid Bus service		see Tri-Met total
1020	Region	Various	Red Electric Line Trail	Willamette Park to Oleson Road	Study feasibility of multi-use path	√	\$ 135,000
1021	Region	Various	Peninsula Crossing Trail	Portland Road to Marine Drive	Construct multi-use path	√	\$ 359,000
1022							
1023							
1024	Central City	ODOT	I-5/McLoughlin Ramps	McLoughlin to I-5 north at Division	Construct new I-5SB off-ramp and I-5 NB on-ramp at McLoughlin Boulevard		\$ 20,000,000
1025	Central City	ODOT	I-5/North Macadam Access Improvements	NB I-5 to NB Macadam Avenue	Construct new off-ramp		\$ 10,000,000
1026	Central City	ODOT	Water Avenue ramps on I-5	I-5 in Portland Central City	Construct new freeway access		\$ 20,000,000

**RTP Project List -
March 1, 2000**

RAFT

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	RTP Financially Constrained System	Est. Project Cost in 1998 dollars (**** indicates Metropolitan estimate)
1027	Central City	Portland/ODOT	South Portland Improvements	South Portland sub-area	Implement South Portland Circulation Study recommendations	√	\$ 40,000,000
1028	Central City	Portland/ODOT	Kerby Street Improvements	Kerby Street at I-5	Improve I-405/Kerby Street interchange to calm traffic and improve local access	√	\$ 1,624,000
1029	Central City	Portland	SE Water Avenue Extension	SE Water Avenue	Extend SE Water Avenue from Carruthers to Division Place	√	\$ 250,000
1030	Central City	ODOT	Ross Island Bridge Interchange	East approach to Ross Island Bridge	Interchange improvement		\$ 4,400,000
1031	Central City	ODOT	I-405/US 26 Connector	Ross Island Bridge to I-405 to US 26	Construct new freeway access		\$ 50,000,000
1032	Central City	Portland	Southern Triangle Circulation Improvements	Between the Ross Island Bridge - Hawthorne Bridge/ Willamette River - SE Grand-MLK		√	\$ 2,500,000
1033	Central City	Portland	Lovejoy Ramp Removal	Lovejoy ramp on Broadway Bridge	NW 9th Avenue to NW 14th Avenue	√	\$ 10,846,000
1034	Central City	Portland	Lower Albina RR Crossing	Interstate Avenue to Russell Street	Provide new roadway to separate truck/rail movements	√	\$ 3,526,400
1035	Central City	Portland	SW Columbia Street Reconstruction	18th Avenue to Front Avenue	Rebuild street	√	\$ 800,000
1036	Central City	Portland	Broadway/Flint Arena Access	Broadway/Flint at Rose Quarter	Intersection realignment	√	\$ 310,000
1037	Central City	Portland	Bybee Boulevard Overcrossing	Bybee Boulevard/McLoughlin Boulevard	Replace substandard 2-lane bridge with 4-lane bridge with standard clearance	√	\$ 3,500,000
1038	Central City	Portland	SE 11th/12th Rail Crossing	Western edge of SE Division Street			\$ 85,000
1039	Central City	Portland	SE Belmont Ramp	Belmont ramp of Morrison Bridge, eastside	Reconstruction of the ramp to provide better access to the Central Eastside		\$ 1,500,000
1040	Central City	Portland	SE Clay/MLK Intersection Improvements	SE Clay and MLK	Geometric, signalization and channelization improvements to allow transit and general traffic access to westbound Clay street from southbound MLK		\$ 280,000
1041	Central City	Portland	Interstate Avenue Seismic Retrofit	Interstate Avenue bridge at Larrabe Avenue	Seismic retrofit project		\$ 1,260,000
1042	Central City	Portland	NE 12th Avenue Seismic Retrofit	NE 12th Avenue/Lloyd Boulevard	Seismic retrofit project		\$ 360,000
1043							
1044	Central City	Portland	NW Kittridge Avenue Bridge Seismic Retrofit	Kittridge Street bridge at Yeon Avenue	Seismic retrofit project		\$ 540,000
1045	Central City	Portland	Steel Bridge East Ramps	Seismic retrofit project			\$ 720,000
1046	Central City	Portland	Transit Mall Restoration	Central City	Reduce maintenance and repair costs	√	\$ 2,470,000
1047	Central City	Portland	SE 7-8th Avenue Connection	Central Eastside Industrial District	Construct new street connection from SE 7th to 8th Avenue at Division Street	√	\$ 500,000
1048	Central City	Portland	North Macadam Pedestrian and Bicycle Access Improvements	North Macadam District of the central city	Implement pedestrian and bicycle district access improvements identified in the North Macadam Framework Plan, including overcrossings of I-5, improvements to Sheridan-Corbett and the Greenway Trail	√	\$ 4,300,000
1049	Central City	Portland	North Macadam Transit Improvements	North Macadam District of the central city	Implement transit improvements identified in the North Macadam Framework Plan, including central city transit hub, tram and local bus service improvements	√	\$ 4,100,000

**RTP Project List -
March 1, 2000**

RAFT

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	RTP Financially Constrained System	Est. Project Cost in 1998 dollars ("**" indicates Metropolitan estimate)
1050	Central City	Tri-Met/Portland	North Macadam TMA	North Macadam District of the central city	Implement transportation management area improvements identified in the North Macadam Framework Plan (placeholder TMA)	√	See Project #8056 cost
1051	Central City	Portland	W. Burnside and Inner E. Burnside Street Improvements and ITS	SE 12th to NW 23rd	Boulevard design improvements	√	\$ 9,365,000
1052	Central City	Portland	North Macadam Street Improvements	North Macadam District of the central city	Implement street improvements identified in the North Macadam Framework Plan, including Bancroft, Bond, Curry, River Parkway, Harrison connector, key access intersections and other street improvements	√	\$ 17,750,000
1053	Central City	Portland	Naito Parkway Improvements	NW Davis to SW Market	Complete boulevard design improvements and ITS	√	\$ 3,027,295
1054	Central City	Portland	Broadway/Weidler Improvements, Phase II and III	At Arena and 15th Avenue to 24th Avenue	Complete boulevard design improvements and ITS	√	\$ 5,590,000
1055	Central City	Portland/ODOT	MLK/Grand Improvements	Central Eastside and Lloyd districts	Complete boulevard design improvements	√	\$ 3,000,000
1056	Central City	Tri-Met/Portland	Lloyd District TMA	Lloyd district of the Central City	Implement transportation management area program with area employers	√	\$ 80,000
1057							
1058	Central City	Portland	SW Moody Bikeway	SW Moody from SW Bancroft to Gibbs	Retrofit bike lanes to existing street	√	\$ 10,000
1059	Central City	Portland	NW Everett/Glisan Bikeway	Front to 14th; NW 18th to 24th	Retrofit bike lanes to existing street		\$ 60,000
1060	Central City	Portland	SW Salmon/Taylor/Madison/Main Bikeway	SW 18th Avenue to Hawthorne Bridge	Retrofit bike lanes to existing street		\$ 20,000
1061	Central City	Portland	SE 11th/12th Avenue Bikeway	E Burnside to SE Gideon	Retrofit bike lanes to existing street		\$ 85,000
1062	Central City	Multnomah Co.	WRBAP Future Phase Project Implement.	Morrison Bridge	Morrison Bicycle Pathway; improve pedestrian access	√	\$ 1,270,000
1063	Central City	Portland	SE Morrison / Belmont Bikeway	Morrison Bridge to SE 12th Avenue	Retrofit bike lanes to existing street	√	\$ 8,000
1064	Central City	Portland	N Interstate Bikeway	N Lombard to N Greeley	Retrofit bike lanes to existing street	√	\$ 200,000
1065	Central City	Portland	SE 17th Avenue Bikeway	SE Powell to Portland City Limits	Retrofit bike lanes to existing street	√	\$ 100,000
1066	Central City	Portland	SE Milwaukie Bikeway	SE Gideon to SE Center	Retrofit bike lanes to existing street	√	\$ 10,000
1067	Central City	ODOT	SE McLoughlin Boulevard Bikeway	SE 17th Avenue to SE Clatsop Street	Retrofit bike lanes to existing street		\$ 500,000
1068	Central City	Portland	SE Division Place/SE 9th Bikeway	SE 7th Avenue to SE Center Street	Retrofit bike lanes to existing street	√	\$ 17,000
1069	Central City	Portland	East Burnside Bikeway	SE 28th to SE 74th Avenue	Retrofit bike lanes to existing street	√	\$ 250,000
1070							
1071							
1072							
1073							
1074	Central City	Multnomah Co.	WRBAP Future Phase Project Implement.	Broadway Bridge	Lovejoy Sidewalk		\$ 490,000
1075	Central City	Multnomah Co.	Implement.	Burnside Bridge	Esplanade Ramp and Waterfront Ramp		\$ 2,140,000
1076	Central City	ODOT	WRBAP Future Phase Project Implement.	Ross Island Bridge	Corbett/Kelly/Porter Intersection; 8th Avenue Ramp		\$ 1,000,000
1077							

**RTP Project List -
March 1, 2000**

RAFT

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	RTP Financially Constrained System	Est. Project Cost in 1998 dollars (**** indicates Metropolitan estimate)
1078	Central City	Portland	West Burnside Pedestrian and Bicycle Improvements	Tichner to Skyline	Retrofit bikeway to existing street, improve sidewalks, lighting and crossings		\$ 275,000
1079	Central City	Portland	Steel Bridge Pedestrian Way (RATS Phase I)	East and west side access to the Steel Bridge and East Bank Esplanade	Create several linkages between the east and west sides of the Central City via pedestrian and bicycle overcrossings; provide northerly connections to East Bank Esplanade	√	\$ 3,562,000
1080	Central City	Portland	Hawthorne Boulevard Pedestrian Improvements	20th Avenue to 60th Avenue	Improved lighting, crossings, bus shelters, bike parking, benches and parallel facility bike improvements		\$ 750,000
1081	Central City	Portland	Eastbank Esplanade	Steel Bridge to OMSI	Construct multi-use path; improve bicycle/pedestrian access	√	\$ 2,500,000
1082	Central City	Portland	SE Grand Avenue Bridgeheads (Sidewalks)	West side of Grand Avenue Bridgeheads	Study to determine appropriate design for Grand Avenue bridgeheads		\$ 4,100,000
1083	Central City	Portland	SE Powell/Milwaukie Intersection Improvements	SE Powell Boulevard at Milwaukie Avenue	Reconfigure signal phasing to add pedestrian crosswalk on the east leg of the intersection.		\$ 250,000
1084	Central City	Portland	Clay/2nd Pedestrian/Vehicle Signal	SW Clay Street and SW 2nd	New signal installation	√	\$ 100,000
1085	Central City	Portland	E Burnside Pedestrian Improvements	E. Burnside at Sandy/12th Avenue	Relocate north-south crosswalk on east side of NE/SE 12th to eliminate safety hazards.		\$ 250,000
1086							
1087							
1088	Central City	Portland	South Portland Circulation Study	South Portland sub-area	Study circulation improvements to the Ross Island bridgehead and south Portland sub-area to separate regional and local traffic and reduce intrusion into south Portland neighborhoods		n/a
1089							
1090							
1091	Central City	Portland	Central Eastside Access Study	Central Eastside Industrial District	Complete truck access study		n/a
1092	Central City	Portland	NW 14th/16th Study	Burnside to Vaughn	Signalization and improved access to I-405		n/a
1093	Central City	Portland	Enhancements Study	Central City	Study pedestrian enhancements		n/a
1094	Central City	Portland	SE Sandy Boulevard Study	Stark Street to Burnside	Realign blocks to improve circulation in the area		n/a
1095	Central City	Portland	Union Station Multi-modal Center Study	North transit mall in Central City	Identify improvements to meet additional transportation services to Union Station.		\$ 100,000
1096	Central City	Portland	Barbur/I-5 Corridor Study	Downtown to Tigard Interchange	Assess corridor improvement options		n/a
1097							
1098							
1099							
1100	Central City	ODOT/Portland	Central City TSM improvements	Central City - various locations	Implement Central City TSM improvements to arterials.	√	\$ 2,000,000
1101	Central City	Portland	SW Jefferson Street ITS	At SW 18th Avenue	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	√	\$ 60,000
1102	Central City	Portland	Macadam Avenue ITS	Three signals between the Sellwood Bridge and Hood/Bancroft	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	√	\$ 290,000
1103	Central City	Portland	N. Going Street ITS	Two signals at N. Greeley and at Interstate Avenue	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	√	\$ 255,000

**RTP Project List -
March 1, 2000**

RAFT

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	RTP Financially Constrained System	Est. Project Cost in 1998 dollars (**** indicates Metrolink estimate)
1104	Central City	Portland	NW Yeon/St. Helens	Four signals between I-405/Vaughn/23rd and Nicolai Street	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	√	\$ 192,500
1105	Central City	Portland	SW-NW 14/16th - SW 13th/14th Avenue ITS	Six signals between SW Clay and NW Glisan	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	√	\$ 175,000
1106							
1107							
1108	Swan Island IA	Portland	North Going Street Seismic Retrofit	North Going Street bridge at Basin Street	Seismic retrofit project		\$ 360,000
1109	Swan Island IA	Portland	Going Street Rail Overcrossing	North Going Street at Swan Island	Widen intersection and add additional EB lane on structure	√	\$ 3,099,000
1110							
1111							
1112							
1113	Swan Island IA	Portland	Going Street Bikeway	N Interstate Avenue to N Basin Street and N. Lagoon to Channel	Retrofit bike lanes to existing street	√	\$ 78,000
1114							
1115							
1116							
1117							
1118	Hollywood TC	Tri-Met	Sandy Boulevard Frequent Bus	Sandy Boulevard	Construct improvements that enhance Frequent Bus service		see Tri-Met total
1119	Hollywood TC	Portland	Sandy Boulevard/Burnside/12th Avenue Intersection	Sandy Boulevard/Burnside/12th Avenue Intersection	Redesign intersection		\$ 4,000,000
1120	Hollywood TC	Portland	Sandy Boulevard Multi-Modal Improvements, Phase I	12th Avenue to 57th Avenue	Multi-modal street improvements, redesign selected intersections to add turn lanes and improve pedestrian crossings, selected street closures and streetscape improvements, add on-street parking, ITS and safety improvements	√	\$ 15,000,000
1121							
1122	Hollywood TC	Portland	Sandy Boulevard Multi-Modal Improvements, Phase II	57th Avenue to 102nd Avenue	Multi-modal street improvements, redesign selected intersections to improve pedestrian crossings, streetscape improvements and safety improvements	√	\$ 4,000,000
1123	Hollywood TC	Portland	NE Tillamook Bikeway	NE Flint to NE 92nd Avenue	Retrofit bike lanes and/or bicycle boulevard to existing street	√	\$ 200,000
1124							
1125							
1126	Hollywood TC	Portland	NE/SE 50s Bikeway	NE Tillamook to SE Woodstock	Retrofit streets to add bike boulevard	√	\$ 500,000
1127							
1128							
1129							

RTP Project List -

March 1, 2000

RAFT

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	RTP Financially Constrained System	Est. Project Cost in 1998 dollars ("*" indicates Metropolitan estimate)
1130	Hollywood TC	Portland	Hollywood TC Pedestrian District Improvements	NE Halsey Street, NE 37th to 47th, Tillamook Street to I-84	Multi-modal street improvements, traffic signals, restriping, improved pedestrian crossings and connections to transit center	√	\$ 6,650,000
1131							
1132							
1133							
1134							
1135	St. Johns TC	Tri-Met	MLK/Lombard Frequent Bus	PCBD to St. Johns Town Center	Construct improvements that enhance Frequent Bus service		see Tri-Met total
1136							
1137							
1138							
1139	St. Johns TC	Portland/ODOT	St. Johns Bridge Restoration	St. Johns Bridge	Complete restoration improvements		\$ 61,700,000
1140	St. Johns TC	ODOT	WRBAP Future Phase Project Implement.	St. Johns Bridge	Bridge Avenue trail		\$ 300,000
1141							
1142							
1143	St. Johns TC	ODOT	N / NE Lombard Bikeway	N Reno to N Columbia; St. Johns Bridge to MLK Boulevard	Retrofit bike lanes to existing street		\$ 1,000,000
1144	St. Johns TC	Portland	N Portland Road Bikeway	Martin Luther King to Willamette Boulevard	Retrofit bike lanes to existing street	√	\$ 400,000
1145	St. Johns TC	Portland	N St. Louis/Fessenden Bikeway	N Columbia Way to N Willamette	Retrofit bike lanes to existing street	√	\$ 8,000
1146	St. Johns TC	Portland	N Greeley/Interstate Bikeway	Russell	Retrofit bike lanes to existing street	√	\$ 145,000
1147	St. Johns TC	Portland	Willamette Cove Shoreline Trail	Fremont Bridge to St. Johns Bridge	Study feasibility of multi-use path	√	\$ 500,000
1148							
1149							
1150	St. Johns TC	Portland/ODOT	St. Johns TC Pedestrian District	Lombard Street: MLK Jr. Boulevard to St. Johns TC	Plan and construct improvements to the pedestrian environment within the Pedestrian District such as improved lighting and crossings	√	\$ 500,000
1151	St. Johns TC	Portland	St. Johns Town Center Plan	St. Johns Town Center	Define needed long-term transportation needs		n/a
1152	St. Johns TC	Portland	I-5 Freight Mobility Study	Lombard/Columbia Boulevard	Study and implement improvements to N. Lombard and intersecting streets to provide better truck access to Rivergate and protect adjacent residential neighborhoods from truck intrusion.		n/a
1153							
1154							
1155							
1156	Lents TC	Portland	SE Ellis Bikeway	SE Foster Road to SE 92nd Avenue	Retrofit bike lanes to existing street	√	\$ 400,000
1157	Lents TC	Portland	SE 92nd Avenue Bikeway	SE Stark to Lincoln; SE Powell to Foster	Retrofit bike lanes to existing street	√	\$ 21,000
1158	Lents TC	Portland	Lents TC Pedestrian District	Lents Town Center Pedestrian District	Pedestrian facility improvements to key links accessing th Foster-Woodstock couplet	√	\$ 720,000

**RTP Project List -
March 1, 2000**

RAFT

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	RTP Financially Constrained System	Est. Project Cost in 1998 dollars (***) indicates Metrolink estimate)
1159	Lents TC	Portland	Foster Pedestrian Access to Transit Improvements	Powell Boulevard to Lents TC	Improve sidewalks, lighting, crossings, bus shelters & benches	√	\$ 2,000,000
1160	Lents TC	Portland	Foster-Woodstock, Phase I	87th-94th Avenues and 92nd Avenue within the Foster-Woodstock couplet	Implement Lent Town Center Business District Plan with new traffic signals, pedestrian amenities, wider sidewalks, pedestrian crossings, street lighting, increased on-street parking	√	\$ 6,000,000
1161	Lents TC	Portland	Foster-Woodstock, Phase II	87th-94th Avenues and 92nd Avenue within the Foster-Woodstock couplet	Implement Lent Town Center Business District Plan with new traffic signals, pedestrian amenities, wider sidewalks, pedestrian crossings, street lighting	√	\$ 5,000,000
1162	Lents TC	Portland	Foster Road Improvements	79th to 87th Avenues	Implement Lent Town Center Business District Plan with new traffic signals, pedestrian amenities, wider sidewalks, pedestrian crossings, street lighting, increased on-street parking, as appropriate	√	\$ 2,000,000
1163							
1164	Lents TC	ODOT	I-205 Ramp Study	I-205/Powell to Foster	Study improvements to ramps at Powell and Foster		n/a
1165							
1166							
1167							
1168	Hillsdale TC	Portland	Hillsdale Intersection Improvements	BH Highway/Capitol Highway/Bertha Boulevard	Redesign the intersection	√	\$ 845,000
1169	Hillsdale TC	Portland	SW Vermont Bikeway, Phase I and II	SW Oleson to 45th Avenue; SW 45th Avenue to SW Terwilliger	Retrofit bike lanes to existing street	√	\$ 3,000,000
1170	Hillsdale TC	ODOT	SW Barbur Boulevard Bikeway	SW Bertha to Portland city limits	Retrofit bike lanes to existing street		\$ 3,700,000
1171	Hillsdale TC	Portland	SW 30th Avenue Bikeway	BH Highway to SW Vermont Street	Retrofit bike lanes to existing street	√	\$ 931,000
1172	Hillsdale TC	Portland	SW Bertha Bikeway Improvements	SW Vermont to BH Highway	Widen street to add bike lanes	√	\$ 400,000
1173	Hillsdale TC	Portland/ODOT	Hillsdale TC Pedestrian Improvements	Capitol, BH Highway, Bertha, and neighborhood streets			\$ 3,000,000
1174	Hillsdale TC	Portland	Capitol Highway Pedestrian and Bicycle Improvements	BH Highway to 31st; 35th to Miles	Construct sidewalks, crossing improvements for pedestrian access to transit and bike improvements	√	\$ 746,000
1175	Hillsdale TC	Portland	SW Capitol Highway Pedestrian and Bicycle Improvements	Terwilliger Boulevard to Sunset	Construct sidewalks, crossing improvements for access to transit and bike improvements	√	\$ 200,000
1176	Hillsdale TC	Portland	SW Beaverton-Hillsdale Highway Pedestrian and Bicycle Improvements	Capitol Highway to 65th Avenue	Construct sidewalks, crossing improvements for access to transit and bike improvements	√	\$ 2,200,000
1177	Hillsdale TC	Portland	SW Sunset Pedestrian and Bicycle Improvements	Capitol Highway to Dosch Road	Construct sidewalks, crossing improvements for access to transit and bike improvements		\$ 1,200,000
1178							
1179							
1180							
1181	Hillsdale TC	Portland	Beaverton-Hillsdale Highway ITS	Three signals: at Terwilliger, Bertha Boulevard and Shattuck Road	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	√	\$ 90,000
1182							
1183							
1184	Raleigh Hills TC	ODOT/WashCo	BH Highway/Scholls Redesign	intersection	Redesign intersection to improve safety	√	\$ 13,000,000
1185	Raleigh Hills TC	Washington Co.	Oleson Road Improvements	Fanno Creek to Hall Boulevard	Improve to urban standard with bike lanes, sidewalks, lighting, crossings, bus shelters & benches; signal at 80th	√	\$ 14,000,000

RTP Project List -

RAFT

March 1, 2000

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	RTP Financially Constrained System	Est. Project Cost in 1998 dollars ("*" indicates Metrolink estimate)
1186	Raleigh Hills TC	Washington Co.	Scholls Ferry Bikeway	Multnomah County line to BH Highway	Retrofit street to add bike lanes		\$ 475,000
1187							
1188							
1189	Raleigh Hills TC	Portland	SW 62nd Avenue at Beaverton-Hillsdale Highway	SW 62nd Avenue at Beaverton-Hillsdale Highway	Install median refuge to improve pedestrian crossing.	√	\$ 100,000
1190							
1191							
1192							
1193	West Portland TC	Portland/ODOT	West Portland TC Safety Improvements	Barbur/Capitol/Taylor's Ferry intersection	Safety improvements, incl. signalization at Capitol Hwy/Taylor's Ferry and Huber/Barbur and sidewalks and crossing improvements	√	\$ 610,000
1194	West Portland TC	Portland	Capitol Highway Seismic Retrofit	Capitol Highway bridge at Barbur Boulevard	Seismic retrofit project		\$ 900,000
1195	West Portland TC	Portland/ODOT	Barbur Boulevard Design Treatment	Terwilliger Boulevard to south Portland city limits	Complete boulevard design improvements	√	\$ 13,000,000
1196							
1197							
1198	West Portland TC	Portland	SW Taylor's Ferry Bikeway	SW Capitol Highway to Portland City Limits	Retrofit bike lanes to existing street; shoulder widening, drainage	√	\$ 1,800,000
1199	West Portland TC	Portland/ODOT	Barbur Boulevard Pedestrian Access to Transit Improvements	Downtown Portland to Tigard	Improve sidewalks, lighting, crossings, bus shelters and benches		\$ 4,000,000
1200	West Portland TC	Portland/ODOT	Pedestrian Overpass near Markham School	SW Barbur and I-5; connects SW Alfred Street and SW 52nd Avenue			\$ 3,000,000
1201	West Portland TC	Portland/ODOT	West Portland TC Pedestrian District	Barbur, Capitol and neighborhood streets	Improve sidewalks, lighting, crossings, bus shelters & benches		\$ 5,000,000
1202	West Portland TC	Portland	SW Capitol Highway Pedestrian and Bicycle Improvements	Multnomah Boulevard to Taylor's Ferry Road	Construct sidewalks, improve crossings and bike facilities	√	\$ 1,200,000
1203							
1204							
1205	West Portland TC	ODOT	West Portland I-5 Access Study	Taylor's Ferry and Barbur ramps to I-5	Develop long-term access plan to address TC impacts		n/a
1206	West Portland TC	Portland/ODOT	West Portland I-5 Crossings Study	I-5 in the West Portland Town Center	Study additional full street, pedestrian or bicycle overcrossings		n/a
1207	West Portland TC	Portland	Barbur Boulevard ITS	Barbur Boulevard/I-5 Corridor	Install intelligent transportation system infrastructure to improve safety and enhance traffic flow	√	\$ 550,000
1208							
1209	Portland Mainstreet	Portland	NW 23rd Avenue Reconstruction	Burnside Street to Lovejoy Street	Rebuild street		\$ 500,000
1210	Portland Mainstreet	Portland/ODOT	Sandy/Parkrose Connectivity Improvements	Killingsworth/102nd to 109th, I-205 to 101st	Complete bike and pedestrian connections between I-205 and Parkrose neighborhoods.		\$ 500,887
1211	Portland Mainstreet	Portland	Garden Home/Oleson/Multnomah Improvements	Multnomah Boulevard to 71st Avenue	Reconstruct intersection, sidewalks, crossings	√	\$ 875,000
1212	Portland Mainstreet	Portland	SE Division Bikeway	SE 52nd to SE 82nd; SE 122nd to Portland city limit	Retrofit bike lanes to existing street	√	\$ 41,000
1213	Portland Mainstreet	Portland	NE/SE 122nd Avenue Bikeway	Marine Drive to Reedway	Stripe bike lanes where missing	√	\$ 120,000
1214	Portland Mainstreet	Portland	Division Street Transit Improvements, Phase I	SE Grand Avenue to 136th Avenue	Improve sidewalks, lighting, crossings, bus shelters & benches	√	\$ 5,900,000

**RTP Project List -
March 1, 2000**

RAFT

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	RTP Financially Constrained System	Est. Project Cost in 1998 dollars (**** indicates Metropolitan estimate)
1215	Portland Mainstreet	Portland	Division Street Transit Improvements, Phase II	SE 136th Avenue to 174th Avenue	Improve sidewalks, lighting, crossings, bus shelters & benches		\$ 1,100,000
1216	Portland Mainstreet	Portland/ODOT	82nd Ped Access to Transit Improvements	NE Killingsworth to SE Clatsop	Improve sidewalks, lighting, crossings, bus shelters & benches		\$1,500,000
1217	Portland Mainstreet	Portland	Multnomah Pedestrian District	SW Capitol Highway & SW Multnomah	Improve sidewalks, lighting, crossings.	√	\$ 500,000
1218	Portland Mainstreet	Portland	SE Foster Road/82nd Avenue Intersection Improvements	SE Foster Road/82nd Avenue	Pedestrian improvements		\$ 300,000
1219	Portland Mainstreet	Portland	Belmont Pedestrian Improvements	12th Avenue to 43rd Avenue	Plan and develop streetscape and transportation improvements	√	\$ 2,000,000
1220	Portland Mainstreet	Portland	Fremont Pedestrian Improvements	NE 42nd Avenue to 52nd Avenue	Plan and develop streetscape and transportation improvements	√	\$ 250,000
1221	Portland Mainstreet	Portland	Killingsworth Pedestrian Improvements	NE Killingsworth; Williams to 33rd; 42nd to Cully	Plan and develop streetscape and transportation improvements	√	\$ 1,320,000
1222	Portland Mainstreet	Portland	SE Milwaukie Pedestrian Improvements	SE Milwaukie and Yukon to Tacoma	Plan and develop streetscape and transportation improvements		\$ 860,000
1223	Portland Mainstreet	Portland	NE Alberta Pedestrian Improvements	NE Alberta - MLK Boulevard to 33rd Avenue	Construct streetscape and transportation improvements	√	\$ 2,600,000
1224	Portland Mainstreet	Portland	NE Cully/57th Pedestrian and Bicycle Improvements	NE Fremont to Killingsworth	Construct sidewalks and crossing improvements for pedestrian travel and access to transit and schools.	√	\$ 2,835,000
1225							
1226							
1227	Portland Mainstreet	Portland	SE Tacoma Main Street Improvements	Sellwood Bridge to McLoughlin Boulevard	Implement boulevard design based on Tacoma Main Street study recommendations and incorporate McLoughlin Neighborhoods Project recommendations	√	\$ 4,000,000
1228	Portland Mainstreet	Portland	Powell Boulevard/Foster Road HCT Corridor Study	Ross Island Bridge to Damascus	Study potential for high-capacity transit		n/a
1229	Portland Mainstreet	Portland	SE Woodstock Main Street	39th Avenue to 49th Avenue	Plan and develop streetscape and transportation improvements	√	\$ 200,000
1230	Portland Mainstreet	Portland	NE/SE 122nd Avenue ITS	Seven signals between Powell Boulevard and Airport Way	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	√	\$ 200,000
1231	Portland Mainstreet	Portland	SE Tacoma Street ITS	Four signals between Sellwood Bridge and SE 45th/Johnson Creek Boulevard	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	√	\$ 100,000
1232	Portland Mainstreet	Tri-Met	NW 23rd/Belmont Frequent Bus	NW 23rd to Mt. Tabor via Belmont Avenue	Construct improvements that enhance Frequent Bus service		See Tri-Met Total
1233	Portland Mainstreet	Tri-Met	Hawthorne Boulevard Frequent Bus	Hawthorne Boulevard	Construct improvements that enhance Frequent Bus service		See Tri-Met Total
1234							
1235							
1236							
1237							
1238							

**RTP Project List -
March 1, 2000**

RAFT

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	RTP Financially Constrained System	Est. Project Cost in 1998 dollars ("*" indicates Metrolink estimate)
1239	Portland Mainstreet	Portland	NE Sandy Boulevard ITS	Burnside to 82nd Avenue	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	√	\$ 340,000
1240	Portland Mainstreet	Portland	82nd Avenue ITS Corridor	82nd Avenue: entire corridor within city limits	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	√	\$ 350,000
1241							
1242	Portland Mainstreet	Portland	MLK/Interstate ITS	MLK/Interstate Avenue intersection	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	√	\$ 550,000
1243							
1244							
1245	Portland Corridor	Portland	Capitol Highway, Phase II	Capitol Highway, south of West	Complete study recommendations	√	\$ 2,240,250
1246	Portland Corridor	Portland	NE Klickitat/Siskiyou Bikeway	NE 14th Avenue to Rocky Butte Road	Retrofit streets to add bike boulevard	√	\$ 65,000
1247	Portland Corridor	Portland	SE Holgate Bikeway, Phase I	42nd Avenue to Portland city limits	Stripe bike lanes	√	\$ 60,000
1248	Portland Corridor	Portland	SE Holgate Bikeway, Phase II	SE McLoughlin Boulevard to SE 42nd Avenue	Stripe bike lanes	√	\$ 17,000
1249	Portland Corridor	Portland	SW Boones Ferry Bikeway	SW Terwilliger to Portland city limits	Retrofit bike lanes to existing street		\$ 5,000,000
1250	Portland Corridor	ODOT	SW Macadam Corridor	SW Front Avenue to Multnomah County line	Bikeway design to be determined		\$ 500,000
1251	Portland Corridor	ODOT	SE Powell Bikeway	SE 71st Street to I-205 Multi-use Path	Retrofit bike lanes to existing street		\$ 4,500,000
1252							
1253	Portland Corridor	Portland	NE Prescott Pedestrian and Bicycle Improvements	NE Prescott, Cully to I-205; sidewalks from Sandy to I-205	Retrofit bike lanes to existing street; improve sidewalks, lighting and crossings	√	\$ 300,000
1254							
1255							
1256							
1257	South/North SC	Portland	NE Russell Bikeway	N Interstate to MLK Boulevard	Stripe bike lanes	√	\$ 1,000
1258	South/North SC	Portland	NE Fremont Bikeway	NE 7th Avenue to N. Vancouver	Stripe bike lanes		\$ 5,000
1259	South/North SC	Portland	N/NE Skidmore Bikeway	N Interstate to NE Cully	Retrofit streets to add bike boulevard	√	\$ 65,000
1260	South/North SC	Portland	Killingsworth Pedestrian District	East of I-5; proposed S/N LRT station area	Plan and develop improvements to the pedestrian environment; improve sidewalks, lighting, crossings, bus shelters & benches		\$ 670,000
1261							
1262							
1263	Banfield SC Banfield SC	Portland/ODOT Portland	Banfield SC Pedestrian Improvements Ventura Park Pedestrian District	60th, 82nd, 148th, 162nd & intersecting streets Eastside MAX Station Corridor at 122nd Avenue	Improve sidewalks, lighting, crossings, bus shelters & benches Improve sidewalks, lighting, crossings, bus shelters & benches to improve ease of crossing and install curb extensions at transit stops.	√ √	\$ 2,250,000 \$ 520,000
1264							
1265							
1266	Gateway RC	Portland	NE/SE 99th Avenue Phases II and III	NE Glisan Street to SE Washington Street and SE Washington Street to SE Market Street	Reconstruct primary local main street in Gateway regional center	√	\$ 3,500,000

RTP Project List -

RAFT

March 1, 2000

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	RTP Financially Constrained System	Est. Project Cost in 1998 dollars (* indicates Metrolink estimate)
2000	Region	Multnomah Co.	Hogan Corridor Improvements	Stark Street to Palmquist	Interim capacity improvements and access controls		\$ 12,000,000
2001	Region	Multnomah Co.	Hogan Corridor Improvements	I-84 to Stark Street	Construct new I-84 interchange	√	\$ 24,000,000
2002	Region	ODOT	I-84/US 26 Connector R-O-W Preservation	Palmquist to Highway 26	Preserve future right-of-way		\$ 15,200,000
2003	Region	Multnomah Co.	Hogan Corridor Improvements	Palmquist to Highway 26	Construct new principal arterial connection		\$ 8,200,000
2004	Region	ODOT	I-84 Widening	238th Avenue to Sandy River Bridge	Widen I-84		\$ 8,200,000
2005	Region	ODOT	I-84 Troutdale Interchange Improvement	Troutdale interchange (exit 17)	Improve Troutdale interchange		\$ 15,000,000
2006							
2007	Region	Tri-Met	Transit center and park-and-ride upgrades	Various locations in subarea	Construct, expand and/or upgrade transit stations and park-and-rides throughout subarea		See Tri-Met Total
2008	Gateway RC	Portland	102nd Avenue Boulevard and ITS/Safety Improvements, Phase 1	NE Weidler to NE Glisan Street	Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, improved pedestrian facilities and crossings, street lighting, bicycle lanes and multi-modal safety improvements	√	\$ 2,800,000
2009	Gateway RC	Portland	Halsey Street Bridge Seismic Retrofit	Halsey Street at I-84	Seismic retrofit project		\$ 80,000
2010	Gateway RC	Portland	Halsey/Weidler Boulevard and ITS	within regional center between I-205 and NE 114th Avenue	Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, improved pedestrian facilities and crossings, street lighting and new bicycle facilities		\$ 10,500,000
2011	Gateway RC	Portland	Glisan Street Boulevard and ITS	within regional center between I-205 and NE 106th Avenue	Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, improved pedestrian facilities and crossings, street lighting and new bicycle facilities	√	\$ 2,000,000
2012	Gateway RC	Portland	SE Stark/Washington Boulevard and ITS/Safety Improvements	92nd Avenue to 111th Avenue	Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, improved pedestrian facilities and crossings, street lighting, bicycle lanes and multi-modal safety improvements	√	\$ 3,800,000
2013	Gateway RC	Multnomah Co.	NE Halsey Bikeway	162nd Avenue to 181st Avenue	Retrofit bike lanes to existing street	√	\$ 70,000
2014	Gateway RC	Multnomah Co.	Glisan Street Bikeway	162nd Avenue to 202nd Avenue	Retrofit bike lanes to existing street	√	\$ 140,000
2015	Gateway RC	Portland	102nd Avenue Boulevard and ITS/Safety Improvements, Phase II	NE Glisan Street to SE Market Street	Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, improved pedestrian facilities and crossings, street lighting, bicycle lanes and multi-modal safety improvements	√	\$ 6,140,000
2016	Gateway RC	Portland	NE Halsey Bikeway	NE 39th Avenue to NE 102nd Avenue	Retrofit bike lanes to existing street	√	\$ 100,000
2017	Gateway RC	Portland	SE Stark/Washington Bikeway	NE 75th Avenue to Portland city limits (excluding 92nd Avenue to 111th Avenue)	Retrofit bike lanes to existing street	√	\$ 300,000
2018	Gateway RC	Portland	SE 111th/112th Avenue Bikeway	SE Mt. Scott Boulevard to SE Market Street	Retrofit bike lanes to existing street	√	\$ 1,175,500
2019	Gateway RC	Portland	NE Glisan Bikeway	NE 47th Avenue to NE 162nd Avenue (excluding segment of I-205 to NE 106th Avenue)	Retrofit bike lanes to existing street	√	\$ 100,000
2020	Gateway RC	Portland	Gateway Regional Center Pedestrian District Improvements, Phase 1	Gateway Regional Center	High priority local street and pedestrian improvements in regional center	√	\$ 3,000,000
2021	Gateway RC	Portland	Gateway Regional Center Pedestrian District Improvements, Phase II	Gateway Regional Center	High priority local street and pedestrian improvements in regional center	√	\$ 6,000,000

**RTP Project List -
March 1, 2000**

RAFT

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	RTP Financially Constrained System	Est. Project Cost in 1998 dollars (**** indicates Met estimate)
2022	Gateway RC	Portland	Gateway Traffic Management	Gateway Regional Center	Manage traffic infiltration in residential areas east and west of Gateway & necessary street and utility work; improve connectivity	√	\$ 1,200,000
2023	Gateway RC	Tri-Met/Portland	Gateway TMA Startup	Gateway Regional Center	Implements a transportation management association program with employers (placeholder TMA)	√	See RTP #8056
2024	Gateway RC	Portland	Gateway Regional Center Pedestrian District Improvements, Phase III	Gateway Regional Center	High priority local street and pedestrian improvements in regional center	√	\$ 6,000,000
2025	Gresham RC	Tri-Met	Division Street Frequent Bus Capital Improvements	Gresham to PCBD	Construct improvements that enhance Frequent Bus service	√	see Tri-Met total
2026	Gateway RC	Portland	NE/SE 99th Avenue Phase I/NE Pacific Avenue	NE 99th from NE Weidler to Glisan Street and NE Pacific Avenue from 97th to 102nd Avenue	Reconstruct primary local main street in Gateway regional center	√	\$ 3,500,000
2027	Gresham RC	Tri-Met/Gresham	Civic Neighborhood LRT station/plaza	MAX line west of Gresham City Hall	LRT station and retail plaza		\$ 4,300,000
2028	Gresham RC	ODOT	Powell Boulevard Improvements - East County	I-205 to Eastman Parkway	Widen to five lanes with sidewalks and bike lanes		\$ 21,000,000
2029	Gresham RC	Multnomah Co.	242nd Avenue Reconstruction	Powell Boulevard to Burnside Road	Reconstruct 242nd Avenue to five lanes		\$ 1,440,000
2030	Gresham RC	Gresham	Palmquist Road Improvements	242nd Avenue to US 26	Widen to five lanes		\$ 2,300,000
2031	Gresham RC	ODOT	Hogan Corridor Improvements	Hogan/Burnside from I-84 to US 26	Move freight from existing 181st/Burnside route		\$ 50,000
2032	Gresham RC	Multnomah Co.	Burnside/Hogan Intersection Improvement	Intersection of 242nd/Burnside Street	Improve intersection by adding a southbound through lane		\$ 380,000
2033							
2034	Gresham RC	Multnomah Co.	Division Street Improvements	257th Avenue to 268th Avenue	Improve Division Street		\$ 2,900,000
2035	Gresham RC	Gresham	Cleveland Street Reconstruction	Stark Street to Powell Boulevard	Reconstruct street from Stark Street to Powell Boulevard		\$ 1,500,000
2036	Gresham RC	Gresham	Wallula Street Reconstruction	Division Street to Stark Street	Reconstruct street from Division Street to Stark Street		\$ 1,500,000
2037	Gresham RC	Gresham	Bull Run Road Reconstruction	242nd Avenue to 257th Avenue	Reconstruct street from 242nd Avenue to 257th Avenue		\$ 1,000,000
2038	Gresham RC	Gresham	Walters Road Reconstruction	Powell Boulevard to 7th Street	Reconstruct to improve access to Springwater Trail		\$ 1,000,000
2039	Gresham RC	Gresham	Regner Road Reconstruction	Cleveland Street to city limits	Reconstruct Regner Road from Cleveland to city limits		\$ 2,270,000
2040	Gresham RC	Gresham	Gresham RC Collector Improvements	Barnes Road, Williams Street, Chase Road, Welch Road, Palmlad Road, Salquist Road, Hillyard Road	Improve collector system near Gresham RC		\$ 5,000,000
2041	Gresham RC	Multnomah Co.	257th Avenue Corridor Improvements	Division Street to Powell Valley Road	Reconstruct street to arterials standards, including bike lanes, sidewalks, drainage, lighting and traffic signals	√	\$ 4,000,000
2042	Gresham RC	Multnomah Co.	257th Avenue Intersection Improvements	Intersection of 257th/Palmquist Road/US 26	Realign intersection to provide for safety, capacity, bike and pedestrian movements		\$ 4,242,000
2043	Gresham RC	Multnomah Co.	Powell Valley Road Improvements	242nd Avenue to 282nd Avenue	Improve Powell Valley Road with pedestrian and bicycle facilities		\$ 4,080,000
2044	Gresham RC	Multnomah Co.	Orient Drive Improvements	282nd Avenue to 257th Avenue	Improve Orient Drive		\$ 3,600,000
2045	Gresham RC	Multnomah Co.	190th/Highland Drive Improvements	Butler Road to Powell Boulevard	Reconstruct and widen to five lanes		\$ 1,920,000
2046	Gresham RC	Multnomah Co.	Division Street Improvements	Birdsdale Avenue to Wallula Avenue	Complete boulevard design improvements		\$ 4,000,000
2047	Gresham RC	Gresham	Division Street Improvements	NE Wallula Street to Hogan Road	Complete boulevard design improvements	√	\$ 4,000,000

RTP Project List -

March 1, 2000

DRAFT

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	RTP Financially Constrained System	Est. Project Cost in 1998 dollars (**** indicates Metropolitan estimate)
2048	Gresham RC	Multnomah Co.	Burnside Street Improvements	NE Wallula Street to Hogan Road	Complete boulevard design improvements		\$ 6,480,000
2049	Gresham RC	ODOT	Powell Boulevard Improvements - Gresham RC	Birdsdale to Hogan	Complete boulevard design improvements	√	\$ 4,000,000
2050							
2051							
2052							
2053	Gresham RC	Gresham	Gresham/Fairview Trail	Springwater Trail to Marine Drive	Springwater Trail connection	√	\$ 1,700,000
		Gresham	Springwater Trail Connections	Springwater Trail at 182nd Avenue and Pleasant View/190th Ave.	Provide bike access to regional trail		\$ 900,000
2054	Gresham RC					√	
2055	Gresham RC	Gresham	SW Walters Road/Springwater Trail Access	SW 7th to Powell Boulevard	Upgrade pedestrian signal to full traffic signal and provide bike access to regional trail		\$ 300,000
2056	Gresham RC	Multnomah Co.	Division Street Bikeway	174th Avenue to Wallula Avenue	Retrofit street to add bike lanes	√	\$ 160,000
2057	Gresham RC	Gresham/ODOT	Gresham RC Pedestrian and Ped-to-MAX Improvements	Burnside, Division, Powell, Civic Way, Eastman Pkwy, Main Street, Cleveland and intersecting streets and LRT stations areas	Improve sidewalks, lighting, crossings, bus shelters and benches	√	\$ 6,100,000
2058	Gresham RC	Gresham	Springwater Trail Pedestrian Access	Eastman, Towle, Roberts, Regner, Hogan	Improve sidewalks and lighting	√	\$ 500,000
2059	Gresham RC	Gresham	Division Street Pedestrian to Transit Access Improvements	175th to Wallula Avenue	Improve sidewalks, lighting, crossings, bus shelters and benches	√	\$ 1,000,000
2060							
2061							
2062	Gresham RC	Tri-Met/Gresham	Gresham regional center TMA startup	Gresham Regional Center	Implements a transportation management association program with employers	√	\$ 174,500
2063	Gresham RC	Tri-Met/Metro	Study LRT extension to Mt. Hood Community Col.	TBD	Study LRT to Mt. Hood Community College; a preliminary study was done between 1993-95 as part of the East Multnomah County Long-Range Transit Plan.		n/a
2064							
2065	Gresham RC	Gresham	Phase 3 Signal Optimization	System-wide	Optimize signals	√	\$ 2,000,000
2066							
2067							
2068	PDX IA	Port	I-205 Direct Ramp	I-205 to Airport Way	Restripe flyover off ramp; widen at touchdown as needed	√	\$ 2,700,000
2069	PDX IA	ODOT	I-205 Interchange Improvement	I-205 NB/Airport Way Interchange	New I-205 NB on-ramp at I-205/Airport Way interchange		\$ 20,000,000
2070	PDX IA	ODOT	I-205 Interchange Improvement	I-205 SB/Airport Way Interchange	Widen I-205 SB on-ramp at Airport Way		\$ 10,000,000
2071	PDX IA	ODOT	I-205 Auxiliary Lane	Airport Way to Columbia Boulevard	New I-205 auxiliary lane from Airport Way to Columbia Boulevard		\$ 20,000,000
2072	PDX IA	ODOT	I-205 Auxiliary Lane	I-84 to Columbia Boulevard	New auxiliary lane from I-84 to Columbia Boulevard		\$ 5,000,000
2073							
2074	South Shore IA	Multnomah Co.	Sandy Boulevard Widening	122nd Avenue to 238th Avenue	Widens street to three to five lanes with sidewalks and bike lanes		\$ 5,000,000
2075	South Shore IA	Multnomah Co.	207th North Extension	Sandy Boulevard to Airport Way	New street connection between 207th Avenue and Airport Way		\$ 5,800,000
2076	South Shore IA	Multnomah Co.	East Marine Drive Extension	I-84 to Halsey	Connect industrial area to Halsey		\$ 4,500,000
2077	South Shore IA	Multnomah Co.	181st Avenue Widening	Halsey Street to EB on-ramp to I-84	Widens street to three lanes southbound		\$ 4,200,000

**RTP Project List -
March 1, 2000**

RAFT

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	RTP Financially Constrained System	Est. Project Cost in 1998 dollars ("**" indicates Metrol estimate)
2078	South Shore IA	Multnomah Co.	162nd Railroad Crossing Improvements	162nd Avenue/railroad bridge	Replacing railroad bridge to allow for road widening		\$ 5,200,000
2079	South Shore IA	Multnomah Co.	185th Railroad Crossing Improvement	185th Avenue/railroad bridge	Replacing railroad bridge to allow for road widening	√	\$ 1,200,000
2080	South Shore IA	Multnomah Co.	202nd Railroad Crossing Improvement	202nd Avenue/railroad bridge	Replacing railroad bridge to allow for road widening		\$ 3,500,000
2081	South Shore IA	Multnomah Co.	223rd Railroad Crossing Improvement	223rd Avenue/railroad bridge	Replacing railroad bridge to allow for road widening and two crossings; one north of Sandy and one south of I-84	√	\$ 8,000,000
2082	South Shore IA	Multnomah Co.	Columbia River Highway Railroad Crossing Improvement	Columbia River Highway east of I-84	Replacing railroad bridge to allow for road widening		\$ 1,200,000
2083	South Shore IA	Multnomah Co.	Sandy Boulevard Overpass	Sandy Boulevard at I-84	Construct overpass to reconnect Sandy Boulevard over I-84		\$ 24,000,000
2084	South Shore IA	Multnomah Co.	181st Avenue Intersection Improvement	181st Avenue/Glisan Street intersection	Improve intersection	√	\$ 540,000
2085	South Shore IA	Multnomah Co.	181st Avenue Intersection Improvement	181st Avenue/Burnside Road intersection	Improve intersection	√	\$ 300,000
2086	South Shore IA	Portland	NE 138th Avenue Improvements	Sandy Boulevard - Marine Drive - Columbia Boulevard	Remove and replace deteriorating timber bridge to meet ODOT and FHWA requirements.	√	\$ 1,400,000
2087	South Shore IA	Portland	NE 158th Avenue Improvements	Sandy Boulevard to Marine Drive	Reconstruct street to industrial standards, add sidewalks, stripe bike lanes, curb and storm drainage, construct bridge to replace culverts at main slough crossing and build fill to reduce grade at Marine Drive intersection	√	\$ 1,000,000
2088	South Shore IA	Portland	NE Marine Drive/122nd Avenue Improvements	NE Marine Drive/122nd Avenue intersection	Signalization, widen dike to install left turn lane on Marine Drive	√	\$ 1,683,000
2089							
2090							
2091	South Shore IA	Portland	NE/SE 148th Avenue Bikeway	NE Marine Drive to Knott and NE Glisan to SE Division	Retrofit bike lanes to existing street	√	\$ 31,000
2092							
2093	South Shore IA	Multnomah Co.	Marine Drive Safety Corridor+J591 Plan	Marine Drive from Troutdale to Rivergate	Long-term traffic management plan		n/a
2094							
2095							
2096							
2097							
2098	Rockwood TC	Multnomah Co.	162nd Avenue Improvements	Glisan Street to Halsey Street	Reconstruct and widen to five lanes		\$ 2,040,000
2099	Rockwood TC	Multnomah Co.	201st/202nd Avenue Corridor Improvements	Sandy Boulevard-Powell Boulevard	Reconstruct and widen to three lanes		\$ 8,580,000
2100							
2101	Rockwood TC	Gresham	Stark Street Improvements	190th to 197th	Complete boulevard design improvements	√	\$ 3,000,000
2102	Rockwood TC	Gresham	Stark Street Improvements	181st to 190th	Complete boulevard design improvements	√	\$ 3,000,000
2103	Rockwood TC	Multnomah Co.	181st Avenue Improvements	Glisan to Yamhill	Complete boulevard design improvements		\$ 2,880,000
2104	Rockwood TC	Multnomah Co.	Burnside Road Boulevard Improvements	181st Avenue to 197th Avenue	Complete boulevard design improvements		\$ 370,800

**RTP Project List -
March 1, 2000**

RAFT

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	RTP Financially Constrained System	Est. Project Cost in 1998 dollars ("*" indicates Metropolitan estimate)
2105	Rockwood TC	Gresham	Rockwood TC Pedestrian and Ped-to-MAX Improvements	181st, 188th, Stark and intersecting streets and LRT station areas	Improve sidewalks, lighting, crossings, bus shelters and benches	√	\$ 3,000,000
2106							
2107							
2108	Fairview/WV TC	Multnomah Co.	Halsey Street Improvements - Wood Village	223rd Avenue to 238th Avenue	Improve to 3 lanes		\$ 2,015,000
2109	Fairview/WV TC	Multnomah Co.	Glisan Street Improvements	202nd Avenue to 207th Avenue	Complete reconstruction of Glisan Street to five lanes		\$ 1,100,000
2110	Fairview/WV TC	Multnomah Co.	MKC Collector	Halsey Street to Glisan Street @ MKC	Construct new collector of regional significance		\$ 1,920,000
2111	Fairview/WV TC	Multnomah Co.	207th Connector	Halsey Street to Glisan Street	Complete reconstruction of 207th Avenue		\$ 1,500,000
2112	Fairview/WV TC	Multnomah Co.	223rd Avenue Improvements	Glisan to Stark	Improve sidewalks, lighting, crossings, bus shelters and benches		\$ 1,000,000
2113	Fairview/WV TC	Multnomah Co.	Halsey Street Improvements	190th Avenue to 207th Avenue	Widen to three lanes with sidewalks and bike lanes		\$ 2,400,000
2114							
2115	Fairview/WV TC	MultCo/FV/ WV	Fairview-Wood Village TC Pedestrian Improvements	Fairview, Halsey, Glisan and neighborhood streets	Improve sidewalks, lighting, crossings, bus shelters and benches		\$ 1,200,000
2116	Fairview/WV TC	Multnomah Co.	NE 223rd Avenue Bikeway and Pedestrian Improvements	NE Halsey Street to Marine Drive	Retrofit bike lanes and sidewalks on existing street	√	\$ 500,200
2117	Fairview/WV TC	Multnomah Co.	207th/223rd Access Management Plan	207th/Glisan/223rd from I-84 to Burnside	Traffic Management Plan to protect mobility on 207th/223rd to Gresham		n/a
2118							
2119							
2120	Troutdale TC	Multnomah Co.	Sandy Boulevard Bicycle and Pedestrian Improvements	162nd to Troutdale	Retrofit bike lanes and sidewalks on existing street		\$ 7,200,000
2121	Troutdale TC	ODOT/MultCo	Columbia River Highway Improvements	Kibling Avenue to Sandy River	Upgrade to include bicycle and pedestrian facilities		\$ 1,200,000
2122	Troutdale TC	Multnomah Co.	Troutdale Road Improvements	Cherry Park Road to Strebin Road	Upgrade to include bicycle and pedestrian facilities		\$ 1,920,000
2123	Troutdale TC	Multnomah Co.	Stark Street Improvements	257th Avenue to Troutdale Road	Widens street to five lanes	√	\$ 3,000,000
2124	Troutdale TC	Multnomah Co.	Halsey Street Improvements - Troutdale	238th to 257th	Improve Halsey Street to 3 lanes and complete boulevard design improvements		\$ 3,240,000
2125	Troutdale TC	Mult. Co./Troutdale	Troutdale TC Pedestrian Improvements	Old Col. River Highway, 257th/Graham, Buxton Road	Improve sidewalks, lighting, crossings, bus shelters and benches		\$ 100,000
2126	Troutdale TC	Troutdale	257th Avenue Pedestrian Improvements	Cherry Park Road to Stark Street	Improve sidewalks, lighting, crossings, bus shelters and benches	√	\$ 1,000,000
2127	Troutdale TC	MultCo/Troutdale	Edgefield Station Recreational Intermodal Facility	249th and Halsey	Develop Edgefield Station as a recreational intermodal facility		\$ 5,000,000
2128							
2129							
2130	Burnside SC	Portland	162nd Avenue Bikeway	Sandy to Halsey and Stark to Powell	Retrofit bike lanes to existing street		\$ 40,000
2131	Burnside SC	Gresham	SE 174th Avenue Bikeway	Springwater Trail to SE Stark Street	Retrofit bike lanes to existing street		\$ 20,000
2132	Burnside SC	Gresham	Burnside SC Pedestrian Improvements	172nd, 197th, Glisan, Stark and intersecting streets	Improve sidewalks, lighting, crossings, bus shelters and benches		\$ 6,150,000
2133	Portland Corridor	ODOT	I-205 Multi-use Path Crossing Improvements	Several locations	Improve access to I-205 multi-use path		\$ 275,000
2134							
2135							

**RTP Project List -
March 1, 2000**

RAFT

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	RTP Financially Constrained System	Est. Project Cost in 1998 dollars ("**" indicates Metrol estimate)
3000	Region	ODOT	Highway 217 Improvements	I-5 to US 26	Add capacity to existing highway		\$70,000,000 - \$100,000,000
3001	Region	ODOT	Highway 217 Improvements	NB - TV Highway/Canyon Road to US 26	Widen NB to three lanes; ramp improvements	√	\$ 21,000,000
3002	Region	ODOT	US 26/217 Interchange Improvement	EB US 26/SB Highway 217 Interchange	Braided ramps		\$ 50,000,000
3003							
3004							
3005							
3006	Region	ODOT	US 26 Improvements	US 26 between Sylvan and Highway 217	Complete interchange improvements by adding third through-lane and collector distributor system from Camelot Court to Sylvan Road (Phase 2 and 3)		\$ 22,000,000
3007	Region	ODOT	US 26 Improvements	EB from Highway 217 to Camelot Court	Widen EB US 26 to three lanes	√	\$ 12,000,000
3008							
3009	Region	ODOT	US 26 Improvements	Avenue	Widen US 26 to six lanes		\$ 26,000,000
3010	Region	MultCo/WashCo	Cornelius Pass Road	US 26 to US 30	Improve to better accommodate freight movement		\$ 25,000,000
3011							
3012	Region	Hillsboro	Rock Creek Greenway Multi-use Path	TV Highway to Evergreen Parkway	Completes multi-use path along Rock Creek from Tualatin Valley Highway to Evergreen Parkway	√	\$ 3,300,000
3013	Region	Various	Bronson Creek Greenway Multi-Use Path	Beaverton Creek to Powerline Trail	Study feasibility of corridor	√	n/a
3014	Region	Various	Powerline Beaverton Trail Corridor	Bronson Creek Greenway to Farmington Road	Plan, design and construct multi-use path	√	\$ 2,700,000
3015	Region	Various	Beaverton Creek Greenway Corridor Study	Rock Creek to Fanno Creek Greenway	Study feasibility of corridor	√	n/a
3016	Region	Washington Co.	Washington County ATMS	Washington County	Acquire hardware for new traffic operations center and conduct needs analysis	√	\$ 400,000
3017	Region	Tri-Met	54B- Frequent Bus	Beaverton-Hillsdale Highway	Frequent bus service		See Tri-Met Total
3018	Region	Tri-Met	Transit center and park-and-ride upgrades	Various locations in subarea	Construct, expand and/or upgrade transit stations and park-and-rides throughout subarea		See Tri-Met Total
3019	Beaverton RC	Beaverton	Beaverton Connectivity Improvements I	(1) Henry Street: Millikan to Center, (2) Dawson/Westgate: Karl Braun to Hall, (3) Rose Biggi: Canyon to Westgate, (4) Tualala Way to Millikan	Complete central Beaverton street connections	√	\$ 13,200,000
3020	Beaverton RC	Beaverton	Beaverton Connectivity Improvements II	(5) Electric to Whitney to Carousel to 144th, (6) new conn.: Henry & 114, (7) new conn.: Hall and Cedar Hill (8) Griffith to 114th	Complete central Beaverton street connections	√	\$ 13,300,000
3021							
3022	Beaverton RC	Washington Co.	Jenkins Road Improvement	Avenue	Widen to five lanes	√	\$ 1,870,000
3023	Beaverton RC	WashCo/Beav /ODOT	Highway 217 Interchange Improvements	NB/SB at Walker Road, SB at TV Highway, NB/SB at BH Highway and at Allen Boulevard	Improve Highway 217 interchanges	√	\$ 3,600,000
3024	Beaverton RC	ODOT/WashCo	Cedar Hills Interchange Improvement	Cedar Hills and US 26 interchange	Improve interchange with EB traffic signal and channelization	√	\$ 500,000

RTP Project List -

March 1, 2000

RAFT

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	RTP Financially Constrained System	Est. Project Cost in 1998 dollars (***) indicates Metrol estimate)
3025	Beaverton RC	ODOT/WashCo	TV Highway Improvements	Cedar Hills Boulevard to 10th Avenue	Widen to seven lanes Cedar Hills to Murray; six lanes limited access from Murray to Brookwood and five lanes from Brookwood to 10th		\$ 33,200,000
3026	Beaverton RC	Beaverton	Millikan Extension	Hocken to Cedar Hills	Three lane extension to connect with Cedar Hills at Henry Street	√	\$ 4,300,000
3027	Beaverton RC	Beaverton/WashCo	Davis Improvements	160th Avenue to 170th Avenue	Three lane improvement to add bike and pedestrian facilities	√	\$ 1,600,000
3028	Beaverton RC	Beaverton	Hart Improvements	Murray to 165th	Three lane improvement with sidewalks, bikeways and signal at 155th Avenue	√	\$ 7,100,000
3029	Beaverton RC	Beaverton	Lombard Improvements	Broadway to Farmington	Three lane improvement to realign road with segment to the north with pedestrian facilities	√	\$ 1,600,000
3030	Beaverton RC	Beaverton	Farmington Road Improvements	Hocken Avenue to Murray Boulevard	Widen to five lanes; improve intersections at Murray Boulevard and Hocken Avenue	√	\$ 9,300,000
3031	Beaverton RC	Beaverton	Allen Boulevard Improvements	Highway 217 to Murray Boulevard	Widen to five lanes		\$ 8,500,000
3032	Beaverton RC	Beaverton	Cedar Hills Boulevard Improvements	Farmington Road to Walker Road	Widen to five lanes with sidewalks and bike lanes	√	\$ 3,700,000
3033	Beaverton RC	Beaverton	125th Avenue Extension	Brockman Street to Hall Boulevard	Construct two-lane extension with turn lanes from Brockman Street to Hall Boulevard	√	\$ 9,800,000
3034	Beaverton RC	Beaverton	Hall Boulevard Extension	Cedar Hills Boulevard to Terman/Hocken	Construct three-lane extension with bikeways and sidewalks	√	\$ 4,600,000
3035							
3036	Beaverton RC	Washington Co.	158th/Merlo Road Improvements	170th Avenue to Walker Road	Widen to five lanes with sidewalks and bike lanes		\$ 4,000,000
3037	Beaverton RC	Beaverton	Nimbus Road Extension	Hall Boulevard to Denney Road	Extend two-lane roadway		\$ 8,300,000
3038	Beaverton RC	Beaverton	Center Street Improvements	Hall Boulevard to 113th Avenue	Widen to three lanes with bikeways and sidewalks		\$ 3,200,000
3039							
3040							
3041	Beaverton RC	Beaverton	Hall/Watson Improvements	Allen Boulevard to Cedar Hills Boulevard	Complete boulevard design improvements	√	\$ 445,000
3042	Beaverton RC	ODOT/Beaverton/Tri-Met	TV Highway Pedestrian Access to Transit Improvements	Murray to Highway 217	Improve sidewalks, lighting, crossings, bus shelters and benches	√	\$ 8,000,000
3043	Beaverton RC	Beaverton	Walker Road Improvements	Cedar Hills Boulevard to Murray Boulevard	Widen to seven lanes with sidewalks and bike lanes		
3044							
3045	Beaverton RC	Beaverton	Farmington Road Bikeway	Hocken to Highway 217	Retrofit to include bike lanes	√	\$ 2,800,000
3046	Beaverton RC	Beaverton	Hall Boulevard Bikeway	BH Highway to Cedar Hills Boulevard	Retrofit to include bike lanes	√	\$ 68,000
3047	Beaverton RC	Beaverton	Watson Avenue Bikeway	BH Highway to Hall Boulevard	Retrofit to include bike lanes	√	\$ 59,000
3048							
3049	Beaverton RC	Beaverton	Downtown Beaverton Pedestrian Improvements	Hocken Avenue/TV Highway/113th Avenue/110th Avenue/Cabot Street	Improve sidewalks, bike lanes, lighting, crossings, bus shelters and benches	√	\$ 1,120,000
3050	Beaverton RC	Beaverton/WashCo/Tri-Met	Walker Road Pedestrian Improvements	Polsky/108th to Highway 217	Improve sidewalks, lighting, crossings, bus shelters and benches		\$ 100,000
3051	Beaverton RC	WashCo/Beaverton/Tri-Met	Hall Boulevard/Watson Pedestrian-to-Transit Improvements	Cedar Hills Boulevard to Tigard TC	Improve sidewalks, lighting, crossings, bus shelters and benches	√	\$ 1,600,000
3052	Beaverton RC	Beaverton	110th Avenue Pedestrian Improvements	B-H Highway to Canyon Road	Fill in missing sidewalks	√	\$ 30,000
3053	Beaverton RC	Beaverton	117th Avenue Pedestrian Improvements	light rail transit to Center Street	Improve sidewalks, lighting, crossings	√	\$ 30,000

RTP Project List - March 1, 2000

RAFT

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	RTP Financially Constrained System	Est. Project Cost in 1998 dollars ("*" indicates Mett estimate)
3054	Beaverton RC	Washington Co.	Murray Boulevard Bike/Pedestrian Improvements	Scholls Ferry Road to TV Highway	Safety islands and pedestrian crossing improvements at intersections, fill in bicycle network gaps		\$ 500,000
3055	Beaverton RC	ODOT/Beaverton	Beaverton-Hillsdale Highway Pedestrian and Bicycle Improvements	65th Avenue to Highway 217	Improve sidewalks, lighting, crossings, bus shelters and benches; stripe bike lanes		\$ 10,500,000
3056	Beaverton RC	ODOT	Canyon Road/TV Highway Bike and Pedestrian Improvements	SW 91st Avenue to Highway 217	Bike lanes, sidewalks and pedestrian crossings		\$ 1,465,000
3057	Beaverton RC	Beaverton	Denney Road Bike/Pedestrian Improvements	Nimbus Avenue to Scholls Ferry Road	Improve sidewalks, crossings and fill in bicycle network gaps		\$ 210,000
3058							
3059							
3060	Beaverton RC	ODOT/WashCo	TV Highway Access Management	117th Avenue to Hillsboro	Access management		\$ 15,000,000
3061	Beaverton RC	ODOT/WashCo	TV Highway System Management	TV Highway from Highway 217 to 209th	Interconnect signals on TV Highway from 209th Avenue to Highway 217	√	\$ 1,500,000
3062							
3063	Beaverton RC	Washington Co.	Murray Boulevard Improvements	TV Highway to Allen Boulevard	Signal coordination	√	\$ 50,000
3064							
3065							
3066	Beaverton Corridor	Washington Co.	Springville Road Improvements	Kaiser to 185th Avenue	Widen to include bike lanes		\$ 750,000
3067	Beaverton Corridor	Washington Co.	185th Avenue Improvements	West View High School to Springville Road	Widen to five lanes with bike lanes and sidewalks	√	\$ 5,000,000
3068	Beaverton Corridor	Washington Co.	Garden Home/92nd Avenue Improvements	Allen Boulevard to Oleson Road	Widen to three lanes with bikeways and sidewalks		\$ 4,500,000
3069							
3070							
3071	Region	Beaverton/WashCo/T HPRD	Fanno Creek Greenway Multi-Use Path	Allen Boulevard to Denney Road east of Highway 217 and from Highway 217 to Allen Boulevard near Scholls Ferry Road	Completes Fanno Creek Greenway multi-use path	√	\$ 1,500,000
3072	Beaverton Corridor	Tualatin Hills PRD	Beaverton Powerline Multi-use Trail	Farmington Road to Scholls Ferry Road	Construct multi-use trail within powerline easement	√	\$ 2,000,000
3073	Beaverton Corridor	Washington Co.	Barnes Road Bikeway	Burnside to Leahy Road	Retrofit to include bike lanes		\$ 500,000
3074	Beaverton Corridor	Beaverton	Hall Boulevard Bikeway	12th Street to south of Allen Boulevard	Retrofit to include bike lanes; intersection turn lanes at Allen Boulevard	√	\$ 1,438,000
3075	Beaverton Corridor	Beaverton/WashCo	Cedar Hills Boulevard Improvements	Butner Road to Walker Road	Improve sidewalks, lighting, crossings, bike lanes, bus shelters and benches	√	\$ 1,100,000
3076	Beaverton Corridor	Beaverton	Allen Boulevard Improvements	Highway 217 to Western Avenue	Widen to five lanes with bike lanes and sidewalks		\$ 1,000,000
3077	Beaverton Corridor	Beaverton	Western Avenue Pedestrian Improvements	5th Street to 800 feet south of 5th Street	Improve sidewalks, lighting, crossings, bus shelters and benches		\$ 48,000
3078	Beaverton Corridor	ODOT	Canyon Road Bicycle and Pedestrian Improvements	US 26 to 110th Avenue	Retrofit to include bike lanes/sidewalks		\$ 13,500,000
3079	Beaverton Corridor	Beaverton	Allen Boulevard Bike/Ped Improvements	Western Avenue to Scholls Ferry Road	Retrofit to include bike lanes and fill in missing sidewalks	√	\$ 253,000
3080							
3081							
3082	Beaverton IA	Beaverton	Western Avenue Bike Lanes	B-H Highway to Allen Boulevard	Retrofit to include bike lanes		\$ 294,000
3083							
3084	Westside SC	Washington Co.	170th Improvement	Alexander Road to Merlo Road	Widen to five lanes with sidewalks and bike lanes		\$ 8,000,000

RTP Project List - March 1, 2000

RAFT

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	RTP Financially Constrained System	Est. Project Cost in 1998 dollars (**** indicates Mettr estimate)
3085	Westside SC	Washington Co.	170th Improvement	Rigert to Alexander	Three lanes from Rigert to Blanton; five lanes from Blanton to Alexander	√	\$ 26,700,000
3086	Westside SC	Washington Co.	158th Avenue Improvements	Walker to Jenkins Road	Widen to include bike lanes		\$ 450,000
3087	Westside SC	Beaverton	Millikan Way Improvements	TV Highway to 141st Avenue	Widen to five lanes with sidewalks and bike lanes		\$ 4,000,000
3088	Westside SC	Washington Co.	Millikan Way Improvements	141st Avenue to Hocken Road	Widen to three lanes with sidewalks and bike lanes		\$ 3,400,000
3089	Westside SC	Washington Co.	160th Avenue Improvements	Tualatin Valley Highway to Farmington Road	Widen to five lanes with sidewalks and bike lanes		\$ 2,000,000
3090	Westside SC	Washington Co.	Walker Road Improvements	173rd to Stucki Boulevard	Widen to include bike lanes		\$ 750,000
3091	Westside SC	Hillsboro	Quatama Street Improvements	205th Avenue to 227th Avenue; 227th at Baseline	Widen to three lanes and extend to Baseline with sidewalks and bike lanes	√	\$ 6,400,000
3092	Westside SC	Washington Co.	Powerline/Rock Creek Trail	Bethany/Kaiser Road to Evergreen Road/Rock Creek Greenway	Construct multi-use path for bicyclists and pedestrians just north of US 26	√	\$ 1,000,000
3093	Westside SC	Washington Co.	Murray Boulevard Bikeway	Farmington Road to S of TV Highway	Retrofit to include bike lanes		\$ 200,000
3094	Westside SC	Hillsboro	Cornell Road Bikeway	Elam Young Parkway (W) to Ray Circle	Retrofit to include bike lanes	√	\$ 600,000
3095	Westside SC	Washington Co.	170th Avenue Pedestrian Improvements	Merlo Drive to Elmonica light rail station	Fill in sidewalk gaps and extend to light rail eastside only	√	\$ 100,000
3096	Westside SC	Washington Co.	Pedestrian Access to MAX	Westside LRT station areas	Provide pedestrian connections to light rail stations	√	\$ 1,000,000
3097	Westside SC	Washington Co.	Baseline Road Pedestrian Improvements	158th Avenue to 166th Avenue	Improve sidewalks and pedestrian crossings		\$ 96,000
3098	Westside SC	Washington Co.	Walker Road Bike/Ped Improvements	Canyon Road to Cedar Hills Boulevard	Retrofit to include bike lanes and sidewalks		\$ 750,000
3099							
3100							
3101	Hillsboro RC	Hillsboro	Jackson School Road Improvements	Evergreen Road to Grant Street	Widen to three lanes with sidewalks and bike lanes		\$ 3,500,000
3102	Hillsboro RC	Washington Co.	Baseline Road Improvements	201st to 231st Avenue	Widen to three lanes with bike lanes and sidewalks	√	\$ 26,700,000
3103	Hillsboro RC	Washington Co.	Baseline Road Improvements	Lisa to Brookwood Road	Widen to five lanes with bike lanes and sidewalks		\$ 6,000,000
3104	Hillsboro RC	Hillsboro	NW Aloclek Drive Extension	NW Amberwood Drive to Cornelius Pass Road	New three-lane facility with sidewalks and bike lanes.	√	\$ 2,000,000
3105	Hillsboro RC	Hillsboro	E/W Collector	185th Avenue to 231st Avenue	New 3-lane facility	√	\$ 4,600,000
3106	Hillsboro RC	Washington Co.	229th/231st/234th Connector	Borwick Road to Baseline and Century High School to Borwick Road; Baseline to LRT	New 3-lane facility and bridge; widen 231st Avenue to three lanes	√	\$ 23,200,000
3107	Westside SC	Hillsboro/WashCo.	SW 205th Avenue Improvements	LRT to Baseline Road	Widen to five lanes, including bridge, sidewalks and bike lanes	√	\$ 4,800,000
3108	Hillsboro RC	Washington Co.	Baseline Road Improvements	Lisa to 201st Avenue	Widen to 3 lanes with bike lanes and sidewalks	√	\$ 7,500,000
3109	Hillsboro RC	ODOT/WashCo/ Hillsboro	Hillsboro to US 26 Improvements	Shute Road/Cornell Corridor	Improve primary access route from regional center to US 26		n/a
3110	Hillsboro RC	ODOT/WashCo	Jackson School Road Improvements	Jackson School Road at US 26	Improve Jackson School Road intersection with channelization	√	\$ 500,000
3111	Hillsboro RC	Washington Co.	First Avenue Improvements	Grant Street to Glencoe High School	Improve sidewalks and pedestrian crossings and make transit improvements	√	\$ 700,000
3112	Hillsboro RC	ODOT	First Avenue Improvements	Oak Street to Baseline Street	Rechannelize NB and SB to provide protected left turn lanes and signal phasing at 1st/Oak and 1st/Baseline	√	\$ 165,000
3113	Hillsboro RC	Hillsboro	10th Avenue Improvements	Main Street to Baseline Road	Add right turn lane and widen sidewalk	√	\$ 1,500,000
3114	Hillsboro RC	Hillsboro	NE 28th Avenue Improvements	Grant Street to East Main Street	Widen to three lanes with sidewalks, bike lanes, street lighting and landscaping	√	\$ 2,500,000

**RTP Project List -
March 1, 2000**

RAFT

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	RTP Financially Constrained System	Est. Project Cost in 1998 dollars (**** indicates Metropolitan estimate)
3115	Hillsboro RC	Hillsboro	10th Avenue Improvements	Washington Street to Main Street	Widen to provide third NB through lane	√	\$ 575,000
3116	Hillsboro RC	Hillsboro	10th Avenue Improvements	Walnut Street to Baseline Street	Construct one additional NB turn lane and rechannelize WB Baseline Street approach to 10th Avenue to provide two approach lanes	√	\$ 1,530,000
3117							
3118							
3119	Hillsboro RC	ODOT	TV Highway Improvements - Hillsboro	Shute Park to Baseline/Oak Street to Tenth	Complete boulevard design improvements	√	\$ 2,000,000
3120	Hillsboro RC	ODOT/Wash. Co.	TV Highway Pedestrian Improvements	10th to Cornelius Pass Road	Improve sidewalks, lighting, crossings, bus shelters and benches		\$ 8,300,000
3121	Hillsboro RC	ODOT	TV Highway Refinement Planning	SE Minter Bridge Road to Cedar Hills Boulevard	Refinement planning to identify phased strategy to implement a limited access facility in this corridor		n/a
3122	Hillsboro RC	Hillsboro/WashCo.	St. Mary's Urban Reserves Future Street Plan	St. Mary's urban reserve areas	Complete future street plan		n/a
3123	Hillsboro RC	Tri-Met/Hillsboro	Hillsboro Regional Center TMA Startup	Hillsboro Regional Center	Implements a transportation management association program with employers	√	See RTP #8056 total
3124	Hillsboro RC	ODOT	TV Highway System Management	209th Avenue to 10th Avenue	Interconnect signals		\$ 1,500,000
3125							
3126	Sunset IA	Washington Co.	Cornelius Pass Road Improvements	TV Highway to Baseline Road	Widen to five lanes including sidewalks and bike lanes	√	\$ 5,000,000
3127	Hillsboro Corridor	ODOT/Hillsboro/WashCo	Hillsboro RC Pedestrian Improvements	18th, 21st, Oak, Maple and Walnut streets	Improve sidewalks, lighting, crossings, bus shelters and benches	√	\$ 1,500,000
3128	Hillsboro RC	Washington Co.	Cornell Road Improvements	Arrington Road to Main Street	Widen to five lanes	√	\$ 6,000,000
3129	Sunset IA	ODOT	Glencoe Interchange Improvements	Glencoe Road and US 26	Improve interchange to facilitate traffic flows on and off of US 26		\$ 12,000,000
3130	Sunset IA	WashCo/Hillsboro	Evergreen Road Improvements	Glencoe Road to 15th Avenue	Widen to three lanes to include bikeways and sidewalks	√	\$ 12,800,000
3131	Sunset IA	Hillsboro/Port	Evergreen Road Improvements	15th Avenue to 253rd Avenue	Widen to five lanes to include bikeways and sidewalks	√	\$ 8,900,000
3132	Sunset IA	Washington Co.	Cornelius Pass Road Improvements	US 26 to West Union Road	Widen to five lanes, including sidewalks and bike lanes	√	\$ 3,500,000
3133	Sunset IA	Washington Co./ODOT	Cornelius Pass Road Interchange Improvement	US 26/Cornelius Pass Road	Construct full diamond interchange and southbound auxiliary lane to facilitate traffic flows on and off US 26	√	\$ 5,000,000
3134	Sunset IA	Washington Co.	Cornelius Pass Road Improvements	TV Highway to Baseline Road	Widen to three lanes including sidewalks, bike lanes and signals at Johnson and Francis	√	\$ 9,000,000
3135	Sunset IA	Washington Co.	Cornelius Pass Road Improvements	Baseline Road to Aloclek Drive	Widen to five lanes including sidewalks and bike lanes	√	\$ 15,000,000
3136	Sunset IA	Washington Co.	Brookwood/Parkway Avenue Improvements	Baseline Road to Airport Road	Widen to 3 lanes from Baseline to Cornell Road and to 5 lanes from Cornell Road to Airport Road	√	\$ 10,900,000
3137	Sunset IA	Washington Co.	Brookwood Avenue Improvements	TV Highway to Baseline Road	Widen to three lanes including sidewalks and bike lanes	√	\$ 7,500,000
3138	Sunset IA	Washington Co.	Murray LRT Overcrossing and Pedestrian Improvements	Terman Road to Millikan Way	Expand LRT bridge from 2 to 4 lanes and improve sidewalks, lighting crossings, bus shelters, benches and landscaped buffers on bridge approach	√	\$ 1,000,000
3139	Sunset IA	Hillsboro	US 26 Overcrossing - Sunset IA	NW Bennett Avenue to NW Wagon Way	Construct two-lane new overcrossing with sidewalks and bike lanes to better connect areas north and south of US 26		\$ 4,500,000
3140	Sunset IA	Hillsboro	229th Avenue Extension	NW Wagon Way to West Union Road	New three-lane facility with sidewalks and bike lanes	√	\$ 2,300,000
3141	Sunset IA	Washington Co.	170th/173rd Improvements	Baseline to Walker	Improve to 3 lanes	√	\$ 5,500,000
3142	Sunset IA	Washington Co.	Johnson Street Extension	170th Avenue to 209th Avenue	Three lane extension (two lanes west bound and one lane eastbound with turn lanes), including bike lanes and sidewalks		\$ 1,000,000

RTP Project List -

RAFT

March 1, 2000

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	RTP Financially Constrained System	Est. Project Cost in 1998 dollars (**** indicates Metropolitan estimate)
3143	Sunset IA	Washington Co.	Walker Road Improvements	Cedar Hills to 158th Avenue	Widen to five lanes including sidewalks and bike lanes	√	\$ 20,000,000
3144	Sunset IA	Washington Co.	Walker Road Improvements	158th Avenue to Amberglen Parkway	Widen to five lanes including sidewalks and bike lanes	√	\$ 10,000,000
3145	Sunset IA	Washington Co.	Walker Road Improvements	Highway 217 to Cedar Hills Boulevard	Widen to five lanes including sidewalks and bike lanes		\$ 26,500,000
3146	Sunset IA	WashCo/Hillsboro	Cornelius Pass Intersection Improvements	Intersection at Quatama	Improve Quatama/Cornelius Pass Road intersection		\$ 500,000
3147	Sunset IA	Hillsboro	25th Avenue Improvements	Cornell Road to Evergreen	Widen street to three lanes with bike lanes	√	\$ 2,000,000
3148	Beaverton RC	Washington Co.	Walker Road Improvements	Highway 217 to Cedar Hills Boulevard	Widen to three lanes including sidewalks and bike lanes	√	\$ 8,000,000
3149							
3150	Sunset IA	Washington Co.	Cornell Road System Management	185th Avenue to 25th Avenue	Implement signal timing at Tannasbourne/185th to 25th Avenue	√	\$ 300,000
3151	Sunset IA	Tri-Met	US 26 Corridor TDM Program	Sunset Industrial Area	Implements a transportation management association program with employers		\$ 1,300,000
3152	Sunset IA	Tri-Met	Westside TMA	Western Washington County	Implements a transportation management association program with employers	√	\$ 80,000
3153	Forest Grove TC	Forest Grove	David Hill Road Connector	Thatcher Road to Sunset Drive	New 2-lane facility with sidewalks and bike lanes		\$ 5,472,000
3154	Forest Grove TC	Washington Co.	Forest Grove Northern Arterial	Quince to Highway 47	New 2-lane facility with sidewalks and bike lanes	√	\$ 2,000,000
3155	Forest Grove TC	Washington Co.	North Forest Grove Connector	North of Willamina Avenue in Forest Grove	Identify north arterial street connection from OR 47 to Gales Creek Road.		\$ 5,750,000
3156	Forest Grove TC	Forest Grove/WashCo.	Forest Grove Connectivity Improvements	Various locations in the town center	Two-lane improvements parallel to TV Highway		\$ 5,000,000
3157	Forest Grove TC	Washington Co.	Sunset Drive Improvements	University Avenue to Beal Road	Widen to three lanes including bike lanes, signals and sidewalks	√	\$ 4,500,000
3158	Forest Grove TC	Washington Co.	Forest Grove to US 26 Improvements	Forest Grove northern UGB to Roy Road	Realign with widened paved shoulders Martin Road and Cornelius Schefflin Road	√	\$ 12,300,000
3159	Forest Grove TC	ODOT	Highway 8 Improvements - Forest Grove	Highway 8 couplet from Quince to 'B' Street	Complete boulevard design improvements		\$ 8,000,000
3160	Forest Grove TC	Forest Grove	Verboort Road Intersection Improvement	at Highway 47	Intersection safety improvement		\$ 200,000
3161	Forest Grove TC	Forest Grove	Gales Creek Road Intersection Realignment	at Thatcher Road	Realign intersection to increase capacity		\$ 1,230,000
3162	Forest Grove TC	ODOT	TV Highway (Pacific/19th) Bikeway	Hawthorne to "E" Street	Retrofit to include bike lanes	√	\$ 100,000
3163	Forest Grove TC	ODOT/Forest Grove	Forest Grove TC Pedestrian Improvements	TV Highway, Pacific, 19th, College, Sunset, "B" and intersecting streets	Improve sidewalks, lighting, crossings, bus shelters and benches	√	\$ 2,132,670
3164	Forest Grove TC	Tri-Met	TV Highway Frequent Bus	Forest Grove to Hillsdale via TV Highway and B-H Highway	Provide improvements that enhance frequent bus service		see Tri-Met total
3165							
3166	Cornelius	Cornelius/ODOT	Highway 8 Intersection Improvement 10th	Intersection of 10th Avenue and Highway 8 couplet	Widen OR 8/10th Avenue intersection to support freight access.	√	\$ 720,000
3167	Cornelius	Cornelius/ODOT	Highway 8 Intersection Improvement 19th/20th Avenue	Intersection of 19th/20th Avenue and Highway 8 couplet	Install traffic signals on OR 8 at 19th Avenue/20th Avenue; reconfigure intersection.	√	\$ 2,000,000
3168	Cornelius	Cornelius/ODOT	Baseline Street/Adair Street Couplet Intersection Improvements	Intersection of 14th Avenue and couplet	Intersection improvement with signal	√	\$ 350,000
3169	Cornelius	Cornelius/ODOT	Main Street Couplet improvements	Highway 8 couplet from 10th to 19th Avenue	Complete boulevard design improvements	√	\$ 6,000,000
3170	Cornelius	Cornelius/ODOT	West Couplet Enhancement	1st Avenue to 10th Avenue	Complete boulevard design improvements	√	\$ 3,000,000

**RTP Project List -
March 1, 2000**

RAFT

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	RTP Financially Constrained System	Est. Project Cost in 1998 dollars (***) indicates Met estimate)
3171	Cornelius	Cornelius/Wash Co.	Highway 8/4th Avenue Intersection Improvements	Intersection of 4th Avenue and couplet	Intersection improvement with signal	√	\$ 950,000
3172							
3173	Sunset TC	Washington Co.	US 26 Undercrossing - Sunset TC	Barnes to Butner west of Highway 217	Construct new underpass to better connect areas north and south of US 26		\$ 10,000,000
3174	Sunset TC	Washington Co.	Barnes Road Improvements	Miller Road to 84th Avenue	Widen to three lanes with bike lanes and sidewalks		\$ 4,300,000
3175	Sunset TC	Washington Co.	Barnes Road Improvements	Highway 217 to 119th Avenue	Widen to five lanes with bike lanes and sidewalks		\$ 6,200,000
3176	Sunset TC	Washington Co.	90th/98th Avenue Extension	Leahy Road to Barnes Road	Construct new two-lane road connection with bike and pedestrian facilities		\$ 1,500,000
3177	Sunset TC	Washington Co.	Cedar Hills Boulevard/Barnes Road Intersection Improvement	Cedar Hills at Barnes Road	Add through and turn lanes, new traffic signal and signal at US 26 EB off-ramp	√	\$ 1,800,000
3178	Sunset TC	Washington Co.	Westhaven Road Pathways	Morrison to Springcrest	Constructs off-road pathway to improve bicycle and pedestrian access to Sunset transit center	√	\$ 500,000
3179							
3180							
3181	Cedar Mill TC	Washington Co.	Cornell Road Improvements - West Cedar Mill	US 26 to 143rd Avenue	Widen to five lanes with bike lanes and sidewalks		\$ 3,000,000
3182	Cedar Mill TC	Washington Co.	Cornell Road Improvements - West Cedar Mill	143rd Avenue to Saltzman Road	Widen to five lanes with boulevard design treatment		\$ 10,000,000
3183	Cedar Mill TC	Washington Co.	Cornell Road Improvements	143rd Avenue to Saltzman	Widen to three lanes with bikeways and sidewalks	√	\$ 4,600,000
3184	Cedar Mill TC	Washington Co.	Cornell Road Improvements - East Cedar Mill	Saltzman to Miller Road	Widen to three lanes and improve crossings, bus shelters		\$ 11,000,000
3185	Cedar Mill TC	Washington Co.	Barnes Road Improvement	Saltzman Road to 119th Avenue	Widen to five lanes with intersection improvement at Saltzman	√	\$ 5,300,000
3186	Cedar Mill TC	Washington Co.	Murray Boulevard Improvements - Cedar Mill	Science Park Drive to Cornell	Widen Murray Boulevard to five lanes	√	\$ 3,100,000
3187							
3188	Cedar Mill TC	Washington Co.	Saltzman Road Improvements	Cornell Road to Burton Street	Widen to three lanes with sidewalks and bike lanes		\$ 3,300,000
3189	Cedar Mill TC	Washington Co.	Saltzman Road Improvements	Burton Street to Laidlaw Road	Widen to three lanes with sidewalks and bike lanes		\$ 3,300,000
3190	Cedar Mill TC	Washington Co.	143rd Avenue Improvements	Cornell Road to West Union Road	Widen to three lanes with sidewalks and bike lanes	√	\$ 5,000,000
3191	Cedar Mill TC	Washington Co.	Cornell Intersection Improvements	Intersections at Saltzman, Barnes, Murray and Trail	Improve intersections to relieve congestion and improve safety		\$ 500,000
3192	Cedar Mill TC	Washington Co.	Cedar Mill Town Center Local Connectivity, Phase 1	Various locations in the town center	Construct additional local road connections to improve traffic circulations	√	\$ 1,000,000
3193	Cedar Mill TC	Washington Co.	Cornell Road Boulevard Treatment	Trail Avenue to Saltzman	Add bike lanes, sidewalks, median, landscaping	√	\$ 2,000,000
3194	Cedar Mill TC	Washington Co.	Cedar Mill Multi-Use Path	North of Cornell Road from 113th Avenue to 119th Avenue	Construct multi-use path along north side of Cornell Road	√	\$ 1,000,000
3195	Cedar Mill TC	Washington Co.	Saltzman Pedestrian Improvements	Marshall Road to Dogwood Road	Construct sidewalks on west side of road	√	\$ 485,000
3196							
3197	Bethany TC	Washington Co.	Bethany Boulevard Improvements, Phase 1	Bronson Road to West Union Road	Widen to three lanes with bike lanes and sidewalks	√	\$ 5,000,000
3198	Bethany TC	Washington Co.	Bethany Boulevard Improvements, Phase 2	Bronson Road to West Union Road	Widen to five lanes with bike lanes and sidewalks		\$ 2,000,000
3199	Bethany TC	Washington Co.	West Union Road Improvements	143rd Avenue to Cornelius Pass Road	Widen to three lanes, including sidewalks and bike lanes		\$ 15,000,000
3200	Bethany TC	Washington Co.	Kaiser Bikeway	West Union to Springville Road	Widen to include bike lanes		\$ 640,000
3201	Bethany TC	Wash. Co.	Kaiser Road Pedestrian Improvements	Bronson Creek to Springville Road	Improve sidewalks, lighting, crossings, bus shelters and benches		\$ 500,000

**RTP Project List -
March 1, 2000**

RAFT

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	RTP Financially Constrained System	Est. Project Cost in 1998 dollars (**** indicates Metropolitan estimate)
3202							
3203							
3204	Tanasbourne TC	Washington Co.	Cornell Road Improvements - East Tanasbourne	179th Avenue to Bethany Boulevard	Widen to five lanes with sidewalks and bike lanes		\$ 4,000,000
3205	Tanasbourne TC	Washington Co.	173rd/174th Undercrossing	Cornell Road to Bronson Road	Construct new two lane undercrossing with sidewalks and bike lanes		\$ 14,800,000
3206	Tanasbourne TC	Washington Co.	Thompson Road Improvements	Bronson Creek Drive to Saltzman Road	Widen to three lanes with sidewalks and bike lanes		\$ 2,000,000
3207	Tanasbourne TC	Washington Co.	185th Avenue Improvements	Improve 185th Avenue and Cornell Road with "boulevard" design treatment, including improved sidewalks and bus stops, curb extensions, street trees, lighting, etc., within the town center.	Complete boulevard design improvements		\$ 4,000,000
3208	Tanasbourne TC	Washington Co.	Tanasbourne TC Pedestrian Improvements	Cornell, Evergreen Pkwy and intersecting streets	Improve sidewalks, lighting, crossings, bus shelters and benches	√	\$ 200,000
3209	Tanasbourne TC	Washington Co.	Springville Road Pedestrian Improvements	Kaiser to 185th	Improve sidewalks, lighting, crossings, bus shelters and benches		\$ 500,000
3210	Tanasbourne TC	Washington Co.	185th Avenue Pedestrian Improvements	Westview HS to West Union Road	Improve sidewalks, lighting, crossings, bus shelters and benches		\$ 45,000
3211							
3212							
3213							
3214	Farmington TC	Washington Co.	Farmington Road Improvements	172nd Avenue to 185th Avenue	Widen to five lanes; complete boulevard design improvements		\$ 10,000,000
3215	Farmington TC	Washington Co.	Kinnaman Road Improvements	Farmington to 209th Avenue	Widen to two lanes WB, 1 lane EB, turn lane and bikeways and sidewalks		\$ 5,200,000
3216	Farmington TC	Washington Co.	185th Avenue Improvements	TV Highway to Bany Road	Widen to three lanes		\$ 8,000,000
3217	Farmington TC	Washington Co.	Farmington Road Improvements	185th Avenue to 209th Avenue	Widen to three lanes		\$ 5,000,000
3218	Farmington TC	Washington Co.	Cornelius Pass Road Extension	South of TV Highway to 209th Avenue	Construct new three-lane facility		\$ 14,000,000
3219							
3220	Farmington TC	WashCo/ODOT	Farmington TC Pedestrian Improvements	Farmington Road, Kinnaman, 170th and intersecting streets	Improve sidewalks, lighting, crossings, bus shelters and benches		\$ 1,000,000
3221	Farmington TC	Washington Co.	Kinnaman Road Pedestrian Improvements	Farmington to 198th	Improve sidewalks, lighting, crossings, bus shelters and benches		\$ 200,000
3222							
3223	Farmington TC	Washington Co.	185th Avenue Improvements	Tualatin Valley Highway to Kinnamon Road	Widen to five lanes with sidewalks and bike lanes		\$ 7,000,000
3224							
4000	Region	Tri-Met	01PDX -Airport Light Rail	Gateway to Portland International Airport	Construct LRT	√	\$ 154,000,000
4001	Region	Tri-Met	Killingsworth Frequent Bus	Swan Island to Clackamas TC	Construct improvements that enhance Frequent Bus service		see Tri-Met total
4002							
4003	Region	ODOT	I-5 Interstate Bridge and I-5 Widening	I-5/Columbia River to Columbia Bo	Improve I-5/Columbia River bridge (local share of joint project) based on recommendations in I-5 Trade Corridor Study		\$ 200,000,000

**RTP Project List -
March 1, 2000**

RAFT

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	RTP Financially Constrained System	Est. Project Cost in 1998 dollars (***) indicates Metrolink estimate)
4004	Region	ODOT	I-5 Reconstruction and Widening	Greeley Street to I-84	Modernize freeway and ramps to improve access to the Lloyd District and Rose Quarter		\$ 92,000,000
4005	Region	ODOT	I-5 North Improvements	Lombard Street to Expo Center	Widen to six lanes	√	\$ 25,000,000
4006	Region	ODOT	I-5/Columbia Boulevard Improvement	I-5/Columbia Boulevard interchange	Construct full direction access interchange based on recommendations from I-5 North Trade Corridor Study		\$ 25,000,000
4007	Region	Multnomah Co.	Sauvie Island Bridge Study	Sauvie Island Bridge	Study possible improvements to improve farm to market link		n/a
4008	Region	Metro/ODOT	I-205 North Corridor Study	I-84 north to Columbia River	Develop traffic management plan		n/a
4009	Region	ODOT	I-5 Trade Corridor Study	I-405 (OR) to I-205 (WA)	Plan improvements to I-5 to benefit freight traffic		n/a
4010	Columbia Corridor	Portland	Columbia Boulevard Seismic Retrofit	Columbia Boulevard bridge at Taft Avenue	Seismic retrofit project		\$ 360,000
4011	Columbia Corridor	Portland	NE Marine Drive Bikeway	I-5 to 122nd Avenue	Retrofit bike lanes to existing street; off-street paths in missing locations	√	\$ 450,000
4012	Columbia Corridor	Portland	N/NE Lombard/Killingsworth ITS	Six signals: at junction, MLK, Interstate, Greeley, Portsmouth and Philadelphia/Ivanhoe	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	√	\$ 210,000
4013	Columbia Corridor	ODOT/Portland	US 30 Bypass Phase I Refinement Study	I-5 to I-84	Refine long-term improvements as defined in the Columbia Corridor Study to consider additional TSM and access management		n/a
4014	Columbia Corridor	ODOT/Portland	US-30 Bypass Study - Phase 2	Columbia/Lombard - I-5 to US-30	Define long-term primary freight route improving connection from North Columbia Boulevard to US 30 Bypass		n/a
4015	Columbia Corridor	ODOT/Portland	US-30 Bypass Improvements Study	Lombard/MLK and Columbia/MLK intersections	Improve transition of freight movement from Lombard to Columbia		n/a
4016	Columbia Corridor	ODOT/Metro	North Willamette Crossing Study	US 30 to Rivergate north of St. Johns	Study the need for a new bridge from US-30 to Rivergate		n/a
4017	PDX IA	Port	SW Quad Access	33rd Avenue	Provide street access from 33rd Avenue into SW Quad	√	\$ 1,500,000
4018	PDX IA	Port	Columbia/Lombard Street Crossover	at 33rd Avenue	Improve access from Columbia Boulevard to 33rd Avenue to the north for air cargo-related development		\$ 7,600,000
4019	PDX IA	Port	Lightrail station/track realignment	Portland International Center	Construction of light rail station	√	\$ 14,000,000
4020	PDX IA	Port	Airport Way Improvements, East	82nd Avenue to I-205	Widen to three lanes in both directions	√	\$ 8,000,000
4021	PDX IA	Port	Airport Way Improvements, West	82nd Avenue to PDX terminal	Widen to three lanes in both directions	√	\$ 10,000,000
4022	PDX IA	Portland/Port	East End Connector	Columbia/US 30 Bypass: NE 82nd Avenue to I-205	Provide free-flow connection from Columbia Boulevard/82nd Avenue to US 30 Bypass/I-205 interchange; widen SB I-205 on-ramp at Columbia Boulevard	√	\$ 29,000,000
4023	PDX IA	Port	Marx Drive Extension	Marx Drive to 82nd Avenue	Extend Marx to 82nd Avenue	√	\$ 315,000
4024	PDX IA	Port	Alderwood Road Extension	Alderwood Road to Clark Road	Three lane extension	√	\$ 8,600,000
4025	PDX IA	Port	Cascades Parkway	International Parkway to Cascades	New east/west three lane connection between International Parkway and PIC	√	\$ 14,500,000
4026	PDX IA	Port/Portland	Cascades Parkway Connection	Cascades Parkway to Alderwood Road	Construct two-lane extension		\$ 1,500,000

**RTP Project List -
March 1, 2000**

RAFT

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	RTP Financially Constrained System	Est. Project Cost 1998 dollars ("**" indicates Met estimate)
4027	PDX IA	Port/Portland	Airport Way/Cascades grade separation	Cascades Avenue	Construct overcrossing at Airport Way/Cascades Avenue; widen Airport Way to 4 lanes from new overcrossing to I-205	√	\$ 10,500,000
4028	PDX IA	Port	Airport Way/82nd grade separation	82nd Avenue/Airport Way	Construct grade separated overcrossing	√	\$ 11,000,000
4029							
4030	PDX IA	Portland	NE 11-13th Avenue Connector	NE 11/13th Avenue at Columbia	New three-lane roadway and bridge	√	\$ 8,075,000
4031	PDX IA	Port	Airport Way return and Exit Roadways	Airport Way	Relocate Airport Way exit roadway and construct new return roadway	√	\$ 14,000,000
4032	PDX IA	Port	Airport Way terminal entrance roadway relocation	PDX terminal	Relocate and widen Airport Way northerly at terminal entrance to maintain access and circulation	√	\$ 4,000,000
4033	PDX IA	Port	Airport Way east terminal access roadway	PDX east terminal	Construct Airport Way east terminal access roadway	√	\$ 8,000,000
4034	PDX IA	Portland	33rd Avenue Bridge Ramps Seismic Retrofit	NE 33rd Avenue at Columbia Boulevard	Seismic retrofit project		\$ 900,000
4035	PDX IA	Portland	33rd Avenue Bridge Seismic Retrofit	33rd Avenue at Columbia Boulevard	Seismic retrofit project		\$ 900,000
4036	PDX IA	Portland	42nd Avenue Bridge Seismic Retrofit	NE 42nd Avenue at Lombard Street	Seismic retrofit project		\$ 410,000
4037	PDX IA	Port	Columbia and Lombard Intersection Improvements	Columbia Boulevard and Lombard Street at MLK	Improve left turn/right turn capacity at MLK/Columbia and MLK/Lombard	√	\$ 700,000
4038	PDX IA	Port	82nd Avenue/Alderwood Road Improvement	82nd Avenue/Alderwood Road intersection	Construct right turn lane on SB 82nd Avenue; modify traffic signal and construct second right turn lane on Alderwood WB	√	\$ 195,000
4039	PDX IA	Port	NE 92nd Avenue	Boulevard/Alderwood	Improvement to be defined	√	\$ 1,500,000
4040	PDX IA	Portland	47th Avenue Intersection and Roadway Improvements	Columbia Boulevard to Cornfoot Road	Widen and channelize NE 47th Avenue/Cornfoot Road intersection and NE Columbia Boulevard to facilitate truck turning movements; add sidewalks and bike facilities	√	\$ 3,132,162
4041	PDX IA	Portland	Columbia Boulevard/Alderwood Improvements	at Alderwood Road intersection	Widen and signalize intersection	√	\$ 350,000
4042	PDX IA	Port	Cornfoot Road Intersection Improvement	Alderwood/Cornfoot intersection	Add signal, improve turn lanes at intersection	√	\$ 350,000
4043	PDX IA	Portland	33rd/Marine Drive Intersection Improvement	NE 33rd and Marine Drive	Signalize 33rd/Marine Drive intersection for freight movement	√	\$ 250,000
4044							
4045							
4046	PDX IA	Portland	NE Alderwood Bikeway	NE Columbia Boulevard to Alderwood Trail	Retrofit bike lanes to existing street		\$ 400,000
4047	PDX IA	Portland	NE 33rd Avenue Bikeway	Columbia Slough to NE Lombard	Retrofit bike lanes to existing street		\$ 7,000
4048	PDX IA	Portland	NE 42nd Avenue Bikeway	Siskiyou to Columbia Boulevard	Retrofit bike lanes to existing street		\$ 160,000
4049	PDX IA	Portland	NE 82nd Avenue Bikeway	Columbia Boulevard to Airport Way	Retrofit bike lanes to existing street	√	\$ 10,000

**RTP Project List -
March 1, 2000**

RAFT

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	RTP Financially Constrained System	Est. Project Cost in 1998 dollars (* indicates Metro estimate)
4050	PDX IA	Portland	N/NE Columbia Boulevard Bikeway	N Lombard to MLK Boulevard	Retrofit bike lanes to existing street	√	\$ 95,000
4051	PDX IA	Portland	NE Cornfoot Bikeway	NE Alderwood to NE 47th Avenue	Retrofit bike lanes to existing street		\$ 1,392,000
4052	PDX IA	ODOT	NE Lombard Bikeway	NE MLK Boulevard to NE 60th Avenue	Retrofit bike lanes to existing street		\$ 500,000
4053	PDX IA	Port	Pedestrian and Bicycle Access Improvements	PDX terminal between N. Frontage Road and the terminal building	Provide pedestrian and bicycle access to the terminal		\$ 400,000
4054	PDX IA	Portland	N Columbia Pedestrian Improvements, Phase I and Phase II	Swift to Portland Road; Argyle Way to Albina	Construct sidewalk and crossing improvements.	√	\$ 2,600,000
4055	PDX IA	Port	Airtrans/Cornfoot Rd Intersection Improvement	Airtrans and Cornfoot Road	Provide channelization, construct new traffic signal		\$ 150,000
4056	PDX IA	Portland	Columbia Boulevard ITS	Six signals between N. Burgard and I-205	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	√	\$ 310,000
4057	PDX IA	Portland	N/NE Marine Drive ITS	Three signals between N. Portland Road and NE 185th Avenue	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	√	\$ 750,000
4058	PDX IA	Portland	NE Airport Way ITS	Three signals between I-205 and NE 158th Avenue	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	√	\$ 3,000,000
4059	PDX IA	Port	82nd Avenue Pedestrian Access Improvements	Airport Way to Alderwood Road	Provide pedestrian improvements	√	\$ 500,000
4060							
4061	Rivergate IA	Port/Portland	West Hayden Island Bridge and Access Road	Marine Drive to West Hayden Island	New four-lane connection from Rivergate to W. Hayden Island terminals	√	\$ 49,800,000
4062	Rivergate IA	Port	Marine Drive Improvement, Phase 1	Rivergate West and T-6 intersection	Widen to five lanes from T-6 intersection to 2.5 miles east	√	\$ 15,700,000
4063	Rivergate IA	ODOT/Portland	N. Lombard Improvements	Lombard Street from Rivergate Boulevard (Purdy) to south of Columbia Slough bridge	Improve access and mobility of freight to Rivergate intermodal facilities and industrial areas	√	\$ 3,610,000
4064	Rivergate IA	Port	Marine Drive Improvement, Phase 2	Rail overcrossing	Construct rail overcrossing		\$ 18,000,000
4065	Rivergate IA	Port/Portland	South Rivergate Entry Overpass	South Rivergate	Construct overpass from Columbia/Lombard intersection to South Rivergate	√	\$ 21,172,000
4066	Rivergate IA	Port	Study	Astoria to Portland	Conduct feasibility/environmental study		n/a
4067	Rivergate IA	Port	Columbia River Channel Deepening - Regional Share	Deepen Columbia River Channel from Astoria to Portland Includes 4 separate improvements in Rivergate	State-wide issue, project is outside Metro region	√	statewide project
4068	Rivergate IA	Port/RR	Rivergate Rail expansion	Rivergate	Expand rail capacity in and to the Rivergate area	√	\$ 12,500,000
4069	Rivergate IA	Port/RR	Hayden Island rail access	Rivergate to Hayden Island	Rail access to Hayden Island development	√	\$ 2,800,000
4070	Rivergate IA	Port/RR	Additional tracks - Kenton Line	TBD	Construct three additional tracks for staging unit trains	√	\$ 9,000,000
4071	Rivergate IA	Port/RR	Barnes Yard Expansion	Bonneville Yard to Barnes Yard	Construct additional unit train trackage between Bonneville and Barnes Yard for storage	√	\$ 4,500,000
4072	Columbia Corridor	Portland	N. Force/Broadacre/Victory Bikeway	N. Marine Drive to N. Denver	Signed bikeway connection to I-5 river crossing		\$ 20,000
4073	Rivergate IA	Portland/Metro	Kelley Point Park Access Trail/40 Mile Loop Trail	Vicinity of Kelley Point Park	Construct multi-use path	√	\$ 115,000

**RTP Project List -
March 1, 2000**

RAFT

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	RTP Financially Constrained System	Est. Project Cost in 1998 dollars ("**" indicates Metrolink estimate)
4074	Rivergate IA	Port	Rivergate Bicycle and Pedestrian Trail	North side of Columbia Slough	Construct multi-use path connecting to 40-mile loop trail	√	\$ 300,000
4075	Rivergate IA	Port/RR	3rd Track Connector Study	North Portland to Vancouver, WA	Study additional rail capacity to address growth in high speed rail and commuter rail		n/a
4076	Rivergate IA	Various	Columbia Slough Greenway Trail Study	Kelly Point Park to Blue Lake Park	Determine feasibility of multi-use path of regional significance		n/a
4077	Rivergate IA	Port/RR	Penn Junction Realignment	UP/BNSF Main line	Realign track configuration and signaling	√	\$ 3,500,000
4078	Rivergate IA	Port/RR	WHI Rail Yard	West Hayden Island	Construct 7 track rail yard	√	\$ 9,000,000
4079	Rivergate IA	Port/RR	Additional tracks - North Rivergate	Rivergate	Additional mainline track between BN Ford facility and B Yard	√	\$ 500,000
4080	Swan Island	Tri-Met/Portland	Swan Island TMA	Swan Island industrial area	Implements a transportation management association program with employers	√	\$ 142,500
4081	Columbia Corridor	Tri-Met/Portland	Columbia Corridor TMA	Columbia Corridor industrial area	Implements a transportation management association program with employers	√	\$ 142,500
5000	Region	Tri-Met	Oregon City LRT Extension	Oregon City to Milwaukie extension	New LRT Service		\$ 500,000,000
5001	Region	Tri-Met	Transit center and park-and-ride upgrades	Various locations in subarea	Construct, expand and/or upgrade transit stations and park-and-rides throughout subarea	√	See Tri-Met Total
5002							
5003	Region	ODOT	Sunrise Highway	I-205 to Rock Creek	Construct new 4-lane facility and construct interchanges at 122nd, 135th and Rock creek junction, and modify I-205 interchange	√	\$ 180,000,000
5004	Region	ODOT	Sunrise Highway R-O-W Preservation	Rock Creek to 242nd Avenue	Acquire right-of-way		\$ 40,000,000
5005	Region	ODOT	Sunrise Highway	Rock Creek to 242nd Avenue	Construct new 4-lane facility		\$ 70,000,000
5006	Region	ODOT	Sunrise Highway	242nd Avenue to US 26	Construct new 4-lane facility		\$ 140,000,000
5007	Region	ODOT	Highway 212	Rock Creek to Damascus	Construct climbing lanes to 172nd Avenue	√	\$ 1,300,000
5008	Region	ODOT	Highway 212/I-205 Interchange Improvement	Highway 212/I-205	Increase ramp capacity from I-205 to Highway 212		\$ 15,000,000
5009	Region	ODOT	I-205 Improvements	West Linn to I-5	Improvements to be determined based on I-205 South Corridor Study		\$ 70,000,000
5010	Region	ODOT	I-205 Express Lanes	Highway 213 to just north of I-84	Improvements to be determined based on I-205 South Corridor Study		\$ 30,000,000
5011	Region	ODOT/ClackCo	I-205 North Auxiliary Lane Improvements	I-205 at Sunnybrook Road	Complete interchange		\$ 9,100,000
5012	Region	ODOT	I-205 Bridge Improvements	I-205 Bridge in Oregon City	Improvements to be determined based on I-205 South Corridor Study		\$ 75,000,000
5013	Region	ODOT	I-205 Climbing Lanes	Willamette River to West Linn in Clackamas County	New SB Truck climbing lane at I-205 bridge (between Willamette River and 10th Street)		\$ 40,000,000
5014	Region	ODOT	I-205 Auxiliary Lanes	82nd Drive to Highway 212/224	Add auxiliary lanes		\$ 8,000,000
5015	Region	ODOT	Highway 99E/224 Improvements	Ross Island Bridge to I-205	Access management, reversible travel lane from Ross Island Bridge to Harold and widen to six lanes from Harold to I-205		\$ 96,000,000
5016	Region	ODOT	Highway 213 Grade Separation	Washington Street at Highway 213	Grade separate southbound Highway 213 at Washington Street and add a northbound lane to Highway 213 from just south of Washington Street to the I-205 on-ramp.	√	\$ 9,000,000

**RTP Project List -
March 1, 2000**

RAFT

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	RTP Financially Constrained System	Est. Project Cost in 1998 dollars ("*" indicates Metro estimate)
5017	Region	ODOT	Highway 213 Intersection Improvements	Abernethy at Highway 213	Intersection improvements	√	\$ 3,000,000
5018	Region	ODOT	Highway 213 Intersection Improvements	Beavercreek/Highway 213	Intersection improvements	√	\$ 1,000,000
5019	Region	ODOT	Highway 213 Interchange Improvements	Beavercreek/Highway 213	Grade separate existing intersections		\$ 18,000,000
5020	Region	ODOT	Highway 213 Improvements	Clackamas CC to Leland Road	Access management and capacity improvements		\$ 15,000,000
5021							
5022	Region	ODOT	Highway 213 Widening	I-205 to Redland Road	Add southbound lane	√	\$ 750,000
5023	Region	ODOT	I-205/Highway 213 Interchange Improvement	I-205 at Highway 213	Reconstruct I-205 southbound off-ramp to Highway 213 to provide more storage and enhance freeway operations and safety	√	\$ 1,000,000
5024							
5025							
5026	Region	Metro	Portland Traction Co. Multi-Use Trail	Milwaukie to Gladstone	Planning, PE and construction of multi-use trail	√	\$ 1,200,000
5027	Region	Metro/ODOT	I-205 South Corridor Study	I-5 to I-84	Develop traffic management plan	√	n/a
5028							
5029	Region	ODOT	Highway 99E/224 Corridor Study	Ross Island Bridge to I-205	Develop traffic management plan		n/a
5030	Region	ODOT	Highway 213 Green Corridor Plan	Highway 213 south of Leland Road	Develop Green Corridor plan		n/a
5031	Region	ODOT	Highway 213 Corridor Study	Highway 213 south of I-205	Long term management and improvement plan		n/a
5032	Region	Various	North Clackamas Greenway Corridor Study	Milwaukie to Clackamas RC	Study feasibility of corridor		n/a
5033	Region	Various	Willamette River Greenway Study	Sellwood Bridge to Lake Oswego	Study feasibility of corridor	√	n/a
5034							
5035	Milwaukie TC	Tri-Met Milwaukie	McLoughlin Boulevard Rapid Bus	Milwaukie TC to Oregon City TC	Construct improvements that enhance Rapid Bus service	√	see Tri-Met total
5036	Milwaukie TC		King Road Improvements/34th Avenue Extension	32nd Avenue to 42nd Avenue	Extend King Road to improve local street connectivity		\$ 1,500,000
5037	Milwaukie TC	Milwaukie/ClackCo Milwaukie/Portland	Lake Road Improvements	Oatfield Road to Highway 224	Reconstruct street to narrow travel lanes and bike lanes and add sidewalks, landscaped median, curbs, storm drainage and left turn refuges at some intersections	√	\$ 1,890,637
5038	Milwaukie TC		Johnson Creek Boulevard Phase 2 Improvements	SE 32nd Avenue to SE 45th Avenue	Reconstruct, add bike lanes and sidewalks	√	\$ 1,200,000
5039	Milwaukie TC	ODOT/Milwaukie	Highway 99E Intersection Improvement	at Harrison Street	Improve intersection		\$ 1,865,760
5040	Milwaukie TC	Milwaukie	Railroad Avenue Bike/Ped Improvement	37th Avenue to Linwood Road	Retrofit bike lanes and sidewalks	√	\$ 1,075,000
5041	Milwaukie TC	Milwaukie	37th Avenue Bike/Ped Improvement	Highway 224 to Harrison Street	Retrofit bike lanes and sidewalks		\$ 355,738
5042	Milwaukie TC	Milwaukie	Harrison/King Road Alignment	Harrison Street/42nd Avenue/King Road	Align Harrison Street and King Road near 42nd Avenue		\$ 1,500,000
5043	Milwaukie TC	Milwaukie	Stanley Avenue Multi-modal Improvements	Willow Street to Johnson Creek Boulevard	Extend sidewalk to Johnson Creek Boulevard and accommodate bicycles		\$ 150,000
5044	Milwaukie TC	Milwaukie	Oatfield Road Improvement	Oatfield Road/Lake Road intersection	New EB right turn lane at Oatfield Road/Lake Road intersection		\$ 55,000
5045	Milwaukie TC	Milwaukie	Linwood/Harmony/Lake Road Improvements	Linwood/Harmony/Lake Road intersection	Add NB right turn lane, add EB right turn lane, add WB left turn lane	√	\$ 7,000,000

RTP Project List -

RAFT

March 1, 2000

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	RTP Financially Constrained System	Est. Project Cost in 1998 dollars ("**" indicates Metrolink estimate)
5046	Milwaukie TC	Milwaukie	Railroad Crossing Improvements	Harrison Street, 37th Avenue and Oak Streets	Improve railroad crossings for all modes	√	\$ 75,000
5047							
5048							
5049	Milwaukie TC	ODOT	McLoughlin Boulevard Improvements	Highway 224 to River Road	Complete boulevard design improvements	√	\$ 2,000,000
5050	Milwaukie TC	Milwaukie	Harrison Street Bikeway	Highway 99E to King Road via 42nd Avenue	Retrofit bike lanes to existing street	√	\$ 485,098
5051	Milwaukie TC	Milwaukie	Lake Road Bikeway	SE 21st to Oatfield Road	Construct bike lanes	√	\$ 840,000
5052							
5053							
5054	Milwaukie TC	Milwaukie/ODOT	Milwaukie RC Pedestrian Improvements	McLoughlin, Harrison, Monroe, Washington, Main and neighborhood streets	Improve sidewalks, lighting, crossings, bus shelters and benches		\$ 2,000,000
5055	Milwaukie TC	Milwaukie/ODOT	Milwaukie RC River Access Improvements	McLoughlin Boulevard	Improve pedestrian access to Willamette River from Milwaukie		\$ 2,000,000
5056	Milwaukie TC	Clackamas Co.	Lake Road Pedestrian Improvements	Harmony Road to Johnson Road	Improve sidewalks, lighting, crossings, bus shelters and benches		\$ 100,000
5057	Milwaukie TC	Clack. Co./Milwaukie	Linwood/Flavel Avenue Pedestrian Improvements	Johnson Creek Boulevard to Harmony Road	Improve sidewalks, lighting, crossings, bus shelters and benches		\$ 170,000
5058	Milwaukie TC	Milwaukie	17th Avenue Pedestrian Improvements	Lava Drive to Ochoco Street	Improve sidewalks, lighting, crossings, bus shelters and benches		\$ 798,000
5059	Milwaukie TC	Milwaukie	King Road Boulevard Improvements	42nd Avenue to Linwood Avenue	Boulevard design, including wider sidewalks, bikeway, median treatment and access management	√	\$ 1,100,000
5060							
5061	Milwaukie TC	ODOT/Milwaukie	Highway 224/Lake Road/Highway 99E Study	Milwaukie town center area	Study transportation alternatives to improve access and mobility		n/a
5062	Milwaukie TC	Tri-Met/Milwaukie	Milwaukie TMA Startup	Milwaukie town center area	Implements a transportation management association program with employers	√	see RTP# 8056 cost
5063							
5064	Clackamas RC	Tri-Met	I-205 Frequent Bus	Clackamas RC to Oregon City via I-205	Construct improvements that enhance Frequent Bus service	√	see Tri-Met total
5065	Clackamas RC	Tri-Met /ClackCo	Clackamas Regional Center TMA Startup	Clackamas Regional Center	Implements a transportation management association program with employers	√	\$ 174,500
5066	Clackamas RC	Clackamas Co.	East Sunnyside Road Improvements	122nd Avenue to 172nd Avenue	Widen to five lanes to improve safety and accessibility to Damascus	√	\$ 39,000,000
5067	Clackamas RC	Clackamas Co.	Johnson Creek Boulevard Interchange Improvements	Johnson Creek Boulevard at I-205	Add loop ramp and NB on-ramp; realign SB off-ramp	√	\$ 3,400,000
5068	Clackamas RC	Clackamas Co.	Johnson Creek Boulevard Improvements	45th Avenue to 82nd Avenue	Widen to three lanes and widen bridge over Johnson Creek to improve freight access to I-205		\$ 7,000,000
5069	Clackamas RC	Clackamas Co.	Harmony Road Improvements	Sunnyside Road to Highway 224	Widen to five lanes to improve safety and accessibility	√	\$ 6,400,000
5070	Clackamas RC	Clackamas Co.	Otty Road Improvements	82nd Avenue to 92nd Avenue	Widen and add turn lanes		\$ 1,600,000
5071	Clackamas RC	Clackamas Co.	William Otty Road Extension	I-205 frontage road to Valley View Terrace	Extend William Otty Road as two-lane collector to improve east-west connectivity	√	\$ 4,600,000
5072	Clackamas RC	Clackamas Co.	West Monterey Extension	82nd Avenue to Price Fuller Road	Two-lane extension to improve east-west connectivity	√	\$ 1,530,000

**RTP Project List -
March 1, 2000**

RAFT

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	RTP Financially Constrained System	Est. Project Cost in 1998 dollars ("***" indicates Metropolitan estimate)
5073	Clackamas RC	Clackamas Co.	Monterey Improvements	82nd to new overcrossing of I-205	Widen to five lanes from 82nd to I-205	√	\$ 4,500,000
5074	Clackamas RC	Clackamas Co.	Causey Avenue Extension	Causey - over I-205 to new east frontage road	Extend new three-lane crossing over I-205 to improve east-west connectivity	√	\$ 5,450,000
5075	Clackamas RC	Clackamas Co.	79th Avenue Extension	King Road to Clatsop Street	Build N-S collector west of 82nd Avenue		\$ 5,000,000
5076							
5077	Clackamas RC	Clackamas Co.	Summers Lane Extension	122nd Avenue to 142nd Avenue	New three-lane extension to provide alternative e/w route to Sunnyside	√	\$ 7,250,000
5078	Clackamas RC	Clackamas Co.	Mather Road Improvements	97th Avenue to 122nd Avenue	Connect to Summers Lane extension and widen		\$ 3,000,000
5079	Clackamas RC	Clackamas Co.	122nd/Hubbard/135th Improvement	Sunnyside Road to Hubbard Road	Reconstruct and widen to three lanes		\$ 6,300,000
5080	Clackamas RC	Clackamas Co.	Fuller Road Improvements	Harmony Road to Monroe Street	Widen to three lanes with sidewalks and bike lanes; includes disconnecting auto access to King Road	√	\$ 4,117,000
5081	Clackamas RC	Clackamas Co.	Boyer Drive Extension	82nd Avenue to Fuller Road	New two-lane extension	√	\$ 1,700,000
5082	Clackamas RC	Clackamas Co.	82nd Avenue Multi-Modal Improvements	Clatsop Road to Monterey Avenue	Widen to add sidewalks, lighting, crossings, bike lanes and traffic signals	√	\$ 10,000,000
5083	Clackamas RC	Clackamas Co.	Causey Avenue Extension	I-205 frontage road to William Otty Road	Construct new two lane extension		\$ 11,800,000
5084	Clackamas RC	Clackamas Co.	Fuller Road Extension	Otty Road to King Road	Construct new two lane extension		\$ 4,000,000
5085	Clackamas RC	Clackamas Co.	Clackamas RC Bike/Pedestrian Corridors	Clackamas RC existing and new developments	Provide bike and pedestrian connections in the RC	√	\$ 5,000,000
5086	Clackamas RC	Clackamas Co.	82nd Avenue Boulevard Design Improvements	Monterey Avenue to Sunnybrook Street	Complete boulevard design improvements	√	\$ 4,000,000
5087	Clackamas RC	Clackamas Co.	West Sunnybrook Road Extension	82nd Avenue to Harmony Road	Construct three-lane extension to provide alternative e/w route to Sunnyside Road		\$ 2,000,000
5088							
5089	Clackamas RC	Clackamas Co.	Sunnyside Road Bikeway	SE 82nd Avenue to I-205	Restripe to include bike lanes	√	\$ 200,000
5090	Clackamas RC	Clackamas Co.	Lawnfield Road Bikeway	SE 82nd Dr. to SE 97th Avenue	Widen to include bike lanes	√	\$ 100,000
5091	Clackamas RC	Clackamas Co.	Causey Avenue Bikeway	I-205 path to SE Fuller	Restripe to include bike lanes	√	\$ 20,000
5092	Clackamas RC	Clackamas Co.	SE 90th Avenue Bikeway	SE Causey to SE Monterey	Construct bike lanes	√	\$ 80,000
5093	Clackamas RC	Clackamas Co.	SE 97th Avenue Bikeway	SE Lawnfield to SE Mather	Construct bike lanes	√	\$ 20,000
5094	Clackamas RC	Clackamas Co.	CRC Trail	Clackamas Regional Park to Phillips Creek	N Clackamas multi-use path	√	\$ 310,000
5095	Clackamas RC	Clackamas Co.	Phillips Creek Greenway Trail	Causey Avenue to Mt. Scott Greenway	Construct trail		\$ 522,000
5096	Clackamas RC	Clackamas Co.	District Park Trail	Phillips Creek Trail to Mt. Scott Trail	Construct trail		\$ 175,000
5097	Clackamas RC	Clackamas Co.	Hill Road Bike Lanes	Oatfield Road to Thiessen Road	Construct bike lanes		\$ 375,000
5098							
5099							

**RTP Project List -
March 1, 2000**

RAFT

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	RTP Financially Constrained System	Est. Project Cost in 1998 dollars ("**" indicates Metropolitan estimate)
5100	Clackamas RC	Clackamas Co.	Fuller Road Pedestrian Improvements	Harmony Road to King Road	Improve sidewalks	√	\$ 550,000
5101	Clackamas RC	Clack. Co./ODOT	Clackamas RC Pedestrian Improvements	82nd Avenue, Sunnyside, Sunnybrook, Monterey and intersecting streets	Improve sidewalks, lighting, crossings, bus shelters and benches	√	\$ 1,500,000
5102	Clackamas RC	Clackamas Co.	Clackamas RC Redevelopment	Clackamas Regional Center	Master plan and retrofit existing site to construct future street grid		n/a
5103	Clackamas RC	Clackamas Co.	Clackamas County ITS Plan	County-wide	Advanced transportation system management and intelligent transportation system program	√	\$ 5,640,000
5104							
5105							
5106	Clackamas IA	Clackamas Co.	SE 82nd Drive Improvements	Highway 212 to Lawnfield Road	Widen to five lanes to accommodate truck movement	√	\$ 6,000,000
5107	Clackamas IA	Clackamas Co.	SE 82nd Drive Improvements	Gladstone to Highway 212, phase 2	Widen to five lanes		\$ 7,500,000
5108	Clackamas IA	Clackamas Co.	Jennifer Street/135th Avenue Extension	130th Avenue to Highway 212	Two-lane extension to 135th Avenue and widen 135th Avenue	√	\$ 1,500,000
5109	Clackamas IA	Clackamas Co.	82nd Drive Bicycle Improvements	SE Jennifer Street to Fred Meyer	Widen to include bike lanes	√	\$ 120,000
5110	Clackamas IA	Clackamas Co.	Jennifer Street Bicycle Improvements	SE 106th to 120th Avenue	Widen to include bike lanes	√	\$ 250,000
5111							
5112							
5113	Clackamas Corridor	Clackamas Co.	Mt. Scott Boulevard Improvements	SE Idleman to Clackamas Co. Line	Widen to include bike lanes		\$ 200,000
5114	Clackamas Corridor	ODOT	Highway 99E Bikeway	Harrison Street (Milw) to Clackamas R (OC)	Retrofit to include bike lanes		\$ 3,500,000
5115	Clackamas Corridor	Clackamas Co.	Roethe Road Bicycle Improvements	SE River Road to Highway 99E	Widen to include bike lanes		\$ 300,000
5116	Clackamas Corridor	Oregon City	Warner Milne Bikeway	Central Pt. Road to Molalla Avenue	Retrofit to include bike lanes		\$ 400,000
5117	Clackamas Corridor	Clackamas Co.	Linwood Road Bike Lanes	SE Monroe Street to SE Johnson Creek Boulevard	Widen to include bike lanes	√	\$ 280,000
5118							
5119							
5120	Gladstone TC	Gladstone	Oatfield Road Improvements	Webster Road to 82nd Avenue	Widen to three lanes; fill in sidewalks and bike lanes		\$ 1,400,000
5121	Gladstone TC	Clackamas Co.	McLoughlin Boulevard Improvement	River Road to Clackamas River	Complete multi-modal improvements, such as boulevard treatment at intersections, and appropriate TSM strategies such as signal intertie		\$ 10,000,000
5122	Gladstone TC	Gladstone	Portland Avenue Bikeway	Clackamas Boulevard to Jersey Street	Bikeway design to be determined		\$ 5,000
5123	Gladstone TC	Gladstone	Clackamas Boulevard Bikeway	82nd Dr. to McLoughlin Boulevard	Bikeway design to be determined		\$ 10,000
5124	Gladstone TC	Gladstone	Gloucester Street Bikeway	Oatfield Road to River Road	Bikeway design to be determined		\$ 10,000
5125	Gladstone TC	Clack. Co./Gladstone	Webster Road Pedestrian Improvements	Johnson Road to Oatfield Road	Improve sidewalks, lighting, crossings, bus shelters and benches		\$ 500,000
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RTP Project List -

RAFT

March 1, 2000

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	RTP Financially Constrained System	Est. Project Cost in 1998 dollars ("**" indicates Metrol estimate)
5128	Oregon City RC	Tri-Met	Oregon City Rapid Bus	Tigard to Tualatin P&R to Oregon City TC	Construct improvements that enhance Rapid Bus service	√	see Tri-Met total
5129	Oregon City RC	Tri-Met	90VMOC-Rapid bus	Vancouver Mall to Oregon City via I-205	Construct improvements that enhance Rapid Bus service	√	see Tri-Met total
5130	Oregon City RC	Oregon City	99E/2nd Avenue Realignment	99E at South 2nd Avenue	Realignment and signalization of intersection	√	\$ 900,000
5131	Oregon City RC	Clackamas Co.	Abernethy Road Improvements	Highway 213 to Main Street	Widen Abernethy from Highway 213 to Main Street		\$ 3,100,000
5132	Oregon City RC	Oregon City	Main Street Extension	Highway 99E to Main Street	Widen to include bike lanes	√	\$ 46,300
5133	Oregon City RC	Oregon City	Washington/Abernethy Connection	Abernethy Road to Washington Street	Construct new two lane minor arterial with sidewalks and bike lanes	√	\$ 2,033,000
5134							
5135	Oregon City RC	ODOT/ClackCo	McLoughlin Boulevard Improvements	River Road south of Milwaukie to Oregon City	Complete boulevard design improvements	√	\$ 6,500,000
5136	OC Corridor	Clackamas Co.	7th Street Improvements	High Street to Division Street	Complete boulevard design improvements		\$ 3,300,000
5137	Oregon City RC	Clackamas Co.	Washington Street Improvements	Abernethy to 5th Street	Complete boulevard design improvements		\$ 885,000
5138	Oregon City RC	Clackamas Co.	Washington Street Improvements	Abernethy to Highway 213	Complete boulevard design improvements		\$ 1,320,000
5139	Oregon City RC	Oregon City	Leland Road Pedestrian Improvements		Construct sidewalks		\$ 500,000
5140							
5141	Oregon City RC	Oregon City	South End Road Bikeway	High Street to urban growth boundary	Retrofit to include bike lanes		\$ 1,549,000
5142							
5143	Oregon City RC	Oregon City/ODOT/Tri-Met	Oregon City RC Pedestrian Improvements	McLoughlin, Main, Washington, 7th, 5th and neighborhood streets	Improve sidewalks, lighting, crossings, bus shelters and benches	√	\$ 1,000,000
5144	Oregon City RC	Oregon City/ODOT	Oregon City RC River Access Improvements	McLoughlin Boulevard	Improve pedestrian access to the Willamette River from downtown Oregon City	√	\$ 750,000
5145							
5146							
5147	Oregon City RC	Tri-Met/Oregon City	Intercity passenger station	Oregon City TC	Intercity passenger connections with LRT/Bus		\$ 2,000,000
5148							
5149	Oregon City RC	Clackamas Co.	Oregon City Bridge Study	7th Street in Oregon City	Evaluate long-term capacity of Oregon City bridge		n/a
5150	Oregon City RC	Tri-Met/Oregon City	Oregon City TMA Startup Program	Oregon City Regional Center	Implements a transportation management association program with employers	√	see RTP# 8056 cost
5151							
5152							
5153	OC Corridor	Clackamas Co.	Beavercreek Road Improvements Phase 2	Highway 213 to Clackamas Community College	Widen to 5 lanes with sidewalks and bike lanes		\$ 2,600,000
5154	OC Corridor	Clackamas Co.	Beavercreek Road Improvements Phase 3	Clackamas Community College to Henrici Road	Widen to 4 lanes with sidewalks and bike lanes	√	\$ 2,000,000
5155	OC Corridor	Oregon City	7th Street Corridor Improvements	High Street to Taylor	Enhance corridor for bike, pedestrian and transit access	√	\$ 3,300,000
5156	OC Corridor	Clackamas Co.	Beavercreek Road Improvements, Phase 1	Highway 213 to Molalla Avenue	Boulevard design, widen to five lanes, improve access management to provide sidewalks and bike lanes to connect multi-family and commercial/employment areas	√	\$ 3,500,000
5157	OC Corridor	Oregon City	Mollala Avenue Bikeway	7th Street to Highway 213 (9 segments)	Stripe and sign for bike lanes	√	\$ 69,300
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**RTP Project List -
March 1, 2000**

DRAFT

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	RTP Financially Constrained System	Est. Project Cost in 1998 dollars (**** indicates Met estimate)
5161	Lake Oswego TC	Tri-Met	Macadam Frequent Bus	Lake Oswego to PCBD	Construct improvements that enhance Frequent Bus service	√	see Tri-Met total
5162							
5163	Lake Oswego TC	Lake Oswego	"A" Avenue Reconstruction	State Street to 3rd Avenue	Improve failing road system; rebuild sidewalks	√	\$ 3,000,000
5164	Lake Oswego TC	Lake Oswego	"A" Avenue Bikeway	Iron Mountain to State Street	Bikeway design to be determined		\$ 1,500,000
5165	Lake Oswego TC	Lake Oswego	Willamette Greenway Path	Roehr Park to George Rogers Park	Multi-use path	√	\$ 110,000
5166	Lake Oswego TC	Lake Oswego/ODOT	Lake Oswego TC Pedestrian Improvements	Highway 43, "A" and neighborhood streets	Improve sidewalks, lighting, crossings, bus shelters and benches		\$ 1,000,000
5167	Lake Oswego TC	ODOT/LOWL	Highway 43 Pedestrian Access to Transit Improvements	key locations along Highway 43 and intersecting streets	Improve sidewalks, lighting, crossings, bus shelters and benches		\$ 1,000,000
5168	Lake Oswego TC	Lake Oswego	Country Club Road Pedestrian Improvements	Boones Ferry to "A" Avenue	Improve sidewalks, lighting, crossings, bus shelters and benches		\$ 500,000
5169	Lake Oswego TC	Lake Oswego	Trolley Trestle Repairs	Lake Oswego to Portland	Repair trestles along rail line	√	\$ 1,000,000
5170	Lake Oswego TC	ODOT	Highway 43 Traffic Management Plan	Highway 43 from McVey to I-205	Develop traffic management plan to address growing demand		n/a
5171	Lake Oswego TC	Lake Oswego	Transit Station Relocation	from 4th Avenue to location TBD	Relocate transit station		\$ 3,000,000
5172	Lake Oswego TC	TBD	Lake Oswego Trolley Study	Study phasing of future trolley commuter service between Lake Oswego and Portland	Study phasing of future trolley commuter service between Lake Oswego and Portland	√	n/a
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5192	West Linn TC	Clackamas Co.	Highway 43/Willamette Falls Intersection Imp.	Highway 43/Willamette Falls Intersection	Improve safety/capacity of Highway 43 intersection at Willamette Falls Dr.		\$ 1,100,000
5193	West Linn TC	West Linn	Willamette Falls Drive Improvement	10th Street to Highway 43	Upgrade street to urban standards with sidewalks and bike lanes		\$ 4,275,000
5194	West Linn TC	Clackamas Co.	Highway 43 Intersection Improvements	Intersection at Pimlico Drive	Improve intersection to be safer for all modes of travel		\$ 3,300,000
5195	West Linn TC	ODOT	Highway 43 Improvements	West A Street to existing Oregon City bridge (Willamette River)	Complete boulevard design improvements	√	\$ 8,000,000

RTP Project List -

March 1, 2000

RAFT

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	RTP Financially Constrained System	Est. Project Cost in 1998 dollars ("*" indicates Metro estimate)
5196	West Linn TC	West Linn/ODOT	West Linn TC Pedestrian Improvements	Highway 43, Willamette Falls Drive, and neighborhood streets	Improve sidewalks, lighting, crossings, bus shelters and benches		\$ 1,000,000
5197	West Linn TC	Clackamas Co.	Rosemont Corridor Plan	West Linn to Stafford Road	Study Rosemont as alternate n/s route; Study connection to I-205 at Exit 6		n/a
5198	West Linn TC	ODOT	Highway 43 Improvements	Shady Hollow Lane to Robinwood Main Street	Complete boulevard design improvements		\$ 8,000,000
5199							
5200	Stafford UR	Clackamas Co.	Rosemont Road Improvements	Stafford Road to Parker Road/Sunset	Reconstruct and widen to three lanes; add turn lanes		\$ 5,300,000
5201	Stafford UR	Clackamas Co.	Childs Road Improvements	Stafford Road to 65th Avenue	Widen to three lanes including bike lanes and sidewalks		\$ 4,240,000
5202	Stafford UR	Clackamas Co.	Stafford Road Improvements	I-205 to Rosemont Road	Widen to three lanes including bike lanes and sidewalks		\$ 3,800,000
5203	Stafford UR	Clackamas Co.	Stafford Road	Stafford Road/Borland Road intersection	Realign intersection, add signal and left turn lanes		\$ 1,500,000
5204	Stafford UR	Clackamas Co.	Stafford Road	Stafford Road/Rosemont intersection	Realign intersection, add signal and right turn lanes	√	\$ 750,000
5205	Stafford UR	Clackamas Co.	Stafford Basin Future Street Plan	Develop future street plan for Stafford Basin			n/a
5206							
5207							
5208	Happy Valley TC	Clackamas Co.	Idleman Road Improvements	Johnson Creek Boulevard to Mt. Scott Boulevard	Reconstruct and widen to three lanes		\$ 3,800,000
5209	Happy Valley TC	Clackamas Co.	122nd/129th Improvements	Sunnyside Road to King Road	Widen to three lanes, smooth curves	√	\$ 3,000,000
5210	Happy Valley TC	Clackamas Co.	Mt. Scott Boulevard/King Road Improvements	Happy Valley city limits to 145th Avenue	Widen to three lanes		\$ 4,000,000
5211	Happy Valley TC	Happy Valley	Scott Creek Lane Pedestrian Improvements	SE 129th Avenue to Mountain Gate Road	Construct pedestrian path and bridge crossing		\$ 90,000
5212							
5213							
5214							
5215	Beavercreek UR	Metro	Beavercreek Future Street Plan	Beavercreek UR in Highway 213 Corridor	Develop a Beavercreek UR future street plan		n/a
5216							
5217							
6000	Region	Metro/ODOT	Beaverton-Wilsonville Commuter Rail	Wilsonville to Beaverton	Peak-hour service only with 30-minute frequency	√	\$ 71,500,000
6001	Region	Metro/ODOT	Beaverton-Wilsonville Commuter Rail	Wilsonville to Beaverton	Peak-hour and mid-day service		\$ 71,500,000
6002	Region	Metro/ODOT	Wilsonville-Salem Commuter Rail Extension Study	Wilsonville to Salem	Peak-hour service on existing tracks		n/a
6003	Region	Metro/ODOT	Tualatin-Portland Commuter Rail Extension Study	Tualatin to Union Station via Lake Oswego and Milwaukie	Peak-hour service only on existing tracks		n/a
6004							

**RTP Project List -
March 1, 2000**

RAFT

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	RTP Financially Constrained System	Est. Project Cost if 1998 dollars (* indicates Metro estimate)
5196	West Linn TC	West Linn/ODOT	West Linn TC Pedestrian Improvements	Highway 43, Willamette Falls Drive, and neighborhood streets	Improve sidewalks, lighting, crossings, bus shelters and benches		\$ 1,000,000
5197	West Linn TC	Clackamas Co.	Rosemont Corridor Plan	West Linn to Stafford Road	Study Rosemont as alternate n/s route; Study connection to I-205 at Exit 6		n/a
5198	West Linn TC	ODOT	Highway 43 Improvements	Shady Hollow Lane to Robinwood Main Street	Complete boulevard design improvements		\$ 8,000,000
5199							
5200	Stafford UR	Clackamas Co.	Rosemont Road Improvements	Stafford Road to Parker Road/Sunset	Reconstruct and widen to three lanes; add turn lanes		\$ 5,300,000
5201	Stafford UR	Clackamas Co.	Childs Road Improvements	Stafford Road to 65th Avenue	Widen to three lanes including bike lanes and sidewalks		\$ 4,240,000
5202	Stafford UR	Clackamas Co.	Stafford Road Improvements	I-205 to Rosemont Road	Widen to three lanes including bike lanes and sidewalks		\$ 3,800,000
5203	Stafford UR	Clackamas Co.	Stafford Road	Stafford Road/Borland Road intersection	Realign intersection, add signal and left turn lanes		\$ 1,500,000
5204	Stafford UR	Clackamas Co.	Stafford Road	Stafford Road/Rosemont intersection	Realign intersection, add signal and right turn lanes	√	\$ 750,000
5205	Stafford UR	Clackamas Co.	Stafford Basin Future Street Plan	Develop future street plan for Stafford Basin			n/a
5206							
5207							
5208	Happy Valley TC	Clackamas Co.	Idleman Road Improvements	Johnson Creek Boulevard to Mt. Scott Boulevard	Reconstruct and widen to three lanes		\$ 3,800,000
5209	Happy Valley TC	Clackamas Co.	122nd/129th Improvements	Sunnyside Road to King Road	Widen to three lanes, smooth curves	√	\$ 3,000,000
5210	Happy Valley TC	Clackamas Co.	Mt. Scott Boulevard/King Road Improvements	Happy Valley city limits to 145th Avenue	Widen to three lanes		\$ 4,000,000
5211	Happy Valley TC	Happy Valley	Scott Creek Lane Pedestrian Improvements	SE 129th Avenue to Mountain Gate Road	Construct pedestrian path and bridge crossing		\$ 90,000
5212							
5213							
5214							
5215	Beavercreek UR	Metro	Beavercreek Future Street Plan	Beavercreek UR in Highway 213 Corridor	Develop a Beavercreek UR future street plan		n/a
5216							
5217							
6000	Region	Metro/ODOT	Beaverton-Wilsonville Commuter Rail	Wilsonville to Beaverton	Peak-hour service only with 30-minute frequency	√	\$ 71,500,000
6001	Region	Metro/ODOT	Beaverton-Wilsonville Commuter Rail	Wilsonville to Beaverton	Peak-hour and mid-day service		\$ 71,500,000
6002	Region	Metro/ODOT	Wilsonville-Salem Commuter Rail Extension Study	Wilsonville to Salem	Peak-hour service on existing tracks		n/a
6003	Region	Metro/ODOT	Tualatin-Portland Commuter Rail Extension Study	Tualatin to Union Station via Lake Oswego and Milwaukie	Peak-hour service only on existing tracks		n/a
6004							

**RTP Project List -
March 1, 2000**

RAFT

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	RTP Financially Constrained System	Est. Project Cost in 1998 dollars (***) indicates Met estimate)
6005	Region	ODOT	Tualatin-Sherwood Highway	I-5 to 99W	Construct four-lane tollway with access control on 99W in Sherwood area		\$ 250,000,000
6006	Region	Tri-Met	Transit center and park-and-ride upgrades	Various locations in subarea	Construct, expand and/or upgrade transit stations and park-and-rides throughout subarea		See Tri-Met Total
6007	Region	Various	Fanno Creek Greenway Extension Planning	Tigard to Tualatin	Planning and PE to extend greenway		n/a
6008	Washington Sq. RC	Tigard/WashCo/Beaverton	Washington Square Connectivity Improvements	Washington Square Regional Center	Increase local street connections based on recommendations in regional center plan		n/a
6009							
6010	Washington Sq. RC	ODOT/WashCo	Highway 217 Interchange Imp. - Denney Road	Denney Road at the Highway 217 on and off-ramps	Improve Denney Road at the Highway 217 on and off-ramps, including lights and covered culverts		\$ 500,000
6011	Washington Sq. RC	ODOT/WashCo	Highway 217 Overcrossing - Cascade Plaza	Nimbus to Locust	Provide a new connection from Nimbus to Washington Square south of Scholls Ferry Road		\$ 15,000,000
6012	Washington Sq. RC	Washington Co.	Western Avenue Improvements	Allen Boulevard to Walker Road	To improve north/south traffic flow and connectivity east of Highway 217, implement TSM improvements between Allen Boulevard and Canyon Road and extend Western Avenue north to Canyon Road near Walker Road.		\$ 2,500,000
6013	Washington Sq. RC	ODOT	Hall Boulevard Improvements	Scholls to Locust	Widen to 5 lanes with boulevard design		\$ 4,700,000
6014	Washington Sq. RC	Tigard/WashCo	Greenburg Road Improvements	Washington Square Road to Shady Lane	Widen to 5 lanes with boulevard design; NB Highway 217 off-ramp improvement	√	\$ 2,500,000
6015	Washington Sq. RC	Tigard/WashCo	Greenburg Road Improvements, North	Hall Boulevard to Washington Square Road	Widen to five lanes with bikeways and sidewalks	√	\$ 2,500,000
6016	Washington Sq. RC	Tigard/WashCo	Greenburg Road Improvements, South		Widen to five lanes with bikeways and sidewalks	√	\$ 2,000,000
6017	Washington Sq. RC	Washington Co.	Taylor's Ferry Road Extension	Washington Drive to Oleson Road	Three lane extension with bikeway and sidewalks		\$ 1,900,000
6018	Washington Sq. RC	Washington Co.	Scholls Ferry/Allen Intersection Improvement	Scholls Ferry Road/Allen Boulevard intersection	Realign intersection	√	\$ 2,000,000
6019	Washington Sq. RC	Washington Co.	Oak Street Improvements	Hall Boulevard to 80th Avenue	Signal improvement, bikeway and sidewalks		\$ 800,000
6020	Region	Various	Powerline Trail Corridor	Scholls Ferry Road to Lower Tualatin Greenway	Plan, design and construct multi-use path	√	n/a
6021	Washington Sq. RC	Beaverton/WashCo	Scholls Ferry Road Improvements	Highway 217 to 125th Avenue	Widen to seven lanes with access management		\$ 15,760,000
6022	Washington Sq. RC	WashCo/Tigard/ODOT	Washington Square RC Pedestrian Improvements	Palm Boulevard, Washington Square Road, Eliander Lane, Scholls Ferry, Hall, Greenburg, Oleson, Cascade, and streets within and through the mall area	Improve sidewalks, lighting, crossings, bus shelters and benches		\$ 6,000,000
6023	Washington Sq. RC	Washington Co.	Scholls Ferry Pedestrian Improvements	Beaverton-Hillsdale Highway to Hall Boulevard	Improve sidewalks, lighting, crossings, bus shelters and benches		\$ 500,000
6024							
6025	Washington Sq. RC	Washington Co.	Scholls Ferry Road TSM Improvements	Highway 217 to 125th Avenue	Implement appropriate TSM strategies such as signal interconnects, signal re-timing and channelization to improve traffic flows	√	\$ 500,000
6026	Washington Sq. RC	Tri-Met/WashCo	Washington Square Regional Center TMA Startup Program	Washington Square Regional Center	Implements a transportation management association program with employers	√	See RTP# 8056 cost
6027	Tigard TC	ODOT	I-5/217 Interchange Phase 2	Highway 217 and I-5	Complete interchange reconstruction	√	\$ 39,000,000

**RTP Project List -
March 1, 2000**

RAFT

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	RTP Financially Constrained System	Est. Project Cost (1998 dollars) ("*" indicates Metrol estimate)
6028	Tigard TC	ODOT	I-5/217 Interchange Phase 3	Highway 217 and I-5	Complete interchange reconstruction with new southbound Highway 217 to I-5 flyover ramp		\$ 15,000,000
6029	Tigard TC	Tri-Met	Hall/Kruse Frequent Bus	Tigard-Lake Oswego-Kruse Way	Construct improvements that enhance Frequent Bus service		see Tri-Met total
6030	Tigard TC	ODOT	Hall Boulevard Improvements	Locust to Durham Road	Improve Hall Boulevard to 5 lanes		\$ 4,700,000
6031	Tigard TC	Tigard	Greenburg Road Improvements	Tiedeman Avenue to 99W	Widen to 5 lanes		\$ 4,800,000
6032	Tigard TC	ODOT	Highway 217 Overcrossing - Tigard	Hunziker Street to 72nd at Hampton			\$ 4,000,000
6033	Tigard TC	Tigard	Walnut Street Improvements, Phase 1	at 121st Avenue	Install traffic signal at 121st Avenue	√	\$ 1,750,000
6034	Tigard TC	Tigard	Walnut Street Improvements, Phase 3	Gaarde Street to 121st Avenue	Widen to three lanes with bikeways and sidewalks	√	\$ 5,715,460
6035	Tigard TC	Tigard	Gaarde Street Improvements	110th Avenue to Walnut Street	Widen to three lanes with bikeways and sidewalks		\$ 4,000,000
6036	Tigard TC	Tigard	Bonita Road Improvements	Hall Boulevard to Bangy Road	Widen to four lanes		\$ 8,000,000
6037	Tigard TC	Tigard	Durham Road Improvements	Upper Boones Ferry Road to Hall Boulevard	Widen to five lanes		\$ 3,500,000
6038							
6039	Tigard TC	ODOT	99W Improvements	I-5 to Highway 217	Widen to seven lanes		\$ 9,000,000
6040	Tigard TC	Tigard	72nd Avenue Improvements	99W to Hunziker Road	Widen to five lanes	√	\$ 3,000,000
6041	Tigard TC	Tigard	72nd Avenue Improvements	Hunziker Road to Bonita Road	Widen to five lanes	√	\$ 5,000,000
6042	Tigard TC	Tigard	72nd Avenue Improvements	Bonita Road to Durham Road	Widen to five lanes with bikeways and sidewalks	√	\$ 5,000,000
6043	Tigard TC	Washington Co.	Upper Boones Ferry Road	I-5 to Durham Road	Widen to five lanes		\$ 3,000,000
6044	Tigard TC	Tigard	Dartmouth Street Extension	Darmouth Road to Hunziker Road	Three lane extension; new Highway 217 overcrossing		\$ 28,000,000
6045	Tigard TC	Tigard	Dartmouth Street Improvements	72nd Avenue to 68th Avenue	Widen to four lanes with turn lanes	√	\$ 500,000
6046	Tigard TC	Tigard	Walnut Street Improvements, Phase 2	Walnut Street at Gaarde Street	Intersection improvement	√	\$ 1,358,000
6047	Tigard TC	ODOT	Highway 217/72nd Avenue Interchange Improvements	Highway 217 and 72nd Avenue	Complete interchange reconstruction with additional ramps and overcrossings		\$ 15,000,000
6048	Washington Sq. RC	Beaverton/WashCo	Scholls Ferry Road Intersection Improvement	At Hall Boulevard	Add SB right turn lane from SB Hall Boulevard		\$ 500,000
6049	Tigard TC	ODOT	Highway 99W Bikeway	Hall Boulevard to Greenburg Road	Retrofit for bike lanes		\$ 500,000
6050	Tigard TC	WashCo/Tigard/ODOT	Tigard TC Pedestrian Improvements	Highway 99W, Hall Boulevard, Main Street, Hunziker, Walnut and neighborhood streets	Improve sidewalks, lighting, crossings, bus shelters and benches		\$ 3,000,000
6051	Tigard TC	ODOT	Hall Boulevard Bikeway and Pedestrian improvements	Oak Street to Highway 99W	Bike lanes, sidewalks & pedestrian crossings		\$ 1,000,000
6052	Washington Sq. RC	Tigard	Highway 217 Overcrossing	Nimbus Drive to mall area	Two-lane overcrossing with sidewalks and bike lanes		\$ 25,000,000
6053	Washington Sq. RC	Tigard	Nimbus Avenue Extension	Nimbus Avenue to Greenburg Road	Two-lane extension with sidewalks and bike lanes		\$ 15,000,000
6054	Tigard TC	ODOT	Highway 99W Access Management Plan - Tigard	Highway 99W from I-5 to Durham Road	Develop access control plan for Highway 99W		n/a
6055	Tigard TC	ODOT	Highway 99W System Management	99W from I-5 to Durham Road	Signal interconnect on 99W from I-5 to Durham Road		\$ 2,000,000
6056	Tigard TC	ODOT	Highway 99W/Hall Boulevard Intersection Improvements	99W/Hall Boulevard	Add turn signals and modify signal	√	\$ 3,700,000
6057							
6058	King City TC	Tigard	Durham Road Improvements	Hall Boulevard to 99W	Widen to five lanes with sidewalks and bike lanes		\$ 5,100,000
6059	King City TC	Washington Co.	Beef Bend Improvements	King Arthur to 131st	Improve to three lanes with sidewalks	√	\$ 5,000,000

**RTP Project List -
March 1, 2000**

RAFT

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	RTP Financially Constrained System	Est. Project Cost in 1998 dollars ("**" indicates Metrolink estimate)
6060	King City TC	WashCo/KC/Tigard/ODOT	King City TC Pedestrian Improvements	Highway 99W, 116th, and Durham Road	Improve sidewalks, lighting, crossings, bus shelters and benches		\$ 3,000,000
6061							
6062	King City TC	King City	King City TC Plan	King City TC	Determine long-term transportation needs		n/a
6063							
6064	Tualatin TC	Tri-Met	Hall Boulevard Frequent Bus	Tualatin-Hall-TV Highway	Construct improvements that enhance Frequent Bus service		see Tri-Met total
6065							
6066	Tualatin TC	ODOT/Tualatin	I-5 Interchange Improvement - Nyberg Road	Nyberg Road/I-5 interchange.	Widen Nyberg Road/I-5 interchange	√	\$ 4,000,000
6067	Tualatin TC	ODOT	Boones Ferry Road Improvements	Durham Road to Wilsonville TC	Three lane improvement to complete sidewalks and bike facilities		\$ 23,400,000
6068	Tualatin TC	ODOT	Boones Ferry Road Improvements	Tualatin-Sherwood Road to Wilsonville	Widen to five lanes with bikeways and sidewalks		\$ 10,000,000
6069	Tualatin TC	Tigard/Tualatin	Hall Boulevard Extension	Extension from Durham to Tualatin Road	Extend Hall Boulevard to connect across the Tualatin River		\$ 25,000,000
6070	Tualatin TC	ODOT/WashCo	Lower Boones Ferry	Boones to Bridgeport	Sidewalk, bikeway, interconnect signals	√	\$ 4,000,000
6071	Tualatin TC	Washington Co.	Tualatin-Sherwood Road Improvements	99W to Teton Avenue	Widen to five lanes with bike lanes and sidewalks; intertie signals at Oregon and Cipole streets	√	\$ 25,000,000
6072	Tualatin TC	Tualatin	Tualatin Road Improvements	115th Avenue to Boones Ferry Road	Widen to 3 lanes with bike lanes, sidewalks, RR crossings	√	\$ 8,500,000
6073	Tualatin TC	Tualatin	124th Avenue Improvements	Tualatin Road to Tualatin-Sherwood Road	Construct new 3 lane arterial with bikeways and sidewalks	√	\$ 6,800,000
6074	Tualatin TC	Tualatin	65th/Tualatin River Crossing and connections	65th and McEwan between Lower Boones Ferry Road and Meridian Park Hospital	Construct new crossing of Tualatin River and connections to 65th and Lower Boones Ferry Road		\$ 17,100,000
6075							
6076							
6077	Tualatin TC	Washington Co.	Tualatin-Sherwood Road Bikeway	I-5 to Boones Ferry Road	Retrofit for bike lanes		\$ 1,000,000
6078	Tualatin TC	Tualatin	Boones Ferry Road-Martinazzi Bike/Ped Path	Between Boones Ferry Road and Martinazzi north of Ibach Court	Construct new bike/pedestrian path		\$ 325,000
6079	Tualatin TC	WashCo/Tualatin/ODOT	Tualatin TC Pedestrian Improvements	Nyberg, Boones Ferry, Tualatin, Tualatin-Sherwood, Sagert and neighborhood streets	Improve sidewalks, lighting, crossings, bus shelters and benches	√	\$ 500,000
6080	Tualatin TC	Tualatin/Durham	Tualatin River Pedestrian Bridge	Durham City Park to Tualatin Community Park	Construct cantilevered pedestrian/bike path on railroad trestle across Tualatin River to Tualatin town center	√	\$ 1,000,000
6081	Tualatin TC	WashCo/Tualatin	Nyberg Road Pedestrian and Bike Improvements	65th Avenue to I-5	Complete sidewalks and bike facilities	√	\$ 1,000,000
6082	Tualatin TC	Washington Co.	Tualatin Freight Access Plan	Tualatin-Sherwood Road Corridor	Develop interim circulation/freight management plan		n/a
6083	Tualatin TC	Tri-Met /WashCo	Tualatin Town Center TMA Startup	Tualatin Town Center	Implements a transportation management association program with employers	√	\$ 90,000
6084							
6085	Wilsonville TC	Wilsonville/SMART	Wilsonville-PCBD Express	Express bus service from Wilsonville Road/Boones Ferry Road to Portland CBD	Express bus service connection to PCBD		see Project #8035-8037 costs

RTP Project List -

RAFT

March 1, 2000

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	RTP Financially Constrained System	Est. Project Cost in 1998 dollars (***) indicates Metropolitan estimate)
6086	Wilsonville TC	Wilsonville	Kinsman Road Extension	Kinsman Road to Boeckman Road	Two-lane extension		\$ 5,010,200
6087	Wilsonville TC	Wilsonville	Kinsman Road Extension	Boeckman Road to Ridder Road	Two-lane extension		\$ 1,191,760
6088	Wilsonville TC	Wilson/WashCo	Elligsen Road Improvements	Canyon Creek to Parkway Center	Improve Elligsen Road to 5 lanes		\$ 2,355,000
6089	Wilsonville TC	Clackamas Co.	Stafford Road Improvements	I-205 to Boeckman Road	Reconstruct, widen and add turn lanes		\$ 12,100,000
6090	Wilsonville TC	Wilsonville	Boeckman Road Extension	Boeckman Road to Grahams Ferry Road	Extend 3 lanes to connect to Grahams Ferry Road w/ sidewalks and bike lanes	√	\$ 13,065,000
6091	Wilsonville TC	Wilsonville	Boeckman Road I-5 Overcrossing	Parkway Avenue to 100th Avenue	Improve existing overcrossing to 5 lanes with sidewalks and bike lanes	√	\$ 802,000
6092	Wilsonville TC	Wilsonville	Barber Street I-5 Overcrossing	Barber Street	Construct new 3 lane overcrossing and extension to Parkway Avenue with 2-lane ramp connection to Boones Ferry Road		\$ 3,411,400
6093	Wilsonville TC	Wilsonville	Barber Street Extension	Barber Street at Kinsman Road	Extend Barber Street as 3 lanes to 110th		\$ 4,215,000
6094	Wilsonville TC	Wilsonville	Wilsonville Road Improvements	Railroad crossing to Willamette Way East	Improve from RR crossing to Kinsman as five lanes. Kinsman to Willamette Way East will be 3-lanes with bike lanes		\$ 2,982,000
6095	Wilsonville TC	Wilsonville	5th Street Extension	5th Street to Brown Road/Wilsonville Road intersection	Three lane extension from 5th Street to Brown Road, turn lanes at major intersections		\$ 5,467,000
6096	Wilsonville TC	Wilsonville	5th Street Undercrossing	5th Street to Memorial Drive	Three lane extension under freeway to connect with Memorial Drive		\$ 3,891,000
6097	Wilsonville TC	Clackamas Co.	Stafford Road Safety Improvements	I-205 to Boeckman Road	Safety improvements		\$ 2,000,000
6098							
6099							
6100	Wilsonville TC	Wilsonville	Barber Street Bikeway	Kinsman Road to Boberg Road	Complete N/S bikeway corridor		\$ 505,300
6101	Wilsonville TC	Wilsonville	Wilsonville Road Bikeway	Rose Lane to Willamette Way West	Retrofit street to add bike lanes		\$ 500,000
6102	Wilsonville TC	Wilsonville	Parkway Avenue Bikeway	Town Center Loop to Boeckman Road	Retrofit to wide outside lanes		\$ 393,000
6103	Wilsonville TC	Wilsonville	Parkway Avenue Bikeway (N of Boeckman)	Boeckman Road to Parkway Center Drive	Retrofit street to add bike lanes		\$ 2,425,000
6104	Wilsonville TC	Wilsonville	Wilsonville TC Pedestrian Improvements	Wilsonville Road, Parkway Avenue, Boones Ferry, Town Center Loop and intersecting streets	Improve sidewalks, lighting, crossings, bus shelters and benches		\$ 1,200,000
6105	Wilsonville TC	Wilsonville	Town Center Loop Bike and Pedestrian Improvements	Parkway to Wilsonville Road	Retrofit street to add bike lanes and sidewalks	√	\$ 251,000
6106	Wilsonville TC	Wilsonville	Parkway Center Drive Bike and Pedestrian Improvements	Parkway Avenue to Elligsen Road	Retrofit street to add bike lanes and sidewalks		\$ 259,300
6107							
6108							
6109							
6110	Sherwood TC	Washington Co.	Highway 99W Circulation Improvements Study	99W corridor from Tualatin-Sherwood to Chapman	Study potential of frontage roads on both sides of 99W to manage access		n/a
6111	Sherwood TC	Washington Co.	Beef Bend/Elsner Road Extension	Scholls Ferry Road to 99W	Complete street realignment from Scholls Ferry Road to 99W	√	\$ 24,000,000

RTP Project List -

RAFT

March 1, 2000

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	RTP Financially Constrained System	Est. Project Cost in 1998 dollars (***) indicates Metropolitan estimate)
6112	Sherwood TC	Washington Co.	Beef Bend Road Improvements	Bull Mountain Road to Scholls Ferry Road	Widen to four lanes with limited access		\$3,000,000
6113	Sherwood TC	Washington Co.	Oregon Street Improvements	Tualatin-Sherwood to Murdock	Widen to 3 lanes with a signal at Tualatin-Sherwood Road	√	\$ 5,500,000
6114	Sherwood TC	Sherwood/WashCo	Edy Road/Sherwood Improvements	Borchers to Pine/3rd Street	Widen; install signals; add bike lanes		\$ 1,500,000
6115	Sherwood TC	Sherwood/WashCo	Edy Road Improvements	North city limits to 99W	Widen to include sidewalks and bike lanes		\$ 1,000,000
6116	Sherwood TC	Sherwood/WashCo	Sherwood TC Bicycle/Pedestrian Bridges	Sherwood/Edy/ 99W; Meineke/99W; Sunset/99W			\$ 10,000,000
6117	Sherwood TC	Sherwood/WashCo	Sherwood TC Pedestrian Improvements	Sherwood Road, Oregon, Pacific and intersecting streets	Improve sidewalks, lighting, crossings, bus shelters and benches		\$ 1,500,000
6118							
6119	Murray/Scholls TC	Washington Co.	Murray/Scholls Connectivity Improvements	Teal collector extension to loop road and Barrows Road, transit collectors from Murray Boulevard to loop road; new neighborhood route connections	Teal collector extension to loop road and Barrows Road, transit collectors from Murray Boulevard to loop road; new neighborhood route connections		\$ 11,000,000
6120	Murray/Scholls TC	Washington Co.	Barrows Road Improvements	Murray Boulevard to 175th	Widen to add bike lanes		\$ 500,000
6121	Murray/Scholls TC	Beaverton/WashCo/Tigard	Murray Boulevard Extension	Scholls Ferry Road to Barrows Road at Walnut Street	Four lane extension with bikeways and sidewalks	√	\$ 7,120,000
6122	Murray/Scholls TC	Beaverton	Davies Road Connection	Scholls Ferry Road to Barrows Road	Three lane connection with bikeways and sidewalks	√	\$ 1,500,000
6123							
6124	LO Corridor	Clackamas Co.	Carmen Drive Improvements	I-5 to Quarry	Reconstruct and widen to three lanes to include bike lanes		\$ 3,300,000
6125	LO Corridor	Lake Oswego	Bangy Road Improvements	Bonita Road to Kruse Way	Widen to four lanes with left turn lanes at major intersections	√	\$ 1,000,000
6126	LO Corridor	Lake Oswego	Meadows Road Improvements	Bangy Road to Carmen Drive	Widen to four lanes with left turn lanes at major intersections		\$ 2,000,000
6127	LO Corridor	Lake Oswego	Boones Ferry Road Improvements	Kruse Way to Washington Court	Widen to five lanes with sidewalks and bike lanes	√	\$ 2,657,000
6128	LO Corridor	Clackamas Co.	Carmen Drive Intersection Improvements	Carmen Drive/Meadows Road intersection	Add traffic signal, turn lanes, realign intersection	√	\$ 1,065,000
6129	LO Corridor	Clackamas Co.	Bangy Road Intersection Improvements	Bangy Road/Bonita Road intersection	Add traffic signal and turn lanes	√	\$ 325,000
6130	LO Corridor	Clackamas Co.	Bangy Road Intersection Improvements	Bangy Road/Meadows Road intersection	Add traffic signal and turn lanes	√	\$ 325,000
6131	LO Corridor	Lake Oswego	Willamette River Greenway	Roehr Park to Tryon Creek	Multi-use path	√	\$ 300,000
6132							
6133	Lake Grove TC	Clackamas Co.	Bonita Road Improvements	SE Bangy Road to SE Carmen Drive	Reconstruct and widen to three lanes		\$ 3,300,000
6134	Lake Grove TC	Clackamas Co.	Kruse Way Intersection Improvements	Kruse Way/Boones Ferry Road intersection	Intersection improvements - upgrade signal		\$ 295,000
6135	Lake Grove TC	Clackamas Co.	Boones Ferry Road Bike Lanes	Kruse Way to Multnomah County line	Construct bike lanes	√	\$ 550,000
6136	Lake Grove TC	Portland	Boones Ferry Pedestrian Improvements	Terwilliger to Kruse Way	Improve sidewalks, lighting, crossings, bus shelters and benches		\$ 1,000,000
6137	Lake Grove TC	Clackamas Co.	Lake Grove Town Center Plan	Lake Grove Town Center	Identify long-term transportation needs		n/a

**RTP Project List -
March 1, 2000**

RAFT

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	RTP Financially Constrained System	Est. Project Cost in 1998 dollars (***) indicates Metro estimate)
7000	Damascus TC	Clackamas Co.	172nd Avenue Improvements	Foster Road to Highway 212	Widen to five lanes	√	\$ 7,000,000
7001	Damascus TC	Clackamas Co.	Sunnyside Road Improvements	172nd Avenue to Highway 212	Widen to three lanes; realign curves	√	\$ 3,600,000
7002	Damascus TC	Clackamas Co.	Foster Road Improvements	Highway 212 to 172nd Avenue	Widen to five lanes in preferred/3 lanes in strategic		\$ 18,000,000
7003	Damascus TC	Portland	Foster Road Improvements	172nd Avenue to Jenne Road	Widen to five lanes		\$ 5,000,000
7004							
7005	Pleasant Valley TC	Multnomah Co.	190th Avenue Extension	Butler/190th to 172nd/Foster Road intersection	Five lane extension		\$ 10,000,000
7006	Pleasant Valley TC	Portland	SE Foster Improvements	SE 136th Avenue to Jenne Road	Widen to five lanes in preferred/3 lanes in strategic	√	\$ 8,300,000
7007	Pleasant Valley TC	Portland	SE Jenne Road Improvements	SE Foster to Powell Boulevard	Widen to five lanes in preferred/3 lanes in strategic	√	\$ 5,100,000
7008	Pleasant Valley TC	Clackamas Co.	147th Avenue Improvements	Sunnyside Road to 142nd Avenue	Realign 147th Avenue to 142nd Avenue	√	\$ 3,000,000
7009	Pleasant Valley TC	Clackamas Co.	SE 145th/147th Bike Lanes	SE Clatsop to SE Monner	Widen to construct bike lanes		\$ 900,000
7010	Pleasant Valley TC	Clackamas Co.	SE 162nd Avenue Bike Lanes	SE Monner to SE Sunnyside	Widen to construct bike lanes	√	\$ 340,000
7011	Pleasant Valley TC	Clackamas Co.	SE Monner Bike Lanes	SE 147th to 162nd Avenue	Widen to construct bike lanes	√	\$ 340,000
7012	Pleasant Valley TC	Metro	Highland Corridor Plan	Highland/190th from Powell to Foster	Develop a corridor plan to address N/S access to urban reserves		n/a
7013	Pleasant Valley TC	Metro	Foster Road Corridor Plan	Foster from I-205 to Highway 212 in Damascus	Conduct corridor study to identify future right-of-way and needs		n/a
7014	Pleasant Valley TC	Metro	Damascus/Pleasant Valley Future Street Plan	Damascus/Pleasant Valley Urban Reserve	Develop a Damascus-Pleasant Valley UR future street plan		n/a
7015	Pleasant Valley TC	Metro	Towle/Eastman Corridor Plan	Towle/Eastman from Powell to 190th	Develop a corridor plan to address N/S access to urban reserves		n/a
7016	Pleasant Valley TC	Metro	Jenne Road Traffic Management Plan	Jenne Road/174th from Powell to Foster	Develop traffic management plan to manage impacts of urbanization		n/a
7017							
7018							
7019	Sunshine Valley RR	Clackamas Co.	242nd Avenue Improvements	Multnomah County line to Highway 212	Reconstruct and widen	√	\$ 4,000,000
7020	Sunshine Valley RR	Metro	Regner/222nd Corridor Plan	Regner/222nd Ave from Roberts to Highway 212	Develop traffic management plan to protect rural character/uses		n/a
7021	Sunshine Valley RR	Metro	Hogan/242nd Corridor Plan	Hogan/242nd from Palmquist to Highway 212	Develop traffic management plan to develop an urban to urban connector		n/a
7022	Damascus TC	Tri-Met	Sunnyside Road Frequent bus	Clackamas TC to Damascus TC	Construct improvements that enhance Frequent bus service		See Tri-Met Total
7023	Damascus TC	Tri-Met	Powell/Foster Rapid Bus	PCBD to Damascus TC	Construct improvements that enhance Rapid bus service		See Tri-Met Total
7024	Region	Tri-Met	Transit center	Damascus	Construct transit station to serve Damascus		See Tri-Met Total
8000	Region	Metro	Bicycle Travel Demand Forecasting Model	Region-wide	Develop regional bicycle travel demand forecasting model	√	\$ 100,000
8001	Region	Metro	Bike Safety, Educ.& Encouragement Pilot Project	Region-wide	Encourage bicyclist, pedestrian and motorist safety	√	\$ 100,000
8002	Region	Metro	Expand "Bike Central" Program	Selected Regional Centers and Town Centers	Provide shower, locker and storage facilities for bike commuters	√	\$ 300,000
8003	Region	Metro	LRT Station Area "Free Bike" Pilot Project	LRT Station Areas throughout the region	Administer free bike program in station areas	√	\$ 50,000

RTP Project List -
March 1, 2000

RAFT

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	RTP Financially Constrained System	Est. Project Cost in 1998 dollars (**** Indicates Met estimate)
8004	Region	Tri-Met	LRT and Transit Station Bike Parking	Selected LRT Station Areas and transit centers	Administer and maintain bicycle lockers	√	\$ 50,000
8005	Region	Metro	Regional TOD Projects	Region-wide	Flexible funding program to leverage transit-oriented development	√	\$20,000,000 - \$40,000,000
8006	Region	Metro	Alternative transportation strategies study	Region-wide			n/a
8007							
8008	Region	ODOT	Interchange Access Management	Various interchanges in the region	Implement access management strategies		\$ 40,000,000
8025	Region	Tri-Met/SMART	Transit Center Upgrades	Region-wide	New or improved transit centers at various locations in the region		\$ 17,317,985
8026	Region	Tri-Met/SMART	Transit Center Upgrades	Region-wide	New or improved transit centers at various locations in the region		\$ 65,938,435
8027	Region	Tri-Met/SMART	Transit Center Upgrades	Region-wide	New or improved transit centers at various locations in the region		\$ 90,651,635
8028	Region	Tri-Met	Vehicle Purchases	1.5% per year expansion	Vehicle purchases to provide for expanded service		\$ 147,000,000
8029	Region	Tri-Met	Vehicle Purchases	2.8% per year expansion	Vehicle purchases to provide for expanded service		\$ 546,000,000
8030	Region	Tri-Met	Vehicle Purchases	3.8% per year expansion	Vehicle purchases to provide for expanded service		\$ 546,000,000
8031	Region	Tri-Met	Vehicle Purchases	4.5% per year expansion	Vehicle purchases to provide for expanded service		\$ 695,000,000
8032	Region	Tri-Met/SMART	Bus Operating Facilities	Region-wide	Bus operating facilities		\$ 105,258,594
8033	Region	Tri-Met/SMART	Bus Operating Facilities	Region-wide	Bus operating facilities		\$ 152,062,401
8034	Region	Tri-Met/SMART	Bus Operating Facilities	Region-wide	Bus operating facilities		\$ 185,138,771
8035	Region	Tri-Met/SMART	Frequent/Rapid Bus Improvements	Baseline Network	Transit stations, improved passenger amenities, bus priority and reliability improvements		\$ 69,316,200
8036	Region	Tri-Met/SMART	Frequent/Rapid Bus Improvements	Strategic Network	Transit stations, improved passenger amenities, bus priority and reliability improvements		\$ 131,894,325
8037	Region	Tri-Met/SMART	Frequent/Rapid Bus Improvements	Preferred Network	Transit stations, improved passenger amenities, bus priority and reliability improvements		\$ 131,894,325
8038	Region	Tri-Met	Tri-Met Park and Ride Lots	Baseline Network	Park-and-ride facilities to serve bus and light rail stops and stations		\$ 5,006,900
8039	Region	Tri-Met	Tri-Met Park and Ride Lots	Auto Strategic Network	Park-and-ride facilities to serve bus and light rail stops and stations		\$ 33,940,100
8040	Region	Tri-Met	Tri-Met Park and Ride Lots	Strategic Network	Park-and-ride facilities to serve bus and light rail stops and stations		\$ 33,940,100
8041	Region	Tri-Met	Tri-Met Park and Ride Lots	Preferred Network	Park-and-ride facilities to serve bus and light rail stops and stations		\$ 77,593,800
8042	Region	SMART	SMART Park and Ride Lots	SMART district	Park-and-ride facilities to serve bus and commuter rail station		\$ 3,400,000
8043	Region	Tri-Met/SMART	Bus Stop Improvements	Region-wide	Bus stop improvements region-wide		\$ 6,873,750
8044	Region	Tri-Met/SMART	Bus Stop Improvements	Region-wide	Bus stop improvements region-wide		\$ 10,738,750
8045	Region	Tri-Met/SMART	Bus Stop Improvements	Region-wide	Bus stop improvements region-wide		\$ 11,438,750
8046	Region	Tri-Met/SMART	Bus Priority Treatments	Region-wide	Bus Priority Treatments		\$ 17,222,500
8047	Region	Tri-Met/SMART	Bus Priority Treatments	Region-wide	Bus Priority Treatments		\$ 68,882,500
8048	Region	Tri-Met/SMART	Bus Priority Treatments	Region-wide	Bus Priority Treatments		\$ 72,507,500
8051	Region	Metro/Tri-Met	Tri-Met TDM Program	Strategic and Preferred	Regional employer outreach, transit marketing, vanpool and carpool, station cars and car sharing programs		\$ 40,800,000
8052	Region	Metro/Tri-Met	Tri-Met TDM Program	Financially Constrained	Regional employer outreach, transit marketing, vanpool and carpool, station cars and car sharing programs	√	\$ 14,700,000

**RTP Project List -
March 1, 2000**

AFT

RTP #	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	RTP Financially Constrained System	Est. Project Cost 1998 dollars (***) Indicates Metropolitan estimate)
8053	Region	Metro/Tri-Met	Region 2040 Initiatives	Region-wide	Implementation of innovative transit solutions in locations with high regional significance	√	\$ 5,250,000
8054	Region	Metro/DEQ	ECO Clearinghouse	Region-wide	Continue provision of ECO information clearinghouse services	√	\$ 1,050,000
8055	Region	Metro/Tri-Met	Exploratory Transportation Management Associations	Region-wide	Exploratory phase for potential TMAs in downtown Portland, Rivergate, Troutdale and Lake Oswego	√	\$ 113,500
8056	Region	Metro/Tri-Met	Future Transportation Management Associations Start-Up	Region-wide	Future implementation of TMA's with employers	√	\$ 3,028,000

**Portland-Vancouver Metropolitan Area
Local Government Officials**

Capitol Hill Appointments March 8-9, 2000

MARCH 8

- 8:30 a.m.** Dirksen Senate Office Bldg. (Cafeteria)
Meet to review schedule, talking points, agree on spokesperson
- 10:00 a.m.** Senator Gordon H. Smith (202/224-3753)
359 Dirksen Senate Office Bldg.
Transportation: Wally Hsueh
- 10:00 a.m.** Hearing before Transportation Subcommittee Committee on
Appropriations, Frank Wolf, Chairman
Subject: Cost overruns associated with design build new starts
projects for BART, South Bus, Piers and Tren Urbano
- 2:00 p.m.** Congressman Earl Blumenauer (202/225-4811)
1111 Longworth House Office Building
Transportation: Mariia Zimmerman
- 4:00 p.m.** Congressman Peter DeFazio (202/225-6416)
2134 Rayburn House Office Building
Transportation: Kathie Eastman
- 7:00 p.m.** Dinner at B. Smith's at Union Station

MARCH 9, 2000

- 9:15 a.m.** Congressman Greg Walden (202/225-6730)
1404 Longworth House Office Building
Scheduler: Melissa Galvan
Transportation: Brian Hard
- 10:00 a.m.** Sherry Little
Subject: Congressional review of Interstate MAX proposed
Full Funding Grant Agreement
Senate Banking Committee
- 11:15 a.m.** Congresswoman Darlene Hooley (202/ 225-5711)
1419 Longworth House Office Building
Scheduler:
Transportation: Chris Huckleberry

12:00 noon

Luncheon – La Colline Restaurant (202/737-0400)

400 N. Capitol St. NW.

Congressional staffers invited

Speaker: John Horsely, Executive Director of ASHTO

Former Assistant Secretary of Transportation

Topic: T-21, Reauthorization Issues

Bob Brown, FHWA, Senior Advisor for Innovative Financing

Topic: Opportunity in the TIFIA program

2:30 p.m.

Senator Ron Wyden (202/224-5244)

717 Hart Senate Office Building

Transportation: Joshua Schenkman

Still pending

Congressman David Wu

Congressman Brian Baird

Senator Patty Murray

Senator Slate Gorton

AGENDA
Portland Regional Delegation
Visit to Washington, D.C.
Wednesday, March 8 - Thursday, March 9, 2000

- | | | |
|-----|---|--|
| 1. | Rod Monroe | Introduction & Overview |
| 2. | Fred Hansen | Interstate MAX
Airport MAX (PFC Issue)
Interstate MAX TCSP request |
| 4. | Bill Kennemer
Michael Jordan
Larry Sowa | South Corridor Transit Improvement
Amtrak South Station |
| 5. | Tom Brian | Commuter Rail |
| 6. | John Russell | I-5 Trade Corridor
High Speed Rail
Intelligent Transportation System |
| 7. | Susie Lahsene
(Karl Rohde) | Columbia River Channel Deepening |
| 8. | Vic Rhodes | Central City Streetcar |
| 9. | Harold Lasley | Willamette River Bridge Funding
Stark Street Blvd. TCSP |
| 10. | Deb Wallace
Royce Pollard | I-5 Trade Corridor Park & Ride Facility
C-TRAN ITS
Operations & Maintenance Facility |

Talking Points
Portland Regional Delegation
Visit to Washington, D.C.
Wednesday, March 7 - Thursday, March 8, 2000

Rod Monroe

Introduction and Overview

- Introductions and thanks for meeting.
- Last year when we met with you, we were still sorting out what to do after the South/North ballot measure failed. A lot has developed in the past year and we are back on our feet again.
- The region has just gone through a contentious process to develop priorities. It was difficult but we are here to present a united front.
- The result is that we are pursuing an aggressive agenda involving 3 major transit projects at once:
 - You will hear from Fred Hansen about Interstate MAX – the clear top priority for the region.
 - You will hear from Bill Kennemer about a South Bus Improvement Program where we are going back to the drawing board to develop a replacement for light rail. We want to be poised with a clearly defined project when the reauthorization for TEA-21 comes up.
 - And, you will hear from Tom Brian about the Wilsonville to Beaverton Commuter Rail project, which we think is small enough to squeeze in within the next few years.
- Our basic message is: We have been effective in managing the explosive growth of the region, but transportation is a key ingredient to being successful. As such, you will hear about many priorities throughout the region.
- Even NASA has acknowledged the effectiveness of the Portland region's growth management success as noted in a Feb. 21 MSNBC newscast.

Fred Hansen

Interstate MAX

- President's budget calls for \$40 million -- a great start.
- Need \$66 million to move the project to construction and keep other regional priorities on track.
- Past support has been terrific.
- MAX has been a success; ridership today exceeds what was forecast.
- Transit ridership continues to grow -- Tri-Met has experienced 84 consecutive months of higher transit ridership than for the same month one year earlier.
- Region has approved financing plan and Record of Decision.

- FTA has approved moving to Final Design and Tri-Met will soon apply for a Full Funding Grant Agreement in April.

FAA Reauthorization

- Port and Region have agreed to use Passenger Facility Charges (PFCs) to construct Airport MAX.
- Concerned that Federal Aviation Act may contain further restrictions on use of PFCs for ground access projects -- particularly any retroactive provisions.

Interstate MAX Revitalization Program

- Partnership between Metro, City of Portland and Tri-Met to revitalize Interstate along with MAX construction with first priority in Kenton.
- COP establishing an urban renewal district.
- Metro applying for \$1 million in FY2001 Transportation and Community and Systems Preservation (TCSP) Pilot Program funds to accelerate redevelopment.
- Seeding development in corridor revitalizes the community, increases ridership and accelerates revenue from urban renewal district.
- Congressional support for application is requested.

Bill Kennemer/Michael Jordan/Larry Sowa

South Corridor Transit Improvements

- Seeking statewide earmark of \$16.5 million.
- South Corridor is Segment #2 of the South/North Corridor improvements.
- Study underway which will identify overall plan and series of specific improvements.
- Region moving incrementally forward on improvements in this corridor.
- Working with transit properties throughout Oregon to forward a statewide Sec. 5309 bus request. Clackamas County would realize approximately 25% of the funds allocated to Oregon. If full \$16.5 million were approved, \$3.7 million would be allocated to bus improvements in the county.

Amtrak South Station

- Will seek Amtrak funding of \$750,000 to \$1 million and request congressional support.
- Cooperative project with Clackamas County, ODOT and Amtrak to site new station.
- Part of Highspeed Rail strategy between Vancouver, B.C. and Eugene.
- Designated site on Washington Street across from the Oregon Trail Interpretive Center.

Tom Brian

Commuter Rail

- Requesting \$1 million in FY 2001 New Starts funds for preliminary engineering.
- Region completing Alternatives Analysis on Wilsonville to Beaverton alignment. FTA is Federal lead agency.
- Will connect with Westside MAX.
- Anticipate opening this line concurrent with Interstate MAX.
- Capital costs estimated to be approximately \$75 million for a five-station project. Operating costs currently estimated to be less than four million dollars annually.
- Locally Preferred Alternative selected January, 2000. Environmental Assessment expected Spring of 2000.
- Total Federal funding expected to be \$25 million out of a total \$75 million project.

John Russell

I-5 Trade Corridor

- \$2 million in FY 2001 funds requested to carry out Preliminary Engineering for the I-5/Delta Park project.
- ODOT and Washington DOT cooperative effort.
- Focused on "Borders and Corridors" section of TEA-21
- Phase 1 strategic direction definition is nearly complete.
- Plan to seek incremental funding to implement in FY 2001-2003.

High Speed Rail

- Pacific Northwest Passenger Rail Corridor is corridor one of the eight designated high-speed rail corridors in the nation.
- Recent appropriations bills have earmarked Section 1103 funds for rail/highway crossing and other improvements in these corridors.
- Seeking appropriations for improvements to the Northwest Corridor in FY 2001.

Intelligent Transportation System

- Oregon has agreed on a statewide ITS request of \$6.5 million.
- A number of projects will be funded (TransPort, Commercial Vehicle Information Systems and Networks, California Oregon Advanced Transportation Systems, Transit Trip Planning.)

Susie Lahsene

Columbia River Channel Deepening

- Region seeking \$4 million in FY2001 Energy and Water Appropriations Act to begin construction.
- 1999 Congress authorized deepening of the Columbia River Channel to 43 feet.
- Final EIS adopted by Corps of Engineers.

Vic Rhodes

Central City Streetcar

- Region seeking \$7.5 million in non-Sec. 5309 funds to complete financing plan.
- Streetcar construction now underway.
- Extension to 130-acre North Macadam District planned to serve 8,500 to 10,000 jobs and up to 3,000 residents.
- Estimated cost \$45 million.
- \$37.5 million will be financed from tax increment financing, local improvements districts and other local sources.

Harold Lasley

Willamette River Bridge Funding

- Twenty-year, \$200 million bridge rehabilitation program underway.
- Federal Highway Bridge funds, STP, CMAQ and Highway demonstration funds committee to the program.
- Will seek additional earmark in next reauthorization of TEA-21.

Stark Street Boulevard (TCSP)

- City of Gresham applying for grant of up to \$2 million under TCSP program.
- Project is a compliment to TEA-21 "High Priority" earmark for pedestrian improvements that support Gresham revitalization of Rockwood Town Center.
- Project links central commercial area, improves pedestrian access from 190th to 197th, and addresses safety concerns at Stark/Burnside/MAX intersection.

Deb Wallace

I-5 Trade Corridor Park & Ride Facility

- Seeking \$2 million to add 600 spaces and double capacity in the corridor.
- C-TRAN currently acquiring property for a park & ride along I-5.
- Corridor expected to need additional 3,000 spaces in coming 15 years.

ITS

- Seeking \$2.2 million for phased development of bus dispatch and mobile data system to increase efficiency, improve customer service.
- Project will be coordinated with existing and planned ITS projects in Oregon and other Washington jurisdictions.

Operations & Maintenance Facility

- Seeking \$2.3 million in FY 2001 for right of way for \$11 million project.
- Facility will relieve critical overcrowding at existing facility.

Table of Contents
(Briefing Book)

1. Agenda
2. Fiscal Year 2001 Congressional Appropriations Funding Requests
3. Portland Regional Federal Transportation Priorities
4. Project Briefing Materials
 - a. Interstate MAX
 - b. Interstate MAX TCSP Request
 - c. Airport MAX PFC/FAA Reauthorization
 - d. South Corridor Transit Improvements
 - e. Amtrak South Station
 - f. Commuter Rail
 - g. I-5 Trade Corridor
 - h. High Speed Rail
 - i. Statewide Intelligent Transportation System (ITS)
 - j. Columbia River Channel deepening
 - k. Central City Streetcar
 - l. Willamette River Bridge
 - m. Stark Street Boulevard TCSP
 - n. I-5 Trade Corridor Park and Ride
 - o. C-Tran ITS Project
 - p. C-Tran Operations and Maintenance Facility
5. List of attendees

Fiscal Year 2001 Congressional Appropriations Funding Requests

The following are requests for Congressional assistance which will be forwarded by the Region to the Washington and Oregon Congressional delegations from the Metropolitan Planning Organizations in the Portland – Vancouver Metropolitan area for FY2001 funding.

A. Oregon Projects

1. Interstate MAX extension. Request \$65.9 million in 5309 transit capital funding for construction.
2. Bus and Bus facilities. Request approval of a statewide proposal of \$16.5 million in 5309 bus funds for more than 15 separate transit properties throughout Oregon. \$3.720 of this total is requested for Clackamas County South Bus improvements.
3. Wilsonville to Beaverton Commuter Rail. Request \$1 million for preliminary engineering for the 15.5-mile commuter rail project in Washington County, Oregon. (Received a \$500,000 appropriation in FFY00 for alternative analysis)
4. I-5 Trade Corridor. Request a statewide total of \$4 million under FHWA's "Borders and Corridors" program: \$2 million for Preliminary engineering for the Trade Corridor Improvement Project on the I-5 Corridor from I-84 in central Portland to I-205 in Clark County, Washington; and \$2 million is for Preliminary Engineering on the South Medford Interchange.
5. Intelligent Transportation System. Request a \$6.5 million appropriation for the State of Oregon's four ITS initiatives:
 - a. TransPort – a multi-agency traffic management information program,
 - b. Commercial Vehicle Information Systems and Networks (CVISN), electronic credentialling and permitting for commercial vehicles,
 - c. California-Oregon Advanced Transportation Systems (COATS) a rural ITS project for areas in Southern Oregon and Northern California,
 - d. Transit Trip Planning – Integration of Oregon transit provider information into a statewide transit trip planning system.
6. Columbia River Channel Deepening. For FY 2001, \$4 million is requested from the Energy and Water Development Appropriations bill to allow construction of the project to begin.

B. Washington Transit Projects

1. Intelligent Transportation Systems (ITS). Request \$2.2 million in planning funds for C-Tran's Automated Vehicle Locator (AVL) project.
2. I-5 Trade Corridor Park and Ride. Request \$2 million for construction.
3. Expanded C-Tran Operations and Maintenance center. Request \$2.3 million for right of way purchase. Total project cost expected to be \$11 million.

March 8 & 9, 2000

Attendee List

Agency	Hotel
Tri-Met	
Fred Hansen, General Manager	Clarion Hampshire, 1310 New Hampshire Ave. 202/296-7600 FAX 202-293-2476
Dick Feeney, Staff	Doubletree Guest Suites, 801 New Hampshire 202/785-2000 FAX 202-785-9485
Bernie Bottomly, Staff	Doubletree Guest Suites, 801 New Hampshire 202/785-2000 FAX 202-785-9485
Neil McFarlane, Staff	Doubletree Guest Suites, 801 New Hampshire 202/785-2000 FAX 202-785-9485
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Michael Jordan, Commissioner	Washington Hilton 1919 Connecticut Ave. NW 202-483-3000 FAX 202/232-0438
Bill Kennemer, Commissioner	Washington Hilton 1919 Connecticut Ave. NW 202-483-3000 FAX 202/232-0438
Larry Sowa, Commissioner	Washington Hilton 1919 Connecticut Ave. NW 202-483-3000 FAX 202/232-0438
John Rist, Staff	Hyatt Regency 400 NW New Jersey Ave. 202-737-1234 FAX 202/737-5773
Multnomah County	
Harold Lasley, staff	Doubletree Guest Suites, 801 New Hampshire 202/785-2000 FAX 202-785-9485
Washington County	
Tom Brian, Commissioner	Washington Hilton 1919 Connecticut Ave. NW 202-483-3000 FAX 202/232-0438
Tim Rutten, Attorney at Law (Verner Liipfert)	202-371-6000 Director 202-371-6053 Home 202-547-6053
Metro	
Rod Monroe, Commissioner	Radisson Barcelo, 2121 P Street NW 202-293-3100 FAX 202-857-0134
Andy Cotugno, Staff	Radisson Barcelo, 2121 P Street NW 202-293-3100 FAX 202-857-0134
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City of Portland	
Marge Kafoury	
Elsa Coleman	
Vic Rhodes	

ODOT	
John Russell, Commissioner	Hyatt Regency 400 NW New Jersey Ave. 202-737-1234 FAX 202/737-5773
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Lake Oswego	
Karl Rohde, Councilor	Mayflower 1127 Connecticut Ave. NW 202-347-3000 FAX 202-466-9082
C-TRAN	
Deb Wallace	Wyndam Bristol 2430 Pennsylvania Ave. NW 202-955-6400
Vancouver, WA	
Royce Pollard, Mayor Vancouver	
Vernon Stoner, City Manager	Radisson Barcelo, 2121 P Street NW 202-293-3100 FAX 202-857-0134
Mark Brown, Governmental Relations Manager	Radisson Barcelo, 2121 P Street NW 202-293-3100 FAX 202-857-0134
Port of Portland	
Susie Lahsene	

COMMITTEE TITLE J P A C T

DATE 3-2-00

NAME

AFFILIATION

Mary Hegny	WSDOT
CRAIG PRIDEMORE	CLARK Co.
Roy ROGERS	WASHINGTON County
Fred Hansen	TRI-MET
Ed. WASHINGTON	METRO
Andy Chapman	Metro
Jon Krustad	Metro
Shannon Kelley	Multnomah County
KARL W. RONDE	C ^o
Rod Monroe	Metro Council
Dave Lohman	Port of Portland
Jim Knight	4-cities E. County
Kay Van Sijckel	ODOT
Timothy Tebo	DEQ
Dean Lookingbill	PTC
Scott L Rice	Cornelius City Council
Paul Silver	City of Wilsonville
Chris Larson	City of Gresham - Council
Deb Wallau	C-TRAN
Dick Treney	Tri-Met

COMMITTEE TITLE J PACT

DATE 3-2-00

NAME	AFFILIATION
ROD SANDOZ JIM HOWELL	Chickadees Co, AORTA
GLENN SCHNEIDER	WSDOT
Bob Stacey	Tri-Met
Ross Williams	Citizens for Sensible Transportation/ Coalition for a Livable Future
David Braydon	Metro Council
Masha Bennett	Milwaukie
Kathy Lehtola	Washington County
Neil McFarlane	Tri-Met
MARK LEAR	CITY OF PORTLAND
Jed Leybold	Metro
Marc Zoltn	City of PDX
Mike Hobson	Metro
Karen Schilling	Mult. County
Don Odernott	City of Hillsboro
John Aik	Clatsop County
Bernie Bottomly	Tri-met
Lou Ogden	
SUSAN LEE	City of Vancouver

LATE
ARRIVAL

