

Portland State University

PDXScholar

Joint Policy Advisory Committee on
Transportation

Oregon Sustainable Community Digital Library

1-15-2004

Meeting Notes 2004-01-15 [Part B]

Joint Policy Advisory Committee on Transportation

Follow this and additional works at: https://pdxscholar.library.pdx.edu/oscdl_jpact

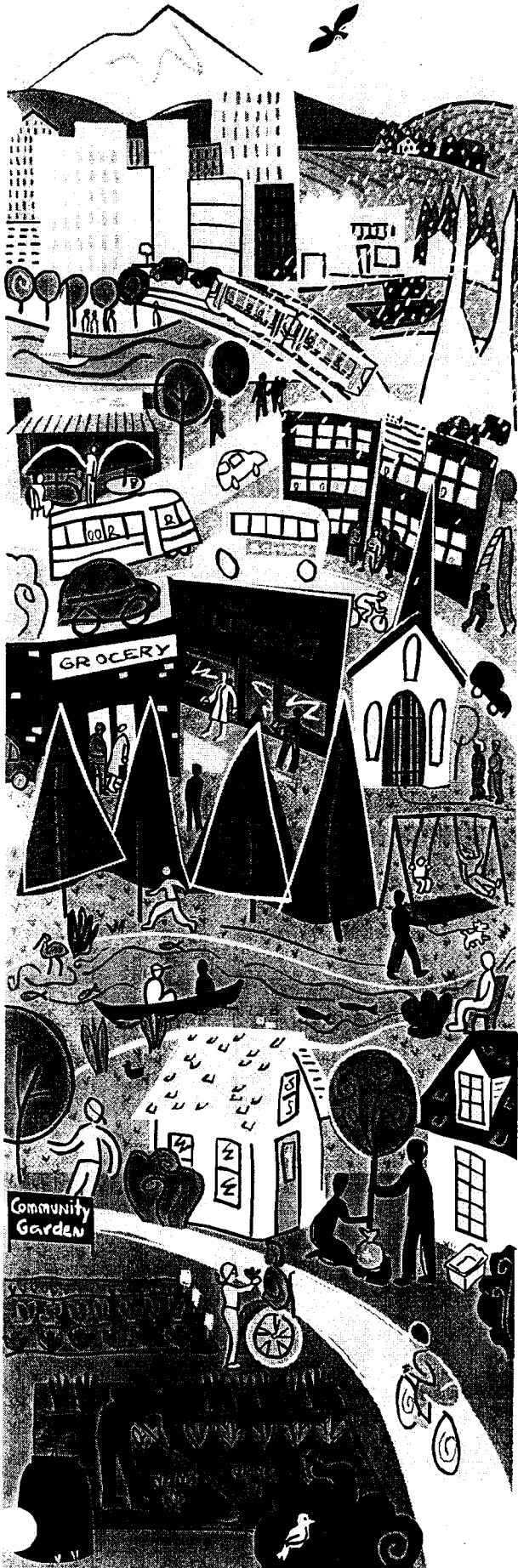
Let us know how access to this document benefits you.

Recommended Citation

Joint Policy Advisory Committee on Transportation, "Meeting Notes 2004-01-15 [Part B]" (2004). *Joint Policy Advisory Committee on Transportation*. 375.

https://pdxscholar.library.pdx.edu/oscdl_jpact/375

This Minutes is brought to you for free and open access. It has been accepted for inclusion in Joint Policy Advisory Committee on Transportation by an authorized administrator of PDXScholar. Please contact us if we can make this document more accessible: pdxscholar@pdx.edu.



**2004 Federal Update to the
Regional Transportation Plan/
2004-07 Metropolitan Transportation
Improvement Program**

Air Quality Conformity Determination Appendices

Updated Jan. 9, 2004



METRO

PEOPLE PLACES
OPEN SPACES

2004 Federal Update to the RTP Project List Dec. 11, 2003

Approved by Metro Resolution No. 03-3380A

| RTP # | 2040 Link | Jurisdiction | Project Name (Facility) | Project Location | Project Description | 2025 RTP Illustrative System | 2025 RTP Financially Constrained System | 2003 dollars (**** indicates phasing in financially constrained) | RTP Program Years |
|---|--------------|-----------------|---|--|--|------------------------------|---|--|-------------------|
| 1000 Deleted (under construction) | | | | | | | | | |
| 1001 | Region | TriMet | I-205 LRT Extension | Gateway RC to Clackamas TC | Construct LRT and improvements to downtown transit mall | X | X | \$ 475,000,000 | 2004-09 |
| 1002 | Region | CTran | Vancouver Light Rail Loop | Expo Center to Vancouver, Washington | Construct LRT | X | | Washington State Project | 2016-25 |
| 1003 | Region | TriMet | Milwaukie Light Rail Extension | Ross Quarter to Milwaukie TC | Construct LRT | X | X | \$ 515,000,000 | 2010-15 |
| 1004 | Region | ODOT | I-5 South Improvements | I-5 south of central city/I-405 to Charbonneau | Implement safety and modernization improvements recommended by studies in Projects 1008 and 1096 | X | | \$ 57,750,000 | 2016-25 |
| 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 | X | | \$ 93,334,395 | 2004-25 |
| 1006 | Region | Multnomah Co. | Willamette River Bridge Preservation (Painting) | Burnside, Morrison, Sauvie Island Bridges | Provide for long-term painting preservation needs of bridges | X | | \$ 37,338,840 | 2004-25 |
| 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 | X | X | \$ 85,239,000 | 2004-25 |
| 1008 | Region | ODOT/Metro | I-5 South Corridor Study | Highway 217 to Wilsonville/Charbonneau | Study to define needed improvements for motor vehicle, truck and transit travel in corridor | X | X | \$ 1,732,500 | 2016-25 |
| 1009 | Region | Portland | Springwater Trail Access Improvements | Sellwood Bridge to SPRR | Construct shared-use path; improve bicycle/pedestrian access | X | X | \$ 2,310,000 | 2004-09 |
| 1010 | Region | Multnomah Co. | Morrison Bridge Deck Replacement | Morrison Bridge | Replace deck on lift-span and bridge approach | X | X | \$ 10,000,000 | 2004-09 |
| 1011 | Region | TriMet | Transit center and park-and-ride upgrades | Transit center and park-and-ride upgrades throughout subarea | Transit center and park-and-ride upgrades | X | | see Tri-Met total | 2004-25 |
| 1012 | Region | Multnomah Co. | Sellwood Bridge Replacement | Multnomah County | Implement recommendations from South Willamette Study | X | X | \$ 90,000,000 | 2004-09 |
| 1013 | Region | Multnomah Co. | WRBAP Future Phase Project Implementation | Sellwood Bridge | Eastside Undercrossing; Light Pole Relocation | X | | \$ 635,250 | 2016-25 |
| 1014 Deleted (Construction completed) | | | | | | | | | |
| 1015 | Central City | TriMet/Portland | Portland Street Car - Phase 3a (River Place) | PSU to Riverplace | Construct street car | X | X | \$ 15,350,000 | 2004-09 |
| 1016 Deleted (under construction) | | | | | | | | | |
| 1017 | Region | ODOT/Metro | Macadam/Highway 43 Transit/TDM Study | Portland central city to Lake Oswego | Study to define additional transit and demand management improvements in corridor | X | | \$ 1,155,000 | 2004-09 |
| 1018 | Region | Portland | Willamette Greenway Trail extension | St. Johns Bridge to Pier Park and connect to Smith and Bybee Lakes and to Kelly Point Park | Study feasibility of shared-use path | | | n/a | 2016-25 |
| 1019 | Central City | TriMet | Barbur Boulevard Rapid Bus | PCBD to King City | Construct improvements that enhance Rapid Bus service | X | | see Tri-Met total | 2004-09 |
| 1020 | Region | Various | Red Electric Line Trail | Willamette Park to Oleson Road | Study feasibility of shared-use path | X | X | \$ 155,925 | 2004-09 |
| 1021 Deleted (constructed) | | | | | | | | | |
| 1022 | Region | Portland | I-84/Banfield Trail | Willamette River/Eastbank Esplanade to I-205 bike lanes | Study feasibility of shared-use path | X | X | \$ 150,000 | 2016-25 |
| 1023 | Region | ODOT/Metro | Banfield (I-84) Transit/TSM Study | I-205 to Portland central city | Study to define additional transit and system management improvements in corridor | X | | \$ 1,155,000 | 2010-15 |
| 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 | X | X | \$ 23,100,000 | 2016-25 |
| 1025 | Central City | ODOT | I-5/North Macadam Access Improvements | NB I-5 to NB Macadam Avenue | Construct new off-ramp | X | X | \$ 20,000,000 | 2016-25 |
| 1026 Deleted (alternative improvements provided) | | | | | | | | | |
| 1027 | Central City | Portland/ODOT | South Portland Improvements | South Portland sub-area | Redesign Nello Pkwy as a neighborhood collector and reconnect east-west local streets; Rebuild Rose Island Bridge Ramps to separate regional traffic from neighborhood streets and improve access to I-405 and I-5 | X | X | \$ 28,293,000 | 2010-15 |
| 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 | X | X | \$ 515,000 | 2004-09 |

**2004 Federal Update to the RTP Project List
Dec. 11, 2003**

Approved by Metro Resolution No. 03-3380A

| RTP # | 2040 Link | Jurisdiction | Project Name (Facility) | Project Location | Project Description | 2025 RTP Illustrative System | 2025 RTP Financially Constrained System | 2003 dollars (**** indicates phasing in financially constrained) | RTP Program Years |
|-------|----------------------------------|-----------------|---|--|--|------------------------------|---|--|-------------------|
| 1029 | Central City | Portland | SE Water Avenue Extension | SE Water Avenue | Extend SE Water Avenue from Carruthers to Division Place | X | X | \$ 288,750 | 2004-09 |
| 1030 | Central City | ODOT | Ross Island Bridge Interchange | East approach to Ross Island Bridge | Interchange improvement | X | X | \$ 5,082,000 | 2016-25 |
| 1031 | Central City | ODOT | I-405/US 26 Connector | Ross Island Bridge to I-405 to US 26 | Construct new freeway access | X | | \$ 57,750,000 | 2016-25 |
| 1032 | Central City | Portland | Southern Triangle Circulation Improvements | Between the Ross Island Bridge - Hawthorne Bridge/ Willamette River - SE Grand-MLK | Improve local street network and regional access routes in the area. Improve freeway access route from CEID to I-5 SB via the Ross Island Bridge | X | X | \$ 2,887,500 | 2016-25 |
| 1033 | Deleted (Construction completed) | | | | | | | | |
| 1034 | Deleted (Construction completed) | | | | | | | | |
| 1035 | Central City | Portland | SW Columbia Street Reconstruction | 18th Avenue to Naito Parkway | Rebuild street | X | X | \$ 924,000 | 2004-09 |
| 1036 | Central City | Portland | Broadway/Flint Arena Access | Broadway/Flint at Rose Quarter | Intersection realignment | X | X | \$ 368,050 | 2004-09 |
| 1037 | Central City | Portland | Bybee Boulevard Overcrossing | Bybee Boulevard/McLoughlin Boulevard | Replace substandard 2-lane bridge with 2-lane bridge with standard clearance | X | X | \$ 4,042,500 | 2010-15 |
| 1038 | Central City | Portland | SE 11th/12th Rail Crossing | Western edge of SE Division Street | | X | | \$ 98,175 | 2016-25 |
| 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 | X | X | \$ 1,732,500 | 2010-15 |
| 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 | X | | \$ 323,400 | 2016-25 |
| 1041 | Central City | Portland | Interstate Avenue Seismic Retrofit | Interstate Avenue bridge at Larrabee Avenue | Seismic retrofit project | X | | \$ 1,455,300 | 2016-25 |
| 1042 | Central City | Portland | NE 12th Avenue Seismic Retrofit | NE 12th Avenue/Lloyd Boulevard | Seismic retrofit project | X | | \$ 415,800 | 2016-25 |
| 1043 | Central City | Portland | Steel Bridge Rehabilitation | Steel Bridge | Major bridge maintenance, including painting, mechanical maintenance and structural improvements | X | | \$ 30,000,000 | 2004-09 |
| 1044 | Central City | Portland | NW Kittridge Avenue Bridge Seismic Retrofit | Kittridge Street bridge at Yeon Avenue | Seismic retrofit project | X | | \$ 623,700 | 2016-25 |
| 1045 | Central City | Portland | Steel Bridge East Ramps | | Seismic retrofit project | X | | \$ 831,600 | 2016-25 |
| 1046 | Central City | Portland | Transit Mall Restoration | Central City | Reduce maintenance and repair costs | X | X | \$ 2,852,850 | 2004-09 |
| 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 | X | X | \$ 577,500 | 2010-15 |
| 1048 | Central City | Portland | South Waterfront Pedestrian and Bicycle Access Improvements | South Waterfront District of the central city | Implement pedestrian and bicycle district access improvements identified in the South Waterfront Framework Plan, including overcrossings of I-5, improvements to Sheridan-Corbett and the Greenway Trail | X | X | \$ 4,966,500 | 2004-09 |
| 1049 | Central City | Portland | South Waterfront Transit Improvements | South Waterfront District of the central city | Implement transit improvements identified in the North Macadam Framework Plan, including central city transit hub and local bus service improvements | X | X | \$ 2,000,000 | 2010-15 |
| 1050 | Central City | TriMet/Portland | North Macadam TMA | South Waterfront District of the central city | Implement transportation management area improvements identified in the South Waterfront Framework Plan (placeholder: TMA) | X | X | \$ 200,000 | 2004-09 |
| 1051 | Central City | Portland | W. Burnside Street Improvements | W 15th to NW 23rd | Boulevard design improvements including pavement reconstruction, wider sidewalks, curb extensions, safer crossings, traffic signals at W 20th Pl and W 22nd, and traffic management to limit motorist delays | X | X | \$ 10,000,000 | 2004-09 |
| 1052 | Central City | Portland | North Macadam Street Improvements | South Waterfront District of the central city | Implement street improvements identified in the South Waterfront Framework Plan, including Bancroft, Bond, Curry, River Parkway, Harrison connector, key access intersections and other street improvements | X | X | \$ 20,501,250 | 2004-09 |
| 1053 | Central City | Portland | Naito Parkway Improvements | NW Davis to SW Market | Complete boulevard design improvements, including bike lanes, pedestrian crossings and pavement reconstruction | X | X | \$ 7,400,000 | 2004-09 |
| 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 | X | X | \$ 6,466,450 | 2004-09 |

2004 Federal Update to the RTP Project List Dec. 11, 2003

Approved by Metro Resolution No. 03-3380A

| RTP # | 2040 Link | Jurisdiction | Project Name (Facility) | Project Location | Project Description | 2025 RTP Illustrative System | 2025 RTP Financially Constrained System | 2003 dollars (***) indicates phasing in financially constrained | RTP Program Years |
|-------|--------------------------------------|-----------------|--|---|---|------------------------------|---|---|-------------------|
| 1055 | Central City | Portland/ODOT | MLK/Grand Improvements | Central Eastside and Lloyd districts | Complete boulevard design improvements | X | X | \$ 3,485,000 | 2016-25 |
| 1056 | Deleted (project completed) | | | | | | | | |
| 1057 | Region | Portland | Eastbank-Springwater Trail Connector (Three Bridges) Improvement | Sellwood Bridge to SPRR | Construct shared-use path and three bridges to connect the Eastbank Esplanade and Springwater Corridor shared-use path, including new bridges over McLoughlin boulevard and Johnson Creek | X | X | \$ 4,700,000 | 2004-09 |
| 1058 | Deleted (Construction completed) | | | | | | | | |
| 1059 | Deleted (alternative route provided) | | | | | | | | |
| 1060 | Deleted (local level improvement) | | | | | | | | |
| 1061 | Deleted (local level improvement) | | | | | | | | |
| 1062 | Central City | Multnomah Co. | WRBAP Future Phase Project Implement. | Morrison Bridge | Morrison Bicycle Pathway; improve pedestrian access | X | X | \$ 1,466,850 | 2004-09 |
| 1063 | Deleted (local level improvement) | | | | | | | | |
| 1064 | Deleted (under construction) | | | | | | | | |
| 1065 | Deleted (included in project 1066) | | | | | | | | |
| 1066 | Deleted (local level improvement) | | | | | | | | |
| 1067 | Central City | ODOT | SE McLoughlin Boulevard Bikeway | SE 17th Avenue to SE Clatsop Street | Retrofit bike lanes to existing street | X | | \$ 577,500 | 2016-25 |
| 1068 | Central City | Portland | SE Division Place/SE 9th Bikeway | SE 7th Avenue to SE Center Street | Retrofit bike lanes to existing street | X | X | \$ 19,635 | 2016-25 |
| 1069 | Deleted (local level improvement) | | | | | | | | |
| 1074 | Deleted (Construction completed) | | | | | | | | |
| 1075 | Deleted (Construction completed) | | | | | | | | |
| 1076 | Deleted (included in project 1027) | | | | | | | | |
| 1078 | Central City | Portland | West Burnside Pedestrian and Bicycle Improvements | Tichner to Skyline | Retrofit bikeway to existing street, improve sidewalks, lighting and crossings | X | | \$ 317,625 | 2016-25 |
| 1079 | Deleted (Construction completed) | | | | | | | | |
| 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 | X | X | \$ 866,250 | 2004-09 |
| 1081 | Deleted (Construction completed) | | | | | | | | |
| 1082 | Central City | Portland | SE Grand Avenue Bridgehead Improvements | Central Eastside Industrial District | Reconstruct west edge of SE Grand at bridgehead to provide sidewalks and urban standard turn lanes for vehicles and truck safety and access | X | X | \$ 1,600,000 | 2004-09 |
| 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. | X | | \$ 288,750 | 2004-09 |
| 1084 | Central City | Portland | Clay/2nd Pedestrian/Vehicle Signal | SW Clay Street and SW 2nd Avenue | New signal installation | X | X | \$ 115,500 | 2004-09 |
| 1085 | Deleted (included in project 1119) | | | | | | | | |
| 1086 | Central City | TriMet/Portland | Portland Street Car - Phase 3b (Gibbs) | Riverplace to Gibbs Street | Construct street car | X | X | \$ 20,000,000 | 2004-09 |
| 1087 | Central City | TriMet/Portland | Portland Street Car - Phase 3c (Bancroft) | Gibbs Street to Bancroft Street | Construct street car | X | X | \$ 12,000,000 | 2004-09 |
| 1088 | Deleted (Study completed) | | | | | | | | |
| 1089 | Central City | Portland | East Burnside/NE Couch Couplet and Street Improvements | East 12th Avenue to Burnside Bridge | Implement a one-couplet design including new traffic signals, widened sidewalks, curb extension, bike lanes, on-street parking and street trees | X | X | \$ 7,500,000 | 2010-15 |

2004 Federal Update to the RTP Project List Dec. 11, 2003

Approved by Metro Resolution No. 03-3380A

| RTP # | 2040 Link | Jurisdiction | Project Name (Facility) | Project Location | Project Description | 2025 RTP Illustrative System | 2025 RTP Financially Constrained System | 2003 dollars (*** Indicates phasing in financially constrained) | RTP Program Years |
|-------|----------------|---------------|---|---|--|------------------------------|---|---|-------------------|
| 1090 | Central City | Portland | W Burnside/NW Couch Couplet and Street Improvements | Burnside Bridge to West 15th Avenue | Implement a one-couplet design including new traffic signals, widened sidewalks, curb extension, bike lanes, on-street parking and street trees | X | X | \$ 7,500,000 | 2010-15 |
| 1091 | Central City | Portland | Central Eastside Truck Access Study | Central Eastside Industrial District | Complete truck access study | X | | n/a | 2016-25 |
| 1092 | Central City | Portland | NW 14th/16th Study | Burnside to Vaughn | Signalization and improved access to I-405 | X | | n/a | 2016-25 |
| 1093 | Central City | Portland | Central City Pedestrian Enhancements Study | Central City | Study pedestrian enhancements | X | | n/a | 2004-09 |
| 1094 | Central City | Portland | SE Sandy Boulevard Study | Stark Street to Burnside | Realign blocks to improve circulation in the area | | | n/a | 2016-25 |
| 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. | X | X | \$ 300,000 | 2016-25 |
| 1096 | Central City | Portland | Barbur/5 Corridor Study | I-405 to Highway 217 | Assess corridor improvement options | X | X | \$ 1,732,500 | 2004-09 |
| 1097 | Central City | Portland | Naito Parkway Street and Pedestrian Improvements | Broadway Bridge north of Terminal one property | Construct streetscape improvements including pedestrian amenities | X | X | \$ 3,250,000 | 2004-09 |
| 1098 | Central City | Portland | Aerial Tram | Marquam Hill - South Waterfront District | Develop and implement an aerial tram between Marquam Hill and South Waterfront District. Project implementers include Oregon Health & Science University, Portland Aerial Tram Inc, and others. | X | X | \$ 15,000,000 | 2004-09 |
| 1100 | Central City | ODOT/Portland | Central City TSM Improvements | Central City - various locations | Implement Central City TSM improvements to arterials. | X | X | \$ 2,310,000 | 2004-09 |
| 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 | X | X | \$ 69,300 | 2010-15 |
| 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 | X | X | \$ 334,950 | 2010-15 |
| 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 | X | X | \$ 294,525 | 2010-15 |
| 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 | X | X | \$ 222,338 | 2004-09 |
| 1105 | Central City | Portland | SW-NW 14/16th - SW 13th/14th Avenue ITS | Six signals between SW Clay and NW Gilsan | Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow | X | X | \$ 202,125 | 2010-15 |
| 1106 | Central City | Portland | Portland Streetcar - Eastside, Phase 1 (Lloyd District) | Pearl District to Lloyd District | Construct street car from NW Lovejoy/10th Avenue to NE 7th Avenue/Oregon Street | X | X | \$ 36,900,000 | 2004-09 |
| 1107 | Central City | Portland | Portland Streetcar - Eastside, Phase 2 (Central Eastside Industrial District) | Lloyd District to Central Eastside Industrial District | Construct street car from NE Oregon Street to Water Avenue | X | X | \$ 44,000,000 | 2004-09 |
| 1108 | Central City | Portland | Streetcar Feasibility Study | Inner eastside Portland neighborhoods | Conduct a feasibility study of streetcar service | X | X | n/a | 2004-09 |
| 1109 | Swan Island IA | Portland | Going Street Rail Overcrossing | North Going Street at Swan Island | Seismic retrofit project will include work to both the substructure and superstructure to help minimize the risk of structural collapse in a major earthquake | X | X | \$ 3,579,345 | 2004-09 |
| 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 | X | X | \$ 90,090 | 2004-09 |
| 1118 | Hollywood TC | TriMet | Sandy Boulevard Frequent Bus | Sandy Boulevard | Construct improvements that enhance Frequent Bus service | X | X | \$ 1,760,000 | 2010-15 |
| 1119 | Hollywood TC | Portland | Sandy Boulevard/Burnside/12th Avenue Intersection | Sandy Boulevard/Burnside/12th Avenue Intersection | Redesign Intersection | X | X | \$ 4,620,000 | 2004-09 |
| 1120 | Hollywood TC | Portland | Sandy Boulevard Multi-Modal Improvements, Phase I | 12th Avenue to 47th Avenue | Retrofit existing street with multi-modal boulevard improvements including redesign of selected intersections to add turn lanes and improve pedestrian crossings, bike lanes, on-street parking, and safety improvements | X | X | \$ 17,325,000 | 2004-09 |

2004 Federal Update to the RTP Project List Dec. 11, 2003

Approved by Metro Resolution No. 03-3380A

| RTP # | 2040 Link | Jurisdiction | Project Name (Facility) | Project Location | Project Description | 2025 RTP Illustrative System | 2025 RTP Financially Constrained System | 2003 dollars (**** indicates phasing in financially constrained) | RTP Program Years |
|-------|---|---------------|--|---|--|------------------------------|---|--|-------------------|
| 1122 | Hollywood TC | Portland | Sandy Boulevard Multi-Modal Improvements, Phase II | 47th Avenue to 99th Avenue | Retrofit existing street with multi-modal boulevard improvements including redesign of selected intersections to add turn lanes and improve pedestrian crossings, bike lanes, on-street parking, and safety improvements | X | X | \$ 4,620,000 | 2010-15 |
| 1126 | Hollywood TC | Portland | NE/SE 50s Bikeway | NE Tillamook to SE Woodstock | Retrofit streets to add bike lanes | X | X | \$ 577,500 | 2004-09 |
| 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, resurficing, improved pedestrian crossings and connections to transit center | X | X | \$ 7,680,750 | 2004-09 |
| 1135 | St. Johns TC | TriMet | MLK/Lombard Frequent Bus | PCBD to St. Johns Town Center | Construct improvements that enhance Frequent Bus service | X | X | \$ 2,100,000 | 2010-15 |
| 1137 | St. Johns TC | Portland | Lombard/St. Louis/Ivanhoe Multi-modal Improvements | Lombard Street/St. Louis/Ivanhoe Streets | Implement signal and pedestrian crossing improvements to improve pedestrian safety and freight flow | X | X | \$ 1,100,000 | 2004-09 |
| 1138 | St. Johns TC | TriMet | Lombard/39th Frequent Bus | Milwaukie Town Center to St. Johns Town Center | Construct improvements that enhance Frequent Bus service | X | X | \$ 2,700,000 | 2004-09 |
| 1139 | St. Johns TC | Portland/ODOT | St. Johns Bridge Restoration | St. Johns Bridge | Complete restoration improvements | X | | \$ 71,263,500 | 2010-15 |
| 1140 | St. Johns TC | ODOT | WRBAP Future Phase Project Implement. | St. Johns Bridge | Bridge Avenue trail | X | | \$ 346,500 | 2016-25 |
| 1143 | St. Johns TC | ODOT | N / NE Lombard Bikeway | N Rand to N Columbia; St. Johns Bridge to MLK Boulevard | Retrofit bike lanes to existing street | X | X | \$ 1,155,000 | 2010-15 |
| 1144 | Deleted (Construction completed) | | | | | | | | |
| 1145 | Deleted (Construction completed) | | | | | | | | |
| 1146 | Deleted (Construction completed) | | | | | | | | |
| 1147 | St. Johns TC | Portland | Willamette Cove Segment Trail | Willamette Cove to St. Johns Bridge | Study feasibility of shared-use path | X | X | n/a | 2004-09 |
| 1148 | St. Johns TC | Portland | North Willamette Greenway | Steel Bridge to Willamette Cove | Study feasibility of shared-use path | X | | n/a | 2016-25 |
| 1150 | St. Johns TC and Lombard MS | 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 | X | X | \$ 2,000,000 | 2004-09 |
| 1151 | Deleted (Study completed; pending adoption) | | | | | | | | |
| 1152 | Deleted (Study completed) | | | | | | | | |
| 1156 | Lents TC | Portland | SE Ellis Bikeway | SE Foster Road to SE 92nd Avenue | Retrofit bike lanes to existing street | X | X | \$ 462,000 | 2016-25 |
| 1157 | Lents TC | Portland | SE 92nd Avenue Bikeway and Pedestrian Improvements | SE Powell Boulevard to Foster Road | Construct sidewalk, crossing improvements, and bike lanes | X | X | \$ 1,530,500 | 2004-09 |
| 1158 | Lents TC | Portland | Lents TC Pedestrian District | Lents Town Center Pedestrian District | Pedestrian facility improvements to key links accessing the Foster-Woodstock couplet | X | X | \$ 831,600 | 2010-15 |
| 1159 | Lents TC | Portland | Foster Pedestrian Access to Transit Improvements | Powell Boulevard to Lents TC | Improve sidewalks, lighting, crossings, bus shelters & benches | X | X | \$ 2,310,000 | 2004-09 |
| 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 | X | X | \$ 6,930,000 | 2004-09 |
| 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 | X | X | \$ 5,775,000 | 2010-15 |
| 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 | X | X | \$ 2,310,000 | 2016-25 |
| 1163 | Region | ODOT | I-205/Powell Boulevard/Division Interchanges | I-205 and Powell Boulevard and Division Street | Construct improvements to allow full turning movements | X | X | \$ 12,000,000 | 2016-25 |

2004 Federal Update to the RTP Project List Dec. 11, 2003

Approved by Metro Resolution No. 03-3380A

| RTP # | 2040 Link | Jurisdiction | Project Name (Facility) | Project Location | Project Description | 2025 RTP Illustrative System | 2025 RTP Financially Constrained System | 2003 dollars ("*" indicates phasing in financially constrained) | RTP Program Years |
|-------|------------------|----------------|--|---|--|------------------------------|---|---|-------------------|
| 1164 | Region | ODOT | I-205 Ramp Study - PE/EA | I-205/Powell to Division | Perform a design study to evaluate modifications to the existing overpass at I-205 and Powell Boulevard, including full access ramps to and from I-205. The study should also address impacts to the interchange influence area along Powell Boulevard, Division Street, and SE 92nd Avenue. | X | X | \$ 1,000,000 | 2004-09 |
| 1165 | Region | ODOT | I-205 Ramp Right-of-way Acquisition | I-205/Powell to Division | Acquire ROW | X | X | \$ 2,000,000 | 2004-09 |
| 1166 | Hillsdale TC | Portland | Capitol Highway/Vermont/30th Avenue Intersection Improvement | Capitol Highway at Vermont and 30th Avenue | Provide traffic safety and pedestrian and bicycle improvements at this intersection and approaching street segments | X | X | \$ 450,000 | 2010-15 |
| 1167 | Hillsdale TC | Portland | Capitol Highway Improvements | Sunset Boulevard to Barbur Boulevard | Provide pedestrian and bicycle improvements to implement Capitol Highway Plan | X | X | \$ 910,000 | 2010-15 |
| 1168 | Hillsdale TC | Portland | Hillsdale Intersection Improvements | BH Highway/Capitol Highway/Bertha Boulevard | Redesign the intersection with "boulevard design" | X | X | \$ 975,975 | 2004-09 |
| 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 | X | X | \$ 3,465,000 | 2016-25 |
| 1170 | Hillsdale TC | Portland | Capitol Highway Improvements - Marquam Segment | Huber Street to Stephenson Street | Provide pedestrian crossings and median design treatments | X | | \$ 750,000 | 2016-25 |
| 1171 | Hillsdale TC | Portland | SW 30th Avenue Bikeway | BH Highway to SW Vermont Street | Retrofit bike lanes to existing street | X | X | \$ 1,075,305 | 2016-25 |
| 1172 | Hillsdale TC | Portland | SW Bertha Bikeway Improvements | SW Vermont to BH Highway | Widen street to add bike lanes | X | X | \$ 462,000 | 2004-09 |
| 1173 | Hillsdale TC | Portland/ODOT | Hillsdale TC Pedestrian Improvements | Capitol, BH Highway, Bertha, and neighborhood streets | Construct pedestrian and street network improvements | X | X | \$ 3,465,000 | 2010-15 |
| 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 | X | X | \$ 2,541,000 | 2004-09 |
| 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 | X | X | \$ 1,386,000 | 2004-09 |
| 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 | X | X | \$ 103,950 | 2010-15 |
| 1184 | Raleigh Hills TC | ODOT/WashCo | BH Highway/Oleson/Scholls Ferry Redesign | BH Highway/Scholls/Oleson intersection | Redesign intersection to improve safety and relieve traffic congestion (FC project to complete PE and construct Phase 1 of project realigning Oleson Rd. to provide direct connections to Scholls Ferry Rd. and BH Hwy) | X | X | \$ 50,000,000* | 2010-15 |
| 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 | X | X | \$ 16,170,000 | 2004-09 |
| 1186 | Raleigh Hills TC | Washington Co. | Scholls Ferry Bikeway | Multnomah County line to BH Highway | Retrofit street to add bike lanes | X | | \$ 548,625 | 2016-25 |
| 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. | X | X | \$ 115,500 | 2004-09 |
| 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 | X | X | \$ 704,550 | 2004-09 |
| 1194 | West Portland TC | Portland | Capitol Highway Seismic Retrofit | Capitol Highway bridge at Barbur Boulevard | Seismic retrofit project | X | | \$ 1,039,500 | 2016-25 |
| 1195 | West Portland TC | Portland/ODOT | Barbur Boulevard Multi-modal Improvements, Phase 1 | Terwilliger Boulevard to south Portland city limits | Complete boulevard design improvements including sidewalks and street trees, safe pedestrian crossings, enhance transit access and stop locations, traffic signal at Barbur/30th, and bike lanes (Bertha - City Limits) | X | | \$ 15,000,000 | 2004-09 |
| 1196 | West Portland TC | Portland/ODOT | Barbur Boulevard Multi-modal Improvements, Phase 2 | Terwilliger Boulevard to 3rd Avenue | Construct Improvements for transit, bikes and pedestrians. Transit improvements include preferential signals, pullouts, shelters, left turn lanes and sidewalks | X | | \$ 4,000,000 | 2010-15 |
| 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 | X | | \$ 2,079,000 | 2004-09 |
| 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 | X | X | \$ 4,620,000 | 2004-09 |
| 1200 | West Portland TC | Portland/ODOT | Pedestrian Overpass near Markham School | SW Barbur and I-5; connects SW Alfred Street and SW 52nd Avenue | Construct pedestrian crossing over I-5 | X | | \$ 3,465,000 | 2004-09 |

2004 Federal Update to the RTP Project List Dec. 11, 2003

Approved by Metro Resolution No. 03-3380A

| RTP # | 2040 Link | Jurisdiction | Project Name (Facility) | Project Location | Project Description | 2025 RTP Illustrative System | 2025 RTP Financially Constrained System | 2003 dollars (*** indicates phasing in financially constrained) | RTP Program Years |
|-------|------------------------------------|---------------|---|---|---|------------------------------|---|---|-------------------|
| 1201 | West Portland TC | Portland/ODOT | West Portland TC Pedestrian District | Barbur, Capitol and neighborhood streets | Improve sidewalks, lighting, crossings, bus shelters & benches | X | | \$ 5,775,000 | 2016-25 |
| 1202 | West Portland TC | Portland | SW Capitol Highway Pedestrian and Bicycle Improvements | Multnomah Boulevard to Taylors Ferry Road | Construct sidewalks, improve crossings and bike facilities | X | X | \$ 1,386,000 | 2004-09 |
| 1205 | West Portland TC | ODOT | West Portland I-5 Access Study | Taylors Ferry and Barbur ramps to I-5 | Identify possible new connections over I-5 to serve motor vehicles, pedestrians, and bicycle travel | X | | n/a | 2004-09 |
| 1206 | Deleted (Included in project 1205) | | | | | | | | |
| 1207 | Deleted (Construction completed) | | | | | | | | |
| 1210 | | | | | | | | | |
| 1209 | Portland Mainstreet | Portland | NW 23rd Avenue Reconstruction | Burnside Street to Lovejoy Street | Rebuild street | X | X | \$ 1,810,000 | 2004-09 |
| 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. | X | | \$ 578,524 | 2016-25 |
| 1211 | Portland Mainstreet | Portland | Garden Home/Oleson/Multnomah Improvements | Multnomah Boulevard to 71st Avenue | Reconstruct intersection, sidewalks, crossings | X | X | \$ 1,010,825 | 2004-09 |
| 1212 | Portland Mainstreet | Portland | SE Division Bikeway | SE 52nd to SE 82nd; SE 122nd to Portland city limit | Reinforce bike lanes to existing street | X | X | \$ 47,355 | 2016-25 |
| 1213 | Deleted (under construction) | | | | | | | | |
| 1214 | Portland Mainstreet | Portland | Division Street Transit Improvements, Phase I | SE Grand Avenue to 136th Avenue | Improve sidewalks, lighting, crossings, bus shelters & benches | X | X | \$ 6,814,500 | 2004-09 |
| 1215 | Portland Mainstreet | Portland | Division Street Transit Improvements, Phase II | SE 136th Avenue to 174th Avenue | Improve sidewalks, lighting, crossings, bus shelters & benches | X | | \$ 1,270,500 | 2016-25 |
| 1216 | Portland Mainstreet | Portland/ODOT | 82nd Ped Access to Transit Improvements | NE Killingsworth to SE Clatsop | Improve sidewalks, lighting, crossings, bus shelters & benches | X | | \$ 1,732,500 | 2016-25 |
| 1217 | Deleted (Construction completed) | | | | | | | | |
| 1218 | Portland Mainstreet | Portland | SE Foster Road/82nd Avenue Intersection Improvements | SE Foster Road/82nd Avenue | Pedestrian improvements | X | | \$ 346,500 | 2016-25 |
| 1219 | Portland Mainstreet | Portland | Belmont Pedestrian Improvements | 25th Avenue to 43rd Avenue | Identify improvements along Belmont to enhance pedestrian access to transit, improve safety, and enhance streetscape such as traffic signals, lighting, bus shelters, benches, and crossings | X | X | \$ 2,310,000 | 2010-15 |
| 1220 | Portland Mainstreet | Portland | Fremont Pedestrian Improvements | NE 42nd Avenue to 52nd Avenue | Plan and develop streetscape and transportation improvements | X | X | \$ 288,750 | 2004-09 |
| 1221 | Portland Mainstreet | Portland | Killingsworth Street Improvements | N. Interstate to NE MLK Jr. Blvd. | Construct street improvements to improve pedestrian connections to Interstate Max LRT and to establish a mainstreet character promoting pedestrian-oriented activities | X | X | \$ 4,900,000 | 2004-09 |
| 1222 | Portland Mainstreet | Portland | SE Milwaukie Pedestrian Improvements | SE Milwaukie and Yukon to Tacoma | Plan and develop streetscape and transportation improvements | X | | \$ 993,300 | 2016-25 |
| 1223 | Portland Mainstreet | Portland | NE Alberta Pedestrian Improvements | NE Alberta - MLK Boulevard to 33rd Avenue | Construct streetscape and transportation improvements | X | X | \$ 3,003,000 | 2004-09 |
| 1224 | Portland Mainstreet | Portland | NE Cully Boulevard Multi-modal Improvements | NE Fremont to Columbia Blvd. | Road reconstruction (Prescott-Killingsworth) including intersection improvements at Prescott. Bike lanes (Prescott-Columbia). Sidewalks and crossing improvements (Killingsworth-Fremont) | X | X | \$ 3,274,425 | 2010-15 |
| 1225 | Interstate SC | Portland | Lower Albina Area Improvements | Russell Avenue, Albina Avenue, Mississippi Avenue | Construct improvements to Russell (Williams - Interstate), Albina & Mississippi (Russell - Interstate) to enhance pedestrian connections from Eliot neighborhood and Lower Albina dist to the LRT station | X | X | \$ 5,000,000 | 2010-15 |
| 1226 | Interstate SC | Portland | Killingsworth Bridge Improvements | Killingsworth at I-5 | Improvements to bridge to create a safe and pleasant crossing for pedestrians and bicyclists over I-5 | X | X | \$ 2,700,000 | 2016-25 |
| 1227 | Portland Mainstreet | Portland | Tacoma Mainstreet Plan Phase III, Spokane/Umatilla Bike Boulevard | 7th Avenue to Tacoma Overcrossing | Project development and implementation of Spokane/Umatilla bike boulevard to complete Tacoma Mainstreet Plan | X | X | \$ 250,000 | 2004-09 |

2004 Federal Update to the RTP Project List Dec. 11, 2003

Approved by Metro Resolution No. 03-3380A

| RTP # | 2040 Link | Jurisdiction | Project Name (Facility) | Project Location | Project Description | 2025 RTP Illustrative System | 2025 RTP Financially Constrained System | 2003 dollars (*** indicates phasing in financially constrained) | RTP Program Years |
|-------|-----------------------------------|---------------------|---|--|--|------------------------------|---|---|-------------------|
| 1228 | Region | Portland/Metro/ODOT | Powell Boulevard/Foster Road Corridor Study - Phase 2 | I-205 to Damascus | Conduct the next phase of a corridor study that develops multi-modal transportation strategies and specific roadway, bicycle and pedestrian projects that provide access to Pleasant Valley, Damascus, and the urban growth boundary expansion areas | X | | \$ 1,200,000 | 2004-09 |
| 1229 | Deleted (Construction completed) | | | | | | | | |
| 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 | X | X | \$ 231,000 | 2010-15 |
| 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 | X | X | \$ 115,500 | 2010-15 |
| 1232 | Portland Mainstreet | TriMet | NW 23rd/Belmont Frequent Bus | NW 23rd to Mt. Tabor via Belmont Avenue | Construct improvements that enhance Frequent Bus service | X | X | \$ 2,490,000 | 2004-09 |
| 1233 | Portland Mainstreet | TriMet | Hawthorne Boulevard Frequent Bus | Hawthorne Boulevard | Construct improvements that enhance Frequent Bus service | X | X | \$ 2,460,000 | 2004-09 |
| 1234 | Portland Mainstreet | Portland | Lombard Street Improvements | I-5 to Denver Street | Establish a landscaped boulevard to promote pedestrian-oriented uses and to create a safe, pleasant pedestrian link to I-5 w/ new traffic light and road access to Fred Meyer development | X | X | \$ 2,800,000 | 2004-09 |
| 1235 | Interstate SC | Portland | Prescott Station Area Street Improvements | Prescott, Skidmore and Maryland streets | Construct improvements to Prescott & Skidmore (Interstate-Maryland) & Maryland (Interstate-Prescott) to provide neighborhood focal point at LRT | X | X | \$ 3,400,000 | 2010-15 |
| 1236 | Portland Mainstreet | TriMet | NE 15/Jackson Park Frequent Bus Improvements | | Construct improvements that enhance Frequent Bus service | X | X | \$ 930,000 | 2004-09 |
| 1237 | Portland Mainstreet | TriMet | Fessenden Frequent Bus Improvements | | Construct improvements that enhance Frequent Bus service | X | X | \$ 1,485,000 | 2004-09 |
| 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 | X | X | \$ 392,700 | 2004-09 |
| 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 | X | X | \$ 404,250 | 2004-09 |
| 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 | X | X | \$ 635,250 | 2004-09 |
| 1245 | Portland Corridor | Portland | Capitol Highway Pedestrian Improvements | SW Barbur Blvd. to 49th Avenue | Complete curb extensions and medians recommended in the Capitol Highway Plan | X | X | \$ 750,000 | 2010-15 |
| 1246 | Portland Corridor | Portland | NE Klickitat/Siskiyou Bikeway | NE 14th Avenue to Rocky Butte Road | Retrofit streets to add bike boulevard | X | X | \$ 75,075 | 2016-25 |
| 1247 | Portland Corridor | Portland | SE Hoigata Bikeway, Phase I | 28th Avenue to 136th Avenue | Retrofit street to add bike lanes | X | X | \$ 69,300 | 2004-09 |
| 1248 | Portland Corridor | Portland | SE Hoigata Bikeway, Phase II | SE McLoughlin Boulevard to SE 39th Avenue | Stripe bike lanes | X | X | \$ 19,636 | 2016-25 |
| 1249 | Portland Corridor | Portland | SW Boones Ferry Bikeway | SW Terwilliger to Portland city limits | Retrofit bike lanes to existing street | X | | \$ 5,775,000 | 2016-25 |
| 1250 | Portland Corridor | ODOT | SW Macadam Corridor | SW Front Avenue to Multnomah County line | Bikeway design to be determined | X | | \$ 577,500 | 2016-25 |
| 1251 | Portland Corridor | ODOT | SE Powell Bikeway | SE 71st Street to I-205 Multi-use Path | Retrofit bike lanes to existing street | X | | \$ 5,197,500 | 2016-25 |
| 1252 | Portland Corridor | Portland | Inner Powell Streetscape Plan | Ross Island Bridge to SE 50th Avenue | Develop streetscape improvements that address pedestrian safety and urban design issues | X | X | n/a | 2004-08 |
| 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 | X | X | \$ 346,500 | 2004-09 |
| 1254 | Portland Corridor | Portland | 136th Avenue Bike and Pedestrian Improvements | Foster Road to Division Street | Retrofit sidewalks and bike lanes to existing street | X | | | 2016-25 |
| 1255 | Portland Corridor | Portland | Division Street Bikeway Improvements | SE 52nd Avenue to 76th Avenue | Retrofit bike lanes to existing street | X | | | 2016-25 |
| 1257 | Deleted (Construction completed) | | | | | | | | |
| 1258 | Deleted (local level improvement) | | | | | | | | |

2004 Federal Update to the RTP Project List Dec. 11, 2003

Approved by Metro Resolution No. 03-3380A

| RTP # | 2040 Link | Jurisdiction | Project Name (Facility) | Project Location | Project Description | 2025 RTP Illustrative System | 2025 RTP Financially Constrained System | 2003 dollars (***) indicates phasing in financially constrained | RTP Program Years |
|-------|-------------------|---------------|---|---|--|------------------------------|---|---|-------------------|
| 1259 | South/North SC | Portland | N/NE Skidmore Bikeway | N Interstate to NE Cully | Retrofit streets to add bike boulevard | X | X | \$ 75,075 | 2004-09 |
| 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 | X | | \$ 773,850 | 2016-25 |
| 1263 | Banfield SC | Portland/ODOT | Banfield SC Pedestrian Improvements | 60th, 82nd, 148th, 162nd & intersecting streets | Improve sidewalks, lighting, crossings, bus shelters & benches | X | X | \$ 2,598,750 | 2010-15 |
| 1264 | Banfield SC | Portland | Ventura Park Pedestrian District | Eastside MAX Station Corridor at 122nd Avenue | Improve sidewalks, lighting, crossings, bus shelters & benches to improve ease of crossing and install curb extensions at transit stops | X | X | \$ 600,600 | 2004-09 |
| 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 | X | X | \$ 4,042,500 | 2010-15 |
| 1267 | Portland Corridor | Portland | Powell Boulevard Project Development Study | I-205 to 174th Avenue | Conduct a project development study to determine right-of-way needs and schematic designs to support identified transportation needs and planned land uses | X | | n/a | 2004-09 |
| 1268 | Portland Corridor | ODOT/Portland | Powell Boulevard - Portland | I-205 to 174th Avenue | Widen street to four lanes with sidewalks and bike lanes | X | | \$ 48,000,000 | 2016-25 |
| 1269 | Portland Corridor | ODOT | US 30/NW 112th Intersection Improvements | US 30 at NW 112th Avenue | Add signal at intersection | X | | \$ 135,000 | 2010-15 |
| 1270 | Portland Corridor | TriMet | US 30 Pedestrian Access to Transit Improvements | US 30 in Linnton | Develop transit amenities within Linnton area and construct ADA pads at bus stops between NW 29th/Yeon and Sauvie Island Bridge | X | | \$ 900,000 | 2016-25 |
| 1271 | Portland Corridor | ODOT | Linnton Community Bike and Pedestrian Improvements | Harbor Avenue to 112th Avenue | Replace 2 traffic signals @ 105th & 107th Ave., curb bulb outs, sidewalks, and possibly adding pedestrian crossings | X | X | \$ 550,000 | 2016-25 |
| 1272 | Portland Corridor | ODOT | US 30 Pedestrian Overcrossing | NW 108th Avenue | Construct a pedestrian overcrossing | X | | \$ 350,000 | 2016-25 |
| 1273 | Portland Corridor | ODOT | US 30 Intersection Improvements | US 30 at NW Saltzman and Balboa streets | Realign intersections to correct offset intersections | X | | \$ 600,000 | 2016-25 |
| 1274 | Portland Corridor | ODOT | US 30 Bike and Pedestrian Improvements | NW 105th to Kittridge Avenues | Construct sidewalks and bike facilities | X | | \$ 1,746,000 | 2010-15 |
| 1275 | Portland Corridor | ODOT | US 30 Streetscape Improvements | US 30 in Linnton | Construct streetscape improvements to Visually narrow roadway, including landscaping, pedestrian bulb outs and median | X | | \$ 400,000 | 2004-09 |
| 1276 | Portland Corridor | ODOT | US 30 - Willbridge Improvements | US 30 in Willbridge | Install center turn lane to Front Avenue | X | | \$ 135,000 | 2016-25 |
| 1277 | Portland Corridor | Portland | NW Champlain Viaduct Reconstruction | NW Champlain/US 30 | Replace existing viaduct with retaining wall and geofoam fill | X | X | \$ 283,000 | 2004-09 |
| 1278 | Portland Corridor | Portland | SE 39th Avenue Reconstruction, Safety and Pedestrian Improvements | Sandy Boulevard to Woodstock Boulevard | Reconstruct street (Burnside - Holgate). Construct sidewalks and crossing improvements (Stark - Schiller). Upgrade three pedestrian signals to full signals, remodel two full signals, and provide channelization improvements to three other signals to improve safety at high accident locations | X | X | \$ 2,200,000 | 2004-09 |
| 1279 | Portland Corridor | Portland | Holgate Street Improvements | SE 39th Avenue to 52nd Avenue | Reconstruct street pavement structure and stormwater drainage facilities; upgrade corner curb ramps to ADA standards; improve pedestrian crossings and add bike lanes | X | X | \$ 797,000 | 2004-09 |
| 2000 | Region | Multnomah Co. | Hogan Corridor Improvements | Stark Street to Palmquist (Stark to Powell in FC) | Interim capacity improvements and access controls | X | X | \$ 13,860,000 | 2004-09 |
| 2001 | Region | Multnomah Co. | Hogan Corridor Improvements | I-84 to Glisan Street | Construct new I-84 interchange | X | | \$ 27,720,000 | 2010-15 |
| 2002 | Region | ODOT | I-84/US 26 Connector R-O-W Preservation | Palmquist to Highway 26 | Preserve future right-of-way | X | | \$ 17,556,000 | 2004-09 |
| 2003 | Region | Multnomah Co. | Hogan Corridor Improvements | Palmquist to Highway 26 in UGB | Construct new principal arterial connection | X | | \$ 9,471,000 | 2016-25 |
| 2004 | Region | ODOT | I-84 Widening | 238th Avenue to Sandy River Bridge | Widen I-84 | X | | \$ 9,471,000 | 2016-25 |
| 2005 | Region | ODOT | I-84 Troutdale Interchange Improvement | Troutdale interchange (exit 17) | Improve Troutdale interchange | X | | \$ 17,325,000 | 2016-25 |
| 2006 | Region | Multnomah Co. | Hogan Corridor Improvements | Glisan Street to Stark Street | Upgrade to include bicycle and pedestrian facilities and center turn lane/median | X | X | \$ 1,155,000 | 2004-09 |

Shaded projects are included in Financially Constrained System

2004 Federal Update to the RTP Project List Dec. 11, 2003

Approved by Metro Resolution No. 03-3380A

| RTP # | 2040 Link | Jurisdiction | Project Name (Facility) | Project Location | Project Description | 2025 RTP Illustrative System | 2025 RTP Financially Constrained System | 2003 dollars ("" indicates phasing in financially constrained | RTP Program Years |
|-------|------------|-----------------|---|--|--|------------------------------|---|--|-------------------|
| 2007 | Region | TriMet | Transit center and park-and-ride upgrades | Various locations in subarea | Construct, expand and/or upgrade transit stations and park-and-rides throughout subarea | X | | | 2004-25 |
| 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 | X | X | \$ 3,234,000 | 2004-09 |
| 2009 | Gateway RC | Portland | Halsey Street Bridge Seismic Retrofit | Halsey Street at I-84 | Seismic retrofit project | X | | \$ 92,400 | 2016-25 |
| 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 | X | X | \$ 12,127,500 | 2016-25 |
| 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 | X | X | \$ 2,310,000 | 2010-15 |
| 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 | X | X | \$ 4,389,000 | 2010-15 |
| 2013 | Gateway RC | Multnomah Co. | NE Halsey Bikeway | 162nd Avenue to 201st Avenue | Widen to retrofit bike lanes to existing street | X | | \$ 1,420,000 | 2004-09 |
| 2014 | Gateway RC | Multnomah Co. | Glisan Street Bikeway | 162nd Avenue to 202nd Avenue | Widen to retrofit bike lanes to existing street | X | X | \$ 200,000 | 2004-09 |
| 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 | X | X | \$ 7,091,700 | 2010-15 |
| 2016 | Gateway RC | Portland | NE Halsey Bikeway | NE 39th Avenue to NE 102nd Avenue | Retrofit bike lanes to existing street | X | | \$ 115,500 | 2004-09 |
| 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 | X | X | \$ 346,500 | 2004-09 |
| 2018 | Gateway RC | Portland | SE 111th/112th Avenue Bikeway | SE Mt. Scott Boulevard to SE Market Street | Retrofit bike lanes to existing street | X | X | \$ 1,357,703 | 2016-25 |
| 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 | X | X | \$ 115,500 | 2004-09 |
| 2020 | Gateway RC | Portland | Gateway Regional Center Pedestrian District Improvements, Phase I | Gateway Regional Center | High priority local street and pedestrian improvements in regional center | X | X | \$ 3,465,000 | 2004-09 |
| 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 | X | X | \$ 6,930,000 | 2010-15 |
| 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 | X | X | \$ 1,386,000 | 2010-15 |
| 2023 | Gateway RC | TriMet/Portland | Gateway TMA Startup | Gateway Regional Center | Implements a transportation management association program with employers (placeholder TMA) | X | X | \$ 200,000 | 2010-15 |
| 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 | X | | \$ 6,930,000 | 2016-25 |
| 2025 | Gresham RC | TriMet | Division Street Frequent Bus Capital Improvements | Gresham to PCBD | Construct improvements that enhance Frequent Bus service | X | X | \$ 3,525,000 | 2004-09 |
| 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 | X | X | \$ 4,042,500 | 2004-09 |
| 2027 | Gresham RC | TriMet/Gresham | Civic Neighborhood LRT station/plaza | MAX line west of Gresham City Hall | LRT station and retail plaza | X | X | \$ 3,500,000 | 2004-09 |
| 2028 | Gresham RC | ODOT | Powell Boulevard Improvements - East County | 174th Avenue to Eastman Parkway | Implement streetscape design based on Gresham study recommendations | X | X | \$ 12,250,000 | 2004-09 |
| 2029 | Gresham RC | Multnomah Co. | 242nd Avenue Reconstruction | Powell Boulevard to Burnside Road | Reconstruct 242nd Avenue to five lanes | X | X | \$ 2,400,000 | 2016-25 |
| 2030 | Gresham RC | Gresham | Palmquist Road Improvements | 242nd Avenue to US 26 | Widen to five lanes | X | | \$ 2,656,500 | 2016-25 |
| 2031 | Gresham RC | ODOT | Hogan Corridor Improvements | Hogan/Burnside from I-84 to US 26 | Move freight from existing 181st/Burnside route | X | | \$ 57,750 | 2016-25 |
| 2032 | Gresham RC | Multnomah Co. | Burnside/Hogan Intersection Improvement | Intersection of 242nd/Burnside Street | Improve intersection by adding a southbound through lane | X | X | \$ 546,000 | 2016-25 |

2004 Federal Update to the RTP Project List Dec. 11, 2003

Approved by Metro Resolution No. 03-3380A

| RTP # | 2040 Link | Jurisdiction | Project Name (Facility) | Project Location | Project Description | 2025 RTP Illustrative System | 2025 RTP Financially Constrained System | 2003 dollars (**** indicates phasing in financially constrained) | RTP Program Years |
|-------|-------------------------------------|----------------------------|---|---|---|------------------------------|---|--|-------------------|
| 2034 | Gresham RC | Multnomah Co. | Division Street Improvements | 257th Avenue to 268th Avenue | Improve Division Street | X | | \$ 3,349,500 | 2016-25 |
| 2035 | Gresham RC | Gresham | Cleveland Street Reconstruction | Stark Street to Powell Boulevard | Reconstruct street from Stark Street to Powell Boulevard | X | X | \$ 1,732,500 | 2010-16 |
| 2036 | Gresham RC | Gresham | Wallula Street Reconstruction | Division Street to Stark Street | Reconstruct street from Division Street to Stark Street | X | X | \$ 1,732,500 | 2016-25 |
| 2037 | Gresham RC | Gresham | Bull Run Road Reconstruction | 242nd Avenue to 257th Avenue | Reconstruct street from 242nd Avenue to 257th Avenue | X | | \$ 1,155,000 | 2016-25 |
| 2038 | Gresham RC | Gresham | Walters Road Reconstruction | Powell Boulevard to 7th Street | Reconstruct to improve access to Springwater Trail | X | X | \$ 1,155,000 | 2016-25 |
| 2039 | Gresham RC | Gresham | Regner Road Reconstruction | Cleveland Street to city limits | Reconstruct Regner Road from Cleveland to city limits | X | X | \$ 14,200,000 | 2016-25 |
| 2040 | Gresham RC | Gresham | Gresham RC Collector Improvements | Barnes Road, Williams Street, Chase Road, Welch Road, Palmbad Road, Salquist Road, Hillyard Road | Improve collector system near Gresham RC | X | | \$ 5,775,000 | 2016-25 |
| 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 | X | X | \$ 4,800,000 | 2004-09 |
| 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 | X | X | \$ 4,899,510 | 2004-09 |
| 2043 | Gresham RC | Multnomah Co. | Powell Valley Road Improvements | 242nd Avenue to 282nd Avenue | Improve Powell Valley Road with pedestrian and bicycle facilities | X | | \$ 4,712,400 | 2016-25 |
| 2044 | Gresham RC | Multnomah Co. | Orient Drive Improvements | 282nd Avenue to 257th Avenue | Improve Orient Drive | X | X | \$ 4,158,000 | 2016-25 |
| 2045 | Gresham RC | Multnomah Co. | 190th Avenue Improvements | Butler Road to Highland Drive and Powell Boulevard to 190th Avenue | Reconstruct and widen street to five lanes with sidewalks and bike lanes. Widen and determine the appropriate cross-section for Highland Drive and Pleasant View Drive from Powell Boulevard to 190th Avenue based on the recommendations from Phase 2 of the Powell Boulevard/Foster Road Corridor Study | X | X | \$ 12,500,000 | * 2010-15 |
| 2046 | Gresham RC | Multnomah Co. | Division Street Improvements | Birdsdale Avenue to Wallula Avenue | Complete boulevard design improvements | X | | \$ 4,620,000 | 2016-25 |
| 2047 | Gresham RC | Gresham | Division Street Improvements | Kelly Street to Burnside Street | Complete boulevard design improvements | X | X | \$ 3,500,000 | 2004-09 |
| 2048 | Gresham RC | Multnomah Co. | Burnside Street Improvements | NE Wallula Street to Hogan Road | Complete boulevard design improvements | X | X | \$ 7,484,400 | 2004-09 |
| 2049 | Deleted (Project included in #2028) | | | | | | | | |
| 2050 | Region | ODOT/Gresham/Multnomah Co. | I-84 to US 26 Corridor Study (ROW and arterials) | I-84 to US 26 | Study to identify additional access management strategies, define long-term freight route in corridor and evaluate potential new alignment south Powell Boulevard to US 26 | X | | \$ 1,155,000 | 2010-15 |
| 2051 | Springwater IA | ODOT | US 26/Springwater Interchange Improvement | US 26 at Springwater | New interchange on US 26 to serve industrial area | X | X | \$ 25,000,000 | 2004-09 |
| 2052 | Gresham RC | Gresham | MAX Shared-Use Path | Ruby Junction to Cleveland Station | Construct new shared-use path | X | X | \$ 2,000,000 | 2004-09 |
| 2053 | Gresham RC | Gresham | Gresham/Fairview Trail | Springwater Trail to Marine Drive | Springwater Trail connection | X | X | \$ 1,963,500 | 2004-09 |
| 2054 | Gresham RC | Gresham | Springwater Trail Connections | Springwater Trail at 182nd Avenue and Pleasant View/190th Ave. | Provide bike access to regional trail | X | X | \$ 1,039,500 | 2016-25 |
| 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 | X | X | \$ 346,500 | 2016-25 |
| 2056 | Gresham RC | Multnomah Co. | Division Street Bikeway | 174th Avenue to Wallula Avenue | Retrofit street to add bike lanes | X | X | \$ 460,000 | 2010-15 |
| 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 | X | X | \$ 5,000,000 | * 2004-09 |
| 2058 | Gresham RC | Gresham | Springwater Trail Pedestrian Access | Eastman, Towle, Roberts, Regner, Hogan | Improve sidewalks and lighting | X | X | \$ 2,000,000 | 2016-25 |
| 2059 | Gresham RC | Gresham | Division Street Pedestrian to Transit Access Improvements | 174th to Wallula Avenue | Improve sidewalks, lighting, crossings, bus shelters and benches | X | X | \$ 1,165,000 | 2016-25 |
| 2062 | Deleted (Project completed) | | | | | | | | |
| 2063 | Gresham RC | TriMet/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. | X | | n/a | 2016-25 |

2004 Federal Update to the RTP Project List Dec. 11, 2003

Approved by Metro Resolution No. 03-3380A

| RTP # | 2040 Link | Jurisdiction | Project Name (Facility) | Project Location | Project Description | 2025 RTP Illustrative System | 2025 RTP Financially Constrained System | 2003 dollars ("*" indicates phasing in financially constrained | RTP Program Years |
|-------|----------------------------------|---------------|--|--|---|------------------------------|---|---|-------------------|
| 2065 | Gresham RC | Gresham | Phase 3 Signal Optimization | System-wide | Optimize signals | X | X | \$ 2,310,000 | * 2004-09 |
| 2068 | PDX IA | ODOT | I-205 Interchange Improvement | I-205 SB/Airport Way Interchange | Widen I-205 southbound on-ramp at Airport Way | X | | \$ 10,000,000 | 2016-25 |
| 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 (Phase 1 in FC; modify signing, striping channelization and signal timing for NB on-ramp) | X | X | \$ 23,100,000 | * 2004-09 |
| 2070 | PDX IA | ODOT | I-205 Interchange Improvement | I-205 SB/Airport Way Interchange | Widen I-205 SB on-ramp at Airport Way; modify signing, striping channelization and/or signal timing for the I-205 NB on-ramp at Airport Way | X | X | \$ 650,000 | 2004-09 |
| 2071 | PDX IA | ODOT | I-205 Auxiliary Lane | Airport Way to Columbia Boulevard | New I-205 auxiliary lane from Airport Way to Columbia Boulevard | X | | \$ 23,100,000 | 2016-25 |
| 2072 | PDX IA | ODOT | I-205 Auxiliary Lane | I-84 to Columbia Boulevard | New auxiliary lane from I-84 to Columbia Boulevard | X | | \$ 5,775,000 | 2016-25 |
| 2073 | South Shore IA | Multnomah Co. | I-84/I-205/Tillamook Shared-Use Connector Study | I-84/122nd Avenue to I-205 | Study feasibility of corridor | X | | n/a | 2016-25 |
| 2074 | South Shore IA | Multnomah Co. | Sandy Boulevard Widening | 122nd Avenue to 238th Avenue | Widens street to five lanes with sidewalks and bike lanes | X | X | \$ 11,800,000 | 2016-25 |
| 2075 | South Shore IA | Multnomah Co. | 207th North Extension | Sandy Boulevard to Airport Way | New street connection between 207th Avenue and Airport Way | X | | \$ 6,699,000 | 2016-25 |
| 2076 | South Shore IA | TriMet | 181st Avenue Frequent bus | Gresham to Columbia South Shore | Construct improvements that enhance Frequent Bus service | X | X | \$ 1,350,000 | 2010-15 |
| 2077 | South Shore IA | Multnomah Co. | 181st Avenue Widening | Halsey Street to EB on-ramp to I-84 | Widens street to three lanes southbound | X | X | \$ 1,097,500 | 2004-09 |
| 2078 | South Shore IA | Multnomah Co. | 162nd Railroad Crossing Improvements | 162nd Avenue/railroad bridge | Replacing railroad bridge to allow for road widening | X | | \$ 6,006,000 | 2016-25 |
| 2079 | Deleted (Construction completed) | | | | | | | | 2016-25 |
| 2080 | South Shore IA | Multnomah Co. | 202nd Railroad Crossing Improvement | 202nd Avenue/railroad bridge | Replacing railroad bridge to allow for road widening | X | X | \$ 4,042,500 | 2004-09 |
| 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 | X | X | \$ 9,240,000 | 2004-09 |
| 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 | X | | \$ 1,386,000 | 2016-25 |
| 2083 | South Shore IA | Multnomah Co. | Sandy Boulevard Overpass | Sandy Boulevard at I-84 | Construct overpass to reconnect Sandy Boulevard over I-84 | X | | \$ 27,720,000 | 2016-25 |
| 2084 | South Shore IA | Multnomah Co. | 181st Avenue Intersection Improvement | 181st Avenue/Gilson Street intersection | Improve intersection | X | X | \$ 623,700 | 2016-25 |
| 2085 | South Shore IA | Multnomah Co. | 181st Avenue Intersection Improvement | 181st Avenue/Burnside Road intersection | Improve intersection | X | X | \$ 346,500 | 2016-25 |
| 2086 | Deleted (Construction completed) | | | | | | | | |
| 2087 | Deleted (Construction completed) | | | | | | | | 2016-25 |
| 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 | X | X | \$ 1,943,865 | 2004-09 |
| 2091 | South Shore IA | Portland | NE/SE 148th Avenue Bikeway | Division | Retrofit bike lanes to existing street | X | X | \$ 35,805 | 2010-15 |
| 2093 | South Shore IA | Multnomah Co. | Marine Drive Safety Corridor Plan | Marine Drive from Troutdale to Rivergate | Long-term traffic management plan | X | | n/a | 2016-25 |
| 2098 | Rockwood TC | Multnomah Co. | 162nd Avenue Improvements | Gilson Street to Halsey Street | Reconstruct and widen to five lanes | X | | \$ 2,356,200 | 2016-25 |
| 2099 | Rockwood TC | Multnomah Co. | 201st/202nd Avenue Corridor Improvements | Sandy Boulevard-Powell Boulevard | Reconstruct and widen to three lanes (Sandy to Halsey in FC System) | X | X | \$ 9,909,900 | * 2004-09 |
| 2101 | Rockwood TC | Gresham | Stark Street Improvements | 190th to 197th | Complete boulevard design improvements | X | X | \$ 3,465,000 | 2010-15 |
| 2102 | Rockwood TC | Gresham | Stark Street Improvements | 181st to 190th | Complete boulevard design improvements | X | X | \$ 3,465,000 | 2004-09 |
| 2103 | Rockwood TC | Multnomah Co. | 181st Avenue Improvements | Gilson to Yamhill | Complete boulevard design improvements | X | X | \$ 3,326,400 | 2010-15 |
| 2104 | Rockwood TC | Multnomah Co. | Burnside Road Boulevard Improvements | 181st Avenue to 197th Avenue | Complete boulevard design improvements | X | X | \$ 4,200,000 | 2004-09 |
| 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 | X | X | \$ 3,465,000 | 2016-25 |

2004 Federal Update to the RTP Project List Dec. 11, 2003

Approved by Metro Resolution No. 03-3380A

| RTP # | 2040 Link | Jurisdiction | Project Name (Facility) | Project Location | Project Description | 2025 RTP Illustrative System | 2025 RTP Financially Constrained System | 2003 dollars (*** indicates phasing in financially constrained) | RTP Program Years |
|-------|----------------------------------|---------------------|---|--|---|------------------------------|---|---|-------------------|
| 2108 | Deleted (Construction completed) | | | | | | | | |
| 2109 | Fairview/WV TC | Multnomah Co. | Glisan Street Improvements | 202nd Avenue to 207th Avenue | Complete reconstruction of Glisan Street to five lanes | X | X | \$ 1,800,000 | 2004-09 |
| 2110 | Fairview/WV TC | Multnomah Co. | MKC Collector | Halsey Street to Arata Road | Construct new collector of regional significance | X | X | \$ 1,100,000 | 2016-25 |
| 2111 | Deleted (Construction completed) | | | | | | | | |
| 2112 | Fairview/WV TC | Multnomah Co. | 223rd Avenue Improvements | Glisan to Stark | Improve sidewalks, lighting, crossings, bus shelters and benches | X | | \$ 1,155,000 | 2016-25 |
| 2113 | Fairview/WV TC | Multnomah Co. | Halsey Street Improvements | 190th Avenue to 207th Avenue | Widen to three lanes with sidewalks and bike lanes | X | | \$ 2,772,000 | 2004-09 |
| 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 | X | X | \$ 1,386,000 | 2016-25 |
| 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 | X | X | \$ 577,731 | 2010-15 |
| 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 | X | | n/a | 2016-25 |
| 2118 | Fairview/WV TC | MultCo/FV/ WV | Arata Road Improvement | Wood Village Boulevard to 238th Drive | Upgrade street with center turn lane/median, sidewalks and bicycle lanes | X | | \$ 1,000,000 | 2010-15 |
| 2120 | Troutdale TC | Multnomah Co. | Sandy Boulevard Bicycle and Pedestrian Improvements | 162nd to Troutdale | Retrofit bike lanes and sidewalks on existing street | X | X | \$ 8,316,000 | 2016-25 |
| 2121 | Troutdale TC | ODOT/MultCo | Columbia River Highway Improvements | Kibling Avenue to Sandy River | Upgrade to include bicycle and pedestrian facilities | X | | \$ 1,386,000 | 2016-25 |
| 2122 | Troutdale TC | Multnomah Co. | Troutdale Road Improvements | Cherry Park Road to Strebin Road | Upgrade to include bicycle and pedestrian facilities | X | | \$ 2,217,600 | 2016-25 |
| 2123 | Troutdale TC | Multnomah Co. | Stark Street Improvements | 257th Avenue to Troutdale Road | Widens street to five lanes | X | X | \$ 3,465,000 | 2004-09 |
| 2124 | Troutdale TC | Multnomah Co. | Halsey Street Improvements - Troutdale | 238th to 257th | Improve Halsey Street to 3 lanes and complete boulevard design improvements | X | X | \$ 3,742,200 | 2010-15 |
| 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 | X | X | \$ 115,500 | 2016-25 |
| 2126 | Troutdale TC | Troutdale | 257th Avenue Pedestrian Improvements | Cherry Park Road to Stark Street | Improve sidewalks, lighting, crossings, bus shelters and benches | X | X | \$ 1,155,000 | 2004-09 |
| 2127 | Troutdale TC | MultCo/Troutdale | Edgefield Station Recreational Intermodal Facility | 249th and Halsey | Develop Edgefield Station as a recreational intermodal facility | X | | \$ 5,775,000 | 2016-25 |
| 2128 | Troutdale TC | Multnomah Co. | 40-mile Loop Trail | 223rd Avenue/Marine Drive to Troutdale town center | Study feasibility of corridor | X | | n/a | 2016-25 |
| 2131 | Burnside SC | Gresham | SE 174th Avenue Bikeway | Springwater Trail to SE Stark Street | Retrofit bike lanes to existing street | X | | \$ 23,100 | 2016-25 |
| 2132 | Burnside SC | Gresham | Burnside SC Pedestrian Improvements | 172nd, 197th, Glisan, Stark and intersecting streets | Improve sidewalks, lighting, crossings, bus shelters and benches | X | | \$ 7,103,250 | 2016-25 |
| 2133 | Portland Corridor | ODOT | I-205 Shared-Use Path Crossing Improvements | Several locations | Improve access to I-205 shared-use path | X | | \$ 317,625 | 2004-09 |
| 3000 | Region | ODOT | Highway 217 Improvements | I-5 to US 26 | Add capacity to existing highway | X | | \$ 115,500,000 | 2016-25 |
| 3001 | Region | ODOT | Highway 217 Improvements | NB - TV Highway/Canyon Road to US 26 | Widen NB to three lanes; ramp improvements | X | X | \$ 31,000,000 | 2010-15 |
| 3002 | Region | ODOT | US 26/217 Interchange Improvement | EB US 26/SB Highway 217 Interchange | Braided ramps | X | | \$ 57,750,000 | 2010-15 |
| 3003 | Region | ODOT | US 26/Jackson School Road Interchange | Jackson School Road at US 26 | Construct new interchange | X | X | \$ 18,480,000 | 2004-09 |
| 3004 | Region | ODOT | US 217 EIS Study | I-5 to US 26 | Complete planning and environmental works for improvements in corridor | X | X | \$ 6,000,000 | 2010-15 |
| 3005 | Region | ODOT | US 26 Refinement and EA Study | Sylvan Interchange to 185th Avenue | Complete planning and environmental work for improvements in corridor | X | X | \$ 577,500 | 2004-09 |
| 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 3) | X | X | \$ 25,410,000 | 2004-09 |
| 3007 | Deleted (Construction completed) | | | | | | | | |
| 3008 | Region | ODOT | US 26 Improvements | Highway 217 to Murray Boulevard | Widen US 26 to six lanes | X | X | \$ 37,600,000 | 2004-09 |
| 3009 | Region | ODOT | US 26 Improvements | Murray Boulevard to Cornell Road | Widen US 26 to six lanes | X | X | \$ 8,370,000 | 2004-09 |

**2004 Federal Update to the RTP Project List
Dec. 11, 2003**

Approved by Metro Resolution No. 03-3380A

| RTP # | 2040 Link | Jurisdiction | Project Name (Facility) | Project Location | Project Description | 2025 RTP Illustrative System | 2025 RTP Financially Constrained System | 2003 dollars (****) Indicates phasing in financially constrained | RTP Program Years |
|-------|-------------------------------------|-----------------------|---|--|---|------------------------------|---|--|-------------------|
| 3010 | Region | MultCo/WashCo | Cornelius Pass Road | US 26 to US 30 | Improve to better accommodate freight movement | X | | \$ 28,875,000 | 2016-25 |
| 3011 | Region | ODOT | US 26 Improvements | Cornell Road to 185th Avenue | Widen US 26 to six lanes | X | X | \$ 12,300,000 | 2004-09 |
| 3012 | Region | Hillsboro | Rock Creek Greenway Shared-Use Path | TV Highway to Evergreen Parkway | Completes shared-use path along Rock Creek from Tualatin Valley Highway to Evergreen Parkway | X | X | \$ 4,212,000 | 2004-09 |
| 3013 | Region | Various | Bronson Creek Greenway Shared-Use Path | Beaverton Creek to Powerline Trail | Study feasibility of corridor and construct shared-use path | X | X | \$ 871,000 | 2004-09 |
| 3014 | Region | Various | Powerline Beaverton Trail Corridor Trail | Bronson Creek Greenway to Farmington Road | Plan, design and construct shared-use path | X | X | \$ 3,118,500 | 2004-09 |
| 3015 | Region | Various | Beaverton Creek Greenway Corridor Study | Rock Creek to Fanno Creek Greenway | Study feasibility of corridor and construct shared-use path | X | X | \$ 1,500,000 | 2004-09 |
| 3016 | Region | Washington Co. | Washington County ATMS | Washington County | Acquire hardware for new traffic operations center and conduct needs analysis | X | X | \$ 1,155,000 | 2004-09 |
| 3017 | Region | TriMet | Beaverton Hillsdale Highway- Frequent Bus | Beaverton-Hillsdale Highway | Improvements to enhance Frequent bus service | X | X | \$ 3,300,000 | 2004-09 |
| 3018 | Region | TriMet | Transit center and park-and-ride upgrades | Various locations in subarea | Construct, expand and/or upgrade transit stations and park-and-rides throughout subarea | X | | See Tri-Met Total | 2004-25 |
| 3019 | Beaverton RC | Beaverton | Beaverton Connectivity Improvements I: East-West | (1) Center: Cedar Hills to Hocken via Westgate/Dawson; (2) Crescent: Cedar Hills to Hall; (3) Millikan Way: Watson/Hall to 114th; (4) Broadway to 115th connection; (5) Electric to Whitney to Carousel to 144th | Complete central Beaverton street connections | X | X | \$ 19,100,000 | 2004-09 |
| 3020 | Beaverton RC | Beaverton | Beaverton Connectivity Improvements II: North/South | (6) Rose Bigg: Westgate to Broadway; (7) 120th Ave.: Center to Canyon; (8) 114th/115th: LRT to Beaverton-Hillsdale Hwy./Griffith Drive; (9) Tualaway Ave.: Electric to Millikan | Complete central Beaverton street connections | X | X | \$ 15,000,000 | 2004-09 |
| 3021 | Region | Washington Co. | 2040 Centers and Station Areas Pedestrian System Infill | Regional pedestrian system in Washington County | Fill in missing gaps in regional pedestrian system | X | X | \$ 5,000,000 | 2004-09 |
| 3022 | Region | Washington Co. | 2040 Centers and Station Areas Bicycle System Infill | Regional bicycle system in Washington County | Fill in missing gaps in regional bicycle system | X | X | \$ 5,000,000 | 2004-09 |
| 3023 | Beaverton RC | WashCo/Beaverton/ODOT | Highway 217 Interchange Improvements | NB/SB at Walker Road, SB at TV Highway, NB/SB at BH Highway and at Allen Boulevard | Capacity increase and/or braided ramp between the highest priority interchanges identified through the Highway 217 Corridor study (#6009) | X | | \$ 4,158,000 | 2004-09 |
| 3024 | Deleted (included in Project #3011) | | | | | | | | |
| 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 | X | | \$ 38,346,000 | 2016-25 |
| 3026 | Deleted (Construction completed) | | | | | | | | |
| 3027 | Deleted (Construction completed) | | | | | | | | |
| 3028 | Deleted (under construction) | | | | | | | | |
| 3029 | Beaverton RC | Beaverton | Lombard Improvements | Broadway to Farmington | Three lane improvement to realign road with segment to the north with pedestrian facilities | X | X | \$ 1,848,000 | 2004-09 |
| 3030 | Beaverton RC | Beaverton | Farmington Road Improvements | Hocken Avenue to Murray Boulevard | Widen to five lanes; intersections improvements, add turn lanes, bike lanes and sidewalks | X | X | \$ 14,000,000 | 2004-09 |
| 3031 | Beaverton RC | Beaverton | Allen Boulevard Improvements | Highway 217 to Murray Boulevard | Widen to five lanes | X | | \$ 10,800,000 | 2016-25 |
| 3032 | Beaverton RC | Beaverton | Cedar Hills Boulevard Improvements | Farmington Road to Walker Road | Widen to five lanes with sidewalks and bike lanes | X | X | \$ 4,800,000 | 2010-15 |
| 3033 | Beaverton RC | Beaverton | 125th Avenue Extension | Brockman Street/Greenway to Hall Boulevard | Construct two/three-lane extension with intersection improvements, bike lanes and sidewalks | X | X | \$ 10,200,000 | 2004-09 |
| 3034 | Beaverton RC | Beaverton | Hall Boulevard Extension | Cedar Hills Boulevard to Hocken | Construct three-lane extension with bikeways and sidewalks | X | X | \$ 5,700,000 | 2010-15 |
| 3035 | Beaverton RC | Beaverton | Hocken Avenue Improvements | LRT to Beaverton Creek | Widen to 3 lanes with bike lanes and sidewalks and reconstruct bridge | X | X | \$ 1,300,000 | 2004-09 |

2004 Federal Update to the RTP Project List Dec. 11, 2003

Approved by Metro Resolution No. 03-3380A

| RTP # | 2040 Link | Jurisdiction | Project Name (Facility) | Project Location | Project Description | 2025 RTP Illustrative System | 2025 RTP Financially Constrained System | 2003 dollars (***) Indicates phasing in financially constrained | RTP Program Years |
|-------|------------------------------------|-------------------------|---|---|---|------------------------------|---|---|-------------------|
| 3036 | Beaverton RC | Washington Co. | 158th/Merlo Road Improvements | 170th Avenue to Walker Road | Widen to five lanes with sidewalks and bike lanes | X | | \$ 12,700,000 | 2016-25 |
| 3037 | Beaverton RC | Beaverton | Nimbus Road Extension | Hall Boulevard to Denney Road | Extend two-lane roadway | X | | \$ 10,300,000 | 2016-25 |
| 3038 | Beaverton RC | Beaverton | Center Street Improvements | Hall Boulevard to 113th Avenue | Widen to three lanes with bikeways and sidewalks | X | X | \$ 3,696,000 | 2016-25 |
| 3039 | Beaverton RC | Beaverton | Hocken Avenue Improvements | Farmington Road to Millikan Way | Widen street to accommodate 2 additional lanes between Tualatin Valley Highway and Farmington Road to allow turn lanes | X | X | \$ 2,000,000 | 2010-15 |
| 3041 | Beaverton RC | Beaverton | Hall/Watson Improvements | Allen Boulevard to Cedar Hills Boulevard | Complete boulevard design improvements including crosswalks and intersection improvements, lighting and furniture replacement, create pedestrian plazas and park entries, add turn lanes, bike lanes, and sidewalks | X | X | \$ 5,500,000 | 2004-09 |
| 3042 | Beaverton RC | ODOT/Beaverton/TriMet | TV Highway Pedestrian Access to Transit Improvements | Murray to Highway 217 | Improve sidewalks, lighting, crossings, bus shelters and benches | X | X | \$ 9,240,000 | 2010-15 |
| 3043 | Deleted (Project no longer in TSP) | | | | | | | | |
| 3045 | Beaverton RC | Beaverton | Farmington Road Bikeway | Hocken to Highway 217 | Retrofit to include bike lanes | X | X | \$ 3,234,000 | 2010-15 |
| 3046 | Beaverton RC | Beaverton | Hall Boulevard Bikeway | BH Highway to Cedar Hills Boulevard | Retrofit to include bike lanes | X | X | \$ 1,500,000 | 2004-09 |
| 3047 | Beaverton RC | Beaverton | Watson Avenue Bikeway | BH Highway to Hall Boulevard | Retrofit to include bike lanes | X | X | \$ 100,000 | 2004-09 |
| 3049 | Beaverton RC | Beaverton | Downtown Beaverton Pedestrian/Bike Improvements | Hocken Avenue/TV Highway/113th Avenue/110th Avenue/Cabot Street | Improve sidewalks, bike lanes, lighting, crossings, bus shelters and benches | X | X | \$ 1,293,800 | 2004-09 |
| 3050 | Beaverton RC | Beaverton/WashCo/TriMet | Walker Road Pedestrian Improvements | Polsky/108th to Highway 217 | Improve sidewalks, lighting, crossings, bus shelters and benches | X | | \$ 115,500 | 2016-25 |
| 3051 | Beaverton RC | WashCo/Beaverton/TriMet | Hall Boulevard/Watson Pedestrian-to-Transit Improvements | Cedar Hills Boulevard to Tigard TC | Improve sidewalks, lighting, crossings, bus shelters and benches | X | X | \$ 1,848,000 | 2010-15 |
| 3052 | Beaverton RC | Beaverton | 110th Avenue Pedestrian Improvements | B-H Highway to Canyon Road | Fill in missing sidewalks | X | X | \$ 34,650 | 2004-09 |
| 3053 | Beaverton RC | Beaverton | 117th Avenue Pedestrian Improvements | light rail transit to Center Street | Improve sidewalks, lighting, crossings | X | X | \$ 34,650 | 2004-09 |
| 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 | X | | \$ 577,500 | 2016-25 |
| 3055 | Beaverton RC | ODOT/Beaverton | Beaverton-Hillsdale Highway Pedestrian and Bicycle Improvements | 85th Avenue to Highway 217 (only portion from 91st to Hwy. 217 Financially Constrained) | Improve sidewalks, lighting, crossings, bus shelters and benches; stripe bike lanes | X | X | \$ 12,127,500 | 2016-25 |
| 3056 | Beaverton RC | ODOT | Canyon Road/TV Highway Bike and Pedestrian Improvements | SW 91st Avenue to Highway 217 | Bike lanes, sidewalks and pedestrian crossings | X | | \$ 1,692,075 | 2016-25 |
| 3057 | Beaverton RC | Beaverton | Denney Road Bike/Pedestrian Improvements | Nimbus Avenue to Scholls Ferry Road | Improve sidewalks, crossings and fill in bicycle network gaps | X | X | \$ 242,550 | 2016-25 |
| 3058 | Beaverton RC | TriMet/Beaverton | Beaverton Regional Center TMA | Beaverton Regional Center | Implements a transportation management association program with employers | X | X | \$ 200,000 | 2004-09 |
| 3060 | Beaverton RC | ODOT/WashCo | TV Highway Access Management | 117th Avenue to Hillsboro | Access management | X | | \$ 17,325,000 | 2010-15 |
| 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 | X | X | \$ 1,732,500 | * 2010-15 |
| 3063 | Beaverton RC | Washington Co. | Murray Boulevard Improvements | TV Highway to Allen Boulevard | Signal coordination | X | X | \$ 57,750 | 2004-09 |
| 3066 | Bethany TC | Washington Co. | Springville Road Improvements | Kaiser to 185th Avenue | Widen to include bike lanes | X | | \$ 866,250 | 2016-25 |
| 3067 | Bethany TC | Washington Co. | 185th Avenue Improvements | West View High School to Springville Road | Widen to five lanes with bike lanes and sidewalks | X | X | \$ 5,775,000 | 2010-15 |
| 3068 | Beaverton Corridor | Washington Co. | Garden Home/92nd Avenue Improvements | Allen Boulevard to Oleson Road | Widen to three lanes with bikeways and sidewalks | X | | \$ 5,197,500 | 2016-25 |
| 3069 | Beaverton Corridor | Washington Co. | Scholls Ferry Road Improvements | Allen Boulevard to Beaverton-Hillsdale Highway | Widen to three lanes with sidewalks and bike lanes | X | | \$ 13,300,000 | 2016-25 |
| 3071 | Region | WashCo/THPRD | Fanno Creek Greenway Shared-Use Path | Greenwood Inn to Scholls Ferry Road | Completes Fanno Creek Greenway shared-use path | X | X | \$ 1,732,500 | 2004-09 |
| 3072 | Beaverton Corridor | Tualatin Hills PRD | Beaverton Powerline Shared-Use Trail | Farmington Road to Scholls Ferry Road | Construct multi-use trail within powerline easement | X | X | \$ 2,000,000 | 2004-09 |
| 3073 | Beaverton Corridor | Washington Co. | Barnes Road Bikeway | Burnside to Leahy Road | Retrofit to include bike lanes | X | | \$ 577,500 | 2016-25 |

**2004 Federal Update to the RTP Project List
Dec. 11, 2003**

Approved by Metro Resolution No. 03-3380A

| RTP # | 2040 Link | Jurisdiction | Project Name (Facility) | Project Location | Project Description | 2025 RTP Illustrative System | 2025 RTP Financially Constrained System | 2003 dollars (*** indicates phasing in financially constrained) | RTP Program Years |
|-------|-------------------------------------|-------------------|---|---|--|------------------------------|---|---|-------------------|
| 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 | X | X | \$ 1,660,890 | 2004-09 |
| 3075 | Beaverton Corridor | Beaverton/WashCo | Cedar Hills Boulevard Improvements | Butner Road to Walker Road | Improve sidewalks, lighting, crossings, bike lanes, bus shelters and benches | X | X | \$ 1,270,500 | 2004-09 |
| 3076 | Beaverton Corridor | Beaverton | Allen Boulevard Improvements | Highway 217 to Western Avenue | Widen to five lanes with bike lanes and sidewalks | X | X | \$ 1,155,000 | 2016-25 |
| 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 | X | | \$ 55,440 | 2016-25 |
| 3078 | Beaverton Corridor | ODOT | Canyon Road Bicycle and Pedestrian Improvements | US 26 to 110th Avenue | Retrofit to include bike lanes/sidewalks | X | | \$ 15,592,500 | 2010-15 |
| 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 | X | X | \$ 320,000 | 2010-15 |
| 3082 | Beaverton IA | Beaverton | Western Avenue Bike Lanes | B-H Highway to Allen Boulevard | Retrofit to include bike lanes | X | | \$ 360,000 | 2016-25 |
| 3083 | Westside SC | Washington Co. | 170th Improvement | Blanton Street to Farmington Road | Widen to five lanes with sidewalks and bike lanes | X | | \$ 9,240,000 | 2016-25 |
| 3084 | Westside SC | Washington Co. | 170th Improvement | Alexander Road to Merlo Road | Widen to five lanes with sidewalks and bike lanes | X | | \$ 9,240,000 | 2016-25 |
| 3085 | Deleted (Construction completed) | | | | | | | | |
| 3086 | Westside SC | Washington Co. | 158th Avenue Improvements | Walker to Jenkins Road | Widen to include bike lanes | X | | \$ 519,750 | 2016-25 |
| 3087 | Westside SC | Beaverton | Millikan Way Improvements | TV Highway to 141st Avenue | Widen to five lanes with sidewalks and bike lanes | X | | \$ 5,000,000 | 2016-25 |
| 3088 | Westside SC | Beaverton | Millikan Way Improvements | 141st Avenue to Hocken Road | Widen to three lanes with sidewalks and bike lanes | X | | \$ 3,700,000 | 2016-25 |
| 3089 | Westside SC | Washington Co. | 160th Avenue Improvements | Tualatin Valley Highway to Farmington Road | Widen to five lanes with sidewalks and bike lanes | X | | \$ 2,310,000 | 2016-25 |
| 3090 | Westside SC | Washington Co. | Walker Road Improvements | 173rd to Stucki Boulevard | Widen to include bike lanes | X | | \$ 866,250 | 2016-25 |
| 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 | X | X | \$ 9,436,350 | 2010-15 |
| 3092 | Westside SC | Washington Co. | Powerline/Rock Creek Trail | Bathany/Kaiser Road to Evergreen Road/Rock Creek Greenway | Construct shared-use path for bicyclists and pedestrians just north of US 26 | X | X | \$ 1,155,000 | 2004-09 |
| 3093 | Westside SC | Washington Co. | Murray Boulevard Bikeway | Farmington Road to S of TV Highway | Retrofit to include bike lanes | X | | \$ 231,000 | 2016-25 |
| 3094 | Westside SC | Hillsboro | Cornell Road Bikeway | Elam Young Parkway (W) to Ray Circle | Retrofit to include bike lanes | X | X | \$ 884,730 | 2004-09 |
| 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 | X | X | \$ 311,850 | 2004-09 |
| 3096 | Deleted (Included in Project #3021) | | | | | | | | |
| 3097 | Westside SC | Washington Co. | Baseline Road Pedestrian Improvements | 158th Avenue to 166th Avenue | Improve sidewalks and pedestrian crossings | X | | \$ 110,880 | 2016-25 |
| 3098 | Westside SC | Washington Co. | Walker Road Bike/Ped Improvements | Canyon Road to Cedar Hills Boulevard | Retrofit to include bike lanes and sidewalks | X | X | \$ 866,250 | 2016-25 |
| 3099 | Hillsboro RC | Washington Co. | 1st Avenue/Glencoe Road | Lincoln Street to Evergreen Road | Widen to three lanes with sidewalks and bike lanes | X | X | \$ 14,800,000 | 2004-09 |
| 3101 | Hillsboro RC | Hillsboro | Jackson School Road Improvements | Evergreen Road to Grant Street | Widen to three lanes with sidewalks and bike lanes | X | | \$ 5,162,850 | 2016-25 |
| 3102 | Hillsboro RC | Washington Co. | Baseline Road Improvements | 201st to 231st Avenue | Widen to three lanes with bike lanes and sidewalks | X | X | \$ 24,255,000 | 2004-09 |
| 3103 | Hillsboro RC | Washington Co. | Baseline Road Improvements | 185th Avenue to Brookwood Parkway | Widen to five lanes with bike lanes and sidewalks | X | | \$ 34,800,000 | 2016-25 |
| 3104 | Hillsboro RC | Hillsboro | NW Alocek Drive Extension | NW Amberwood Drive to Cornelius Pass Road | New three-lane facility with sidewalks and bike lanes | X | X | \$ 2,948,715 | 2004-09 |
| 3105 | Hillsboro RC | Hillsboro | E/W Collector | 185th Avenue to west of Cornelius Pass Road | New 3-lane facility | X | X | \$ 6,781,005 | 2004-09 |
| 3106 | Hillsboro RC | Washington Co. | 229th/231st/234th Connector | Lois Street to Dogwood Street | New 3-lane facility and bridge | X | X | \$ 24,300,000 | 2004-09 |
| 3107 | Westside SC | Hillsboro/WashCo. | SW 205th Avenue Improvements | LRT to Baseline Road | Widen to five lanes, including bridge, sidewalks and bike lanes (sidewalk on eastside and bike lanes only in financially constrained system) | X | X | \$ 7,076,685 | 2010-15 |
| 3108 | Deleted (Construction completed) | | | | | | | | |

2004 Federal Update to the RTP Project List Dec. 11, 2003

Approved by Metro Resolution No. 03-3380A

| RTP # | 2040 Link | Jurisdiction | Project Name (Facility) | Project Location | Project Description | 2025 RTP Illustrative System | 2025 RTP Financially Constrained System | 2003 dollars (***) indicates phasing in financially constrained | RTP Program Years |
|--|--------------------|---------------------------|---|---|---|------------------------------|---|---|-------------------|
| 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 | X | | n/a | 2016-25 |
| 3110 Deleted (Construction completed) | | | | | | | | | |
| 3111 | Hillsboro RC | Washington Co. | First Avenue Improvements | Grant Street to Glencoe High School | Improve sidewalks and pedestrian crossings and make transit improvements | X | X | \$ 808,500 | 2004-09 |
| 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 | X | X | \$ 190,575 | 2004-09 |
| 3113 | Hillsboro RC | Hillsboro | 10th Avenue Improvements | Main Street to Baseline Road | Add right turn lane and widen sidewalk | X | X | \$ 1,915,000 | 2004-09 |
| 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 | X | X | \$ 3,191,000 | 2004-09 |
| 3115 | Hillsboro RC | Washington Co. | 10th Avenue Improvements | Washington Street to Main Street | Widen to provide third NB through lane | X | | \$ 734,000 | 2010-15 |
| 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 | X | | \$ 2,255,715 | 2010-15 |
| 3117 | Hillsboro RC | Hillsboro | East-West Connector | Brookwood Parkway to 28th Avenue | Extend Grant Street beyond 28th Avenue with a new 3-lane facility | X | | \$ 9,061,600 | 2004-09 |
| 3118 | Hillsboro RC | Hillsboro | Tualatin Valley Highway/Brookwood Avenue Intersection Alignment | Tualatin Valley Highway at Brookwood Avenue | Reconfigure TV Highway/Brookwood Avenue/Witch Hazel intersection and roadway improvements to Alexander Street | X | X | \$ 10,000,000 | 2004-09 |
| 3119 | Hillsboro RC | ODOT | TV Highway Improvements - Hillsboro | Shute Park to Baseline/Oak Street to Tenth | Complete boulevard design improvements | X | | \$ 2,310,000 | 2004-09 |
| 3120 | Hillsboro RC | ODOT/Wash. Co. | TV Highway Pedestrian Improvements | 10th to Cornelius Pass Road | Improve sidewalks, lighting, crossings, bus shelters and benches | X | | \$ 9,586,500 | 2016-25 |
| 3121 | Region | ODOT | TV Highway Corridor Study | Highway 217 to downtown Hillsboro | Study to define access management strategy and define needed improvements for motor vehicle, truck, transit, bike and pedestrian travel in the corridor | X | | \$ 1,732,500 | 2004-09 |
| 3123 | Hillsboro RC | TriMet/Hillsboro | Hillsboro Regional Center TMA Startup | Hillsboro Regional Center | Implements a transportation management association program with employers | X | X | \$ 200,000 | 2004-09 |
| 3124 | Hillsboro RC | ODOT | TV Highway System Management | 209th Avenue to 10th Avenue | Interconnect signals | X | | \$ 1,732,500 | 2004-09 |
| 3126 | Sunset IA | Washington Co. | Cornelius Pass Road Improvements | TV Highway to Baseline Road | Widen to five lanes including sidewalks and bike lanes | X | X | \$ 5,775,000 | 2010-15 |
| 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 | X | X | \$ 1,914,500 | 2004-09 |
| 3128 | Hillsboro RC | Washington Co. | Cornell Road Improvements | Arrington Road to Main Street | Widen to five lanes | X | X | \$ 6,930,000 | 2016-25 |
| 3129 Deleted (Outside Metro Planning Area Boundary) | | | | | | | | | |
| 3130 Deleted (Construction completed) | | | | | | | | | |
| 3131 | Sunset IA | Washington Co. | Evergreen Road Improvements | 25th Avenue to 253rd Avenue | Widen to five lanes including sidewalks and bike lanes | X | X | \$ 4,679,500 | 2004-09 |
| 3132 Deleted (Construction completed) | | | | | | | | | |
| 3133 | Sunset IA | Washington Co./ ODOT | Cornelius Pass Road Interchange Improvement | US 26/Cornelius Pass Road | Construct eastbound on-ramp, westbound off-ramp and southbound auxiliary lane | X | X | \$ 5,775,000 | 2004-09 |
| 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 | X | X | \$ 10,395,000 | 2004-09 |
| 3135 | Sunset IA | Washington Co. | Cornelius Pass Road Improvements | Baseline Road to Alcock Drive | Widen to five lanes including sidewalks and bike lanes | X | X | \$ 17,325,000 | 2004-09 |
| 3136 Deleted (Construction completed) | | | | | | | | | |
| 3137 | Sunset IA | Washington Co. | Brookwood Avenue Improvements | TV Highway to Baseline Road | Widen to three lanes including sidewalks and bike lanes | X | X | \$ 12,500,000 | 2004-09 |
| 3138 Deleted (Construction completed) | | | | | | | | | |
| 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 | X | X | \$ 6,633,743 | 2004-09 |

2004 Federal Update to the RTP Project List Dec. 11, 2003

Approved by Metro Resolution No. 03-3380A

| RTP # | 2040 Link | Jurisdiction | Project Name (Facility) | Project Location | Project Description | 2025 RTP Illustrative System | 2025 RTP Financially Constrained System | 2003 dollars ("**") indicates phasing in financially constrained | RTP Program Years |
|-------|-------------------------------------|----------------------|---|--|---|------------------------------|---|--|-------------------|
| 3140 | Sunset IA | Hillsboro | 229th Avenue Extension | NW Wagon Way to West Union Road | New three-lane facility with sidewalks and bike lanes | X | X | \$ 2,867,800 | 2010-15 |
| 3141 | Sunset IA | Washington Co. | 170th/173rd Improvements | Baseline to Walker | Improve to 3 lanes | X | X | \$ 6,352,500 | 2010-16 |
| 3142 | Sunset IA | Washington Co. | Johnson Street Extension | 170th Avenue to Cornelius Pass Road | Three lane extension (two lanes west bound and one lane eastbound with turn lanes), including bike lanes and sidewalks | X | | \$ 21,000,000 | 2010-15 |
| 3143 | Sunset IA | Washington Co. | Walker Road Improvements | Cedar Hills to 158th Avenue | Widen to five lanes including sidewalks and bike lanes | X | X | \$ 23,100,000 | 2010-15 |
| 3144 | Sunset IA | Washington Co. | Walker Road Improvements | 158th Avenue to Amberglen Parkway | Widen to five lanes including sidewalks and bike lanes | X | X | \$ 11,550,000 | 2010-15 |
| 3145 | Sunset IA | Washington Co. | Walker Road Improvements | Highway 217 to Cedar Hills Boulevard | Widen to five lanes including sidewalks and bike lanes | X | | \$ 30,607,500 | 2016-25 |
| 3146 | Sunset IA | WashCo/Hillsboro | Cornelius Pass Intersection Improvements | Intersection at Quatama | Improve Quatama/Cornelius Pass Road intersection | X | | \$ 577,500 | 2016-25 |
| 3147 | Sunset IA | Hillsboro | 25th Avenue Improvements | Cornell Road to Evergreen | Widen street to three lanes with bike lanes | X | X | \$ 2,553,000 | 2010-15 |
| 3148 | Beaverton RC | Washington Co. | Walker Road Improvements | Highway 217 to Cedar Hills Boulevard | Widen to three lanes including sidewalks and bike lanes | X | X | \$ 9,240,000 | 2010-15 |
| 3149 | Sunset IA | ODOT/Washington Co. | Shute Road Interchange Improvements | Shute Road and US 26 | Relocate westbound on-ramp to construct westbound to southbound loop ramp and widen overcrossing to accommodate additional southbound through lane | X | X | \$ 6,382,000 | 2004-09 |
| 3150 | Sunset IA | Washington Co. | Cornell Road System Management | 10th Avenue to Multnomah County line | Upgrade traffic controllers and install CCTV cameras and monitoring stations | X | X | \$ 800,000 | 2004-09 |
| 3151 | Sunset IA | TriMet | US 26 Corridor TDM Program | Sunset Industrial Area | Implements a transportation management association program with employers | X | | \$ 1,501,500 | 2016-25 |
| 3152 | Deleted (Project completed) | | | | | | | | |
| 3153 | Forest Grove TC | Forest Grove | David Hill Road Connector | Thatcher Road to Highway 47 (Sunset Drive) | Extend easterly from Thatcher Road to Sunset Drive (Highway 47) as a two-lane arterial facility with left-turn lanes at major intersections, traffic signal at 47 and bike lanes | X | X | \$ 7,165,000 | 2004-09 |
| 3154 | Deleted (Construction completed) | | | | | | | | |
| 3155 | Forest Grove TC | ODOT | Highway 47 Traffic Signals | Highway 47/Elm Street and Highway 47/Maple Street | Add traffic signals at Elm and Maple streets | X | | \$ 500,000 | 2004-09 |
| 3156 | Forest Grove TC | Forest Grove/WashCo. | Forest Grove-Cornelius Industrial Connector | Yew to Holladay | Two-lane improvements parallel to TV Highway | X | | \$ 1,440,000 | 2010-15 |
| 3157 | Forest Grove TC | Washington Co. | Sunset Drive Improvements | University Avenue to Beal Road | Widen to three lanes including bike lanes, signals and sidewalks | X | X | \$ 6,954,000 | 2004-09 |
| 3158 | Forest Grove TC | Washington Co. | Martin Road/Cornelius-Schefflin Road Improvements | Forest Grove northern UGB to Roy Road | Realign with widened paved shoulders Martin Road and Cornelius Schefflin Road | X | X | \$ 14,206,500 | 2004-09 |
| 3159 | Forest Grove TC | ODOT/Forest Grove | Highway 8 Improvements - Forest Grove | B' Street to Cornelius city limits | Complete boulevard design improvements (OTIA project in FC) | X | X | \$ 9,240,000 | * 2010-15 |
| 3160 | Forest Grove TC | Washington Co. | Verboort Road Intersection Improvement | at Highway 47 | Intersection safety improvement | X | X | \$ 231,000 | 2010-15 |
| 3161 | Forest Grove TC | Forest Grove | Gales Creek Road Intersection Realignment | at Thatcher Road | Realign intersection to increase capacity | X | | \$ 1,420,650 | 2016-25 |
| 3162 | Deleted (Included in Project #3159) | | | | | | | | |
| 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 | X | X | \$ 2,463,234 | 2004-09 |
| 3164 | Forest Grove TC | TriMet | TV Highway Frequent Bus | Forest Grove to Hillsdale via TV Highway and B-H Highway | Provide improvements that enhance frequent bus service | X | X | \$ 1,575,000 | 2004-25 |
| 3165 | Forest Grove TC | ODOT | Highway 47/Quince Street | Tualatin Valley Highway/Quince St. intersection | Modify traffic signal and add turn lanes at Quince Street | X | | \$ 1,000,000 | 2016-25 |
| 3166 | Cornelius | Cornelius/ODOT | Highway 8 Intersection Reconstruction - 10th Avenue | Intersection of 10th Avenue and Highway 8 couplet at Baseline and Adair | Increase turning radii, add protected turn lanes, and improve pedestrian crossings to support freight access and improve pedestrian and vehicle safety | X | X | \$ 879,000 | 2004-09 |
| 3167 | Cornelius | Cornelius/ODOT | Highway 8 Intersection Realignment - 19th/20th Avenue | Intersection of 19th/20th Avenue and Highway 8 at initiation of couplet | Create new intersection by the alignment of 19th Avenue/20th Avenue at Highway 8; improve S. 20th (including RR crossing) to S. Alpine and improve N. 19th to RR crossing north of N. Davis | X | X | \$ 3,100,000 | 2004-09 |

2004 Federal Update to the RTP Project List Dec. 11, 2003

Approved by Metro Resolution No. 03-3380A

| RTP # | 2040 Link | Jurisdiction | Project Name (Facility) | Project Location | Project Description | 2025 RTP Illustrative System | 2025 RTP Financially Constrained System | 2003 dollars (****) Indicates phasing in financially constrained | RTP Program Years |
|-------|--|---------------------|--|---|--|------------------------------|---|--|-------------------|
| 3168 | Cornelius | Cornelius/ODOT | Highway 8/14th Avenue Intersection Improvements | Intersection of 14th Avenue at Highway 8 couplet (Adair and Baseline) | Intersection geometry improvements and conversion of pedestrian signal to full mode signalization for improved Main Street District circulation and improved pedestrian safety on Adair and Baseline streets | X | X | \$ 450,000 | 2004-09 |
| 3169 | Cornelius | Cornelius/ODOT | Main Street Couplet Improvements | Highway 8 couplet from 10th to 19th Avenue | Complete boulevard design improvements to Baseline, 11th, 12th, 13th, 14th, and 17th Avenues, and pedestrian alley within the Adair/Baseline couplet in Main Street District | X | X | \$ 6,930,000 | 2004-09 |
| 3170 | Cornelius | Cornelius/ODOT | West Couplet Enhancement | 1st Avenue to 10th Avenue | Complete boulevard design improvements | X | X | \$ 3,465,000 | 2010-15 |
| 3171 | Cornelius | Cornelius/Wash. Co. | North Davis Street Reconstruction | 19th Avenue to 10th Avenue | Reconstruct street to urban standards | X | X | \$ 1,600,000 | 2010-15 |
| 3172 | Forest Grove TC | Forest Grove | 23rd/24th Avenue Extension | Hawthorne Ave. to Quince St. (Hwy. 47) | Construct collector roadway with left-turn lane at Hawthorne | X | X | \$ 2,782,000 | 2004-09 |
| 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 | X | | \$ 11,550,000 | 2016-25 |
| 3174 | Sunset TC | Washington Co. | Barnes Road Improvements | Leahy Road to 84th Avenue | Widen to five lanes with bike lanes and sidewalks | X | | \$ 4,966,500 | 2016-25 |
| 3175 | Sunset TC | Washington Co. | Barnes Road Improvements | Highway 217 to 119th Avenue | Widen to five lanes with bike lanes and sidewalks | X | | \$ 7,161,000 | 2010-15 |
| 3176 | Sunset TC | Washington Co. | 95th Avenue Extension | Leahy Road to Barnes Road | Construct new two-lane road connection with bike and pedestrian facilities | X | | \$ 1,732,500 | 2016-25 |
| 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 | X | | \$ 2,079,000 | 2004-09 |
| 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 | X | X | \$ 577,500 | 2010-15 |
| 3180 | Sunset TC | Washington Co. | 119th Avenue Improvements | Barnes Road to Cornell Road | Construct new collector with sidewalks and bike lanes | X | | \$ 3,003,000 | 2010-15 |
| 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 | X | | \$ 3,465,000 | 2016-25 |
| 3182 | Cedar Mill TC | Washington Co. | Cornell Road Improvements - West Cedar Mill | 143rd Avenue to Murray Boulevard | Widen to five lanes with boulevard design treatment | X | X | \$ 6,930,000 | 2016-25 |
| 3183 | Cedar Mill TC | Washington Co. | Cornell Road Improvements | Murray Boulevard to Saltzman Road | Widen to three lanes with bikeways and sidewalks | X | X | \$ 9,200,000 | 2004-09 |
| 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 | X | | \$ 12,705,000 | 2016-25 |
| 3185 | Cedar Mill TC | Washington Co. | Barnes Road Improvement | Saltzman Road to 119th Avenue | Widen to five lanes with intersection improvement at Saltzman | X | X | \$ 6,121,500 | 2004-09 |
| 3186 | Cedar Mill TC | Washington Co. | Murray Boulevard Improvements - Cedar Mill | US 26 to Cornell Road | Widen Murray Boulevard to five lanes and improve Cornell/Murray intersection | X | X | \$ 12,000,000 | 2004-09 |
| 3188 | Cedar Mill TC | Washington Co. | Saltzman Road Improvements | Cornell Road to Laidlaw Road | Widen to three lanes with sidewalks and bike lanes | X | X | \$ 19,000,000 | 2004-09 |
| 3189 | Deleted (included in Project #3188) | | | | | | | | |
| 3190 | Cedar Mill TC | Washington Co. | 143rd Avenue Improvements | Cornell Road to West Union Road | Widen to three lanes with sidewalks and bike lanes | X | | \$ 5,775,000 | 2010-15 |
| 3191 | Deleted (Project included in other projects on list) | | | | | | | | |
| 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 | X | X | \$ 1,165,000 | 2004-09 |
| 3193 | Deleted (Included in Project #3183) | | | | | | | | |
| 3194 | Deleted | | | | | | | | |
| 3195 | Cedar Mill TC | Washington Co. | Saltzman Pedestrian Improvements | Marshall Road to Dogwood Road | Construct sidewalks on west side of road | X | X | \$ 560,175 | 2004-09 |
| 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 | X | X | \$ 5,775,000 | 2004-09 |
| 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 | X | | \$ 2,310,000 | 2016-25 |

**2004 Federal Update to the RTP Project List
Dec. 11, 2003**

Approved by Metro Resolution No. 03-3380A

| RTP # | 2040 Link | Jurisdiction | Project Name (Facility) | Project Location | Project Description | 2025 RTP Illustrative System | 2025 RTP Financially Constrained System | 2003 dollars (**** indicates phasing in financially constrained) | RTP Program Years |
|-------|--------------------|----------------|--|---|---|------------------------------|---|--|-------------------|
| 3199 | Bethany TC | Washington Co. | West Union Road Improvements | 143rd Avenue to future Springville Road extension | Widen to three lanes, including sidewalks and bike lanes | X | | \$ 21,000,000 | 2016-25 |
| 3200 | Bethany TC | Washington Co. | Kaiser Bikeway | West Union to Springville Road | Widen to include bike lanes | X | | \$ 739,200 | 2016-25 |
| 3201 | Bethany TC | Washington Co. | Kaiser Road Pedestrian Improvements | Bronson Creek to Springville Road | Improve sidewalks, lighting, crossings, bus shelters and benches | X | | \$ 577,500 | 2016-25 |
| 3202 | Bethany TC | Washington Co. | West Union Road Improvements | Future Springville Road extension to Cornelius Pass Road | Widen to five lanes including sidewalks and bike lanes | X | | \$ 12,400,000 | 2016-25 |
| 3203 | Bethany TC | Washington Co. | 174th Avenue Improvements | Bronson Road to Meadowgrass Road | Widen to three lanes with bike lanes and sidewalks | X | | \$ 13,900,000 | 2016-25 |
| 3204 | Tanasbourne TC | Washington Co. | Cornell Road Improvements - East Tanasbourne | 179th Avenue to Bethany Boulevard | Widen to five lanes with sidewalks and bike lanes | X | X | \$ 6,600,000 | 2010-15 |
| 3205 | Tanasbourne TC | Washington Co. | 173rd/174th Undercrossing | Cornell Road to Bronson Road | Construct new two lane undercrossing with sidewalks and bike lanes | X | | \$ 17,094,000 | 2016-25 |
| 3206 | Tanasbourne TC | Washington Co. | Thompson Road Improvements | Bronson Creek Drive to Saltzman Road | Widen to three lanes with sidewalks and bike lanes | X | | \$ 2,310,000 | 2016-25 |
| 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 | X | | \$ 4,620,000 | 2016-25 |
| 3208 | Tanasbourne TC | Washington Co. | Tanasbourne TC Pedestrian Improvements | Cornell, Evergreen Pkwy and intersecting streets | Improve sidewalks, lighting, crossings, bus shelters and benches | X | X | \$ 231,000 | 2016-25 |
| 3209 | Bethany TC | Washington Co. | Springville Road Pedestrian Improvements | Kaiser to 185th | Improve sidewalks, lighting, crossings, bus shelters and benches | X | | \$ 577,500 | 2016-25 |
| 3210 | Tanasbourne TC | Washington Co. | 185th Avenue Pedestrian Improvements | Westview HS to West Union Road | Improve sidewalks, lighting, crossings, bus shelters and benches | X | | \$ 51,975 | 2016-25 |
| 3214 | Farmington TC | Washington Co. | Farmington Road Improvements | 172nd Avenue to 185th Avenue | Widen to five lanes | X | | \$ 11,550,000 | 2016-25 |
| 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 | X | | \$ 15,400,000 | 2016-25 |
| 3216 | Farmington TC | Washington Co. | 185th Avenue Improvements | TV Highway to Bany Road | Widen to three lanes | X | X | \$ 9,240,000 | 2010-15 |
| 3217 | Farmington TC | Washington Co. | Farmington Road Improvements | 185th Avenue to 209th Avenue | Widen to three lanes | X | X | \$ 10,000,000 | 2010-15 |
| 3220 | Aloha TC | WashCo/ODOT | Aloha TC Pedestrian Improvements | Tualatin Valley Highway, 185th and intersecting streets | Improve sidewalks, lighting, crossings, bus shelters and benches | X | | \$ 1,155,000 | 2016-25 |
| 3221 | Beaverton Corridor | Washington Co. | Kinnaman Road Pedestrian Improvements | Farmington to 198th | Improve sidewalks, lighting, crossings, bus shelters and benches | X | | \$ 231,000 | 2016-25 |
| 3223 | Beaverton Corridor | Washington Co. | 185th Avenue Improvements | Tualatin Valley Highway to Kinnaman Road | Widen to five lanes with sidewalks and bike lanes | X | | \$ 8,085,000 | 2016-25 |
| 3224 | Deleted | | | | | | | | |
| 3225 | Aloha TC | Washington Co. | 209th Avenue Improvements | Kinnaman Road to Farmington Road | Widen to three lanes with bike lanes and sidewalks | X | | \$ 21,000,000 | 2010-15 |
| 3226 | Bethany TC | Washington Co. | Springville Road Improvements | 185th Avenue to Portland Community College | Widen to five lanes with bike lanes and sidewalks | X | | \$ 3,800,000 | 2010-15 |
| 3227 | Bethany TC | Washington Co. | Springville Road Improvements | PCC access to Kaiser Road | Widen to three lanes with bike lanes and sidewalks | X | | \$ 9,600,000 | 2016-25 |
| 3228 | Bethany TC | Washington Co. | Laidlaw Road Improvements | West Union Road to Kaiser Road | Widen to three lanes with bike lanes and sidewalks | X | | \$ 11,000,000 | 2010-15 |
| 3229 | Bethany TC | Washington Co. | Kaiser Road Improvements | Bethany Boulevard to Cornell Road | Widen to three lanes with bike lanes and sidewalks | X | | \$ 18,600,000 | 2010-15 |
| 3230 | Bethany TC | Washington Co. | Kaiser Road Improvements | Springville Road to Bethany Boulevard | Widen to five lanes with bike lanes and sidewalks | X | | \$ 4,600,000 | 2016-25 |
| 3231 | Elmonica SC | Washington Co. | Jenkins Road Improvements | Murray Boulevard to 185th Avenue | Widen to five lanes with bike lanes and sidewalks | X | | \$ 7,300,000 | 2010-15 |
| 3232 | Aloha TC | Washington Co. | 197/198th Avenue Improvements | Tualatin Valley Highway to Baseline Road | Widen to three lanes with bike lanes and sidewalks | X | | \$ 13,900,000 | 2016-25 |
| 3233 | Sunset IA | Washington Co. | Cornelius Pass Road Interchange | US 26 at Cornelius Pass Road | Construct a northbound to westbound loop ramp | X | | \$ 30,000,000 | 2016-25 |
| 3234 | Cedar Mill TC | Washington Co. | Barnes Road Improvements | Leahy Road to County Line | Widen to three lanes including bike lanes and sidewalks | X | | \$ 7,500,000 | 2016-25 |
| 4000 | Region | Region | Vancouver Rail Bridge Replacements | Rail bridge on Columbia River | Replace rail bridge swing span based on recommendations from I-5 Trade Corridor EIS study | X | | \$ 42,000,000 | 2010-15 |

2004 Federal Update to the RTP Project List Dec. 11, 2003

Approved by Metro Resolution No. 03-3380A

| RTP # | 2040 Link | Jurisdiction | Project Name (Facility) | Project Location | Project Description | 2025 RTP Illustrative System | 2025 RTP Financially Constrained System | 2003 dollars (***) indicates phasing in financially constrained | RTP Program Years |
|-------|-------------------------------------|---------------|---|---|--|------------------------------|---|---|-------------------|
| 4001 | Region | TriMet | Killingsworth Frequent Bus | Swan Island to Clackamas TC | Construct improvements that enhance Frequent Bus service | X | X | \$ 4,540,000 | 2010-15 |
| 4002 | Region | ODOT | I-5 Interstate Bridge and I-5 Widening - RO | I-5/Columbia River to Columbia Boulevard | Acquire right-of-way | X | | \$ 20,000,000 | 2004-09 |
| 4003 | Region | ODOT | I-5 Interstate Bridge and I-5 Widening | I-5/Columbia River to Columbia Boulevard | Improve I-5/Columbia River bridge (local share of joint project) based on recommendations in I-5 Trade Corridor Study | X | | \$ 231,000,000 | 2004-09 |
| 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 (Greeley ramp improvements in financially constrained system) | X | X | \$ 106,260,000 | * 2004-09 |
| 4005 | Region | ODOT | I-5 North Improvements | Lombard Street to Expo Center/Delta Park | Widen to six lanes | X | X | \$ 41,000,000 | 2004-09 |
| 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 | X | X | \$ 56,000,000 | 2010-15 |
| 4007 | Region | Multnomah Co. | Sauvie Island Bridge Replacement | Sauvie Island Bridge | Replace substandard bridge | X | X | \$ 31,000,000 | 2004-09 |
| 4008 | Region | Metro/ODOT | I-205 North Corridor Study | Highway 224 to Vancouver, Wa. | Develop traffic management plan | X | | \$ 1,155,000 | 2010-15 |
| 4009 | Region | ODOT | I-5 Trade Corridor Study and Tier 1 DEIS | I-405 (OR) to I-205 (WA) | Plan improvements to I-5 to benefit freight traffic | X | X | \$ 15,000,000 | 2004-09 |
| 4010 | Columbia Corridor | Portland | Columbia Boulevard Seismic Retrofit | Columbia Boulevard bridge at Taft Avenue | Seismic retrofit project | X | | \$ 415,800 | 2016-25 |
| 4011 | Columbia Corridor | Portland | NE Marine Drive Bikeway | NE 8th to 33rd Avenue and Gantenbein to Vancouver Way | Retrofit bike lanes to existing street; off-street paths in missing locations | X | X | \$ 519,750 | 2004-09 |
| 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 | X | X | \$ 242,550 | 2010-15 |
| 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 | X | | n/a | 2004-09 |
| 4014 | Columbia Corridor | ODOT/Portland | Northeast Portland Highway Study | Columbia/Lombard - I-5 to US-30 | Define long-term improvements and primary freight strategy in corridor | X | | \$ 577,500 | 2016-25 |
| 4015 | Deleted (Project included in #4037) | | | | | | | | |
| 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 | X | | \$ 1,155,000 | 2016-25 |
| 4017 | PDX IA | Port | SW Quad Access | 33rd Avenue | Provide street access from 33rd Avenue into SW Quad | X | X | \$ 1,732,500 | 2004-09 |
| 4018 | PDX IA | Port/Portland | Columbia/Lombard Street Crossover | at 33rd Avenue | Improve access from Columbia Boulevard to 33rd Avenue to the north for air cargo-related development | X | | \$ 8,778,000 | 2016-25 |
| 4019 | Deleted (Construction completed) | | | | | | | | |
| 4020 | Deleted (Construction completed) | | | | | | | | |
| 4021 | PDX IA | Port | Airport Way Improvements, West | 82nd Avenue to PDX terminal | Widen to three lanes in both directions | X | X | \$ 11,550,000 | 2010-15 |
| 4022 | PDX IA | Portland/Port | East Columbia/Lombard Street 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 | X | X | \$ 28,865,250 | 2004-09 |
| 4023 | PDX IA | Port | Marx Drive Extension | Marx Drive to 82nd Avenue | Extend Marx to 82nd Avenue | X | | \$ 363,825 | 2010-15 |
| 4024 | Deleted (Construction completed) | | | | | | | | |
| 4025 | Deleted (Construction completed) | | | | | | | | |
| 4026 | PDX IA | Port/Portland | Cascades Parkway Connection | Cascades Parkway to Alderwood Road | Construct two-lane extension | X | X | \$ 1,732,500 | 2004-09 |
| 4027 | Deleted (Construction completed) | | | | | | | | |
| 4028 | PDX IA | Port | Airport Way/82nd grade separation | 82nd Avenue/Airport Way | Construct grade separated overcrossing | X | X | \$ 12,705,000 | 2010-15 |
| 4029 | PDX IA | Portland | PDX ITS | Traffic signalization | Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow | X | X | \$ 11,895,000 | 2004-09 |

2004 Federal Update to the RTP Project List Dec. 11, 2003

Approved by Metro Resolution No. 03-3380A

| RTP # | 2040 Link | Jurisdiction | Project Name (Facility) | Project Location | Project Description | 2025 RTP Illustrative System | 2025 RTP Financially Constrained System | 2003 dollars ("*" indicates phasing in financially constrained) | RTP Program Years |
|-------|--|---------------|--|---|--|------------------------------|---|---|-------------------|
| 4030 | Deleted (Project included in #4037) | | | | | | | | |
| 4031 | PDX IA | Port | Airport Way return and Exit Roadways | Airport Way | Relocate Airport Way exit roadway and construct new return roadway | X | X | \$ 16,170,000 | 2010-15 |
| 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 | X | X | \$ 4,620,000 | 2004-09 |
| 4033 | PDX IA | Port | Airport Way east terminal access roadway | PDX east terminal | Construct Airport Way east terminal access roadway | X | X | \$ 9,240,000 | 2010-15 |
| 4034 | PDX IA | Portland | 33rd Avenue Bridge and Ramps Seismic Retrofit | NE 33rd Avenue at Columbia Boulevard | Seismic retrofit project | X | | \$ 1,039,500 | 2016-25 |
| 4035 | Deleted (duplicated in Project #4034) | | | | | | | | |
| 4036 | PDX IA | Portland | 42nd Avenue Bridge Seismic Retrofit | NE 42nd Avenue at Lombard Street | Seismic retrofit project | X | | \$ 473,550 | 2016-25 |
| 4037 | PDX IA | Portland/Port | Lombard-Columbia Connection near MLK Jr. Boulevard | Columbia Boulevard and Lombard Street near MLK | Improve road connection between Columbia Boulevard and Lombard in the vicinity of MLK Jr. Boulevard to 11/13th Avenue to facilitate freight movement | X | X | \$ 16,835,000 | 2004-09 |
| 4038 | PDX IA | Port | 82nd Avenue/Alderwood Road Improvement | 82nd Avenue/Alderwood Road intersection | Construct new turn lanes, restripe and modify traffic signal | X | X | \$ 790,000 | 2004-09 |
| 4039 | PDX IA | Port | NE 82nd Avenue | NE 82nd/Columbia Boulevard/Alderwood | Improvement to be defined | X | X | \$ 1,732,500 | 2016-25 |
| 4040 | PDX IA | Portland | 47th Avenue Intersection and Roadway Improvements | at Columbia Boulevard | Widen and channelize NE Columbia Boulevard to facilitate truck turning movements; add sidewalks and bike facilities | X | X | \$ 2,800,000 | 2004-09 |
| 4041 | PDX IA | Portland | Columbia Boulevard/Alderwood Improvements | at Alderwood Road intersection | Widen and signalize intersection | X | X | \$ 1,460,000 | 2004-09 |
| 4042 | PDX IA | Port | Comfoot Road Intersection Improvement | Alderwood/Comfoot Intersection | Add signal, improve turn lanes at intersection | X | X | \$ 730,000 | 2004-09 |
| 4043 | PDX IA | Portland | 33rd/Marine Drive Intersection Improvement | NE 33rd and Marine Drive | Signalize 33rd/Marine Drive intersection for freight movement | X | X | \$ 288,750 | 2010-15 |
| 4044 | PDX IA | Port/Portland | Columbia/82nd Avenue Improvements | Columbia Boulevard at 82nd Avenue southbound ramps | Add through lanes on Columbia Boulevard, a SB right turn lane and signalize | X | X | \$ 1,130,000 | 2004-09 |
| 4045 | PDX IA | Port/Portland | Airport Way/122nd Avenue Improvements | Airport Way at 122nd Avenue | Add NB left turn lane, modify traffic signal and reconstruct island | X | X | \$ 490,000 | 2004-09 |
| 4046 | PDX IA | Portland | NE Alderwood Bikeway | NE Columbia Boulevard to Alderwood Trail | Retrofit bike lanes to existing street | X | X | \$ 462,000 | 2010-15 |
| 4047 | Deleted (Construction completed) | | | | | | | | |
| 4048 | Deleted (alternative route provided on 37th) | | | | | | | | |
| 4049 | PDX IA | Portland | NE 82nd Avenue Bikeway | Columbia Boulevard to Airport Way | Retrofit bike lanes to existing street | X | X | \$ 11,550 | 2004-09 |
| 4050 | PDX IA | Portland | N/NE Columbia Boulevard Bikeway | N Lombard to MLK Boulevard | Retrofit bike lanes to existing street | X | X | \$ 109,725 | 2010-15 |
| 4051 | PDX IA | Portland | NE Comfoot Bikeway | NE Alderwood to NE 47th Avenue | Retrofit bike lanes to existing street | X | X | \$ 1,807,760 | 2016-25 |
| 4052 | Deleted (Construction completed) | | | | | | | | |
| 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 | X | X | \$ 600,000 | 2004-09 |
| 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. | X | X | \$ 3,003,000 | 2004-09 |
| 4055 | PDX IA | Port | Airtrans/Comfoot Rd Intersection Improvement | Airtrans and Comfoot Road | Provide channelization, construct new traffic signal | X | X | \$ 250,000 | 2004-09 |
| 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 | X | X | \$ 358,050 | 2010-15 |
| 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 | X | X | \$ 866,250 | 2004-09 |
| 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 | X | X | \$ 3,465,000 | * 2004-09 |
| 4059 | PDX IA | Port | 82nd Avenue Pedestrian Access Improvements | Airport Way to Alderwood Road | Provide pedestrian improvements | X | X | \$ 577,500 | 2004-09 |

2004 Federal Update to the RTP Project List Dec. 11, 2003

Approved by Metro Resolution No. 03-3380A

| RTP # | 2040 Link | Jurisdiction | Project Name (Facility) | Project Location | Project Description | 2025 RTP Illustrative System | 2025 RTP Financially Constrained System | 2003 dollars (**** indicates phasing in financially constrained) | RTP Program Years |
|-------|-------------------------------------|----------------|---|--|--|------------------------------|---|--|-------------------|
| 4060 | PDX IA | Port/Portland | Lightrail station/track realignment | PDX terminal | Realign light rail track into terminal building. (includes double tracking) | X | X | \$ 14,000,000 | 2010-15 |
| 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 | X | | \$ 57,519,000 | 2010-15 |
| 4062 | Deleted (Construction completed) | | | | | | | | |
| 4063 | Rivergate IA | ODOT/Portland | N. Lombard Improvements | Lombard Street from Rivergate Boulevard (Purdy) to south of Columbia Slough bridge | Widen street to three lanes | X | X | \$ 3,610,000 | 2004-09 |
| 4064 | Rivergate IA | Port | Marine Drive Improvement, Phase 2 | | Rail overcrossing | X | | \$ 20,790,000 | 2016-25 |
| 4065 | Rivergate IA | Port/Portland | North Lombard Overcrossing | South Rivergate | Construct overpass from Columbia/Lombard intersection into South Rivergate entrance to separate rail and vehicular traffic. Project includes motor vehicle lanes, bike lanes, and sidewalks. | X | X | \$ 24,453,660 | 2004-09 |
| 4066 | Rivergate IA | Port | Columbia River Channel Deepening Study | Astoria to Portland | Conduct feasibility/environmental study | X | | n/a | 2004-09 |
| 4067 | Rivergate IA | Port | Columbia River Channel Deepening - Regional Share | Deepen Columbia River Channel from Astoria to Portland | State-wide issue, project is outside Metro region | X | X | statewide project | 2004-09 |
| 4068 | Rivergate IA | Port/RR | Rivergate Rail expansion | Includes a series of improvements in Rivergate | Expand rail capacity in and to the Rivergate area | X | | \$ 17,000,000 | 2004-09 |
| 4069 | Rivergate IA | Port/RR | Hayden Island rail access | Rail facilities from Rivergate to Hayden Island | Rail access to Hayden Island development | X | | \$ 3,000,000 | 2010-15 |
| 4070 | Rivergate IA | Port/RR | Additional tracks - Kenton Line | North Portland to Fir Street | Add track and sidings between Pen Junction and I-205 | X | | \$ 17,600,000 | 2010-15 |
| 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 | X | | \$ 5,197,500 | 2004-09 |
| 4072 | Columbia Corridor | Portland | N. Force/Broadacre/Victory Bikeway | N. Marine Drive to N. Denyer | Signed bikeway connection to I-5 river crossing | X | X | \$ 23,100 | 2016-25 |
| 4073 | Rivergate IA | Portland/Metro | Kelley Point Park Access Trail/40 Mile Loop Trail | Vicinity of Kelley Point Park | Construct shared-use path | X | X | \$ 132,825 | 2004-09 |
| 4074 | Deleted (included in Project #4073) | | | | | | | | |
| 4075 | Rivergate IA | ODOT/RR | 3rd Track Connector Study | North Portland to Vancouver, WA | Study additional rail capacity to address growth in high speed rail and commuter rail | X | | n/a | 2004-09 |
| 4076 | Rivergate IA | Various | Columbia Slough Greenway Trail Study | Kelly Point Park to Blue Lake Park | Determine feasibility of shared-use path of regional significance | X | X | \$ 150,000 | 2004-09 |
| 4077 | Rivergate IA | Port/RR | Penn Junction Realignment | UP/BNSF Main line | Realign track configuration and signaling | X | | \$ 5,000,000 | 2004-09 |
| 4078 | Rivergate IA | Port/RR | WHI Rail Yard | West Hayden Island | Construct 7 track rail yard | X | | \$ 9,500,000 | 2010-15 |
| 4079 | Rivergate IA | Port/RR | Additional tracks - North Rivergate | Rivergate | Additional mainline track between BN Ford facility and B Yard | X | | \$ 300,000 | 2016-25 |
| 4080 | Deleted (Project completed) | | | | | | | | |
| 4081 | Deleted (Project completed) | | | | | | | | |
| 4082 | Rivergate IA | Port/RR | Ramsey Rail Complex | South of Columbia Slough bridge | Construct six tracks and one mainline track and lead | X | X | \$ 12,000,000 | 2004-09 |
| 4084 | PDX IA | Port | East Airport Pedestrian and Bicycle Access Improvements | Mt. Hood Avenue to Marine Drive | Provide bicycle and pedestrian connection between Mt. Hood Avenue and Marine Drive | X | X | \$ 550,000 | 2004-09 |
| 4085 | PDX IA | Port | Terminal area Bicycle and Pedestrian Improvements | Southside of PDX terminal to 82nd Avenue | Provide bicycle and pedestrian connection between terminal and 82nd Avenue south of Airport Way | X | X | \$ 350,000 | 2010-15 |
| 4086 | PDX IA | Port | PIC Bike and Pedestrian Improvements | Portland International Center | Provide bicycle and pedestrian connection between Alderwood Road and Mt. Hood LRT station | X | X | \$ 240,000 | 2004-09 |
| 4087 | Rivergate IA | Port | Leadbetter Street Extension and Grade Separation | to Marine Drive | Extend street and construct grade separation | X | X | \$ 8,000,000 | 2004-09 |
| 4088 | Rivergate IA | Port/Portland | Terminal 4 Driveway Consolidation | Lombard Street at Terminal 4 | Consolidate two signalized driveways at Terminal 4 | X | X | \$ 1,000,000 | 2004-09 |
| 4089 | Columbia Corridor | Port/Portland | Columbia Boulevard Improvements | 60th Avenue to 82nd Avenue | Widen street to five lanes | X | | \$ 15,000,000 | 2010-15 |
| 4090 | Region | ODOT | I-5 Reconstruction and Widening - PE/EA | Greeley Street to I-84 | Conduct preliminary engineering and environmental work to modernize roadway and ramps to improve access to the Lloyd District and Ross Quarter | X | | \$ 15,000,000 | 2010-15 |

2004 Federal Update to the RTP Project List Dec. 11, 2003

Approved by Metro Resolution No. 03-3380A

| RTP # | 2040 Link | Jurisdiction | Project Name (Facility) | Project Location | Project Description | 2025 RTP Illustrative System | 2025 RTP Financially Constrained System | 2003 dollars (*** indicates phasing in financially constrained) | RTP Program Years |
|-------|-----------|--------------|--|--|---|------------------------------|---|---|-------------------|
| 4091 | Region | ODOT | I-5 Reconstruction and Widening - ROW Preservation | Greeley Street to I-84 | Acquire R-O-W | X | | \$ 5,000,000 | 2010-15 |
| 4092 | Region | Region | BNSF Rail Bridge | Columbia River | Construct improvements to increase track speeds on approaches to movable river spans | X | | \$ 8,000,000 | 2004-09 |
| 4093 | Region | Region | North Portland Junction | North Portland | Install revised rail crossovers and higher turnout speeds | X | | \$ 9,200,000 | 2004-09 |
| 4094 | Region | Region | Graham Line Connection | South of Steel Bridge | Reestablish a connection in the southeast quadrant at East Portland between UP's Brooklyn and Graham rail lines | X | | \$ 11,000,000 | 2010-15 |
| 4095 | Region | Region | Albina to Willsburg Junction Improvements | Between Milwaukie and UPRR Albina Rail Yards | Implement track and signal improvements to allow for increased track | X | | \$ 8,800,000 | 2004-09 |
| 4096 | Region | Region | Willsburg Junction to Clackamas | Milwaukie to I-205 | Extend two tracks from Willsburg Junction to Clackamas | X | | \$ 19,000,000 | 2004-09 |
| 4097 | Region | Region | Albina Yard Mainline Improvements | Near UPRR Albina Rail Yards | Upgrade river lead tracks between Albina and East Portland, and a second track through the East Portland yard, interlocking the Seattle and Brooklyn subdivisions | X | | \$ 12,000,000 | 2004-09 |
| 4098 | Region | Region | Graham Line Siding | Graham rail line | Add controlled siding on the UP Graham line | X | | \$ 12,000,000 | 2004-09 |
| 4099 | Region | Region | North Portland Rail Grade Separation | BNSF Rail Bridge and Columbia Slough and North Portland Junction | Grade separation rail/highway traffic on North Columbia Boulevard at Penn Junction | X | | \$ 75,000,000 | 2016-25 |
| 5000 | Region | TriMet | Oregon City LRT Extension | Oregon City to Milwaukie extension | New LRT Service | X | | \$ 577,500,000 | 2016-25 |
| 5001 | Region | TriMet | Transit center and park-and-ride upgrades | Various locations in subarea | Construct, expand and/or upgrade transit stations and park-and-rides throughout subarea | X | X | See Tri-Met Total | 2004-25 |
| 5002 | Region | ODOT | I-205 Improvements | 99E to Highway 213 | General purpose, express, HOV or peak period pricing capacity improvements to be determined based on I-205 South Corridor Study | X | | \$ 86,625,000 | 2016-25 |
| 5003 | Region | ODOT | Sunrise Highway -Unit 1, Phase 2 | 122nd Avenue to Rock Creek | Construct new 4-lane facility and construct interchanges at 135th and Rock Creek junction | X | | \$ 104,550,000 | 2004-09 |
| 5004 | Region | ODOT | Sunrise Highway R-O-W Preservation | Rock Creek to 257th Avenue | Acquire right-of-way | X | | \$ 46,200,000 | 2004-09 |
| 5005 | Region | ODOT | Sunrise Highway - Unit 2, Phase 1 | Rock Creek to 257th Avenue | Construct new 4-lane facility | X | | \$ 184,800,000 | 2016-25 |
| 5006 | Region | ODOT | Sunrise Highway - Unit 2, Phase 2 | 257th Avenue to US 26 | Construct new 4-lane facility | X | | \$ 177,000,000 | 2016-25 |
| 5007 | Region | ODOT | Highway 212 | Rock Creek to Damascus | Construct climbing lanes to 172nd Avenue | X | X | \$ 1,501,500 | 2004-09 |
| 5008 | Region | ODOT | Highway 212/I-205 Interchange Improvement | Highway 212/I-205 | Increase ramp capacity from I-205 to Highway 212 | X | | \$ 17,325,000 | 2016-25 |
| 5009 | Region | ODOT | I-205 Improvements | West Linn to I-5 | General purpose, express, HOV or peak period pricing capacity improvements to be determined based on I-205 South Corridor Study | X | | \$ 80,850,000 | 2016-25 |
| 5010 | Region | ODOT | I-205 Express Lanes | Highway 213 to just north of I-84 | General purpose, express, HOV or peak period pricing capacity improvements to be determined based on I-205 South Corridor Study | X | | \$ 34,650,000 | 2016-25 |
| 5011 | Region | ODOT/ClackCo | I-205 North Auxiliary Lane Improvements | I-205 at Sunnybrook Road | Complete interchange | X | | \$ 10,510,500 | 2004-09 |
| 5012 | Region | ODOT | I-205 Bridge Improvements | I-205 Bridge in Oregon City | General purpose, express, HOV or peak period pricing capacity improvements to be determined based on I-205 South Corridor Study | X | | \$ 86,625,000 | 2016-25 |
| 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) - PE/ROW in financially constrained system | X | X | \$ 48,200,000 * | 2016-25 |
| 5014 | Region | ODOT | I-205 Auxiliary Lanes | 82nd Drive to Highway 212/224 | Add auxiliary lanes | X | | \$ 9,240,000 | 2016-25 |
| 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 | X | | \$ 110,880,000 | 2016-25 |
| 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. | X | X | \$ 10,395,000 | 2010-15 |
| 5017 | Region | ODOT | Highway 213 Intersection Improvements | Abemethy at Highway 213 | Intersection improvements | X | X | \$ 3,465,000 | 2010-15 |

**2004 Federal Update to the RTP Project List
Dec. 11, 2003**

Approved by Metro Resolution No. 03-3380A

| RTP # | 2040 Link | Jurisdiction | Project Name (Facility) | Project Location | Project Description | 2025 RTP Illustrative System | 2025 RTP Financially Constrained System | 2003 dollars (**** indicates phasing in financially constrained) | RTP Program Years |
|-------|---|-----------------------|---|--|---|------------------------------|---|--|-------------------|
| 5018 | Deleted (Construction completed) | | | | | | | | |
| 5019 | Region | ODOT | Highway 213 Interchange Improvements | Beavercreek/Highway 213 | Grade separate existing intersections | X | | \$ 20,790,000 | 2016-25 |
| 5020 | Region | ODOT | Highway 213 Improvements | Clackamas CC to Leland Road | Access management, sidewalks and capacity improvements including (adding one lane in each direction north of Canyon Ridge Drive in FC system) | X | X | \$ 17,325,000 | * 2010-15 |
| 5021 | Region | ODOT | Highway 224 Extension | I-205 to Highway 212/122nd Avenue | Construct new four-lane highway and reconstruct Highway 212/122nd Avenue interchange | X | X | \$ 84,315,000 | 2010-15 |
| 5022 | Deleted (Construction completed) | | | | | | | | |
| 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 | X | X | \$ 1,155,000 | 2010-15 |
| 5024 | Region | ODOT/Clackamas County | Sunrise Corridor Unit 1 Supplemental EIS | I-205 to 172nd Avenue | Corridor analysis from I-205 to 172nd Avenue to develop and complete the environmental process that would determine selected alternative and develop phasing recommendations adequate to support future ROW acquisition | X | X | \$ 2,736,195 | 2004-09 |
| 5025 | Region | ODOT/Clackamas County | Sunrise Corridor Unit 2 Locational EIS | 172nd to US 26 | Evaluate Sunrise Corridor Unit 2 as part of the Damascus/Boring Concept plan | X | X | \$ 1,848,000 | 2004-09 |
| 5026 | Region | Metro | Portland Traction Co. Shared-Use Trail | Milwaukie to Gladstone | Planning, PE and construction of multi-use trail | X | X | \$ 1,386,000 | 2004-09 |
| 5027 | Region | Metro/ODOT | I-205 South Corridor Study- EIS | I-5 to Highway 224 | Conduct EIS corridor analysis to study long-term transit and road improvements | X | X | \$ 5,000,000 | 2010-15 |
| 5028 | Region | ODOT/Metro | Highway 224/McLoughlin Boulevard Corridor Study | Portland central city to Clackamas regional center | Corridor analysis to study long-term transit and road improvements | X | | \$ 1,155,000 | 2016-25 |
| 5029 | Region | ODOT | South Corridor Transit Study (McLoughlin/Highway 224) and EIS | Ross Island Bridge to I-205 | Study to develop long-term strategy for corridor and complete EIS | X | | \$ 9,240,000 | 2004-09 |
| 5030 | Region | ODOT | Highway 213 Green Corridor Plan | Highway 213 south of Leland Road | Develop Green Corridor plan | X | | n/a | 2010-15 |
| 5031 | Region | ODOT | Highway 213 Corridor Study | Highway 213 south of I-205 | Corridor analysis to study long-term transit and road improvements | X | | \$ 577,500 | 2016-25 |
| 5032 | Region | Various | North Clackamas Greenway Corridor Study | Milwaukie to Clackamas RC | Study feasibility of corridor | X | | n/a | 2004-09 |
| 5033 | Region | Various | Willamette River Greenway Study | Selwood Bridge to Lake Oswego | Study feasibility of corridor | X | X | n/a | 2004-09 |
| 5034 | Region | ODOT/Clackamas County | Sunrise Highway R-O-W Preservation | I-205 to Rock Creek | Acquire right-of-way | X | | \$ 40,000,000 | 2004-09 |
| 5035 | Milwaukie TC | TriMet | McLoughlin Boulevard Rapid Bus | Milwaukie TC to Oregon City TC | Construct improvements that enhance Rapid Bus service | X | X | see Tri-Met total | 2010-15 |
| 5036 | Deleted | | | | | | | | |
| 5037 | Milwaukie TC | Milwaukie/ClackCo | Lake Road Improvements | 21st Avenue 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 | X | X | \$ 5,500,000 | 2010-15 |
| 5038 | Deleted (Construction to be completed in 2003) | | | | | | | | |
| 5039 | Deleted (Included in Project #5049) | | | | | | | | |
| 5040 | Milwaukie TC | Milwaukie | Railroad Avenue Bike/Ped Improvement | 37th Avenue to Linwood Road | Retrofit bike lanes and sidewalks | X | X | \$ 7,000,000 | 2010-15 |
| 5041 | Milwaukie TC | Milwaukie | 37th Avenue Bike/Ped Improvement | Highway 224 to Harrison Street | Retrofit bike lanes and sidewalks | X | X | \$ 410,000 | 2016-25 |
| 5042 | Deleted (Project to be completed through redevelopment) | | | | | | | | |
| 5043 | Milwaukie TC | Clack. Co./Milwaukie | Stanley Avenue Multi-modal Improvements | Willow Street to Johnson Creek Boulevard | Extend sidewalk to Johnson Creek Boulevard and accommodate bicycles | X | | \$ 173,000 | 2016-25 |
| 5044 | Milwaukie TC | Milwaukie | Oatfield Road Improvement | Oatfield Road/Lake Road intersection | New EB right turn lane at Oatfield Road/Lake Road intersection | X | | \$ 207,000 | 2010-15 |
| 5045 | Milwaukie TC | Clack. Co./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 and grade separate UPRR | X | X | \$ 28,000,000 | 2010-15 |
| 5046 | Deleted (Construction completed) | | | | | | | | |

**2004 Federal Update to the RTP Project List
Dec. 11, 2003**

Approved by Metro Resolution No. 03-3380A

| RTP # | 2040 Link | Jurisdiction | Project Name (Facility) | Project Location | Project Description | 2025 RTP Illustrative System | 2025 RTP Financially Constrained System | 2003 dollars ("*" indicates phasing in financially constrained) | RTP Program Years |
|---|--------------|----------------------|--|---|--|------------------------------|---|---|-------------------|
| 5047 | Milwaukie TC | ODOT | McLoughlin Boulevard Improvements - Milwaukie | Scott Street to Harrison Street | Complete boulevard design improvements | X | | \$ 3,300,000 | 2004-09 |
| 5048 | Milwaukie TC | ODOT | McLoughlin Boulevard Improvements - Milwaukie | Harrison Street to Kellogg Creek | Complete boulevard design improvements | X | X | \$ 3,900,000 | 2004-09 |
| 5049 | Milwaukie TC | ODOT | McLoughlin Boulevard Improvements - Milwaukie | Kellogg Creek to River Road | Complete boulevard design improvements | X | | \$ 3,000,000 | 2004-09 |
| 5050 | Milwaukie TC | Milwaukie | Harrison Street Bikeway | Highway 99E to King Road via 42nd Avenue | Retrofit bike lanes to existing street | X | | \$ 560,000 | 2004-09 |
| 5051 Deleted (included in Project #5037) | | | | | | | | | |
| 5052 | Milwaukie TC | Milwaukie | 17th Avenue Trolley Trail Connector | Springwater Corridor to Trolley Trail | Construct sidewalks on 17th Avenue to provide trail connection | X | X | \$ 200,000 | 2004-09 |
| 5053 | Milwaukie TC | Region | Tillamook Branch Trestle Trail Study | Milwaukie TC to Lake Oswego TC | Conduct feasibility study of east-west multi-use trail connection across Willamette River in conjunction with evaluating bridge as a freight connection and possible future commuter rail connection | X | X | n/a | 2004-09 |
| 5054 | Milwaukie TC | Milwaukie/ODOT | Milwaukie Town Center Pedestrian Improvements | McLoughlin, Harrison, Monroe, Washington, Main and neighborhood streets | Improve sidewalks, lighting, crossings, bus shelters and benches | X | | \$ 2,400,000 | 2016-25 |
| 5055 | Milwaukie TC | Milwaukie/ODOT | Milwaukie TC River Access Improvements | McLoughlin Boulevard | Improve pedestrian access to Willamette River from Milwaukie | X | | \$ 10,000,000 | 2016-25 |
| 5056 | Milwaukie TC | Clackamas Co. | Lake Road Pedestrian Improvements | Harmony Road to Johnson Road | Improve sidewalks, lighting, crossings, bus shelters and benches | X | | \$ 115,500 | 2016-25 |
| 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 | X | | \$ 600,000 | 2010-15 |
| 5058 | Milwaukie TC | Milwaukie | 17th Avenue Pedestrian Improvements | Lava Drive to Ochoco Street | Improve sidewalks, lighting, crossings, bus shelters and benches | X | | \$ 920,000 | 2016-25 |
| 5059 | Milwaukie TC | Milwaukie | King Road Boulevard Improvements | 42nd Avenue to Linwood Avenue | Boulevard design, including wider sidewalks, bikeway, median treatment and access management | X | X | \$ 5,000,000 | 2010-15 |
| 5062 | Milwaukie TC | TriMet/Milwaukie | Milwaukie TMA Startup | Milwaukie town center area | Implements a transportation management association program with employers | X | X | \$ 200,000 | 2016-25 |
| 5064 | Clackamas RC | TriMet | I-205 Rapid Bus | Clackamas RC to Oregon City via I-205 | Construct improvements that enhance Rapid Bus service | X | | see Tri-Met total | 2004-09 |
| 5065 Deleted (TMA has been formed) | | | | | | | | | |
| 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 | X | X | \$ 45,045,000 | * 2010-15 |
| 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 | X | X | \$ 8,000,000 | 2016-25 |
| 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 | X | | \$ 8,085,000 | 2016-25 |
| 5069 | Clackamas RC | Clackamas Co. | Harmony Road Improvements | Sunnyside Road to Highway 224 | Widen to five lanes to improve safety and accessibility | X | X | \$ 7,392,000 | 2010-15 |
| 5070 | Clackamas RC | Clackamas Co. | Otty Road Improvements | 82nd Avenue to 82nd Avenue | Widen and add turn lanes | X | X | \$ 1,848,000 | 2004-09 |
| 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 | X | X | \$ 5,313,000 | 2016-25 |
| 5072 | Clackamas RC | Clackamas Co. | West Monterey Extension | 82nd Avenue to Price Fuller Road | Two-lane extension to improve east-west connectivity | X | X | \$ 1,767,150 | 2010-15 |
| 5073 | Clackamas RC | Clackamas Co. | Monterey Improvements | 82nd to new overcrossing of I-205 | Widen to five lanes from 82nd to I-205 | X | X | \$ 5,197,500 | 2004-09 |
| 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 | X | X | \$ 6,294,750 | 2016-25 |
| 5075 | Clackamas RC | Clackamas Co. | 79th Avenue Extension | King Road to Clatsop Street | Build N-S collector west of 82nd Avenue | X | | \$ 5,775,000 | 2016-25 |
| 5076 | Clackamas RC | Clackamas Co. | Fuller Road Improvements | Johnson Creek Boulevard to Otty Road | Widen street and add turn lanes | X | X | \$ 2,600,000 | 2004-09 |
| 5077 | Clackamas RC | Clackamas Co. | Summers Lane Extension | 122nd Avenue to 142nd Avenue | New three-lane extension to provide alternative a/w route to Sunnyside | X | X | \$ 8,373,750 | * 2016-25 |
| 5078 | Clackamas RC | Clackamas Co. | Mather Road Improvements | 97th Avenue to 122nd Avenue | Connect to Summers Lane extension and widen | X | | \$ 3,465,000 | 2016-25 |
| 5079 | Clackamas RC | Clackamas Co. | 122nd/Hubbard/135th Improvement | Sunnyside Road to Hubbard Road | Reconstruct and widen to three lanes | X | | \$ 7,276,500 | 2016-25 |
| 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 | X | X | \$ 4,755,135 | 2016-25 |

2004 Federal Update to the RTP Project List Dec. 11, 2003

Approved by Metro Resolution No. 03-3380A

| RTP # | 2040 Link | Jurisdiction | Project Name (Facility) | Project Location | Project Description | 2025 RTP Illustrative System | 2025 RTP Financially Constrained System | 2003 dollars (*** Indicates phasing in financially constrained) | RTP Program Years |
|-------|----------------------------------|-----------------|---|---|---|------------------------------|---|---|-------------------|
| 5081 | Clackamas RC | Clackamas Co. | Boyer Drive Extension | 82nd Avenue to Fuller Road | New two-lane extension | X | X | \$ 1,963,500 | 2016-25 |
| 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 | X | X | \$ 11,550,000 | * 2010-15 |
| 5083 | Clackamas RC | Clackamas Co. | Causey Avenue Extension | I-205 frontage road to William Otty Road | Construct new two lane extension | X | | \$ 13,629,000 | 2010-15 |
| 5084 | Clackamas RC | Clackamas Co. | Fuller Road Extension | Otty Road to King Road | Construct new two lane extension | X | | \$ 4,620,000 | 2016-25 |
| 5085 | Clackamas RC | Clackamas Co. | Clackamas RC Bike/Pedestrian Corridors | Clackamas RC existing and new developments | Provide bike and pedestrian connections in the RC | X | X | \$ 5,775,000 | 2016-25 |
| 5086 | Clackamas RC | Clackamas Co. | 82nd Avenue Boulevard Design Improvements | Monterey Avenue to Sunnybrook Street | Complete boulevard design improvements | X | X | \$ 4,620,000 | 2004-09 |
| 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 | X | X | \$ 2,310,000 | 2016-25 |
| 5089 | Clackamas RC | Clackamas Co. | Sunnyside Road Bikeway | SE 82nd Avenue to I-205 | Restripe to include bike lanes | X | X | \$ 231,000 | 2010-15 |
| 5090 | Clackamas RC | Clackamas Co. | Lawnfield Road Bikeway | SE 82nd Dr. to SE 97th Avenue | Widen to include bike lanes | X | X | \$ 115,500 | 2016-25 |
| 5091 | Clackamas RC | Clackamas Co. | Causey Avenue Bikeway | I-205 path to SE Fuller | Restripe to include bike lanes | X | X | \$ 23,100 | 2010-15 |
| 5092 | Clackamas RC | Clackamas Co. | SE 90th Avenue Bikeway | SE Causey to SE Monterey | Construct bike lanes | X | X | \$ 92,400 | 2016-25 |
| 5093 | Clackamas RC | Clackamas Co. | SE 97th Avenue Bikeway | SE Lawnfield to SE Mather | Construct bike lanes | X | X | \$ 23,100 | 2016-25 |
| 5094 | Clackamas RC | Clackamas Co. | CRG Trail | Clackamas Regional Park to Phillips Creek | N Clackamas shared-use path | X | X | \$ 358,050 | 2010-15 |
| 5095 | Clackamas RC | Clackamas Co. | Phillips Creek Greenway Trail | Causey Avenue to Mt. Scott Greenway | Conduct feasibility study and construct trail (\$100,000 feasibility study in FC only) | X | X | \$ 602,910 | * 2004-09 |
| 5096 | Clackamas RC | Clackamas Co. | District Park Trail | Phillips Creek Trail to Mt. Scott Trail | Construct trail | X | | \$ 202,125 | 2004-09 |
| 5097 | Clackamas RC | Clackamas Co. | Hill Road Bike Lanes | Oatfield Road to Thiessen Road | Construct bike lanes | X | | \$ 433,125 | 2004-09 |
| 5098 | Clackamas RC | TriMet | King Road Frequent Bus | Clackamas Regional Center | Construct improvements that enhance Frequent Bus service | X | X | \$ 1,236,000 | 2010-15 |
| 5099 | Clackamas RC | TriMet | Webster Road Frequent Bus | Clackamas Regional Center | Construct improvements that enhance Frequent Bus service | X | X | \$ 1,510,000 | 2010-15 |
| 5100 | Clackamas RC | Clackamas Co. | Fuller Road Pedestrian Improvements | Harmony Road to King Road | Improve sidewalks | X | X | \$ 635,250 | 2004-09 |
| 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 | X | X | \$ 1,732,500 | 2016-25 |
| 5102 | Clackamas RC | Clackamas Co. | Clackamas RC Redevelopment | Clackamas Regional Center | Master plan and retrofit existing site to construct future street grid | X | | n/a | 2016-25 |
| 5103 | Clackamas RC | Clackamas Co. | Clackamas County ITS Plan | County-wide | Advanced transportation system management and intelligent transportation system program | X | X | \$ 6,514,200 | 2004-09 |
| 5104 | Clackamas RC | Clackamas Co. | Sunnybrook Extension - west | 82nd Avenue to Harmony Road | Construct two-lane extension | X | | \$ 2,541,000 | 2004-09 |
| 5105 | Clackamas IA | Clackamas Co. | 102nd Avenue/Industrial Way Improvements | Highway 212 to Mather Road | Extend Industrial Way from Mather Road to Lawnfield Road | X | | \$ 7,680,000 | 2004-09 |
| 5106 | Clackamas IA | Clackamas Co. | SE 82nd Drive Improvements | Highway 212 to Lawnfield Road | Widen to five lanes to accommodate truck movement | X | X | \$ 6,930,000 | 2016-25 |
| 5107 | Clackamas IA | Clackamas Co. | SE 82nd Drive Improvements | Gladstone to Highway 212, phase 2 | Widen to five lanes | X | | \$ 8,662,500 | 2016-25 |
| 5108 | Deleted (Construction completed) | | | | | | | \$ - | |
| 5109 | Clackamas IA | Clackamas Co. | 82nd Drive Bicycle Improvements | SE Jennifer Street to Fred Meyer | Widen to include bike lanes | X | X | \$ 138,600 | 2010-15 |
| 5110 | Clackamas IA | Clackamas Co. | Jennifer Street Bicycle Improvements | SE 106th to 120th Avenue | Widen to include bike lanes | X | X | \$ 288,750 | 2004-09 |
| 5113 | Clackamas Corridor | Clackamas Co. | Mt. Scott Boulevard Improvements | SE Idelman to Clackamas Co. Line | Widen to include bike lanes | X | | \$ 231,000 | 2016-25 |
| 5114 | Clackamas Corridor | ODOT | Highway 99E Bikeway | Harrison Street (Milw) to Clackamas R (OC) | Retrofit to include bike lanes | X | | \$ 4,042,500 | 2016-25 |
| 5115 | Clackamas Corridor | Clackamas Co. | Roethe Road Bicycle Improvements | SE River Road to Highway 99E | Widen to include bike lanes | X | | \$ 346,500 | 2004-09 |
| 5116 | Clackamas Corridor | Oregon City | Wamer Milne Bikeway | Central Pt. Road to Molalla Avenue | Retrofit to include bike lanes | X | | \$ 462,000 | 2016-25 |

**2004 Federal Update to the RTP Project List
Dec. 11, 2003**

Approved by Metro Resolution No. 03-3380A

| RTP # | 2040 Link | Jurisdiction | Project Name (Facility) | Project Location | Project Description | 2025 RTP Illustrative System | 2025 RTP Financially Constrained System | 2003 dollars (**** Indicates phasing in financially constrained) | RTP Program Years |
|-------|---|-------------------------|---|---|---|------------------------------|---|--|-------------------|
| 5117 | Clackamas Corridor | Clackamas Co. | Linwood Road Bike Lanes | SE Monroe Street to SE Johnson Creek Boulevard | Widen to include bike lanes | X | X | \$ 323,400 | 2004-09 |
| 5120 | Gladstone TC | Gladstone | Oatfield Road Improvements | Webster Road to 82nd Avenue | Widen to three lanes; fill in sidewalks and bike lanes | X | | \$ 1,617,000 | 2016-25 |
| 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 | X | | \$ 11,550,000 | 2016-25 |
| 5122 | Gladstone TC | Gladstone | Portland Avenue Bikeway | Clackamas Boulevard to Jersey Street | Bikeway design to be determined | X | | \$ 5,775 | 2016-25 |
| 5123 | Gladstone TC | Gladstone | Clackamas Boulevard Bikeway | 82nd Dr. to McLoughlin Boulevard | Bikeway design to be determined | X | | \$ 11,550 | 2016-25 |
| 5124 | Gladstone TC | Gladstone | Gloucester Street Bikeway | Oatfield Road to River Road | Bikeway design to be determined | X | | \$ 11,550 | 2016-25 |
| 5125 | Gladstone TC | Clack. Co./Gladstone | Webster Road Pedestrian Improvements | Johnson Road to Oatfield Road | Improve sidewalks, lighting, crossings, bus shelters and benches | X | | \$ 577,500 | 2016-25 |
| 5126 | Oregon City RC | Oregon City | South Amtrak Station Phase 2 | Oregon City Amtrak Station | Improve Amtrak station | X | X | \$ 1,500,000 | 2004-09 |
| 5127 | Oregon City RC | Oregon City | Water Street Viaduct Improvements | 8th Street to 10th Street | Replace two viaducts plus city funded pedestrian enhancements | X | | \$ 10,800,000 | 2004-09 |
| 5128 | Oregon City RC | TriMet | Oregon City Rapid Bus | Tigard to Tualatin P&R to Oregon City TC | Construct improvements that enhance Rapid Bus service | X | | see Tri-Met total | 2016-25 |
| 5129 | Oregon City RC | TriMet | 90VMOC-Rapid bus | Vancouver Mall to Oregon City via I-205 | Construct improvements that enhance Rapid Bus service | X | | see Tri-Met total | 2016-25 |
| 5130 | Deleted (Construction completed) | | | | | | | | |
| 5131 | Oregon City RC | Clackamas Co. | Abermethyl Road Improvements | Highway 213 to Main Street | Widen Abermethyl from Highway 213 to Main Street | X | | \$ 3,580,500 | 2016-25 |
| 5132 | Oregon City RC | Oregon City | Main Street Extension | Highway 99E to Main Street | Widen to include bike lanes | X | X | \$ 53,477 | 2004-09 |
| 5133 | Oregon City RC | Oregon City | Washington/Abermethyl Connection | Abermethyl Road to Washington Street | Construct new two lane minor arterial with sidewalks and bike lanes | X | X | \$ 4,000,000 | 2010-15 |
| 5134 | Oregon City RC | ODOT/ClackCo | McLoughlin Boulevard Improvements Phase 2 - Oregon City | Clackamas River Bridge to I-205 and 10th Street to SPRR Tunnel | Complete boulevard design improvements | X | | \$ 8,855,000 | 2010-15 |
| 5135 | Oregon City RC | ODOT/ClackCo | McLoughlin Boulevard Improvements Phase 1 - Oregon City | I-205 to 10th Street | Complete boulevard design improvements | X | X | \$ 5,850,000 | 2010-15 |
| 5136 | OC Corridor | Clackamas Co. | 7th Street Improvements | High Street to Division Street | Complete boulevard design improvements | X | X | \$ 5,000,000 | 2016-25 |
| 5137 | Oregon City RC | Oregon City | Washington Street Improvements | Abermethyl to 5th Street | Complete boulevard design improvements | X | X | \$ 1,022,175 | 2010-15 |
| 5138 | Oregon City RC | Oregon City | Washington Street Improvements | Abermethyl to Highway 213 | Complete boulevard design improvements | X | X | \$ 1,524,600 | 2016-25 |
| 5139 | Oregon City RC | Oregon City | Leland Road Pedestrian Improvements | Warner Milne to Meyers Road | Construct sidewalks | X | | \$ 3,000,000 | 2016-25 |
| 5140 | Oregon City RC | Oregon City | Oregon City Loop Trail | TBD | Right of way acquisition | X | | ?? | 2016-25 |
| 5141 | Oregon City RC | Oregon City | South End Road Bike/Pedestrian Improvements | High Street to urban growth boundary | Retrofit to include bike lanes and infill sidewalks | X | | \$ 1,789,095 | 2016-25 |
| 5142 | Oregon City RC | TriMet | Mollala Avenue Frequent Bus | Oregon City to Clackamas Community College | Construct improvements that enhance Frequent Bus service | X | X | \$ 1,085,000 | 2010-15 |
| 5143 | Oregon City RC | Oregon City/ODOT/TriMet | Oregon City RC Pedestrian Improvements | McLoughlin, Main, Washington, 7th, 5th and neighborhood streets | Improve sidewalks, lighting, crossings, bus shelters and benches | X | X | \$ 1,155,000 | 2016-25 |
| 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 | X | X | \$ 1,500,000 | 2016-25 |
| 5147 | Oregon City RC | TriMet/Oregon City | Intercity passenger station | Oregon City TC | Intercity passenger connections with LRT/Bus | X | | \$ 2,310,000 | 2016-25 |
| 5149 | Oregon City RC | Oregon City | Oregon City Bridge Study | Highway 43/7th Street in Oregon City | Evaluate long-term capacity of Oregon City bridge | X | X | n/a | 2018-25 |
| 5150 | Oregon City RC | TriMet/Oregon City | Oregon City TMA Startup Program | Oregon City Regional Center | Implements a transportation management association program with employers | X | X | \$ 200,000 | 2016-25 |
| 5151 | Oregon City RC | Oregon City | Clackamas River Shared-Use Path | I-205 to Clackamette Park | Construct shared-use path | X | | \$ 265,650 | 2004-09 |
| 5152 | Oregon City RC | Oregon City | Willamette River Shared-Use Path | Clackamette Park and Smurfit | Construct shared-use path | X | X | \$ 500,000 | 2010-15 |
| 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 | X | | \$ 3,003,000 | 2010-15 |

**2004 Federal Update to the RTP Project List
Dec. 11, 2003**

Approved by Metro Resolution No. 03-3380A

| RTP # | 2040 Link | Jurisdiction | Project Name (Facility) | Project Location | Project Description | 2025 RTP Illustrative System | 2025 RTP Financially Constrained System | 2003 dollars ("*" indicates phasing in financially constrained) | RTP Program Years |
|-------|---|-------------------------------|--|---|--|------------------------------|---|---|-------------------|
| 5154 | OC Corridor | Clackamas Co. | Beavercreek Road Improvements Phase 3 | Clackamas Community College to urban growth boundary | Widen to 4 lanes with sidewalks and bike lanes | X | X | \$ 2,310,000 | 2019-25 |
| 5156 | OC Corridor | Clackamas Co. | Beavercreek Road Improvements, Phase 1 | Highway 213 to Molalla Avenue | Green Street major arterial design; widen to five lanes, improve access management, and provide sidewalks and bike lanes to connect multi-family and commercial/employment areas | X | X | \$ 4,500,000 | 2010-16 |
| 5157 | OC Corridor | Oregon City | Molalla Avenue Streetscape Improvements | 7th Street to Highway 213 (9 segments) | Streetscape improvements, including widening sidewalks, sidewalk infill, ADA accessibility, bike lanes, reconfigure travel lanes, add bus stop amenities, streetscape | X | X | \$ 15,000,000 | * 2004-25 |
| 5161 | Lake Oswego TC | TriMet | Macadam Frequent Bus | Lake Oswego to PCBD | Construct improvements that enhance Frequent Bus service | X | X | \$ 2,015,000 | 2010-15 |
| 5163 | Deleted (Construction completed) | | | | | | | | |
| 5164 | Lake Oswego TC | Lake Oswego | "A" Avenue Bikeway | Iron Mountain to State Street | Alternative parallel routes will need to be examined, such as B Ave.; bikeway design to be determined | X | | \$ 1,732,500 | 2010-15 |
| 5165 | Lake Oswego TC | Lake Oswego | Willamette Greenway Path | Roehr Park to George Rogers Park | shared-use path | X | X | \$ 127,050 | 2010-15 |
| 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 | X | | \$ 1,155,000 | 2016-25 |
| 5167 | Lake Oswego TC | ODOT/LO/WL | Highway 43 Pedestrian Access to Transit Improvements | key locations along Highway 43 and intersecting streets | Improve sidewalks, lighting, crossings, bus shelters and benches | X | | \$ 1,155,000 | 2016-25 |
| 5168 | Lake Oswego TC | Lake Oswego | Country Club Road Pedestrian Improvements | Boones Ferry to "A" Avenue | Improve sidewalks, lighting, crossings, bus shelters and benches | X | | \$ 577,500 | 2016-25 |
| 5169 | Lake Oswego TC | Lake Oswego | Trolley Trestle Repairs | Lake Oswego to Portland | Repair trestles along rail line | X | X | \$ 1,155,000 | 2004-09 |
| 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 | X | | n/a | 2004-09 |
| 5171 | Lake Oswego TC | Lake Oswego | Transit Station Relocation | from 4th Avenue to location TBD | Relocate transit station | X | X | \$ 4,190,000 | 2016-25 |
| 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 | X | X | n/a | 2004-09 |
| 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. | X | | \$ 1,270,500 | 2016-25 |
| 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 | X | | \$ 4,937,625 | 2004-09 |
| 5194 | West Linn TC | Clackamas Co. | Highway 43 Intersection Improvements | Intersection at Pimlico Drive | Improve intersection to be safer for all modes of travel | X | | \$ 3,811,500 | 2016-25 |
| 5195 | Deleted (Project to be completed through Project #5196) | | | | | | | | |
| 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 | X | | \$ 1,155,000 | 2016-25 |
| 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 | X | | n/a | 2016-25 |
| 5198 | West Linn TC | ODOT | Highway 43 Improvements | Shady Hollow Lane to Robinwood Main Street | Complete boulevard design improvements | X | | \$ 9,240,000 | 2016-25 |
| 5199 | Region | ODOT | I-205 Auxiliary Lanes | I-5 to Stafford Road | Add auxiliary lanes as part of pavement preservation project | X | X | \$ 8,000,000 | 2004-09 |
| 5200 | Stafford UR | Clackamas Co. | Rosemont Road Improvements | Stafford Road to Parker Road/Sunset | Reconstruct and widen to three lanes; add turn lanes | X | | \$ 6,121,500 | 2016-25 |
| 5201 | Stafford UR | Clackamas Co. | Childs Road Improvements | Stafford Road to 65th Avenue | Widen to three lanes including bike lanes and sidewalks | X | | \$ 4,897,200 | 2016-25 |
| 5202 | Stafford UR | Clackamas Co. | Stafford Road Improvements | I-205 to Rosemont Road | Widen to three lanes including bike lanes and sidewalks | X | | \$ 4,389,000 | 2016-25 |
| 5203 | Deleted (Project to be completed public/private partnership) | | | | | | | | |
| 5204 | Stafford UR | Clackamas Co. | Stafford Road | Stafford Road/Rosemont Intersection | Realign intersection, add signal and right turn lanes | X | X | \$ 866,250 | 2004-09 |
| 5205 | Stafford UR | Clackamas Co. | Stafford Basin Future Street Plan | Develop future street plan for Stafford Basin | | X | | n/a | 2016-25 |
| 5207 | Happy Valley TC | Clack. Co./Happy Valley/NCPRD | ML Scott Creek Trail | Sunnyside Road to ML Talbert | Feasibility study and construction of undercrossing of Sunnyside Road to ML Talbert (feasibility study of \$100,000 in FC only) | X | X | \$ 767,000 | * 2016-25 |

2004 Federal Update to the RTP Project List Dec. 11, 2003

Approved by Metro Resolution No. 03-3380A

| RTP # | 2040 Link | Jurisdiction | Project Name (Facility) | Project Location | Project Description | 2025 RTP Illustrative System | 2025 RTP Financially Constrained System | 2003 dollars (*** indicates phasing in financially constrained) | RTP Program Years |
|---|-------------------|-------------------------|--|--|--|------------------------------|---|---|-------------------|
| 5208 | Happy Valley TC | Clackamas Co. | Idleman Road Improvements | Johnson Creek Boulevard to Mt. Scott Boulevard | Reconstruct and widen to three lanes | X | | \$ 4,389,000 | 2016-25 |
| 5209 | Happy Valley TC | Clackamas Co. | 122nd/129th Improvements | Sunnyside Road to King Road | Widen to three lanes, smooth curves | X | X | \$ 3,465,000 | 2016-25 |
| 5210 | Happy Valley TC | Clackamas Co. | Mt. Scott Boulevard/King Road Improvements | Happy Valley city limits to 145th Avenue | Widen to three lanes | X | | \$ 4,620,000 | 2016-25 |
| 5211 | Happy Valley TC | Happy Valley | Scott Creek Lane Pedestrian Improvements | SE 129th Avenue to Mountain Gate Road | Construct pedestrian path and bridge crossing | X | X | \$ 103,950 | 2004-09 |
| 5212 | Region | ODOT/Clackamas County | Sunrise Highway Unit 1, Phase 2 PE | 135th Avenue to 172nd Avenue | Conduct preliminary engineering to construct new 4-lane facility and construct interchanges at 135th and Rock Creek Junctions | X | | \$ 18,450,000 | 2004-09 |
| 5213 | Region | ODOT/Clackamas County | Sunrise Highway Unit 1, Phase 2 R-O-W Preservation | 135th Avenue to 172nd Avenue | Acquire right-of-way | X | | \$ 7,986,000 | 2004-09 |
| 6000 | Region | WashCo/TriMet | Beaverton-Wilsonville Commuter Rail | Wilsonville to Beaverton | Peak-hour service only with 30-minute frequency in existing rail corridor | X | X | \$ 82,582,500 | 2004-09 |
| 6001 Deleted (Project defined in Project #6000) | | | | | | | | | |
| 6002 | Region | Metro/ODOT | Wilsonville-Salem Commuter Rail Extension Study | Wilsonville to Salem | Peak-hour service on existing tracks | X | | n/a | 2016-25 |
| 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 | X | | n/a | 2016-25 |
| 6004 | Region | ODOT | I-5/99W Connector Corridor Study | I-5 to 99W | Conduct study and complete environmental design work for I-5 to 99W Connector | X | X | \$ 1,732,500 | 2004-09 |
| 6005 | Region | ODOT | I-5/99W Connector: Phase 2 Freeway | I-5 to 99W | Construct four-lane tollway with access control on 99W in Sherwood area | X | | \$ 288,750,000 | 2016-25 |
| 6006 | Region | ODOT | I-5/99W Connector: Phase 2 Freeway Preliminary Engineering | I-5 to 99W | Complete preliminary engineering for four-lane tollway with access control on 99W in Sherwood area to I-5 | X | | \$ 15,000,000 | 2010-15 |
| 6007 | Region | Various | Fanno Creek Greenway Extension Planning | Tigard to Tualatin | Planning and PE to extend greenway | X | | n/a | 2004-09 |
| 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 | X | | n/a | 2016-25 |
| 6009 Deleted (Study underway) | | | | | | | | | |
| 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 | X | | \$ 577,500 | 2016-25 |
| 6011 | Washington Sq. RC | ODOT/Tigard | Highway 217 Overcrossing - Cascade Plaza | Nimbus to Locust | Provide a new connection from Nimbus to Washington Square south of Scholls Ferry Road | X | X | \$ 26,000,000 | 2016-25 |
| 6012 | Washington Sq. RC | Washington Co. | 103rd Avenue Improvements | Western Avenue to Walker Road | Improve existing roadway and construct new connections and intersection alignments to provide connectivity and capacity from Walker Road to Western Avenue. Project includes sidewalks and bike lanes and should be built as development occurs. | X | | \$ 6,000,000 | 2016-25 |
| 6013 | Washington Sq. RC | ODOT | Hall Boulevard Improvements | Scholls to Locust | Widen to 5 lanes with boulevard design | X | | \$ 5,428,500 | 2010-15 |
| 6014 Deleted (Construction completed) | | | | | | | | | |
| 6015 | Washington Sq. RC | Tigard/WashCo | Greenburg Road Improvements, North | Hall Boulevard to Washington Square Road | Widen to five lanes with bikeways and sidewalks | X | X | \$ 2,887,500 | 2004-09 |
| 6016 | Washington Sq. RC | Tigard/WashCo | Greenburg Road Improvements, South | Shady Lane to North Dakota | Widen to five lanes with bikeways and sidewalks | X | X | \$ 2,310,000 | 2004-09 |
| 6017 | Washington Sq. RC | Washington Co. | Taylor's Ferry Road Extension | Washington Drive to Oleson Road | Three lane extension with bikeway and sidewalks | X | | \$ 2,194,500 | 2016-25 |
| 6018 | Washington Sq. RC | Washington Co. | Scholls Ferry/Allen Intersection Improvement | Scholls Ferry Road/Allen Boulevard Intersection | Realign Intersection | X | X | \$ 2,310,000 | 2010-15 |
| 6019 | Washington Sq. RC | Washington Co. | Oak Street Improvements | Hall Boulevard to 80th Avenue | Signal improvement, bikeway and sidewalks | X | X | \$ 924,000 | 2004-09 |
| 6020 Deleted (Project included in #3014 and #3072) | | | | | | | | | |
| 6021 | Washington Sq. RC | Beaverton/WashCo | Scholls Ferry Road Improvements | Highway 217 to 125th Avenue | Widen to seven lanes with access management | X | | \$ 18,202,800 | 2016-25 |
| 6022 | Washington Sq. RC | WashCo/Tigard/ODOT | Washington Square RC Pedestrian Improvements | Palm Boulevard, Washington Square Road, Ellender Lane, Scholls Ferry, Hall, Greenburg, Oleson, Cascade, and streets within and through the mall area | Improve sidewalks, lighting, crossings, bus shelters and benches | X | | \$ 6,930,000 | 2016-25 |

2004 Federal Update to the RTP Project List Dec. 11, 2003

Approved by Metro Resolution No. 03-3380A

| RTP # | 2040 Link | Jurisdiction | Project Name (Facility) | Project Location | Project Description | 2025 RTP Illustrative System | 2025 RTP Financially Constrained System | 2003 dollars (*** indicates phasing in financially constrained) | RTP Program Years |
|--|-------------------|--------------------|---|---|---|------------------------------|---|---|-------------------|
| 6023 | Washington Sq. RC | Washington Co. | Scholls Ferry Pedestrian Improvements | Beaverton-Hillsdale Highway to Hall Boulevard | Improve sidewalks, lighting, crossings, bus shelters and benches | X | | \$ 577,500 | 2016-25 |
| 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 | X | X | \$ 577,500 | 2004-09 |
| 6026 | Washington Sq. RC | TriMet/WashCo | Washington Square Regional Center TMA Startup Program | Washington Square Regional Center | Implements a transportation management association program with employers | X | X | \$ 200,000 | 2004-09 |
| 6027 | Tigard TC | ODOT | I-5/217 Interchange Phase 2 | Highway 217 and I-5 | Complete interchange reconstruction | X | | \$ 45,045,000 | 2010-15 |
| 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 | X | | \$ 17,325,000 | 2010-15 |
| 6029 | Tigard TC | TriMet | Hall/Kruse Frequent Bus | Tigard-Lake Oswego-Kruse Way | Construct improvements that enhance Frequent Bus service | X | X | \$ 275,000 | 2010-15 |
| 6030 | Tigard TC | ODOT | Hall Boulevard Improvements | Locust to Durham Road | Improve Hall Boulevard to 5 lanes | X | | \$ 41,600,000 | 2004-09 |
| 6031 | Tigard TC | Tigard | Greenburg Road Improvements | Tiedeman Avenue to 99W | Widen to 5 lanes | X | | \$ 5,544,000 | 2016-25 |
| 6032 | Tigard TC | ODOT | Highway 217 Overcrossing - Tigard | Hunziker Street to 72nd at Hampton | Realign Hunziker Road to meet Hampton Street at 72nd Avenue and removes existing 72nd/Hunziker Road intersection | X | | \$ 10,000,000 | 2016-25 |
| 6033 Deleted (Construction completed) | | | | | | | | | |
| 6034 | Tigard TC | Tigard | Walnut Street Improvements, Phase 3 | 135th Avenue to 121st Avenue | Widen to three lanes with bikeways and sidewalks | X | X | \$ 6,601,356 | 2010-15 |
| 6035 | Tigard TC | Tigard | Gaarde Street Improvements | 110th Avenue to Walnut Street | Widen to three lanes with bikeways and sidewalks | X | X | \$ 4,620,000 | 2004-09 |
| 6036 | Tigard TC | Tigard | Bonita Road Improvements | Hall Boulevard to Bangy Road | Widen to four lanes | X | | \$ 9,240,000 | 2010-15 |
| 6037 | Tigard TC | Tigard | Durham Road Improvements | Upper Boones Ferry Road to Hall Boulevard | Widen to five lanes | X | | \$ 4,042,500 | 2010-15 |
| 6038 | Tigard TC | Tigard | Walnut Street Extension | Hall Boulevard to Hunziker Street | Extend street east of 99W to connect to Hall Boulevard and Hunziker Street | X | | \$ 19,000,000 | 2010-15 |
| 6039 | Tigard TC | ODOT | 99W Improvements | I-5 to Greenburg Road | Widen to seven lanes | X | | \$ 28,875,000 | 2016-25 |
| 6040 | Tigard TC | Tigard | 72nd Avenue Improvements | 99W to Hunziker Road | Widen to five lanes | X | X | \$ 3,465,000 | 2004-09 |
| 6041 | Tigard TC | Tigard | 72nd Avenue Improvements | Hunziker Road to Bonita Road | Widen to five lanes | X | X | \$ 5,775,000 | 2010-15 |
| 6042 | Tigard TC | Tigard | 72nd Avenue Improvements | Bonita Road to Durham Road | Widen to five lanes with bikeways and sidewalks | X | X | \$ 5,775,000 | 2010-15 |
| 6043 | Tigard TC | Washington Co. | Upper Boones Ferry Road | I-5 to Durham Road | Widen to five lanes | X | | \$ 8,200,000 | 2016-25 |
| 6044 | Tigard TC | Tigard | Dartmouth Street Extension | Dartmouth Road to Hunziker Road | Three lane extension; new Highway 217 overcrossing | X | | \$ 32,340,000 | 2016-25 |
| 6045 | Tigard TC | Tigard | Dartmouth Street Improvements | 72nd Avenue to 68th Avenue | Widen to four lanes with turn lanes | X | X | \$ 577,500 | 2010-15 |
| 6046 Deleted (Construction completed) | | | | | | | | | |
| 6047 | Tigard TC | ODOT | Highway 217/72nd Avenue Interchange Improvements | Highway 217 and 72nd Avenue | Complete interchange reconstruction with additional ramps and overcrossings | X | | \$ 17,325,000 | 2010-15 |
| 6048 | Washington Sq. RC | Beaverton/WashCo | Scholls Ferry Road Intersection Improvement | At Hall Boulevard | Add SB right turn lane from SB Hall Boulevard | X | | \$ 577,500 | 2016-25 |
| 6049 | Tigard TC | ODOT | Highway 99W Bikeway | Hall Boulevard to Greenburg Road | Retrofit for bike lanes | X | | \$ 577,500 | 2010-15 |
| 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 | X | | \$ 3,465,000 | 2016-25 |
| 6051 | Tigard TC | ODOT | Hall Boulevard Bikeway and Pedestrian Improvements | Oak Street to Highway 99W | Bike lanes, sidewalks & pedestrian, crossings | X | | \$ 1,155,000 | 2004-09 |
| 6052 | Washington Sq. RC | Tigard/Beaverton | Highway 217 Overcrossing | Nimbus Drive to northern mall area | Two-lane overcrossing with sidewalks and bike lanes | X | | \$ 30,000,000 | 2016-25 |
| 6053 | Washington Sq. RC | Tigard | Nimbus Avenue Extension | Nimbus Avenue to Greenburg Road | Two-lane extension with sidewalks and bike lanes | X | | \$ 38,000,000 | 2016-25 |
| 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 | X | | n/a | 2004-09 |

2004 Federal Update to the RTP Project List Dec. 11, 2003

Approved by Metro Resolution No. 03-3380A

| RTP # | 2040 Link | Jurisdiction | Project Name (Facility) | Project Location | Project Description | 2025 RTP Illustrative System | 2025 RTP Financially Constrained System | 2003 dollars (**** indicates phasing in financially constrained) | RTP Program Years |
|--|--------------------|-----------------------|---|--|---|------------------------------|---|--|-------------------|
| 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 | X | | \$ 2,310,000 | 2010-15 |
| 6056 | Tigard TC | ODOT | Highway 99W/Hall Boulevard Intersection Improvements | 99W/Hall Boulevard | Add turn signals and modify signal | X | X | \$ 4,273,500 | 2010-15 |
| 6057 | Washington Sq. RC | Tigard | Washington Square Regional Center Greenbelt Shared Use Path | Hall Boulevard to Highway 217 | Complete shared-use path construction | X | X | \$ 2,000,000 | 2010-15 |
| 6058 | King City TC | Tigard | Durham Road Improvements | Hall Boulevard to 99W | Widen to five lanes with sidewalks and bike lanes | X | | \$ 5,890,500 | 2016-25 |
| 6059 Deleted (Construction completed) | | | | | | | | | |
| 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 | X | | \$ 3,465,000 | 2016-25 |
| 6062 | King City TC | King City | King City TC Plan | King City TC | Determine long-term transportation needs | X | | n/a | 2010-15 |
| 6063 | Happy Valley TC | Various | Lower Tualatin River Greenway Trail | Powerline Trail to Willamette River | Feasibility study to construct a shared-use path | X | | \$ 75,000 | 2016-25 |
| 6064 | Tualatin TC | TriMet | Hall Boulevard Frequent Bus | Tualatin-Hall-TV Highway | Construct improvements that enhance Frequent Bus service | X | X | \$ 7,700,000 | 2010-15 |
| 6065 | Tualatin Ind. Area | Tualatin | Herman Road Improvements | Tualatin Road to Cipole Road | Widen to three lanes including bike lanes and sidewalks | X | X | \$ 12,000,000 | 2004-09 |
| 6066 | Tualatin TC | ODOT/Tualatin | I-5 Interchange Improvement - Nyberg Road | Nyberg Road/I-5 Interchange. | Widen Nyberg Road/I-5 interchange | X | X | \$ 4,600,000 | 2004-09 |
| 6067 | Tualatin TC | ODOT | Boones Ferry Road Improvements | Durham Road to Wilsonville TC | Three lane improvement to complete sidewalks and bike facilities | X | | \$ 27,027,000 | 2010-15 |
| 6068 | Tualatin TC | ODOT | Boones Ferry Road Improvements | Tualatin-Sherwood Road to Wilsonville | Widen to five lanes with bikeways and sidewalks | X | | \$ 11,550,000 | 2016-25 |
| 6069 | Tualatin TC | Tigard/Tualatin | Hall Boulevard Extension | Extension from Durham to Tualatin Road | Extend Hall Boulevard to connect across the Tualatin River | X | | \$ 28,875,000 | 2016-25 |
| 6070 | Tualatin TC | ODOT/WashCo | Lower Boones Ferry | Boones to Bridgeport | Sidewalk, bikeway, interconnect signals | X | X | \$ 5,800,000 | 2004-09 |
| 6071 | Tualatin TC | Washington Co. | Tualatin-Sherwood Road Improvements | 99W to Teton Avenue | Widen to five lanes with bike lanes and sidewalks; interconnect signals at Oregon and Cipole streets | X | X | \$ 28,875,000 | 2010-15 |
| 6072 Deleted (Construction completed) | | | | | | | | | |
| 6073 | Tualatin TC | Tualatin | 124th Avenue Improvements | Mysiony Street to Tualatin-Sherwood Road | Construct new 3 lane arterial with bikeways and sidewalks | X | X | \$ 7,854,000 | 2010-15 |
| 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 | X | | \$ 19,750,500 | 2016-25 |
| 6075 | Region | Various | Tonquin Trail | Connecting Wilsonville, Sherwood, Tualatin, Tigard and Durham | Feasibility study to construct a shared-use path | X | | \$ 100,000 | 2010-15 |
| 6076 | Tualatin Ind. Area | Tualatin | Mysiony/112th Connection | Mysiony to Tualatin-Sherwood Rd. @ Avery | Extend 3 lane road with sidewalks and bike lanes | X | X | \$ 1,500,000 | 2004-09 |
| 6077 | Tualatin TC | Washington Co. | Tualatin-Sherwood Road Bikeway | I-5 to Boones Ferry Road | Retrofit for bike lanes | X | | \$ 1,155,000 | 2016-25 |
| 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 | X | | \$ 375,375 | 2016-25 |
| 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 | X | X | \$ 577,500 | 2004-09 |
| 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 | X | X | \$ 1,155,000 | 2004-09 |
| 6081 | Tualatin TC | WashCo/Tualatin | Nyberg Road Pedestrian and Bike Improvements | 65th Avenue to I-5 | Complete sidewalks and bike facilities | X | X | \$ 1,155,000 | 2004-09 |
| 6082 | Tualatin TC | Washington Co. | Tualatin Freight Access Plan | Tualatin-Sherwood Road Corridor | Develop interim circulation/freight management plan | X | | n/a | 2004-09 |
| 6083 | Tualatin TC | TriMet/WashCo | Tualatin Town Center TMA Startup | Tualatin Town Center | Implements a transportation management association program with employers | X | X | \$ 103,950 | 2004-09 |
| 6084 | Wilsonville TC | Wilsonville | Kinsman Road Extension - south | Wilsonville Road to Brown Road (5th Street extension) | Two-lane extension | X | | \$ 3,200,000 | 2010-15 |
| 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 | X | | see Project #8035-8037 costs | 2016-25 |
| 6086 | Wilsonville TC | Wilsonville | Kinsman Road Extension | Kinsman Road to Boeckman Road | Two-lane extension | X | X | \$ 7,620,000 | 2004-09 |
| 6087 | Wilsonville TC | Wilsonville | Kinsman Road Extension | Boeckman Road to Ridder Road | Two-lane extension | X | | \$ 3,910,000 | 2004-09 |

2004 Federal Update to the RTP Project List Dec. 11, 2003

Approved by Metro Resolution No. 03-3380A

| RTP # | 2040 Link | Jurisdiction | Project Name (Facility) | Project Location | Project Description | 2025 RTP Illustrative System | 2025 RTP Financially Constrained System | 2003 dollars ("**" indicates phasing in financially constrained) | RTP Program Years |
|-------|----------------------------------|--------------------------|---|---|---|------------------------------|---|--|-------------------|
| 6088 | Wilsonville TC | Wilson/WashCo | Elligsen Road Improvements | Canyon Creek to Parkway Center | Improve Elligsen Road to 5 lanes | X | X | \$ 1,750,000 | 2010-15 |
| 6089 | Wilsonville TC | Clackamas Co. | Stafford Road Improvements | I-205 to Boeckman Road | Reconstruct, widen and add turn lanes | X | | \$ 3,300,000 | 2016-25 |
| 6090 | Wilsonville TC | Wilsonville | Boeckman Road Extension - West | Boeckman Road to Tooze Road | Extend 3 lanes with sidewalks and bike lanes | X | X | \$ 16,170,000 | 2010-15 |
| 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 | X | | \$ 9,890,000 | 2010-15 |
| 6092 | Deleted | | | | | | | | |
| 6093 | Wilsonville TC | Wilsonville | Barber Street Extension | Barber Street at Kinsman Road | Extend Barber Street as 3 lanes to 110th | X | X | \$ 7,310,000 | 2016-25 |
| 6094 | Deleted (Construction completed) | | | | | | | | |
| 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 | X | | \$ 6,390,000 | 2016-25 |
| 6096 | Deleted | | | | | | | | |
| 6097 | Wilsonville TC | Clackamas Co. | Stafford Road Safety Improvements | I-205 to Boeckman Road | Safety improvements | X | | \$ 2,310,000 | 2010-15 |
| 6098 | Wilsonville TC | Wilsonville | Kinsman Road Extension | Ridder Road to Day Road | Two-lane extension | X | | \$ 4,700,000 | 2004-09 |
| 6099 | Wilsonville TC | Wilsonville | Elligsen Road Improvements | Canyon Creek to Stafford Road | Two-lane extension | X | | \$ 5,000,000 | 2010-15 |
| 6100 | Wilsonville TC | Wilsonville | Barber Street Bikeway | Kinsman Road to Boberg Road | Complete N/S bikeway corridor | X | | \$ 1,340,000 | 2016-25 |
| 6101 | Wilsonville TC | Wilsonville | Wilsonville Road Bikeway | Rose Lane to Willamette Way West | Retrofit street to add bike lanes | X | | \$ 577,500 | 2010-15 |
| 6102 | Wilsonville TC | Wilsonville | Parkway Avenue Bikeway | Town Center Loop to Boeckman Road | Retrofit to wide outside lanes | X | | \$ 2,470,000 | 2010-15 |
| 6103 | Wilsonville TC | Wilsonville | Parkway Avenue Bikeway (N of Boeckman) | Boeckman Road to Parkway Center Drive | Retrofit street to add bike lanes | X | | \$ 3,610,000 | 2016-25 |
| 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 | X | | \$ 2,160,000 | 2016-25 |
| 6105 | Wilsonville TC | Wilsonville | Town Center Loop Bike and Pedestrian Improvements | Parkway to Wilsonville Road | Retrofit street to add bike lanes and sidewalks | X | X | \$ 251,000 | 2010-15 |
| 6106 | Deleted (Construction completed) | | | | | | | | |
| 6107 | Wilsonville TC | Wilsonville | Boeckman Road Extension - East | Canyon Creek to Wilsonville Road | Three-lane extension with sidewalks and bike lanes | X | | \$ 4,400,000 | 2016-25 |
| 6108 | Wilsonville TC | Wilsonville | Brown Road Improvements | Wilsonville Road to Evergreen Avenue | Three-lane extension with sidewalks and bike lanes | X | | \$ 1,800,000 | 2010-15 |
| 6109 | Sherwood TC | Washington Co. | Beef Bend/175th Avenue Realignment | Beef Bend at 175th Avenue | Realign intersection to eliminate offset of Beef Bend road with 175th Avenue | X | X | \$ 924,000 | 2016-25 |
| 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 | X | | n/a | 2004-09 |
| 6111 | Deleted (Construction completed) | | | | | | | | |
| 6112 | Sherwood TC | Washington Co. | Beef Bend Road Improvements | Bull Mountain Road to Scholls Ferry Road | Widen to four lanes with limited access | X | | \$3,465,000 | 2016-25 |
| 6113 | Deleted (Construction completed) | | | | | | | | |
| 6114 | Sherwood TC | Sherwood/WashCo | Edy Road/Sherwood Improvements | Borchers to Pine/3rd Street | Widen; install signals; add bike lanes | X | | \$ 1,732,500 | 2016-25 |
| 6115 | Sherwood TC | Sherwood/WashCo | Edy Road Improvements | North city limits to 99W | Widen to include sidewalks and bike lanes | X | | \$ 1,155,000 | 2016-25 |
| 6116 | Sherwood TC | Sherwood/WashCo | Sherwood TC Bicycle/Pedestrian Bridges | Sherwood/Edy/ 99W; Maineke/99W; Sunset/99W | | X | | \$ 11,550,000 | 2016-25 |
| 6117 | Sherwood TC | Sherwood/WashCo | Sherwood TC Pedestrian Improvements | Sherwood Road, Oregon, Pacific and intersecting streets | Improve sidewalks, lighting, crossings, bus shelters and benches | X | | \$ 1,732,500 | 2016-25 |
| 6119 | Murray/Scholls TC | Washington Co./Beaverton | Teal Boulevard Extension | Barrows Road to Scholls Ferry Road | Construct 2-lane extension with sidewalks and bike lanes to town center loop and Barrows Road | X | X | \$ 4,000,000 | 2004-09 |
| 6120 | Murray/Scholls TC | Washington Co. | Barrows Road Improvements | Murray Boulevard to 175th Avenue | Widen to add bike lanes | X | | \$ 577,500 | 2016-25 |

2004 Federal Update to the RTP Project List Dec. 11, 2003

Approved by Metro Resolution No. 03-3380A

| RTP # | 2040 Link | Jurisdiction | Project Name (Facility) | Project Location | Project Description | 2025 RTP Illustrative System | 2025 RTP Financially Constrained System | 2003 dollars (*** indicates phasing in financially constrained) | RTP Program Years |
|---------------------------------------|--------------------|-------------------------|---|---|---|------------------------------|---|---|-------------------|
| 6121 | Murray/Scholls TC | Beaverton/WashCo/Tigard | Murray Boulevard Extension | Scholls Ferry Road to Barrows Road at Walnut Street | Construct 2-lane roadway and bridge, additional turn lanes at intersections, bike lanes, and sidewalks | X | X | \$ 1,900,000 | 2004-09 |
| 6122 | Murray/Scholls TC | Beaverton | Davies Road Connection | Scholls Ferry Road to Barrows Road | Three-lane connection with bikeways and sidewalks | X | X | \$ 1,900,000 | 2010-15 |
| 6124 | LO Corridor | Clackamas Co. | Carmen Drive Improvements | I-5 to Quarry | Reconstruct and widen to three lanes to include bike lanes | X | | \$ 3,811,500 | 2010-15 |
| 6125 Deleted (Construction completed) | | | | | | | | | |
| 6126 Deleted (under construction) | | | | | | | | | |
| 6127 | LO Corridor | Lake Oswego | Boones Ferry Road Improvements - | Kruse Way to Washington Court | Widen to five lanes with sidewalks and bike lanes; Boones Ferry Corridor Study completed in 2000 with Lake Grove Town Center study work continuing in 2003/04 funded by City. Project will be broken into three phases; upper, middle and lower. | X | X | \$ 8,200,000 | 2010-15 |
| 6128 Deleted (Construction completed) | | | | | | | | | |
| 6129 | LO Corridor | Clackamas Co. | Bangy Road Intersection Improvements | Bangy Road/Bonita Road Intersection | Add traffic signal and turn lanes | X | X | \$ 375,375 | 2010-15 |
| 6130 | LO Corridor | Clackamas Co. | Bangy Road Intersection Improvements | Bangy Road/Meadows Road Intersection | Add traffic signal and turn lanes | X | X | \$ 375,375 | 2010-15 |
| 6131 | LO Corridor | Lake Oswego | Willamette River Greenway | Roehr Park to Tryon Creek | shared-use path | X | X | \$ 346,500 | 2010-15 |
| 6133 | Lake Grove TC | Clackamas Co. | Bonita Road Improvements | SE Bangy Road to SE Carmen Drive | Reconstruct and widen to three lanes | X | | \$ 3,811,500 | 2010-15 |
| 6135 | Lake Grove TC | Clackamas Co. | Boones Ferry Road Bike Lanes | Kruse Way to Multnomah County line | Construct bike lanes | X | X | \$ 635,250 | 2004-09 |
| 6136 | Lake Grove TC | Portland | Boones Ferry Pedestrian Improvements | Terwilliger to Kruse Way | Improve sidewalks, lighting, crossings, bus shelters and benches | X | | \$ 1,155,000 | 2016-25 |
| 6137 Deleted (Study nearly completed) | | | | | | | | | |
| 6138 | Wilsonville TC | ODOT/Wilsonville | Wilsonville Road/I-5 Interchange Improvements (Phase 1 and 2) | Town Center Loop to Boones Ferry Road ramps. | Construct ramp improvements (PE and ROW only in financially constrained system) | X | X | \$ 20,900,000 | * 2004-09 |
| 6139 | Wilsonville TC | ODOT/Wilsonville | Wilsonville Road/I-5 Interchange Improvements (Phase 3) | I-5 in Wilsonville area | Construct auxiliary lanes | X | | \$ 11,300,000 | 2016-25 |
| 6140 | Wilsonville TC | Wilsonville | Miley Road Improvements | French Prairie to west of I-5 | Widen street to four lanes | X | | \$ 2,300,000 | 2010-15 |
| 6141 | Region | ODOT/WashCo | I-5/99W Connector: Phase 1 Arterial | I-5 to 99W | Acquire right-of-way and construct new arterial based on recommendations from I-5/99W Arterial connection study that protects through traffic movements between these highways | | X | \$ 53,000,000 | 2004-09 |
| 6142 | Durham TC | Durham | Upper Boones Ferry Road Improvement | Durham Road to Tualatin River | Widen to 3 lanes with sidewalks and bike lanes | X | X | \$ 1,000,000 | 2004-09 |
| 7000 | Damascus TC | Clackamas Co. | 172nd Avenue Improvements | Foster Road to Highway 212 | Widen to five lanes | X | X | \$ 8,085,000 | 2016-25 |
| 7001 | Damascus TC | Clackamas Co. | Sunnyside Road Improvements | 172nd Avenue to Highway 212 | Widen to five lanes in preferred/3 lanes in strategic and constrained | X | X | \$ 4,158,000 | 2010-15 |
| 7002 | Damascus TC | Clackamas Co. | Foster Road Improvements | Highway 212 to 172nd Avenue | Widen to five lanes in preferred/3 lanes in strategic | X | | \$ 20,790,000 | 2016-25 |
| 7003 | Damascus TC | Portland | Foster Road Improvements | 172nd Avenue to Jenne Road | Widen to five lanes | X | | \$ 5,775,000 | 2016-25 |
| 7005 | Pleasant Valley TC | Multnomah Co. | 190th Avenue Extension | Butler/190th to 172nd/Foster Road intersection | Five lane extension | X | | \$ 11,550,000 | 2010-15 |
| 7006 | Pleasant Valley TC | Portland | SE Foster Improvements | SE 122nd Avenue to Jenne Road | Widen Foster Road to four lanes from SE 122nd to SE Barbara Welch Road. Widen and determine the appropriate cross section of Foster Road from SE Barbara Welch Road to Jenne Road by completing Phase 2 of the Powell Boulevard/Foster Road Corridor Study in order to meet roadway, transit, pedestrian and bike needs | X | X | \$ 14,000,000 | 2010-15 |

2004 Federal Update to the RTP Project List Dec. 11, 2003

Approved by Metro Resolution No. 03-3380A

| RTP # | 2040 Link | Jurisdiction | Project Name (Facility) | Project Location | Project Description | 2025 RTP Illustrative System | 2025 RTP Financially Constrained System | 2003 dollars (***) indicates phasing in financially constrained | RTP Program Years |
|-------|-------------------------------------|----------------------------|---|--|---|------------------------------|---|---|-------------------|
| 7007 | Pleasant Valley TC | Portland/Gresham | SE 174th North/South Improvements | SE Foster to Powell Boulevard | Based on the recommendations from the Powell Boulevard/Foster Road Corridor Study (#1228), construct a new north-south capacity improvement project in the vicinity of SE 174th Avenue/Jenne Road between SE Powell Boulevard and Giese Road in Pleasant Valley. This replaces former project 7007 which widened Jenne Road to three lanes from Powell Boulevard to Foster Road | X | X | \$ 13,000,000 | 2010-15 |
| 7008 | Deleted (under construction) | | | | | | | | |
| 7009 | Pleasant Valley TC | Clackamas Co. | SE 145th/147th Bike Lanes | SE Clatsop to SE Monner | Widen to construct bike lanes | X | X | \$ 1,039,500 | 2010-15 |
| 7010 | Pleasant Valley TC | Clackamas Co. | SE 162nd Avenue Bike Lanes | SE Monner to SE Sunnyside | Widen to construct bike lanes | X | X | \$ 392,700 | 2016-25 |
| 7011 | Pleasant Valley TC | Clackamas Co. | SE Monner Bike Lanes | SE 147th to 162nd Avenue | Widen to construct bike lanes | X | X | \$ 392,700 | 2016-25 |
| 7012 | Deleted (Project included in #2045) | | | | | | | | |
| 7013 | Deleted (Project included in #1228) | | | | | | | | |
| 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 | X | | n/a | 2010-15 |
| 7016 | Pleasant Valley TC | Portland/Gresham/ Metro | SE 174th Avenue/New Roadway Project Development Study | Jenne Road/174th from Powell to Foster | Study a new extension of SE 174th Avenue between Jenne and the future Giese Roads. The study may result in an amendment to planning documents to call for a new extension of SE 174th Avenue in lieu of widening Jenne Road to three lanes between Foster Road and Powell Boulevard (former project 7007). | X | | n/a | 2010-15 |
| 7019 | Sunshine Valley RR | Clackamas Co. | 242nd Avenue Improvements | Multnomah County line to Highway 212 | Reconstruct and widen to three lanes | X | X | \$ 4,620,000 | 2016-25 |
| 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 | X | | n/a | 2016-25 |
| 7021 | Sunshine Valley RR | Metro | Hogan/242nd Corridor Plan | Hogan/242nd from Palmquist to Highway 212 | Develop traffic management plan in urban growth boundary | X | | n/a | 2004-09 |
| 7022 | Damascus TC | TriMet | Sunnyside Road Frequent bus | Clackamas TC to Damascus TC | Construct improvements that enhance Frequent bus service | X | X | \$ 913,000 | 2010-15 |
| 7023 | Damascus TC | TriMet | Powell/Foster Rapid Bus | PCBD to Damascus TC | Construct improvements that enhance Rapid bus service | X | | See Tri-Met Total | 2016-25 |
| 7024 | Region | TriMet | Transit center | Damascus | Construct transit station to serve Damascus | X | | See Tri-Met Total | 2016-25 |
| 7025 | Region | Various Partners | East Buttes Powerline Corridor Trail | SE 172nd Avenue to Gresham-Fairview Trail | Initiate a feasibility study of the trail proposed in the Pleasant Valley concept plan to evaluate property ownership, alignment options, environmental issues | X | | \$ 100,000 | 2016-25 |
| 7026 | Pleasant Valley TC | Gresham | Towle Avenue Improvements | Butler Road to Eastman Parkway | Construct sidewalks, bike lanes and intersection improvements | X | | \$ 400,000 | 2016-25 |
| 7027 | Pleasant Valley TC | Gresham | Butler Road Improvements | 190th Avenue to Regner Road | Construct sidewalks and bike lanes | X | | \$ 200,000 | 2016-25 |
| 7028 | Pleasant Valley TC | Gresham | Butler Road Improvements | Regner Road to 242nd Avenue | Construct sidewalks and bike lanes | X | | \$ 200,000 | 2016-25 |
| 7029 | Pleasant Valley TC | Gresham | 162nd Avenue Improvements | Powell Boulevard to Division Street | Study feasibility of narrowing travel lanes to construct sidewalks and bike lanes | X | | \$ 50,000 | 2016-25 |
| 7030 | Pleasant Valley TC | Gresham | Regner Road Improvements | Butler Road to Roberts Road | Construct sidewalks, bike lanes and intersection improvements | X | | \$ 450,000 | 2016-25 |
| 7031 | Pleasant Valley TC | Portland | Clatsop Road Bike Improvements, 1 | 132nd Avenue to 145th Avenue | Retrofit bike lanes to existing street | X | | \$ 200,000 | 2016-25 |
| 7032 | Pleasant Valley TC | Portland | Clatsop Road Bike Improvements, 2 | Butler Road to Roberts Road | Retrofit bike lanes to existing street | X | | \$ 200,000 | 2016-25 |
| 7034 | Pleasant Valley TC | Gresham/Mult. Co | Foster Road Extension | | New north extension of Foster Road | X | X | \$ 1,700,000 | 2010-15 |
| 7035 | Pleasant Valley TC | Gresham/Mult. Co | Giese Road Extension | Giese Road to Foster Road | New extension of Giese Road to Foster Road | X | X | \$ 2,900,000 | 2016-25 |
| 7036 | Pleasant Valley TC | Gresham/Mult. Co | 190th Avenue Improvements | Butler Road to city limits | Widen to five lanes with sidewalks and bike lanes | X | X | \$ 4,100,000 | 2016-25 |
| 7037 | Pleasant Valley TC | Gresham/Mult. Co | 172nd Avenue Improvements | Giese Road to Butler Road | Upgrade street to urban standards with sidewalks and bike lanes | X | X | \$ 1,900,000 | 2016-25 |
| 7038 | Pleasant Valley TC | Gresham/Mult. Co | 172nd Avenue Improvements | Butler Road to Cheldelin Road | Upgrade street to urban standards with sidewalks and bike lanes | X | X | \$ 5,600,000 | 2016-25 |

2004 Federal Update to the RTP Project List Dec. 11, 2003

Approved by Metro Resolution No. 03-3380A

| RTP # | 2040 Link | Jurisdiction | Project Name (Facility) | Project Location | Project Description | 2025 RTP Illustrative System | 2025 RTP Financially Constrained System | 2003 dollars ("") indicates phasing in financially constrained | RTP Program Years |
|-------|-----------------------------------|------------------|---|--|---|------------------------------|---|--|-------------------|
| 7039 | Pleasant Valley TC | Gresham/Mult. Co | Giess Road Improvements | 172nd Avenue to 182nd Avenue | Upgrade street to urban standards with sidewalks and bike lanes | X | X | \$ 4,300,000 | 2016-25 |
| 7040 | Pleasant Valley TC | Gresham/Mult. Co | Giess Road Improvements | 182nd Avenue to 190th Avenue | Upgrade street to urban standards with sidewalks and bike lanes | X | X | \$ 3,000,000 | 2016-25 |
| 7041 | Pleasant Valley TC | Gresham/Mult. Co | Foster Road bridge | Foster Road | Construct bridge crossing | X | X | \$ 1,100,000 | 2016-25 |
| 7042 | Pleasant Valley TC | Gresham/Mult. Co | Giess Road Extension bridge | Giess Road | Construct bridge crossing | X | X | \$ 1,100,000 | 2016-25 |
| 7043 | Pleasant Valley TC | Gresham/Mult. Co | Butler Road Bridge | Butler Road | Construct bridge crossing | X | X | \$ 1,700,000 | 2016-25 |
| 8000 | Region | Metro | Bicycle Travel Demand Forecasting Model | Region-wide | Develop regional bicycle travel demand forecasting model | X | X | \$ 115,500 | 2004-09 |
| 8001 | Region | Metro | Bike Safety, Educ.& Encouragement Pilot Project | Region-wide | Encourage bicyclist, pedestrian and motorist safety | X | X | \$ 115,500 | 2004-09 |
| 8002 | Region | Metro | Expand "Bike Central" Program | Selected Regional Centers and Town Centers | Provide shower, locker and storage facilities for bike commuters | X | X | \$ 346,500 | 2010-15 |
| 8003 | Region | Metro | LRT Station Area "Free Bike" Pilot Project | LRT Station Areas throughout the region | Administer free bike program in station areas | X | X | \$ 57,750 | 2016-25 |
| 8004 | Region | TriMet | LRT and Transit Station Bike Parking | Selected LRT Station Areas and transit centers | Administer and maintain bicycle lockers | X | X | \$ 57,750 | 2010-15 |
| 8005 | Region | Metro | Regional TOD Projects | Region-wide | Flexible funding program to leverage transit-oriented development | X | X | \$ 43,000,000 | 2004-25 |
| 8006 | Region | Metro | Alternative transportation strategies study | Region-wide | | X | | n/a | 2016-25 |
| 8007 | Region | ODOT | Pedestrian/Bicycle Improvements to ODOT Preservation/Maintenance Projects | Various locations in region | Implement bicycle and pedestrian enhancements as part of preservation and maintenance projects on ODOT facilities | X | X | \$ 10,000,000 | 2004-25 |
| 8008 | Region | ODOT | Interchange Access Management | Various interchanges in the region | Implement access management strategies | X | | \$ 46,200,000 | 2004-09 |
| 8025 | Region | TriMet/SMART | Transit Center Upgrades | Region-wide | New or improved transit centers at various locations in the region | | X | \$ 20,002,273 | 2004-25 |
| 8026 | Deleted (Priority System dropped) | | | | | | | | |
| 8027 | Region | TriMet/SMART | Transit Center Upgrades | Region-wide | New or improved transit centers at various locations in the region | X | | \$ 104,702,638 | 2004-25 |
| 8028 | Region | TriMet | Vehicle Purchases | 1.5% per year expansion | Vehicle purchases to provide for expanded service | | X | \$ 169,785,000 | 2004-25 |
| 8031 | Region | TriMet | Vehicle Purchases | 4.5% per year expansion | Vehicle purchases to provide for expanded service | X | | \$ 802,725,000 | 2004-25 |
| 8032 | Region | TriMet/SMART | Bus Operating Facilities | Region-wide | Bus operating facilities | | X | \$ 75,000,000 | 2004-25 |
| 8034 | Region | TriMet/SMART | Bus Operating Facilities | Region-wide | Bus operating facilities | X | | \$ 213,835,281 | 2004-25 |
| 8035 | Region | TriMet/SMART | Frequent/Rapid Bus Improvements | Baseline Network | Transit stations, improved passenger amenities, bus priority and reliability improvements | | X | \$ 26,297,000 | 2016-25 |
| 8037 | Region | TriMet/SMART | Frequent/Rapid Bus Improvements | Preferred Network | Transit stations, improved passenger amenities, bus priority and reliability improvements | X | | \$ 152,337,945 | 2004-25 |
| 8038 | Region | TriMet | Tri-Met Park and Ride Lots | Baseline Network | Park-and-ride facilities to serve bus and light rail stops and stations | | X | \$ 5,782,970 | 2004-25 |
| 8041 | Region | TriMet | Tri-Met Park and Ride Lots | Preferred Network | Park-and-ride facilities to serve bus and light rail stops and stations | X | | \$ 89,620,839 | 2004-25 |
| 8042 | Region | SMART | SMART Park and Ride Lots | SMART district | Park-and-ride facilities to serve bus and commuter rail station | X | X | \$ 3,927,000 | 2004-25 |
| 8043 | Region | TriMet/SMART | Bus Stop Improvements | Region-wide | Bus stop improvements region-wide | | X | \$ 7,939,181 | 2004-25 |
| 8045 | Region | TriMet/SMART | Bus Stop Improvements | Region-wide | Bus stop improvements region-wide | X | | \$ 13,211,756 | 2004-25 |
| 8046 | Region | TriMet/SMART | Bus Priority Treatments | Region-wide | Bus Priority Treatments | | X | \$ 19,891,988 | 2016-25 |
| 8048 | Region | TriMet/SMART | Bus Priority Treatments | Region-wide | Bus Priority Treatments | X | | \$ 83,746,163 | 2004-25 |
| 8049 | Region | TriMet | Priority Pedestrian Access to Transit Improvements | Region-wide | Construct improvements that enhance pedestrian access to transit - sidewalks, crosswalks, ADA improvements | X | X | \$ 20,000,000 | 2004-25 |
| 8050 | Region | Metro/SMART | SMART TDM Program | SMART district | Regional employer outreach, transit marketing, vanpool and carpool, station cars and car sharing programs | X | X | \$ 1,500,000 | 2004-25 |
| 8051 | Region | Metro/TriMet | Regional Travel Options TDM Program | Preferred Network | Regional employer outreach, transit marketing, vanpool and carpool, station cars and car sharing programs | X | | \$ 47,124,000 | 2004-25 |

2004 Federal Update to the RTP Project List Dec. 11, 2003

Approved by Metro Resolution No. 03-3380A

| RTP # | 2040 Link | Jurisdiction | Project Name (Facility) | Project Location | Project Description | 2025 RTP Illustrative System | 2025 RTP Financially Constrained System | 2003 dollars (**** Indicates phasing in financially constrained) | RTP Program Years |
|---|-----------|--------------|---|-------------------------|---|------------------------------|---|--|-------------------|
| 8052 | Region | Metro/TriMet | Regional Travel Options TDM Program | Financially Constrained | Regional employer outreach, transit marketing, vanpool and carpool, station cars and car sharing programs | | X | \$ 16,978,500 | 2004-25 |
| 8053 | Region | Metro/TriMet | Region 2040 Initiatives | Region-wide | Implementation of innovative transportation solutions in locations with high regional significance | X | X | \$ 6,063,750 | 2004-25 |
| 8054 | Region | Metro/DEQ | ECO Clearinghouse | Region-wide | Continue provision of ECO information clearinghouse services | X | X | \$ 1,212,750 | 2004-25 |
| 8055 | Region | Metro/TriMet | Transportation Management Associations Innovative Programs | Region-wide | Implementation of innovative transportation solutions in locations with high regional significance | X | X | \$ 3,000,000 | 2004-25 |
| 8056 | Region | Metro/TriMet | Future Transportation Management Associations Start-Up and Sustainability | Region-wide | Future implementation and sustainability of TMA's with employers | X | X | \$ 4,000,000 | 2004-25 |
| 8057 | Region | TriMet | LIFT Vehicle Purchases | Region-wide | 4 percent per year expansion | X | X | \$ 16,890,000 | 2004-09 |
| 8058 | Region | TriMet | Ride Connection Vehicle Purchases | Region-wide | Purchase five vehicles per year | X | X | \$ 4,767,600 | 2004-09 |
| Total Capital Costs for each Network in Billions of 2003 Dollars | | | | | | \$10.431 | \$4.231 | | |



METRO

Appendix 2

2004 Regional Transportation Plan Update Timeline

(updated December 18, 2003)

- | | |
|--------------------|--|
| October 31 | Public comment period begins; staff recommendation on draft 2004 RTP released for 30-day public comment period; draft RTP and conformity determination submitted to FHWA and FTA to begin review |
| November 3 | Air quality conformity analysis begins |
| November 5 | MTAC comments on draft 2004 RTP |
| November 12 | MPAC comments on draft 2004 RTP |
| November 13 | JPACT comments on draft 2004 RTP |
| November 13 | Metro Council first reading of Ordinance on draft 2004 RTP |
| November 17 | Formal request for federal review of draft 2004 RTP and 2004 RTP/2004-07 MTIP Air Quality Conformity Determination and updated timeline submitted to FHWA/FTA |
| November 26 | TPAC review and discussion of draft 2004 RTP |
| December 3 | MTAC comments on draft 2004 RTP |
| December 4 | Public hearing on draft 2004 RTP and 2004 RTP/2004-07 MTIP Air Quality Conformity Determination |
| December 4 | Public comment period on draft 2004 RTP (Policy, Project and Technical Packets) extended to December 10 at 5 p.m. |
| December 4 | Comment period extended for 2004 RTP/2004-07 MTIP Air Quality Conformity Determination |
| December 5 | TPAC special meeting to comment on draft 2004 RTP |
| December 10 | Tentative final MPAC action on 2004 RTP |
| December 10 | Public comment period on draft 2004 RTP (Policy, Project and Technical Packets) ends at 5 p.m. |
| December 11 | Final JPACT action on 2004 RTP, pending air quality conformity results |
| December 11 | Final Metro Council action on 2004 RTP, pending air quality conformity results |
| January 8 | 2004 RTP/2004-07 MTIP Air Quality Conformity Determination results announced on Metro website (<i>tentative</i>) |
| January 13 | Extended comment period on 2004 RTP/2004-07 MTIP Air Quality Conformity Determination ends at 5 p.m. |
| January 15 | Tentative final JPACT action on 2004-07 MTIP Air Quality Conformity Determination (pending air quality conformity results) |

January 15

Tentative final Metro Council action on 2004 RTP/2004-07 MTIP Air Quality Conformity Determination (pending air quality conformity results)

January 16

2004 RTP/2004-07 MTIP Air Quality Conformity Determination submitted to FHWA and FTA



METRO

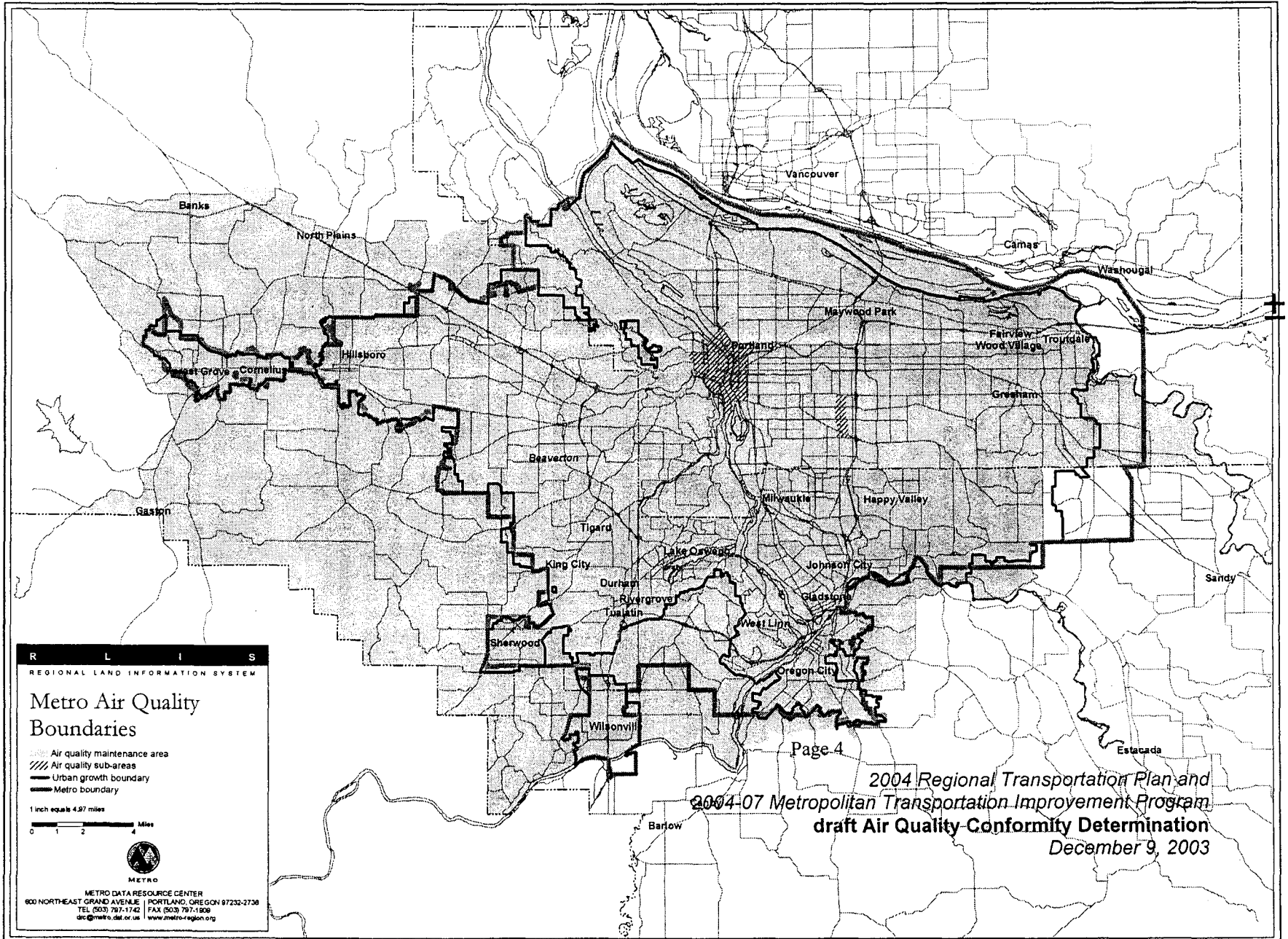
Appendix 3

**2004 Regional Transportation Plan and
2004-07 Metropolitan Transportation Improvement Program
Air Quality Conformity Analysis Protocols**

Transportation Emissions Budget Years

For the Oregon portion of the Portland-Vancouver airshed, emission budgets (maximum air pollutant levels) have been set for various sources of pollutants (mobile, point, and area) and are included in the State Implementation Plan (SIP) and in the region's Ozone and Carbon Monoxide Maintenance Plans. The 2004 Regional Transportation Plan (RTP) and 2004-07 Metropolitan Transportation Improvement Program (MTIP) must conform to the SIP mandated transportation emissions budgets. Transportation emissions budgets are set for winter carbon monoxide (CO) and for two summer ozone precursors: nitrogen oxides (NO_x), and hydrocarbons (HC). The geographic extent of the carbon monoxide transportation emission budget is the Metro jurisdictional boundary. For the ozone transportation emission budget, the geographic extent is the Air Quality Maintenance Area (AQMA).

In addition, emission budgets for carbon monoxide have also been established for the Central City Transportation Management Plan area (the central city of Portland) as well as an area along SE 82nd Avenue area from SE Division Street to SE Woodstock Avenue in southeast Portland. These areas are shown in the following map.



R L I S
 REGIONAL LAND INFORMATION SYSTEM

Metro Air Quality Boundaries

- Air quality maintenance area
- Air quality sub-areas
- Urban growth boundary
- Metro boundary

1 inch equals 4.97 miles

0 1 2 4 Miles

METRO

METRO DATA RESOURCE CENTER
 800 NORTH-EAST GRAND AVENUE | PORTLAND, OREGON 97232-2738
 TEL: (503) 797-1742 | FAX: (503) 797-1806
 drc@metro.del.or.us | www.metro-region.org

Page 4

*2004 Regional Transportation Plan and
 2004-07 Metropolitan Transportation Improvement Program
 draft Air Quality Conformity Determination
 December 9, 2003*

The region's approved Maintenance Plans identify two sets of budget years, one set for winter CO and one set for summer ozone precursors (NO_x and HC). The CO budget years are 2007, 2010, 2015 and 2020.

The ozone budget years are 2006, 2010, 2015 and 2020. In addition, a plan horizon year must also be evaluated. For the 2004 RTP, the horizon year is 2025. Table 1 shows the budget years and associated emissions budgets.

Table 1
2004 RTP Transportation Emissions Budgets¹

| | Winter CO (thousand pounds/day) | | | Summer HC (tons/day) | Summer NO _x (tons/day) |
|-------------|------------------------------------|------------------------------|----------------------|-------------------------|--------------------------------------|
| | Region (Metro boundary) | PDX Central City Sub-area | 82nd Ave Sub-area | Region (AQMA) | Region (AQMA) |
| 2006 | <i>n/a</i> | <i>n/a</i> | <i>n/a</i> | 41 | 51 |
| 2007 | 775 | 70 | 4 | <i>n/a</i> | <i>n/a</i> |
| 2010 | 772* | 68 | 4 | 40 | 52 |
| 2015 | 801* | 71 | 4 | 40 | 55 |
| 2020 | 856* | 76 | 4 | 40 | 59 |
| 2025 | 856 | 76 | 4 | 40 | 59 |

*Previous air quality conformity determinations have used Carbon Monoxide budgets based on a draft, July 12, 1996 copy of the Maintenance Plan. However, the correct budgets are those in the approved State Implementation Plan published in the September 2, 1997 Federal Register (FR), as cited in the FR in Section 52.1970 (c) (122)(i)(B), which revises the 2010, 2020 and years thereafter as listed in Table 1, above

Relationship of Budget Years to Analysis Years

On October 2, 2003, Metro, DEQ, EPA, FHWA and FTA staff met and reviewed the conformity requirements. The process is technically complex, requires extensive staff and computer time and is, therefore, expensive. Metro fully models as few analysis years as possible to the degree the rules allow. As permitted by the conformity rule, Metro identifies and models key analysis years and interpolates between them to establish that regional mobile emissions meet all established emissions budgets. As noted in the table below, full transportation model runs, include forecasts of trip characteristics such as trip origin and destinations, time, length and duration. These full transportation model runs are completed for years 2000, 2010 and 2025. These transportation models are based on assumptions about future transportation improvements, the location and amount of future population and job growth and transportation facility characteristics (propensity to drive, use transit, etc). Future air quality conditions using air quality software (MOBILES5a-h) are then estimated using the output of the transportation model results. For the year 2015, a partial transportation model run is used. This approach uses the trip tables from the 2010 and 2020 full model runs and assesses the results of these trips on a transportation network with improvements assumed to be made by 2015. Then the air quality model is run to estimate the air quality conditions in the year 2015.

¹ Budgets are from the Maintenance Plan adopted in 1996. The maintenance plans include no specific year emission budget after year 2020, but other transportation planning requirements mandate that the planning forecast year also be conformed. The planning forecast year is 2025. The year 2025 budget uses the same budget as year 2020, as both the ozone and carbon monoxide maintenance plans call for the same budget "For Years 2020 and Beyond".

This approach is acceptable under the federal rule and is called out in its preamble as follows: "A full regional emissions analysis must be performed for each pollutant and precursor for the last year of the transportation plan's forecast period (i.e., 2025)..." as well as for intervening years, not to exceed 10 years between analyses. For the other years for which the *budget test* is required to be demonstrated, the estimate of regional emissions does not necessarily need to be based on a full regional emissions analysis performed for the specific year; the estimate of regional emissions may be based on an interpolation between the years for which the full regional emissions analysis was performed.

Table 2 identifies the years for which a full conformity analysis was performed and the years for which interpolation was performed for both summer ozone precursors and winter carbon monoxide. Sub-area analyses are derived from the regional results.

Table 2
2004 Regional Transportation Plan Conformity Analysis Years

| | | | Winter CO | Ozone (HC and NOx) |
|-------------|---|-------------------------------------|-----------------------------|-----------------------------|
| Year | Budget Established | Modeling | Emission Calculation | Emission Calculation |
| 2006 | Ozone | | None - not required | Emission Interpolation* |
| 2007 | Winter CO | | Emission Interpolation* | None - not required |
| 2010 | Both | Full Model run | MOBILE5a-h | MOBILE5a-h |
| 2015 | Both | Trip Assignment (Partial Model run) | MOBILE5a-h | MOBILE5a-h |
| 2020 | Both | | Emission Interpolation | Emission Interpolation |
| 2025 | All years after 2020 to use 2020 budget | Full Model run | MOBILE5a-h | MOBILE5a-h |

* A full model run was performed for year 2000. Emissions for 2006 and 2007 were interpolated using the 2000 and 2010 model runs.

Regional Travel Demand Model Inputs, Assumptions and Methodology

For a full analysis, air quality conformity requires demand model outputs such as vehicle miles traveled, trip ends, and network speeds. Emissions calculations are performed on a link-by-link and matrix basis for stabilized emissions and trip end emissions, respectively. Metro's model requires the following inputs to be assembled or created, if not already available (for a given year):

- Population and employment forecasts
- Transit fare and parking cost data
- Transit network assumptions (PM peak, Midday; including bus routes and park & ride sheds)
- Highway network definitions (PM peak, Midday)
- Vehicle emission factors

The model run consists of the following steps:

- Trip generation (e.g., how many total trips are expected in the region)
- Destination choice (e.g., determination of where each of the approximately 5 million daily trips are coming from and going to)
- Mode choice
- Time of day identifications (AM peak, PM peak, midday, rest of the day)
- Assignment of trips to the network (path choice)

In addition, air quality conformity model runs require stratification of the trips by inspection maintenance area (Oregon I/M, Washington State I/M, and Non-inspected). Once the data are assembled and the demand model steps are completed, the results are used for the calculation of emissions. Ozone and CO gases are computed, and then reported in various geographies depending on the project requirements.

To summarize, a full model analysis was performed for year 2000, 2010 and the 2004 RTP horizon year of 2025. New trip assignments were prepared for 2015. Data for all other budget years were interpolated between these four analysis years. The interpolated results were then compared to actual emission budgets to establish that the 2004 Regional Transportation Plan and 2004-07 Metropolitan Transportation Improvement Program conform to the emissions budgets in all years for which they are established in the region's CO and Ozone maintenance plans.

MOBILE5a-h Air Quality Model Assumptions

The MOBILE5a-h air quality computer model is used to estimate the future air quality conditions for the Portland area should the 2004 RTP and 2004-2007 MTIP be implemented. More specifically, on-road motor vehicle emissions of carbon monoxide and precursors of ozone and will be determined using EPA's Mobile5a_h Emissions Factor Model and the following parameters:

Fleet Data: Vehicle registration distribution and vehicle age distribution for Light Duty Gas Vehicles (LDGV) and Light Duty Diesel Vehicles (LDDV) will be derived from Oregon Dept. of Motor Vehicles registration records for Clackamas, Multnomah and Washington Counties 2002. Vehicle type and age distributions for other vehicle groups will be determined by national averages. Vehicles originating in Clark County, Washington will be characterized the same way if possible. If 2002 registration data are not available, national averages will be used to describe that portion of the fleet.

I/M Program: Vehicles registered in the Portland Metropolitan area are subject to Oregon DEQ's Inspection/Maintenance (Emissions Testing) Program. Details of the I/M program reflected in the Mobile5a_h model are:

OBD Test: 1996 and newer vehicles are subject to On Board Diagnostics testing.

Enhanced Test: 1981 through 1995 model year vehicles are subject to BAR 31 "enhanced" emissions testing (modeled as EPA's I/M 240 enhanced test). (Metro discounts the emission reductions benefit of I/M 240 to 90 percent for Volatile Organic Compounds and 95 percent for Carbon Monoxide and Oxides of Nitrogen. In addition, EPA allows air quality analyses to take credit for the "purge and pressure" elements of the Enhanced I/M test. However, those portions of the Enhanced test were never implemented, therefore the emission reduction credits for those elements are not claimed.)

Basic Test: 1975 through 1980 model year vehicles are subject to the 2500 two speed idle emissions test.

Exemption: Most vehicles are not subject to emissions testing until they become four years old.

Waiver Rate: There is no repair cost threshold at which a vehicle does not have to meet the emissions test requirement.

I/M Program Start Year: 1975

Program Type: Centralized

Compliance Rate: 90%

Inspection Frequency: Biennial

Tampering Rates: Mobile5 rates.

Speed: One average speed used for all vehicle types. (This is the model input. MOBILE5a-h is run at 2.5 mile per hour increments between 2.5 miles per hour and 60. Those outputs are then fitted to a curve to match the emission rate points for those speeds, that that we have a continuous function to determine the emission rate at any speed. These emission rates are then used in a linked based analysis using Metro's transportation model to calculate overall emission totals.)

Basic Emission Rates: derived from Mobile5 Basic Emission Rates.

Refueling Emissions: None calculated. (Accounted for under "Area Sources")

Summer Temperatures: Min: 61 deg. F; Max: 98 deg. F

Winter Temperature: Ambient = 39.8 deg. F

Summer Reid Vapor Pressure: 7.8 psi

Winter Reid Vapor Pressure: 13.6 psi

Winter Fuel Type: 2.7% Oxygen

Post Model Adjustments and Emission Credits

Tier 2 Emission Rates

The following is a summary of the EPA description of how the Tier 2 emission rates were created. The EPA final rule on Tier 2 Motor Vehicle Emissions Standards and Gasoline Sulfur Control Requirements ("Tier 2 standards") for passenger cars, light trucks, and larger passenger vehicles was published on February 10, 2000 (65 FR 6698). The program is designed to focus on reducing the emissions most responsible for the ozone and particulate matter (PM) impact from these vehicles -- nitrogen oxides (NOx) and non-methane organic gases (NMOG), consisting primarily of hydrocarbons (HC) and contributing to ambient volatile organic compounds (VOC).

The program also applies the same set of federal standards to all passenger cars, light trucks, and medium-duty passenger vehicles. Light trucks include "light light-duty trucks" (or LLDTs), rated at less than 6000 pounds gross vehicle weight and "heavy light-duty trucks" (or HLDTs), rated at more than 6000 pounds gross vehicle weight). "Medium-duty passenger vehicles" (or MDPVs) form a new class of vehicles introduced by this rule that includes SUVs and passenger vans rated at between 8,500 and 10,000 GVWR. The program thus ensures that essentially all vehicles designed for passenger use in the future will be clean vehicles.

MOBILE5a and MOBILE5b were released in 1993 and 1996, respectively, before the Tier 2 rules were proposed. As a result, MOBILE5a and MOBILE5b did not address the effects of Tier 2 exhaust and evaporative emission certification requirements on emissions for motor vehicles starting in 2004. These effects will be addressed in the MOBILE6 on-road emissions model, planned to be used for the Metro area in the future and being tested for use in the Metro area currently. However, for this air quality conformity determination, MOBILE5 is being used and as noted, does not account for these changes in emissions.

EPA has approved a method of including Tier 2 effects in calculating air quality impacts while using MOBILE5. Highway vehicle emissions were first estimated using MOBILE5b with input files that described specific conditions (I/M program, temperatures, fuel parameters, registration distribution). The resulting emission factors were then multiplied by correction factors in order to simulate emission factors that would result from proposed changes in MOBILE to be incorporated in MOBILE6. Correction factors were developed for both a base case (without Tier 2 control) and a Tier 2 control case. Because the factors used were based on default national MOBILE inputs and for the reasons described above, the results should be viewed as interim approximations which may change substantially when MOBILE6 becomes available. The accuracy of the resulting estimated emission reductions for specific areas is further limited by the lack of local area specificity in the MOBILE inputs used to develop the emission factors for these tables.

This air quality conformity determination uses the MOBILE5a-h emission model and applies Tier 2 emission rate adjustments consistent with the *MOBILE5 Information Sheet #2, Tier 2 Benefits Using MOBILE5*, as published by the EPA April 2000. The Tier 2 adjustments were provided for emission rates at 24.6 miles per hour. Metro determined the percentage change the Tier 2 adjustments made to the original emission at 24.6 miles per hour. The resulting percentage change was then applied to all emission rates for other speeds.

Emission Credits

Other local circumstances which are not otherwise accounted for in the emission forecasts are addressed through emission credits. The Metro area has used several emission credits in past air quality conformity determinations and does so with this determination as well as including some new credits. The continued credits include the seasonal adjustment and the I-5 South credit. New credits include the Tier 2 credit and an adjusted ECO rule credit.

The I-5 credit assumes:

- VMT reduction for trips using I-5 south external: 5%
- Average regional speed: 31 mp

The I-5 credit has been taken and is taken now to account for transit trips to Salem for which the Metro transportation model does not account and which other transportation models outside the region also do not account.

The ECO rule credit *has been revised to reflect the findings of the 2002 Regional Transportation Demand Management Program Evaluation Report, Metro, April 2003) which calculates the air quality benefits of the ECO rule (see page 17 of the report). These air quality benefits were directly credited against the forecasts of air quality emissions of the air quality model.*

In addition, Metro has traditionally adjusted the emissions to account for the changes in vmt that occur from season to season. This adjustment is also included in this 2004 analysis. Metro adjusts the summer emissions to reflect an increase in vmt as follows: six percent increase on freeways, four percent on arterials and other facilities. Similarly, winter emissions are adjusted for a fifteen percent decrease in travel in the winter season, as documented in ODOT data.



METRO

Appendix 4

**2003 Regional Transportation Plan
Transportation Analysis Zone Assumptions**

| 2040 Grouping | 2040 Group Characteristics | 2025 Intersection Density <i>(connections per mile)</i> | 2025 Parking Factors <i>(indexed to CBD in '94 dollars)</i> | 2025 Transit Pass Factor <i>(% of Full Fare)</i> | 2025 Fareless Areas <i>(for internal trips)</i> |
|---|--|--|--|---|--|
| | | FC | FC | FC | FC |
| Central City 1 Downtown Business District | Highest planned employment and housing density in the region, with highest level of access by all modes. LRT exists and current land uses reflect planned mix and densities. | 20 | 6.08 | 60% | X |
| Central City 2 Lloyd District | Highest planned employment and housing density in the region, with highest level of access by all modes. LRT exists and current land uses reflect planned mix and densities. | 20 | 3.94 | 60% | X |
| Central City 3 Central Eastside Industrial District | Planned high employment and housing density, with highest level of access by all modes. LRT exists and current land uses do not reflect planned mix and densities. | 20 | 2.96 | 65% | |
| Central City 4 River District and Northwest | Planned high employment and housing density, with highest level of access by all modes. LRT exists and current land uses approach planned mix and densities. | 20 | 3.94 | 65% | |
| Central City 5 North Macadam District | Planned high employment and housing density, with highest level of access by all modes. LRT exists and current land uses do not reflect planned mix and densities. | 18 | 3.04 | 65% | |
| Regional Centers - Tier 1 Gresham Gateway Beaverton Hillsboro | Planned high employment and housing density, with highest level of access by all modes. LRT exists and current land uses approach planned mix and densities. | >14 | 0.80 | 80% | X |
| Regional Centers - Tier 2 Washington Square Clackamas Oregon City | Planned high employment and housing density, with highest level of access by all modes; planned LRT. Current land uses do not reflect planned mix and densities. | >10 | 0.60 | 95% | |

(FC) 2025 Financially Constrained System

| 2040 Grouping | Group Characteristics | 2025 Intersection Density (connections per mile) | 2025 Parking Factors (indexed to CBD in '94 dollars) | 2025 Transit Pass Factor (% of Full Fare) | 2025 Fareless Areas (for internal trips) |
|---|---|---|---|--|---|
| | | FC | FC | FC | FC |
| Station Communities Tier 1 Banfield Corridor Westside Corridor | High housing density mixed with commercial services; highest level of access for transit, bike and walk; existing LRT. | >12 | 0.80 | 80% | |
| Station Communities Tier 2 South/North Corridor | Planned high housing density mixed with commercial services, with high level of transit, bike and walk; planned LRT. Current land uses do not reflect planned mix and densities. | >10 | 0.60 | 95% | |
| Town Centers - Tier 1 St. Johns Hollywood Lents Rockwood Lake Oswego Tualatin Forest Grove Milwaukie | Moderate housing and employment density planned, with high level of access by all modes. Currently has good mix of uses, well connected street system and good transit. | >16 | 0.45 | 85% | |
| Town Centers - Tier 2 West Portland Raleigh Hills Hillsdale Gladstone West Linn Sherwood Sunset Wilsonville Cornelius Orenco | Moderate housing and employment density planned, with high level of access by all modes. Currently has some mix of uses, moderately connected street system and some transit. Existing topography or physical barriers may limit bike and pedestrian travel. | >10 | 0.36 | 100% | |
| Town Centers - Tier 3 Fairview/Wood Village Troutdale Happy Valley Lake Grove Farmington Cedar Mill Tannasbourne | Moderate housing and employment density planned, with high level of access by all modes. Currently has modest mix of uses, poorly connected street system and poor transit. Existing topography or physical barriers may limit bike and pedestrian travel. | >8 | 0.28 | 100% | |
| Town Centers - Tier 4 Pleasant Valley Damascus Bethany Murrayhill | Moderate housing and employment density planned, with high level of access by all modes. Currently undeveloped or developing urban uses, with skeletal street system and poor transit. Existing topography or physical barriers may limit bike and pedestrian travel. | >8 | 0.18 | 100% | |
| Mainstreets - Tier 1 Eastside Portland to 60th | Moderate housing and employment density planned, with high level of access by all modes. Currently has good mix of uses, well connected street system and good transit. | >14 | 0.45 | 100% | |
| Mainstreets - Tier 2 Remaining Region | Moderate housing and employment density planned, with high level of access by all modes. Currently has some mix of uses, moderate connectivity and some transit. | >8 | 0.36 | 100% | |

| 2040 Grouping | Group Characteristics | 2025 Intersection Density (connections per mile) | 2025 Parking Factors (indexed to CBD in '94 dollars) | 2025 Transit Pass Factor (% of Full Fare) | 2025 Fareless Areas (for internal trips) |
|--|---|---|---|--|---|
| | | FC | FC | FC | FC |
| Corridors Full Region | Moderate housing and employment density planned, with high level of access by all modes. Currently has modest mix of uses, moderate connectivity and some transit. | >10 | None | 100% | |
| Inner Neighborhoods Full Region | Low density housing planned, with moderate level of access by all modes. Currently has moderate connectivity and some transit. | >10 | None | 100% | |
| Outer Neighborhoods - Tier 1 Current Urban Areas | Low density housing planned, with moderate level of access by all modes. Currently has poorly connected street system and little transit. | >8 | None | 100% | |
| Outer Neighborhoods - Tier 2 Urban Reserve Areas | Low density housing planned, with moderate level of access by all modes. Currently has skeletal street system and no transit. | >6 | None | 100% | |
| Employment Areas Full Region | Low density employment planned, with moderate level of access by all modes. Currently has poorly connected street system and limited transit. | >8 | None | 100% | |
| Industrial Areas - Tier 1 Rivergate Swan Island Airport | Low density employment planned, with high level of access by rail and truck freight, and moderate access by other modes. Currently has somewhat connected street system and some transit. | >10 | None | 100% | |
| Industrial Areas - Tier 2 South Shore Clackamas Tualatin Beaverton Sunset Wilsonville | Low density employment planned, with high level of access by rail and truck freight, and moderate access by other modes. Currently has developing street system and poor transit. | >8 | None | 100% | |
| Greenspaces Same as Tier 2 Outer Neighborhoods. | Recreational uses are planned, with moderate level of access by all modes | >6 | None | 100% | |
| Rural Reserves Same as Tier 2 Outer Neighborhoods. | Urban uses are not planned in the foreseeable future. Currently has skeletal street system and no transit. | >6 | None | 100% | |
| Special Area 1 Portland International Airport | <i>These places are relatively small geographic areas with special characteristics.</i> | * | 6.14 | 60% | |
| Special Area 2 Oregon Health Sciences University | | * | 1.86 | 60% | |
| Special Area 3 Oregon Zoo | | * | 1.86 | 100% | |
| Special Area 4 SMART (Wilsonville) | | * | * | * | X |

* Use parent zone values.
9/22/03



METRO

2004-07 Metropolitan Transportation Improvement Program (MTIP) Calendar of Activities

(updated December 4, 2003)

- | | |
|---------------------|--|
| June 19 | Council action on final Transportation Priorities program, pending air quality analysis. |
| September 26 | TPAC review of draft MTIP report. |
| October 2 | MTIP/RTP Air Quality interagency consultation meeting. |
| October 9 | JPACT Review of draft MTIP report. |
| October | Draft RTP financially constrained system defined and analyzed. |
| October 31 | Draft conformity determination (not including emissions results) submitted to FHWA/FTA to begin review. Public comment period begins on 2004-07 MTIP and draft conformity determination. |
| November 3 | Joint RTP/MTIP air quality conformity analysis begins. |
| November 26 | TPAC review and discussion of air quality conformity analysis. |
| December 4 | Public hearing on 2004 RTP and 2004-07 MTIP air quality conformity determination at Metro Council. Public comment period closes at 5:00 pm. |
| December 11 | Final JPACT action on 2004-07 MTIP |
| December 11 | Metro Council action on 2004-07 MTIP (by Resolution). |
| December 18 | 2004 RTP and 2004-07 MTIP draft conformity determinations submitted to FHWA and FTA for Federal review |
| January 8 | 2004 RTP/2004-07 MTIP Air Quality Conformity Determination results announced on Metro website (tentative) |
| January 13 | Extended comment period on 2004 RTP/2004-07 MTIP Air Quality Conformity Determination ends at 5 p.m. |
| January 15 | Tentative final JPACT action on 2004-07 MTIP Air Quality Conformity Determination (pending air quality conformity results) |
| January 15 | Tentative final Metro Council action on 2004 RTP/2004-07 MTIP Air Quality Conformity Determination (pending air quality conformity results) |

January 16

2004 RTP/2004-07 MTIP Air Quality Conformity Determination submitted to FHWA and FTA

January 26

Anticipated federal approval of 2003 RTP and 2004-07 MTIP air quality conformity determinations



METRO 2004 Regional Transportation Plan and 2004-07 Metropolitan Transportation Improvement Program

Published Notice

Oregonian Metro Section 9-29-03

WESTSIDE
503-97-PERGO
(977-3746)
8948 SW Barbur Blvd.
Portland, OR

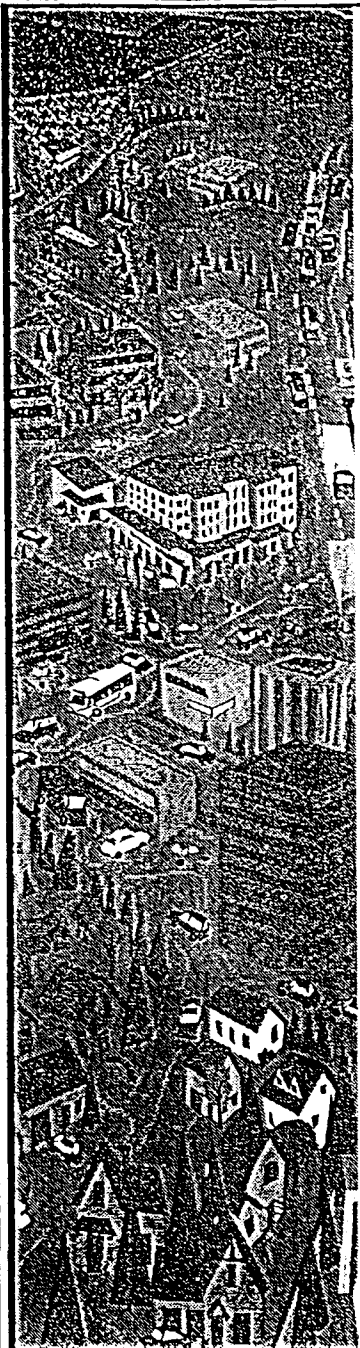


Seminars

on your house.
edits, reduce the
water heating
ave 20-year
actors.

vantage of this
perts and
n's energy with

at rail stop



Transportation plan update begins

Metro is starting a periodic update of the Regional Transportation Plan (RTP) in order to maintain continued compliance with the Federal Clear Air Act and state guidelines. The update will include both 2004 RTP and 2004-07 Metropolitan Transportation Improvement Program air quality analyses.

The plan, updated every three years to ensure that it addresses future travel needs, will focus on projects for roads and freight movement, bicycling, transit and walking. These projects already have been adopted in local and regional plans and corridor studies through a public process.

Public comment will be taken Oct. 31 to Dec. 4. The staff recommendation on the technical draft of the plan will be available for public review on Oct. 31.

Comments will be taken Dec. 4

A public hearing will be held during the Thursday, Dec. 4, Metro Council meeting. The meeting begins at 2 p.m. at Metro Regional Center, 600 NE Grand Ave., Portland. The council will take action on the update on Dec. 11 (tentative). For more information, visit www.metro-region.org or call (503) 797-1839.

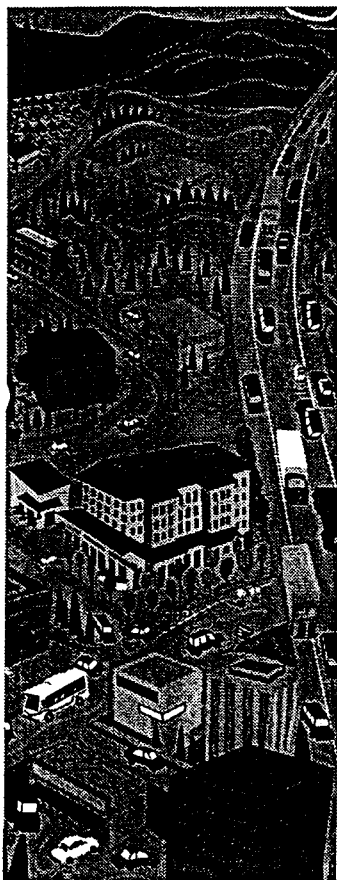
Other ways to comment

Phone (503) 797-1900 option 2
Fax (503) 797-1911
E-mail trans@metro.dst.or.us
Mail Kim Ellis, Metro
600 NE Grand Ave.
Portland, OR 97232



METRO
PEOPLE PLACES
OPEN SPACES

Copy of Post Card sent via US Mail to about 2,500 people (RTP & MTIP Interested Persons mailing list and neighborhood and community planning organizations within the region)



Transportation plan update begins

Public comment will be taken Oct. 31 to Dec. 4

Metro is starting a periodic update of the Regional Transportation Plan (RTP) in order to maintain continued compliance with the Federal Clear Air Act and state guidelines. The update will include an air quality analysis of the 2004 RTP and 2004-07 Metropolitan Transportation Improvement Program.

The plan, updated every three years to ensure that it addresses future travel needs, will focus on projects for roads and freight movement, bicycling, transit and walking. These projects already have been adopted in local and regional plans and corridor studies through a public process.

Public comment will be taken Oct. 31 through Dec. 4. The staff recommendation on the technical draft of the plan will be available for public review on Oct. 31.

Public hearing will be held Dec. 4

A public hearing will be held during the Thursday, Dec. 4, Metro Council meeting. The meeting begins at 2 p.m. at Metro Regional Center, 600 NE Grand Ave., Portland.

The council will take action on the update on Dec. 11 (tentative). For more information, visit www.metro-region.org or call (503) 797-1839.

Other ways to comment

Phone (503) 797-1900 option 2

Fax (503) 797-1911

E-mail trans@metro.dst.or.us

Mail Kim Ellis, Metro
600 NE Grand Ave.
Portland, OR 97232

October 2003

METRO'S REGIONAL PLANNING E-NEWSLETTER

Welcome to Metro's Regional Planning e-newsletter. It is e-mailed periodically to interested persons. Check the end of the newsletter for "subscription" information.

FEATURED IN THIS ISSUE:

- Periodic update of Regional Transportation Plan
- Downtown Mall revitalization comments solicited
- Powell/Foster Corridor Study recommendation due
- TGM grant received for Centers and Corridors Study
- Fish and wildlife habitat protection events

UPDATE BEGINS ON REGIONAL TRANSPORTATION PLAN

Metro is starting a periodic update of the Regional Transportation Plan (RTP), in order to maintain continued compliance with the Federal Clean Air Act and state guidelines. The update will include both a 2004 RTP and 2004-07 Metropolitan Transportation Improvement Program (MTIP) air quality analysis.

The RTP is updated every three years to ensure the plan addresses future travel needs. For this update, the plan will focus on projects for roads and freight movement, bicycling, transit and walking that have already been adopted in local and regional plans and corridor studies through a public process.

Public comment will be taken Oct. 31 through Dec. 4, 2003. The staff recommendation on the technical draft of the plan and the air quality analysis will be available for public review on Friday, Oct. 31.

Comments will be taken at a public meeting at 2 p.m. Thursday, Dec. 4 at Metro, 600 NE Grand Avenue in Portland.

The Metro Council is scheduled to take action on the RTP update on Thursday, Dec. 11 (tentative). For more information, visit www.metro-region.org or call (503) 797-1839.

PUBLIC COMMENT SOLICITED ON THE DOWNTOWN MALL REVITALIZATION PROJECT

Metro, TriMet and the City of Portland are considering adding light rail to the Portland Mall as part of an effort to revitalize Fifth and Sixth avenues.



METRO
2004 Regional Transportation Plan and
2004-07 Metropolitan Transportation Improvement Program

**Evaluation of emissions analysis for transportation activities
which cross borders of MPOs or nonattainment or maintenance
areas or basins**

The following maps and data were forwarded from Multnomah County. They constitute all projects within Multnomah County and inside the Air Quality Maintenance Area and outside the Metro boundary.

These projects were not considered regionally significant as they do not appear to add to the road capacity and therefore should have no air quality impact.

Fish Passage Culvert Project - Field Form

| Culvert ID No. | Road Name, Culvert #, Mile Point, Size | Stream Name | Stream Milepoint | Priority | Owner | USGS Quad MapName |
|----------------|--|-------------|------------------|----------|-------|-------------------|
|----------------|--|-------------|------------------|----------|-------|-------------------|

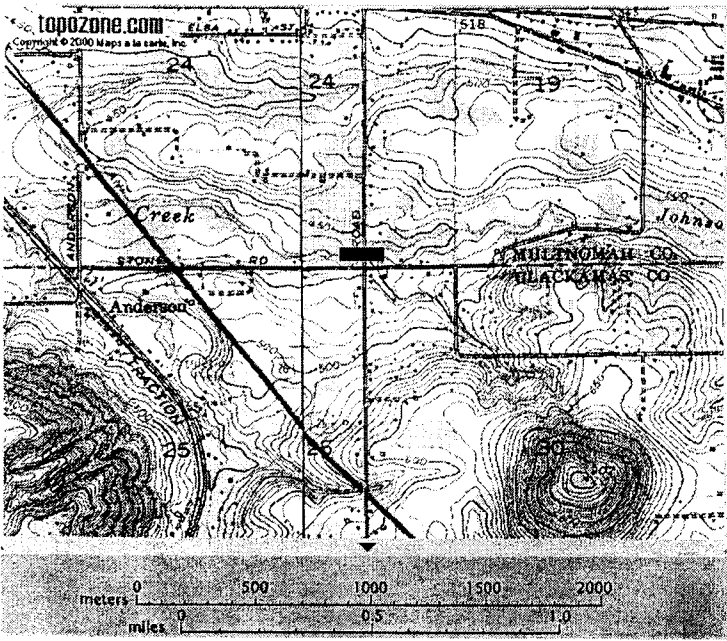
| | | | | | | | |
|--------|--|---------------|-----|------|------------------|-------|---|
| 493-06 | 282ND Av, SE - # 2 - MP: 2.046 84 x 40 IRIS: 493 | Johnson Creek | 3.5 | High | Multnomah County | Sandy | Preliminary Assessment <input checked="" type="checkbox"/> Retrofit <input type="checkbox"/> Replace |
|--------|--|---------------|-----|------|------------------|-------|---|

| | | | | | | | |
|-------------------|-------------------|----------------------|---------------------|----------|-----------------|----------------------|---------------|
| IRIS Stats | Material Type: CP | Inlet Treatment: BH | Offset Distance: 16 | Slope: 0 | Rise Height: 84 | Drainage Adequacy: A | |
| | Coating Type: C | Outlet Treatment: BH | Cover Depth: 2 | Skew: 45 | Span Width: 84 | Condition: G | Road MP 2.046 |

| | | | | |
|-----------------------|---------------------------|-----------------|----------------------------|---------------------|
| Coho Salmon: Verified | Cutthroat Trout: Verified | Steelhead: None | Winter Steelhead: Verified | Rainbow Trout: None |
|-----------------------|---------------------------|-----------------|----------------------------|---------------------|

| | | |
|-------------------------------------|------------|--------------------------|
| Oregon Dept. Fish and Wildlife Data | Slope: 0.0 | Habitat Quality: Unknown |
|-------------------------------------|------------|--------------------------|

Biologist's Note: High velocity. Just north of Clackamas Co line. Eleven plus upstream obstructions as well as agricultural channelization and culverting. At least 4 downstream obstructi



\\dscd-yeon\fishpassageimages\FPCM493-06.jpg

Notes: _____

Measurements - Outfall Drop: _____ Depth of Pool: _____

Date: _____ Signature: _____

- Land Use Planning
 Engineering
 Road Maintenance
 Consultant

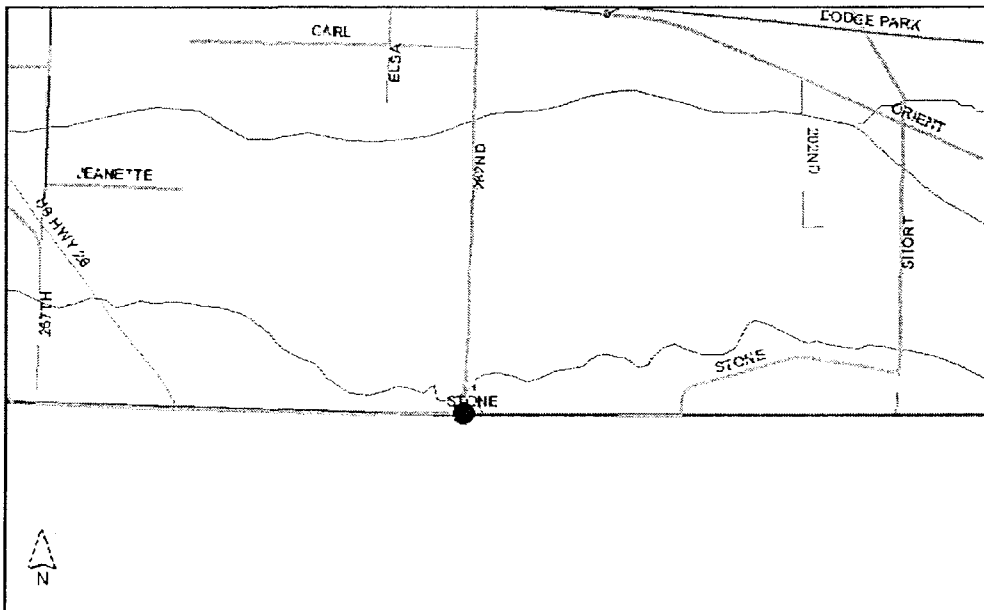
Road Fund Capital Projects

Project Nam 282nd Ave/Stone Rd

Project #: 705 Category: Signal/Intersection Functional Class: Rural Arterial

Project Description: Widen 282nd Ave to create left turn pockets to Stone Rd. Widen Stone Rd to reduce offset of east and west legs.

| | | | |
|----------|--------------------------|------------------|------------------------------|
| RTP No: | IRIS # 493 | Mile Point: 2.09 | ROW Cost: \$20,000 |
| TIF | <input type="checkbox"/> | | Construction Cost: \$150,000 |
| Score: 5 | | | <u>Total Cost: \$170,000</u> |



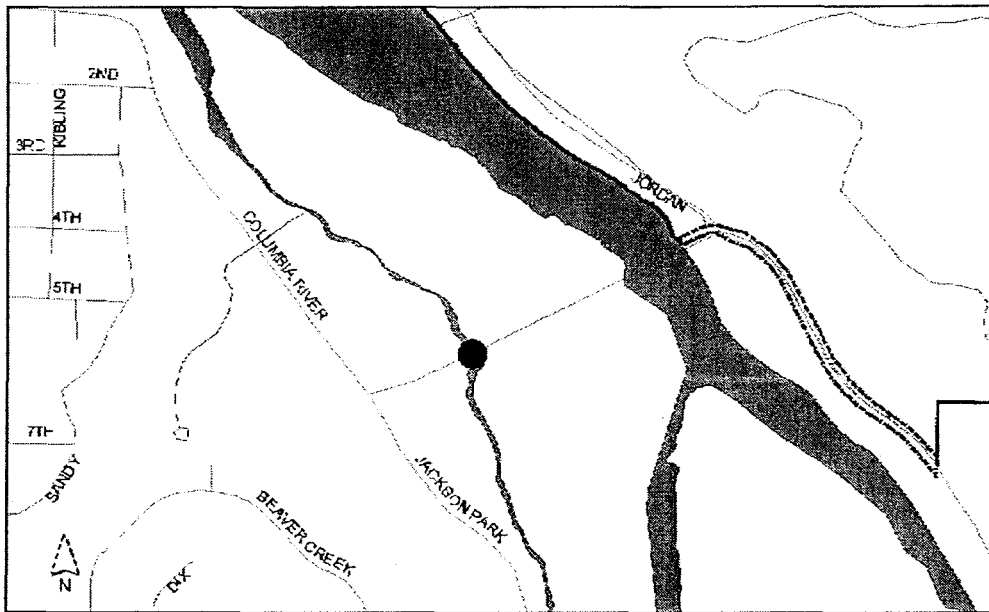
Map not to Scale

| | Existing | New |
|---------------|----------|-------|
| Travel Lanes: | 2 | 3 |
| Sidewalks: | No | No |
| Bike Lanes: | No | |
| Drainage: | Ditch | Ditch |
| Illumination: | No | No |
| Turn Lanes: | No | Yes |
| Intersection: | No | Yes |

Road Fund Capital Projects

Project Nam Beaver Creek Bridge on Historic Columbia River Hwy
 Project #: 724 Category: Bridge Functional Class: Major Collector
 Project Replace Bridge
 Description:

| | | | |
|---------|--------------------------|--------------------|-------------|
| RTP No: | IRIS # 490 | ROW Cost: | \$60,000 |
| TIF | <input type="checkbox"/> | Construction Cost: | \$987,000 |
| Score: | 30 | Total Cost: | \$1,047,000 |



Map not to Scale

| | Existing | New |
|---------------|----------|-------|
| Travel Lanes: | 2 | 2 |
| Sidewalks: | | Yes |
| Bike Lanes: | No | Yes |
| Drainage: | Storm | Storm |
| Illumination: | No | No |
| Turn Lanes: | No | No |
| Intersection: | Yes | No |

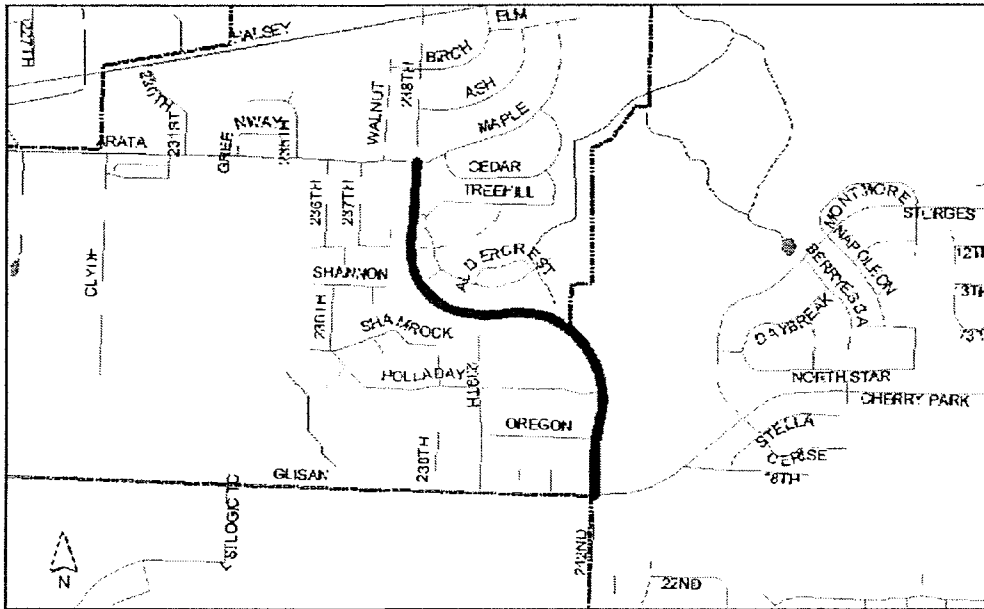
Road Fund Capital Projects

Project Nam 238th Dr: Glisan St--Arata Rd Safety Improvements

Project #: 722 Category: Arterial Functional Class: Minor Arterial

Project Description: Widen existing pavement near entrance to Tree Hill Condominiums, and install signal ahead sign with beacons.

| | | | |
|-----------|--------------------------|------------------------|------------------------------|
| RTP No: | IRIS # 403 | ROW Cost: | \$0 |
| TIF | <input type="checkbox"/> | From Mile Point: 0.000 | Construction Cost: \$125,000 |
| Score: 20 | To Mile Point: 0.641 | Total Cost: | \$125,000 |



Map not to Scale

| | Existing | New |
|---------------|----------|-------|
| Travel Lanes: | 3 | 3 |
| Sidewalks: | | No |
| Bike Lanes: | No | No |
| Drainage: | Storm | Storm |
| Illumination: | Yes | Yes |
| Turn Lanes: | Yes | Yes |
| Intersection: | Yes | Yes |

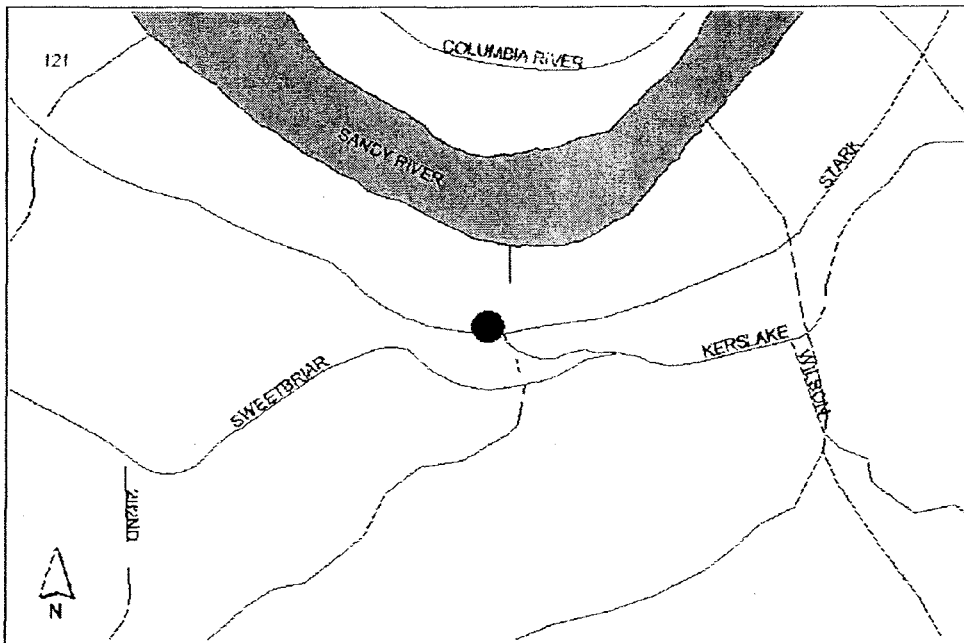
Road Fund Capital Projects

Project Nam Stark St Viaduct

Project #: 736 Category: Bridge Functional Class: Rural Arterial

Project Description: Reconstruct Stark St Viaduct

| | | | |
|-----------|--------------------------|------------------|------------------------------|
| RTP No: | IRIS # 404 | Mile Point: 2.64 | ROW Cost: \$0 |
| TIF | <input type="checkbox"/> | | Construction Cost: \$679,000 |
| Score: 10 | | | Total Cost: <u>\$679,000</u> |



Map not to Scale

| | Existing | New |
|---------------|----------|-------|
| Travel Lanes: | 2 | |
| Sidewalks: | | |
| Bike Lanes: | No | No |
| Drainage: | Ditch | Ditch |
| Illumination: | No | No |
| Turn Lanes: | No | No |
| Intersection: | No | No |

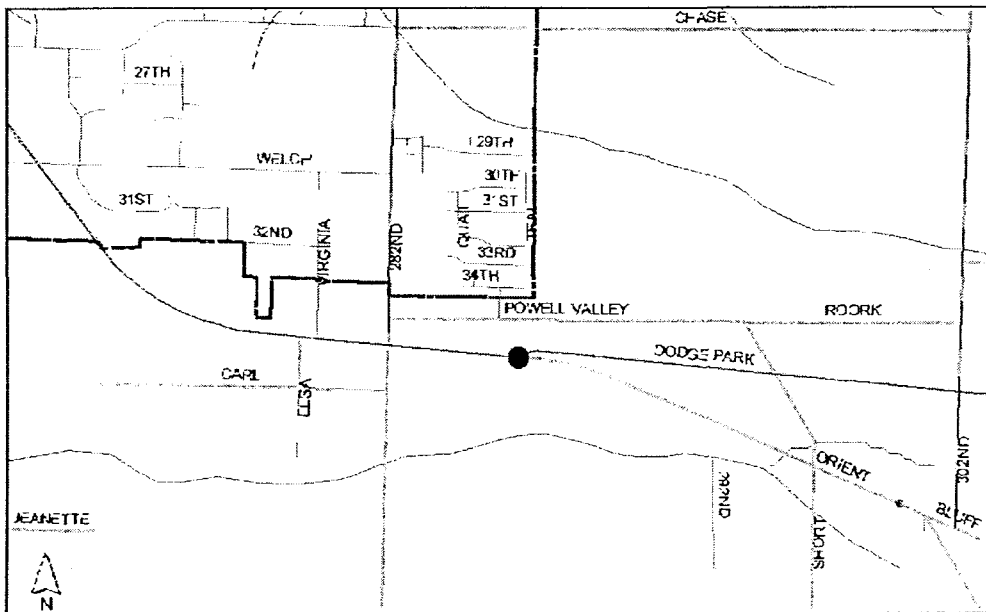
Road Fund Capital Projects

Project Nam Orient Dr/Dodge Park Blvd

Project #: 703 Category: Signal/Intersection Functional Class: Rural Arterial

Project Description: Widen Orient Dr to create eastbound left turn lane.

| | | | |
|----------|--------------------------|------------------|------------------------------|
| RTP No: | IRIS # 434 | Mile Point: 2.06 | ROW Cost: \$10,000 |
| TIF: | <input type="checkbox"/> | | Construction Cost: \$90,000 |
| Score: 5 | | | Total Cost: <u>\$100,000</u> |



Map not to Scale

| | Existing | New |
|---------------|----------|-------|
| Travel Lanes: | 2 | 3 |
| Sidewalks: | No | No |
| Bike Lanes: | No | No |
| Drainage: | Ditch | Ditch |
| Illumination: | No | No |
| Turn Lanes: | No | Yes |
| Intersection: | No | Yes |



METRO
2004 Regional Transportation Plan and
2004-07 Metropolitan Transportation Improvement Program

Evidence of Compliance with Metro Interim Land Use Measures

Attached is Metro Resolution No. 03-3299, which documents the results of the Metro Urban Growth Management Functional Plan. The air quality maintenance plans for the Portland area call for "Metro Interim Land Use Measures relating to: Requirements for Accommodation of Growth; Regional Parking Policy; and Retail in Employment and Industrial Areas."

The relevant portions of the The Urban Growth Management Functional Plan (titles 1, 2 and 4) are also attached to document the recommendations and requirements of the Functional Plan and how they concern the cities and counties of the region.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENTERING AN) RESOLUTION NO. 03-3299
ORDER RELATING TO COMPLIANCE)
WITH THE URBAN GROWTH) Introduced by Councilor Rod Park
MANAGEMENT FUNCTIONAL PLAN)

WHEREAS, Title 8 of the Urban Growth Management Functional Plan ("UGMFP") requires the Metro staff to submit to the Metro Council a report on the status of compliance of each local government with each requirement of the UGMFP, and to provide public notice of the report; and

WHEREAS, the Executive Officer submitted two reports jointly entitled "2002 Urban Growth Management Functional Plan Compliance Reports", one part on the status of compliance with UGMFP Titles 1 through 6 and a second part on the status of compliance with Title 7, to the Council on December 2, 2002, and provided public notice of the reports; and

WHEREAS, Title 8 requires the Council to hold a public hearing for the purpose of taking testimony on the question whether cities and counties have complied with the UGMFP; and

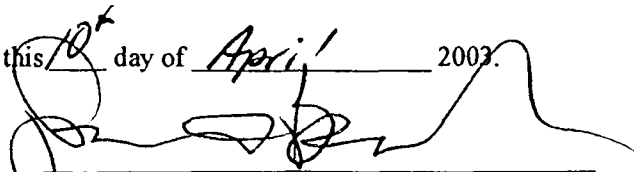
WHEREAS, the Council held a hearing for that purpose on January 30, 2003, and heard testimony from interested persons, and from the staff on actions to comply with the UGMFP taken by local governments after the December 2, 2002, reports; and

WHEREAS, Title 8 requires the Council to enter an order that determines the status of each city's and county's compliance with the requirements of the UGMFP, and to send a copy of the order to all cities and counties and all persons who participated at the hearing; now, therefore,

BE IT RESOLVED:


1. That the Council adopt Order No. 03-001, with its attachments, as the Council's determination of the status of city and county compliance with the UGMFP, pursuant to subsection 3.07.880C.
2. That the Council direct the Metro staff to send a copy of Order No. 03-001 to all cities and counties and all persons who participated at the hearing, pursuant to subsection 3.07.880C.

ADOPTED by the Metro Council this 10th day of April 2003.

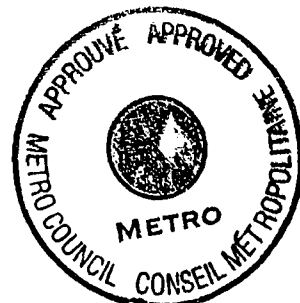


David Bragdon, Council President

Approved as to Form:



Daniel B. Cooper, Metro Attorney



RELATING TO COMPLIANCE WITH THE
URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN

IT IS ORDERED THAT:

1. The Council accepts the December 2, 2002, combined reports from the Executive Officer entitled "2002 Urban Growth Management Functional Plan Compliance Reports" and the January 24, 2003, hearing report presented by staff at the January 30, 2003, public hearing as fulfilling the requirement of Urban Growth Management Functional Plan (UGMFP) Title 8, section 3.07.880A. The reports are attached and incorporated into this order as Exhibits A and B, respectively.

2. Based upon the staff reports described in section 1 of this order and testimony received at the public hearing, the Council adopts Exhibit C, entitled "Status of Compliance by Jurisdiction - 2002", attached and incorporated into this order, as its determination of the status of city and county compliance with UGMFP requirements of Titles 1 through 7, as required by Title 8, section 3.07.880C.

3. Based upon the determinations in Exhibit C, the Council concludes that the cities of Beaverton, Durham, Johnson City, King City, Lake Oswego, Maywood Park, Milwaukie, Troutdale and Wilsonville and Clackamas and Washington Counties have not achieved the target housing capacities required by Title 1 (Requirements for Housing and Employment Accommodation). The Council further concludes that the cities of Beaverton, Happy Valley, Johnson City, Maywood Park, Milwaukie, Oregon City, Rivergrove and Wilsonville and Clackamas County have not achieved the target employment capacities required by Title 1. However, in 1998 and 1999, the Council expanded the urban growth boundary (UGB) to add housing and employment capacity, in part because it was not possible for some cities to achieve their targets. As a result of UGB expansion and actions taken by local governments after the expansion, the region as a whole has achieved and exceeded the housing and employment targets set in Title 1. Given this achievement, on December 5, 2002, the Council adopted Ordinance No. 02-969B, amending Title 1 to replace the housing and employment targets of Table 3.07-1 with zoned capacity. Revised Table 3.07-1 displays actual zoned capacities for housing and employment achieved by city and county actions taken to comply with Title 1. Revised Title 1 accepts these capacities and prohibits net reductions. Having considered these past actions by the Council, the Council concludes that no further action need be taken by cities or counties or the Council to achieve the housing or employment targets specified in the now-repealed version of Table 3.07-1.

4. The staff reports do not indicate whether cities and counties have complied with the requirement in Title 1, section 3.07.140A, to report on density of residential development between 1990 and 1995, and to take action if actual density fell below 80 percent of maximum zoned density. The Council assumes, therefore, that cities and counties have not complied with the reporting requirement. However, all cities and counties except the cities of Durham and Oregon City have now adopted minimum densities that prevent development below 80 percent of maximum zoned density (both Durham and Oregon City reported to Metro that residential development in their cities is taking place at least at 80 percent of maximum zoned densities).

These minimum densities are the basis for the zoned capacity for each city and county displayed on Table 3.07-1. Accordingly, Ordinance No. 02-969B amended Title 1 to revise the requirements of section 3.07.140A. Hence, the Council concludes that no further action need be taken by cities or counties or the Council to achieve compliance with the reporting requirement of section 3.07.140 as it read prior to revision by Ordinance No. 02-969B.

5. The staff reports do not indicate whether cities and counties reported on actions to achieve the target housing or employment capacities in mixed-use areas, or whether they achieved the target capacities, as required by Title 1, section 3.07.160B. The Council assumes, therefore, that cities and counties have not complied with the reporting requirement. The Council notes, however, that the target capacities for mixed-use areas are subsumed by each city's and county's overall targets for housing and employment. Ordinance No. 02-969B amended Title 1 to replace the housing and employment targets of Table 3.07-1 with zoned capacity and to remove from that table separate targets or capacities for mixed-use areas. In place of targets or capacities for mixed-use areas, the Council adopted a new Title 6 for Centers (Central City, Regional and Town Centers, Station Communities) and a program to facilitate increased housing and employment capacities in Centers. For these reasons, the Council concludes that no further action need be taken by cities or counties or the Council to achieve compliance with the requirements of section 3.07.160B as it read prior to revision by Ordinance No. 02-969B.

6. The staff reports ask the Council to interpret language in subsection 3.07.730B of Title 7 that requires cities and counties to consider amendment of their comprehensive plans to adopt affordable housing strategies. The Council interprets the subsection to mean that the governing body of the city or county must consider each strategy listed in the subsection and either amend its land use regulations to adopt the strategy or explain why it has decided not to adopt the strategy.

ENTERED this 10th day of April, 2003.


David Bragdon, Council President

Approved as to Form:


Daniel B. Cooper, Metro Attorney



Status of Compliance by Jurisdiction - January 2003

Title 1: Housing and Employment Accommodation

| | 2.A minimum density | 2.B partitioning standards | 2.C accessory dwelling units | 3.A map of design types | 5.A capacity analysis |
|---------------|----------------------------|----------------------------|------------------------------|---------------------------|--|
| Beaverton | in compliance | in compliance | in compliance | in compliance | housing, employment low |
| Cornelius | in compliance | in compliance | in compliance | in compliance | in compliance |
| Durham | exception requested | in compliance | in compliance | in compliance | housing low |
| Fairview | in compliance | in compliance | in compliance | in compliance | in compliance |
| Forest Grove | in compliance | in compliance | in compliance | in compliance | in compliance |
| Gladstone | in compliance | in compliance | in compliance | in compliance | in compliance |
| Gresham | in compliance | in compliance | in compliance | in compliance | in compliance |
| Happy Valley | in compliance | in compliance | in compliance | in compliance | employment low |
| Hillsboro | in compliance | in compliance | in compliance | in compliance | in compliance |
| Johnson City | in compliance | in compliance | in compliance | in compliance | housing low employment low |
| King City | in compliance | in compliance | in compliance | in compliance | housing low |
| Lake Oswego | in compliance | in compliance | in compliance | in compliance | in compliance |
| Maywood Park | in compliance | in compliance | in compliance | in compliance | housing low, employment low |
| Milwaukie | in compliance | in compliance | in compliance | in compliance | housing low, employment low |
| Oregon City | extension to 12/02 | in compliance | extension to 12/02 | in compliance | employment low |
| Portland | in compliance | in compliance | in compliance | in compliance | in compliance |
| Rivergrove | in compliance | in compliance | in compliance | in compliance | employment low |
| Sherwood | in compliance | in compliance | in compliance | in compliance | in compliance |
| Tigard | in compliance | in compliance | in compliance | in compliance | in compliance |
| Troutdale | in compliance | in compliance | in compliance | in compliance | housing low |
| Tualatin | in compliance | in compliance | in compliance | in compliance | in compliance |
| West Linn | in compliance | in compliance | in compliance | in compliance | in compliance |
| Wilsonville | in compliance | in compliance | in compliance | extension to 09/02 | extension to 09/02 |
| Wood Village | in compliance | in compliance | in compliance | in compliance | in compliance |
| Clackamas C. | in compliance | in compliance | in compliance | in compliance | housing low, employment low |
| Multnomah C. | in compliance | in compliance | in compliance | in compliance | targets to Portland Gresham, Troutdale |
| Washington C. | in compliance | in compliance | in compliance | in compliance | housing low |

| | Title 2: Regional Parking Policy | | |
|-------------------|---|---|---|
| | 2.A.1&2 Minimum/Maximum standards | 2.A.3 Variance Process | 2.B Blended Ratios |
| Beaverton | in compliance | in compliance | in compliance |
| Cornelius | in compliance | in compliance | in compliance |
| Durham | scheduled for February 2003 adoption | scheduled for February 2003 adoption | scheduled for February 2003 adoption |
| Fairview | in compliance | in compliance | in compliance |
| Forest Grove | in compliance | in compliance | in compliance |
| Gladstone | in compliance | in compliance | in compliance |
| Gresham | in compliance | in compliance | in compliance |
| Happy Valley | in compliance | in compliance | in compliance |
| Hillsboro | in compliance | in compliance | in compliance |
| Johnson City | in compliance | in compliance | in compliance |
| King City | in compliance | in compliance | in compliance |
| Lake Oswego | in compliance | in compliance | in compliance |
| Maywood Park | in compliance | in compliance | in compliance |
| Milwaukie | in compliance | in compliance | in compliance |
| Oregon City | in compliance | in compliance | in compliance |
| Portland | in compliance | in compliance | in compliance |
| Rivergrove | in compliance | in compliance | in compliance |
| Sherwood | in compliance | in compliance | in compliance |
| Tigard | in compliance | in compliance | in compliance |
| Troutdale | in compliance | in compliance | in compliance |
| Tualatin | in compliance | in compliance | in compliance |
| West Linn | in compliance | in compliance | in compliance |
| Wilsonville | in compliance | in compliance | in compliance |
| Wood Village | in compliance | in compliance | in compliance |
| Clackamas County | in compliance | in compliance | in compliance |
| Multnomah County | in compliance | in compliance | in compliance |
| Washington County | in compliance | in compliance | in compliance |

Title 3: Water Quality, Flood Mgmt and Fish and Wildlife Conservation

| | 4.A Flood Mgmt Performance Standards | 4.B Water Quality Performance | 4.C Erosion and Sediment Control |
|-------------------|--------------------------------------|-------------------------------|----------------------------------|
| Beaverton | in compliance | in compliance | in compliance |
| Cornelius | in compliance | in compliance | in compliance |
| Durham | in compliance | in compliance | in compliance |
| Fairview | in compliance | in compliance | in compliance |
| Forest Grove | in compliance | in compliance | in compliance |
| Gladstone | in compliance | in compliance | in compliance |
| Gresham | in compliance | in compliance | in compliance |
| Happy Valley | in compliance | in compliance | in compliance |
| Hillsboro | in compliance | in compliance | in compliance |
| Johnson City | in compliance | in compliance | in compliance |
| King City | in compliance | in compliance | in compliance |
| Lake Oswego | in compliance | extension to 12/02 | in compliance |
| Maywood Park | N/A | N/A | in compliance |
| Millwaukie | in compliance | in compliance | in compliance |
| Oregon City | in compliance | in compliance | in compliance |
| Portland | in compliance | in compliance | in compliance |
| Rivergrove | in compliance | in compliance | in compliance |
| Sherwood | in compliance | in compliance | in compliance |
| Tigard | in compliance | in compliance | in compliance |
| Troutdale | in compliance | in compliance | in compliance |
| Tualatin | in compliance | in compliance | in compliance |
| West Linn | in compliance | extension to 12/02 | in compliance |
| Wilsonville | in compliance | in compliance | in compliance |
| Wood Village | N/A | in compliance | in compliance |
| Clackamas County | in compliance | extension to 12/02 | in compliance |
| Multnomah County | in compliance | in compliance | in compliance |
| Washington County | in compliance | in compliance | in compliance |

| | Title 4: Retail in Employment and Industrial Areas | | Title 5: Neighbor Cities and Rural Reserves | |
|-------------------|--|--|---|---------------------------|
| | 2.A Retail Restrictions - Industrial Areas | 2.B Retail Restrictions - Employment Areas | 2. Rural Reserves | 2. Green Corridors |
| Beaverton | in compliance | in compliance | N/A | N/A |
| Cornelius | in compliance | in compliance | N/A | N/A |
| Durham | in compliance | in compliance | N/A | N/A |
| Fairview | in compliance | in compliance | N/A | N/A |
| Forest Grove | in compliance | in compliance | N/A | N/A |
| Gladstone | N/A | in compliance | N/A | N/A |
| Gresham | in compliance | in compliance | N/A | in compliance |
| Happy Valley | N/A | N/A | N/A | N/A |
| Hillsboro | in compliance | in compliance | N/A | in compliance |
| Johnson City | N/A | N/A | N/A | N/A |
| King City | N/A | N/A | N/A | N/A |
| Lake Oswego | in compliance | in compliance | N/A | N/A |
| Maywood Park | N/A | N/A | N/A | N/A |
| Milwaukie | in compliance | in compliance | N/A | N/A |
| Oregon City | in compliance | in compliance | N/A | extension to 12/02 |
| Portland | in compliance | in compliance | N/A | N/A |
| Rivergrove | N/A | N/A | N/A | N/A |
| Sherwood | in compliance | in compliance | N/A | in compliance |
| Tigard | in compliance | in compliance | N/A | N/A |
| Troutdale | in compliance | in compliance | N/A | N/A |
| Tualatin | in compliance | in compliance | N/A | in compliance |
| West Linn | N/A | in compliance | N/A | in compliance |
| Wilsonville | in compliance | in compliance | N/A | in compliance |
| Wood Village | in compliance | in compliance | N/A | N/A |
| Clackamas County | in compliance | in compliance | in compliance | in compliance |
| Multnomah County | in compliance | in compliance | N/A | in compliance |
| Washington County | in compliance | in compliance | in compliance | in compliance |

| | Title 6: Regional Accessibility | |
|-------------------|--|--------------------------------------|
| | 2. Regional Street Designs | 3. Design Standards for Connectivity |
| Beaverton | in compliance | in compliance |
| Cornelius | in compliance | in compliance |
| Durham | in compliance | in compliance |
| Fairview | in compliance | in compliance |
| Forest Grove | in compliance | in compliance |
| Gladstone | in compliance | in compliance |
| Gresham | in compliance | in compliance |
| Happy Valley | in compliance | in compliance |
| Hillsboro | in compliance | in compliance |
| Johnson City | in compliance | in compliance |
| King City | in compliance | in compliance |
| Lake Oswego | in compliance | in compliance |
| Maywood Park | in compliance | in compliance |
| Milwaukie | in compliance | in compliance |
| Oregon City | in compliance | in compliance |
| Portland | in compliance | in compliance |
| Rivergrove | in compliance | in compliance |
| Sherwood | in compliance | in compliance |
| Tigard | in compliance | in compliance |
| Troutdale | in compliance | in compliance |
| Tualatin | in compliance | in compliance |
| West Linn | in compliance | in compliance |
| Wilsonville | extension to 09/02 | in compliance |
| Wood Village | in compliance | in compliance |
| Clackamas County | in compliance | in compliance |
| Multnomah County | in compliance | in compliance |
| Washington County | in compliance | in compliance |

Title 7: Affordable Housing

| Jurisdiction | Progress Reports (Title 7: 3.07.740) | Voluntary Goals (Title 7: 3.07.720) | Comprehensive Plan and Implementing Ordinances | | | | | | Other strategies | |
|-------------------|---|--|---|--|---|--|-----------|------------|-------------------|------------------|
| | | | Diversity Strategy (Title 7: 3.07.730.A.1) | Maintain Supply and Increase Dispersion (Title 7: 3.07.730.A.2) | Supply for All Income Levels (Title 7: 3.07.730.A.3) | Land Use Strategies (Seven) (Title 7: 3.07.730.B) | | | Metro list (five) | Local initiative |
| | | | | | | Existing | Discussed | Considered | | |
| Beaverton | Yes | Discussed | NAR | NAR | NAR | NAR | NAR | NAR | 2 | 1 |
| Cornelius | | | | | | | | | | |
| Durham | Yes | NAR | NAR | NAR | NAR | NAR | NAR | NAR | NAR | NAR |
| Fairview | | | | | | | | | | |
| Forest Grove | | | | | | | | | | |
| Gladstone | | | | | | | | | | |
| Gresham | Yes | Discussed | NAR | NAR | NAR | 2 | 7 | 6 | 2 | NAR |
| Happy Valley | | | | | | | | | | |
| Hillsboro | Yes | NAR | NAR | NAR | NAR | 1 | NAR | NAR | 1 | NAR |
| Johnson City | | | | | | | | | | |
| King City | Yes | | | | | | | | | |
| Lake Oswego | | | | | | | | | | |
| Maywood Park | | | | | | | | | | |
| Milwaukie | Requested Extension | | | | | | | | | |
| Oregon City | | | | | | | | | | |
| Portland | Yes | NAR | NAR | NAR | NAR | 6 | 7 | NAR | 5 | 16 |
| Rivergrove | | | | | | | | | | |
| Sherwood | | | | | | | | | | |
| Tigard | Yes | Discussed | NAR | NAR | NAR | 2 | 2 | 1 | 2 | 5 |
| Troutdale | | | | | | | | | | |
| Tualatin | Yes | NAR | NAR | NAR | NAR | 2 | NAR | NAR | NAR | |
| West Linn | | | | | | | | | | |
| Wilsonville | | | | | | | | | | |
| Wood Village | Yes | NAR | NAR | NAR | NAR | NAR | NAR | NAR | NAR | 1 |
| Clackamas County | Yes | Consider in 2003 | NAR | NAR | NAR | 5 | NAR | NAR | 3 | 3 |
| Multnomah County | | | | | | | | | | |
| Washington County | Yes | | NAR | NAR | NAR | 2 | 0 | NAR | 1 | NAR |

Definitions: *Discussed* = Discussed after January 2001
Existing = Adopted prior to January 2001.
Considered = Discussed at a local elected officials public meeting after January 2001, and adoption of an ordinance which amends the comprehensive plan and implementing ordinances to include new tools and strategies or tools and strategies which were considered but not adopted and the revision(s) not adopted.
NAR = No action reported

Title 1, Table 1 Compliance – May 29, 2002 - Dwelling Unit Capacity

| | Table 1 Target | | Capacity Analysis | Difference | % of Jurisdiction Target | % Short of Total Region Target | Notes |
|-----------------------|----------------|---------------------|-------------------|-----------------|--------------------------|--------------------------------|---|
| Beaverton | 15,021 | | 13,635 | (1,386) | 91% | 0.6% | |
| Cornelius | 1,019 | | 1,285 | 266 | 126% | | |
| Durham | 262 | | 243 | (19) | 93% | 0.008% | |
| Fairview | 2,921 | | 2,929 | 8 | 100% | | |
| Forest Grove | 2,873 | | 3,054 | 181 | 106% | | |
| Gladstone | 600 | | 880 | 280 | 146% | | |
| Gresham | 16,817 | | 16,920 | 103 | 101% | | |
| Happy Valley | 2,030 | | 2,558 | 528 | 126% | | does not include newly annexed areas |
| Hillsboro | 14,812 | | 14,896 | 84 | 101% | | |
| Johnson City | 168 | | 38 | (130) | 23% | 0.05% | allocation process did not account for existing mobile homes |
| King City | 182 | | 100 | (82) | 55% | 0.03% | |
| Lake Oswego | 3,353 | 4,212 ¹ | 4,049 | (163) | 96% | 0.07% | 859 units from Clackamas County |
| Maywood Park | 27 | | 12 | (15) | 44% | 0.006% | |
| Milwaukie | 3,514 | | 3,188 | (326) | 90% | 0.1% | |
| Oregon City | 6,157 | 10,630 ¹ | 7,994 | (2,836) | 75% | 1.2% | City's preliminary estimate – will submit a revised capacity analysis – 4,473 units from the County |
| Portland | 70,704 | | 71,036 | 332 | 100% | | mid point between zoned capacity of 66,994 and comp. plan capacity of 75,078. |
| Rivergrove | (15) | | 20 | 35 | 233% | | |
| Sherwood | 5,010 | | 5,216 | 206 | 104% | | |
| Tigard | 6,073 | | 6,308 | 235 | 104% | | |
| Troutdale | 3,789 | | 3,260 | (529) | 86% | 0.2% | |
| Tualatin | 3,635 | | 4,009 | 374 | 110% | | |
| West Linn | 2,577 | 3,226 ¹ | 3,732 | 506 | 116% | | 649 units from Clackamas County |
| Wilsonville | 4,425 | | N/A | (4,425) | N/A | 1.8% | capacity analysis not available |
| Wood Village | 423 | | 458 | 35 | 108% | | |
| Clackamas C. | 19,530 | 13,549 ¹ | 12,540 | (1,007) | 93% | 0.4% | 5,983 to be included in LO OC and WL |
| Multnomah C. | 3,089 | | N/A | (3,089) | N/A | 1.3% | need to coordinate with cities |
| Washington C. | 54,999 | | 51,649 | (3,350) | 94% | 1.4% | |
| Regional Total | 243,995 | | 230,009 | (13,986) | 94% | 6.0% | Wilsonville, Multnomah to report; Oregon City to submit revised capacity analysis |

¹Clackamas County allocated a portion of its targets for the areas where Lake Oswego, Oregon City and West Linn have planning jurisdiction over unincorporated areas.

Title 1, Table 1 Compliance –May 29, 2002 - Employment Capacity

| | Table 1 Target | | Capacity Analysis | Difference | % of Jurisdiction Target | % Short of Total Region Target | Notes |
|-----------------------|----------------|---------------------|-------------------|---------------|--------------------------|--------------------------------|--|
| Beaverton | 25,122 | | 21,368 | (3,754) | 85% | 0.8% | |
| Cornelius | 2,812 | | 3054 | 242 | 109% | | |
| Durham | 498 | | 522 | 24 | 105% | | |
| Fairview | 5,689 | | 7,063 | 1,374 | 124% | | |
| Forest Grove | 5,488 | | 5,943 | 455 | 108% | | |
| Gladstone | 1,530 | | 1,569 | 39 | 103% | | |
| Gresham | 23,753 | | 24,579 | 826 | 103% | | |
| Happy Valley | 1,767 | | 510 | (1,257) | 29% | 0.3% | includes 304 jobs from newly annexed areas |
| Hillsboro | 58,247 | | 59,082 | 835 | 101% | | |
| Johnson City | 180 | | 82 | (98) | 45% | 0.02% | allocation process did not account for existing mobile homes |
| King City | 241 | | 350 | 109 | 145% | | |
| Lake Oswego | 8,179 | 10,587 ¹ | 13,268 | 2,681 | 125% | | 2,408 jobs from County |
| Maywood Park | 5 | | 5 | 0 | 100% | | |
| Milwaukie | 7,478 | | 3,650 | (3,828) | 49% | 0.8% | |
| Oregon City | 8,185 | 11,172 ¹ | 7,665 | (3,507) | 68% | 0.8%% | City's preliminary estimate – will submit a revised capacity analysis – 2,987 jobs from County |
| Portland | 158,503 | | 208,115 | 49,612 | 131% | | mid point between zoned capacity of 191,913 and comp. plan capacity of 224,318. |
| Rivergrove | 41 | | 0 | (41) | 0% | 0.009% | |
| Sherwood | 8,156 | | 9,518 | 1,362 | 117% | | |
| Tigard | 14,901 | | 17,801 | 2,900 | 119% | | |
| Troutdale | 5,570 | | 7,222 | 1,652 | 130% | | |
| Tualatin | 9,794 | | 12,286 | 2,492 | 125% | | |
| West Linn | 2,114 | 2459 ¹ | 2,935 | 476 | 119% | | 345 jobs from County |
| Wilsonville | 15,030 | | N/A | (15,030) | N/A | 3.3% | |
| Wood Village | 736 | | 1,074 | 338 | 145% | | |
| Clackamas C. | 42,685 | 36,945 ¹ | 31,101 | (5,844) | 84% | 1.2% | 5,670 jobs to LO, OC and WL |
| Multnomah C. | 2,381 | | N/A | (2,381) | N/A | 0.5% | |
| Washington C. | 52,578 | | 55,921 | 3,343 | 106% | | |
| Regional Total | 461,663 | | 494,683 | 33,020 | 107% | | Wilsonville, Multnomah to report; Oregon City to submit revised capacity analysis |

¹ Clackamas County allocated a portion of its targets for the areas where Lake Oswego, Oregon City and West Linn have planning jurisdiction over unincorporated areas.

CHAPTER 3.07

URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN

SECTIONS TITLE

- 3.07.010 Purpose
- 3.07.020 Regional Policy Basis
- 3.07.030 Structure of Requirements

TITLE 1: REQUIREMENTS FOR HOUSING AND EMPLOYMENT ACCOMMODATION

- 3.07.110 Purpose and Intent
- 3.07.130 Design Type Boundaries Requirement
- 3.07.160 Local Plan Accommodation of Expected Growth Capacity for Housing and Employment-Performance Standard
- 3.07.170 Design Type Density Recommendations

TITLE 2: REGIONAL PARKING POLICY

- 3.07.210 Intent
- 3.07.220 Performance Standard

Table 3.07-2 - Regional Parking Ratios

TITLE 3: WATER QUALITY, FLOOD MANAGEMENT AND FISH AND WILDLIFE CONSERVATION

- 3.07.310 Intent
- 3.07.320 Applicability
- 3.07.330 Implementation Alternatives for Cities and Counties
- 3.07.340 Performance Standards
- 3.07.350 Fish and Wildlife Habitat Conservation Area
- 3.07.360 Metro Model Ordinance Required
- 3.07.370 Variances

Table 3.07-3 - Protected Water Features

TITLE 4: INDUSTRIAL AND OTHER EMPLOYMENT AREAS

- 3.07.410 Purpose and Intent
- 3.07.420 Protection of Regionally Significant Industrial Areas
- 3.07.430 Protection of Industrial Areas
- 3.07.440 Protection of Employment Areas

Table 3.07-4

TITLE 5: NEIGHBOR CITIES AND RURAL RESERVES

- 3.07.510 Intent
- 3.07.520 Rural Reserves and Green Corridors
- 3.07.530 Invitations for Intergovernmental Agreements
- 3.07.540 Metro Intent with Regard to Green Corridors

TITLE 6: CENTRAL CITY, REGIONAL CENTERS, TOWN CENTERS AND STATION COMMUNITIES

- 3.07.610 Purpose and Intent
- 3.07.620 Local Strategy to Improve Centers

- 3.07.630 Special Transportation Areas
- 3.07.640 Government Offices
- 3.07.650 Reporting on Center Progress

TITLE 7: AFFORDABLE HOUSING

- 3.07.710 Intent
- 3.07.720 Voluntary Affordable Housing Production Goals
- 3.07.730 Requirements for Comprehensive Plan and Implementing Ordinance Changes
- 3.07.740 Requirements for Progress Report
- 3.07.750 Metro Assessment of Progress
- 3.07.760 Recommendations to Implement Other Affordable Housing Strategies

Table 3.07-7

Five-Year Voluntary Affordable Housing Production Goals

TITLE 8: COMPLIANCE PROCEDURES

- 3.07.810 Compliance With the Functional Plan
- 3.07.820 Compliance Review by the Chief Operating Officer
- 3.07.830 Review of Compliance by Metropolitan Policy Advisory Committee
- 3.07.840 Review by Metro Council
- 3.07.850 Extension of Compliance Deadline
- 3.07.860 Exception from Compliance
- 3.07.870 Enforcement of Functional Plan
- 3.07.880 Compliance Report and Order
- 3.07.890 Citizen Involvement in Compliance Review

TITLE 9: PERFORMANCE MEASURES

- 3.07.910 Intent
- 3.07.920 Performance Measures Adoption

TITLE 10: FUNCTIONAL PLAN DEFINITIONS

- 3.07.1010 Definitions

TITLE 11: PLANNING FOR NEW URBAN AREAS

- 3.07.1105 Purpose and Intent
- 3.07.1110 Interim Protection of Areas Brought into the Urban Growth Boundary
- 3.07.1120 Urban Growth Boundary Amendment Urban Reserve Plan Requirements
- 3.07.1130 Implementation of Urban Growth Boundary Amendment Urban Reserve Plan Requirements
- 3.07.1140 Effective Date and Notification Requirements

TITLE 12: PROTECTION OF RESIDENTIAL NEIGHBORHOODS

- 3.07.1210 Purpose and Intent
- 3.07.1220 Residential Density
- 3.07.1230 Access to Commercial Services
- 3.07.1240 Access to Parks and Schools

NOTE: The Urban Growth Management Functional Plan was adopted by the Metro Council by Ordinance No. 96-647C, and amended by Ordinance No. 97-691C, prior to being codified as Metro Code Chapter 3.07 by Ordinance No. 97-715B.

3.07.010 Purpose

The regional policies which are adopted by this Urban Growth Management Functional Plan recommend and require changes to city and county comprehensive plans and implementing ordinances. The purpose of this functional plan is to implement regional goals and objectives adopted by the Metro Council as the Regional Urban Growth Goals and Objectives (RUGGO), including the Metro 2040 Growth Concept and the Regional Framework Plan. The comprehensive plan changes and related actions, including implementing regulations, required by this functional plan as a component of the Regional Framework Plan, shall be complied with by cities and counties as required by Section 5(e)(2) of the Metro Charter.

Any city or county determination not to incorporate all required functional plan policies into comprehensive plans shall be subject to the conflict resolution and mediation processes included within the RUGGO, Goal I provisions, prior to the final adoption of inconsistent policies or actions.

(Ordinance No. 97-715B, Sec. 1.)

3.07.020 Regional Policy Basis

The regional policies adopted in this Urban Growth Management Functional Plan are formulated from, and are consistent with, the RUGGOs, including the Metro 2040 Growth Concept. The overall principles of the Greenspaces Master Plan are also incorporated within this functional plan. In addition, the updated Regional Transportation Plan (RTP)¹, when adopted, will serve as the primary transportation policy implementation of the 2040 Growth Concept. However, early implementation land use policies in this functional plan are integrated with early implementation transportation policies derived from preparation of the 1996 Regional Transportation Plan, and consistent with the Metro 2040 Growth Concept.

(Ordinance No. 97-715B, Sec. 1. Amended by Ordinance No. 02-972A, Sec. 1.)

3.07.030 Structure of Requirements

The Urban Growth Management Functional Plan is a regional functional plan which contains "requirements" that are binding on cities and counties of the region as well as recommendations that are not binding. "Shall" or other directive words are used with requirements. The words "should" or "may" are used with recom-

¹ Metro has an adopted Regional Transportation Plan. However, because of changing local and regional conditions, as well as state and federal requirements, the RTP is scheduled to be amended in 1997.

mendations. In general, the plan is structured so that local jurisdictions may choose either performance standard requirements or prescriptive requirements. The intent of the requirements is to assure that cities and counties have a significant amount of flexibility as to how they meet requirements. Performance standards are included in most titles. If local jurisdictions demonstrate to Metro that they meet the performance standard, they have met that requirement of the title. Standard methods of compliance are also included in the plan to establish one very specific way that jurisdictions may meet a title requirement, but these standard methods are not the only way a city or county may show compliance. In addition, certain mandatory requirements that apply to all cities and counties are established by this functional plan.

(Ordinance No. 97-715B, Sec. 1.)

REGIONAL FUNCTIONAL PLAN REQUIREMENTS

TITLE 1: REQUIREMENTS FOR HOUSING AND EMPLOYMENT ACCOMMODATION

3.07.110 Purpose and Intent

One goal of the Framework Plan is the efficient use of land. Title 1 intends to use land within the UGB efficiently by increasing its capacity to accommodate housing and employment. Title 1 directs each city and county in the region to consider actions to increase its capacity and to take action if necessary to accommodate its share of regional growth as specified in this title.

(Ordinance No. 97-715B, Sec. 1. Amended by Ordinance 02-969B, Sec. 1.)

3.07.120 Housing and Employment Capacity

- A. Each city and county shall determine its capacity for housing and employment in order to ensure that it provides and continues to provide at least the capacity for the city or county specified in Table 3.01-7. Local governments shall use data provided by Metro unless the Metro Council or the Chief Operating Officer determines that data preferred by a city or county is more accurate.
- B. A city or county shall determine its capacity for dwelling units by cumulating the minimum number of dwelling units authorized in each zoning district in which dwelling units are authorized. A city or county may use a higher number of dwellings than the minimum density for a zoning district if development in the five years prior to the determination has actually occurred at the higher number.
- C. If a city annexes county territory, the city shall ensure that there is no net loss in regional housing or employment capacity, as shown on Table 3.07-1, as a result of amendments of comprehensive plan or land use regulations that apply to the annexed territory.
- D. After completion of its initial determination of capacity, each city or county shall report changes in its capacity by April 15 of the first calendar year following completion of its initial determination and by April 15 of every following year.

(Ordinance No. 97-715B, Sec. 1. Amended by Ordinance No. 02-972A, Sec. 1; Ordinance No. 02-969B, Sec. 1.)

3.07.130 Design Type Boundaries Requirement

For each of the following 2040 Growth Concept design types, city and county comprehensive plans shall be amended to include the boundaries of each area, determined by the city or county consistent with the general locations shown on the 2040 Growth Concept Map:

Central City--Downtown Portland is the Central City which serves as the major regional center, an employment and cultural center for the metropolitan area.

Regional Centers--Seven regional centers will become the focus of compact development, redevelopment and high-quality transit service and multimodal street networks.

Station Communities--Nodes of development centered approximately one-half mile around a light rail or high capacity transit station that feature a high-quality pedestrian environment.

Town Centers--Local retail and services will be provided in town centers with compact development and transit service.

Main Streets--Neighborhoods will be served by main streets with retail and service developments served by transit.

Corridors--Along good quality transit lines, corridors feature a high-quality pedestrian environment, convenient access to transit, and somewhat higher than current densities.

Employment Areas--Various types of employment and some residential development are encouraged in employment areas with limited commercial uses.

Industrial Areas--Industrial areas are set aside primarily for industrial activities with limited supporting uses.

Regionally Significant Industrial Areas--Industrial areas with site characteristics that are relatively rare in the region that render them especially suitable for industrial use.

Inner Neighborhoods--Residential areas accessible to jobs and neighborhood businesses with smaller lot sizes are inner neighborhoods.

Outer Neighborhoods--Residential neighborhoods farther away from large employment centers with larger lot sizes and lower densities are outer neighborhoods.

(Ordinance No. 97-715B, Sec. 1. Amended by Ordinance No. 02-969B, Sec. 1.)

3.07.140 Measures to Increase Development Capacity

- A. Each city and county shall adopt a minimum dwelling unit density, as prescribed in this subsection, for each zoning district in which dwelling units are authorized inside the UGB:
1. Any city or county minimum density standard deemed to comply with the Urban Growth Management Functional Plan pursuant to Section 3.07.810 prior to January 1, 2003, shall be deemed to comply with this subsection.
 2. A city or county shall not approve a subdivision or development application that will result in a density below the minimum density for the zoning district.
 3. A city or county may change the dwelling unit density of any zoning district so long as the zoning district continues to comply with this subsection and so long as the city or county continues to provide at least the overall capacity for housing for the city or county specified in Table 3.07-1.
- B. A city or county shall not prohibit the partition or subdivision of a lot or parcel that is at least twice the size of the minimum size for new lots or parcels in any zoning district in which dwelling units are authorized.
- C. A city or county shall authorize the establishment of at least one accessory dwelling unit for each detached single-family dwelling unit in a zoning district and for each detached or attached single-family dwelling unit in a Regional Center or Station Community. The authorization may be subject to reasonable regulation for siting and design purposes.
- D. In order to assist Metro to evaluate the effectiveness of Title 1 in aid of accomplishment of the 2040 Growth Concept, and to comply with state progress reporting requirements in ORS 197.301, by April 15 of each even-numbered year beginning 2004, each city and county shall report to Metro the actual density of new residential development per net developed acre authorized in those zoning districts that allow residential development in the preceding 24 months.

(Ordinance No. 97-715B, Sec. 1. Amended by Ordinance No. 02-969B, Sec. 1.)

3.07.150 Transfer of Capacity

- A. A city or county may amend its comprehensive plan and land use regulations to transfer capacity for housing or employment shown on Table 3.07-1 to another city or county inside the UGB upon a demonstration that:
1. The transfer complies with the policies of the Regional Framework Plan;
 2. The transfer will not reduce the capacity of the region for housing or employment specified on Table 3.07-1;
 3. The housing or employment capacity to be transferred is reasonably likely to occur at the receiving site within the 20-year planning period of Metro's last UGB capacity review under ORS 197.299; and
 4. The transfer does not move capacity from a designated Center to an Inner or Outer Neighborhood, or from a Regional Center to a Town Center.
- B. A city or county may seek a transfer of capacity as authorized in subsection A by filing an application on a form provided for that purpose by Metro. After receipt of a complete application, Metro shall set the matter for a public hearing before the Metro Council and shall notify MPAC and those persons who request notification of requests for transfers of capacity.
- C. The Metro Council shall hold a public hearing to consider the request for a transfer of capacity. Any person may participate in the hearing. The Metro Council may set terms and conditions upon approval of a transfer so long as they relate to the criteria in subsection A and are incorporated into the Metro Council's order.
- D. The Metro Council shall issue an order with its conclusions and analysis and send a copy to the local governments involved in the transfer and any person who participated in the hearing before the Metro Council. Any person who participated in the hearing may seek review of the Metro Council's order as a land use decision under ORS 197.015(10)(a)(A).

(Ordinance No. 97-715B, Sec. 1. Amended by Ordinance No. 01-925E, Sec. 4; Ordinance No. 02-972A, Sec. 1; Ordinance No. 02-969B, Sec. 1.)

3.07.160 Local Plan Accommodation of Expected Growth Capacity
for Housing and Employment-Performance Standard

All cities and counties within Metro shall demonstrate that:

- A. The provisions required in Section 3.07.140 of this title have been included in comprehensive plans and implementing ordinances; and
- B. Using the computation method in Section 3.07.120, calculated capacities will achieve the target capacities for dwelling units and full-time and part-time jobs contained in Table 3.07-1; and
- C. Effective measures have been taken to reasonably assure that the calculated capacities will be built for dwelling units and jobs; and
- D. Expected development has been permitted at locations and densities likely to be achieved during the 20-year planning period by the private market or assisted housing programs, once all new regulations are in effect.

(Ordinance No. 97-715B, Sec. 1. Amended by Ordinance No. 02-969B, Sec. 1.)

3.07.170 Design Type Density Recommendations

- A. For the area of each of the 2040 Growth Concept design types, the following average densities for housing and employment are recommended to cities and counties:

- Central City - 250 persons per acre
- Regional Centers - 60 persons per acre
- Station Communities - 45 persons per acre
- Town Centers - 40 persons per acre
- Main Streets - 39 persons per acre
- Corridor - 25 persons per acre
- Employment Areas - 20 persons per acre
- Industrial Areas - 9 employees per acre
- Regionally Significant Industrial Area - 9 employees per acre
- Inner Neighborhoods - 14 persons per acre
- Outer Neighborhoods - 13 persons per acre

(Ordinance No. 97-715B, Sec. 1. Amended by Ordinance No. 02-969B, Sec. 1.)

Table 3.07-1
Zoned Capacity for Housing and Employment Units – Year 1994 to 2017
Section 3.07.120(A)(1)(b)

| City or County | Dwelling Unit Capacity | Job Capacity |
|---------------------------------|------------------------|----------------|
| Beaverton | 13,635 | 21,368 |
| Cornelius | 1,285 | 3,054 |
| Durham | 243 | 522 |
| Fairview | 2,929 | 7,063 |
| Forest Grove | 3,054 | 5,943 |
| Gladstone | 880 | 1,569 |
| Gresham ³ | 20,020 | 27,679 |
| Happy Valley ⁴ | 5,705 | 1,418 |
| Hillsboro ⁵ | 16,106 | 59,566 |
| Johnson City | 38 | 82 |
| King City ⁶ | 461 | 470 |
| Lake Oswego | 4,049 | 13,268 |
| Maywood Park | 12 | 5 |
| Milwaukie | 3,188 | 3,650 |
| Oregon City | 9,750 | 8,298 |
| Portland ³ | 72,136 | 209,215 |
| Rivergrove | 20 | 0 |
| Sherwood | 5,216 | 9,518 |
| Tigard | 6,308 | 17,801 |
| Troutdale | 3,260 | 7,222 |
| Tualatin ⁷ | 4,054 | 12,301 |
| West Linn | 3,732 | 1,935 |
| Wilsonville ² | 4,425 | 15,030 |
| Wood Village | 458 | 1,074 |
| Clackamas County ^{1,3} | 13,340 | 31,901 |
| Multnomah County ⁸ | 0 | 0 |
| Washington County ¹ | 51,649 | 55,921 |
| Regional Total | 246,053 | 516,873 |

¹Standards apply to the urban unincorporated portion of the county only.

²Wilsonville has not completed its capacity analysis (as of October 2002), 1996 Title 1 data used.

³Includes capacity for Pleasant Valley Concept Plan, former Urban Reserve Nos. 4 and 5.

⁴Includes capacity for former Urban Reserve Nos. 14 and 15.

⁵Includes capacity for former Urban Reserve No. 55.

⁶Includes capacity for former Urban Reserve No. 47.

⁷Includes capacity for former Urban Reserve No. 43.

⁸Capacity for unincorporated Multnomah County is included in the capacities of the Cities of Gresham, Portland and Troutdale.

(Ordinance No. 97-715B, Sec. 1. Amended by Ordinance No. 02-969B, Sec. 1.)

TITLE 2: REGIONAL PARKING POLICY

3.07.210 Intent

The State's Transportation Planning Rule calls for reductions in vehicle miles traveled per capita and restrictions on construction of new parking spaces as a means of responding to transportation and land use impacts of growth. The Metro 2040 Growth Concept calls for more compact development as a means to encourage more efficient use of land, promote non-auto trips and protect air quality. In addition, the federally mandated air quality plan adopted by the state relies on the 2040 Growth Concept fully achieving its transportation objectives. Notably, the air quality plan relies upon reducing vehicle trips per capita and related parking spaces through minimum and maximum parking ratios. This title addresses these state and federal requirements and preserves the quality of life of the region.

A compact urban form requires that each use of land is carefully considered and that more efficient forms are favored over less efficient ones. Parking, especially that provided in new developments, can result in a less efficient land usage and lower floor to area ratios. Parking also has implications for transportation. In areas where transit is provided or other non-auto modes (walking, biking) are convenient, less parking can be provided and still allow accessibility and mobility for all modes, including autos. Reductions in auto trips when substituted by non-auto modes can reduce congestion and increase air quality.

(Ordinance No. 97-715B, Sec. 1.)

3.07.220 Performance Standard

- A. Cities and counties are hereby required to amend their comprehensive plans and implementing regulations, if necessary, to meet or exceed the following minimum standards:
1. Cities and counties shall require no more parking than the minimum as shown on Table 3.07-2, Regional Parking Ratios, attached hereto; and
 2. Cities and counties shall establish parking maximums at ratios no greater than those listed in the Regional Parking Ratios Table and as illustrated in the Parking Maximum Map. The designation of A and B zones on the Parking Maximum Map should be reviewed after the completion of the Regional Transportation Plan and every three years thereafter. If 20-minute peak hour transit service has become available to an area within a

one-quarter mile walking distance for bus transit or one-half mile walking distance for light rail transit, that area shall be added to Zone A. If 20-minute peak hour transit service is no longer available to an area within a one-quarter mile walking distance for bus transit or one-half mile walking distance for light rail transit, that area shall be removed from Zone A. Cities and counties should designate Zone A parking ratios in areas with good pedestrian access to commercial or employment areas (within 1/3 mile walk) from adjacent residential areas.

3. Cities and counties shall establish an administrative or public hearing process for considering ratios for individual or joint developments to allow a variance for parking when a development application is received which may result in approval of construction of parking spaces either in excess of the maximum parking ratios; or less than the minimum parking ratios.

Cities and counties may grant a variance from any maximum parking ratios through a variance process.

- B. Free surface parking spaces shall be subject to the regional parking maximums provided for Zone A and Zone B. Parking spaces in parking structures, fleet parking, parking for vehicles that are for sale, lease, or rent, employee car pool parking spaces, dedicated valet parking spaces, spaces that are user paid, market rate parking or other high-efficiency parking management alternatives may be exempted from maximum parking standards by cities and counties. Sites that are proposed for redevelopment may be allowed to phase in reductions as a local option. Where mixed land uses are proposed, cities and counties shall provide for blended parking rates. It is recommended that cities and counties count adjacent on-street parking spaces, nearby public parking and shared parking toward required parking minimum standards.
- C. Cities and counties may use categories or measurement standards other than those in the Regional Parking Ratios Table, but must provide findings that the effect of the local regulations will be substantially the same as the application of the Regional Parking Ratios.
- D. Cities and counties shall monitor and provide the following data to Metro on an annual basis:
 1. The number and location of newly developed parking spaces; and

2. Demonstration of compliance with the minimum and maximum parking standards, including the application of any variances to the regional standards in this title. Coordination with Metro collection of other building data should be encouraged.

(Ordinance No. 97-715B, Sec. 1.)

| Table 3.07-2 - Regional Parking Ratios | | | |
|--|--|--|---|
| (Section 3.07.220(A)(1)) | | | |
| (parking ratios are based on spaces per 1,000 sq. ft of gross leasable area unless otherwise stated) | | | |
| Land Use | Minimum Parking Requirements (See Central City Transportation Management Plan for downtown Portland stds) | Maximum Permitted Parking - Zone A: | Maximum Permitted Parking Ratios - Zone B: |
| | Requirements May Not Exceed | Transit and Pedestrian Accessible Areas ¹ | Rest of Region |
| General Office (includes Office Park, "Flex-Space", Government Office & misc. Services) (gsf) | 2.7 | 3.4 | 4.1 |
| Light Industrial Industrial Park Manufacturing (gsf) | 1.6 | None | None |
| Warehouse (gross square feet; parking ratios apply to warehouses 150,000 gsf or greater) | 0.3 | 0.4 | 0.5 |
| Schools: College/ University & High School (spaces/# of students and staff) | 0.2 | 0.3 | 0.3 |
| Tennis Racquetball Court | 1.0 | 1.3 | 1.5 |
| Sports Club/Recreation Facilities | 4.3 | 5.4 | 6.5 |
| Retail/Commercial, including shopping centers | 4.1 | 5.1 | 6.2 |
| Bank with Drive-In | 4.3 | 5.4 | 6.5 |
| Movie Theater (spaces/number of seats) | 0.3 | 0.4 | 0.5 |
| Fast Food with Drive Thru | 9.9 | 12.4 | 14.9 |
| Other Restaurants | 15.3 | 19.1 | 23 |
| Place of Worship (spaces/seats) | 0.5 | 0.6 | 0.8 |
| Medical/Dental Clinic | 3.9 | 4.9 | 5.9 |
| Residential Uses | | | |
| Hotel/Motel | 1 | none | none |
| Single Family Detached | 1 | none | none |
| Residential unit, less than 500 square feet per unit, one bedroom | 1 | none | none |
| Multi-family, townhouse, one bedroom | 1.25 | none | none |
| Multi-family, townhouse, two bedroom | 1.5 | none | none |
| Multi-family, townhouse, three bedroom | 1.75 | none | none |

¹ Ratios for uses not included in this table would be determined by cities and counties. In the event that a local government proposes a different measure, for example, spaces per seating area for a restaurant instead of gross leasable area, Metro may grant approval upon a demonstration by the local government that the parking space requirement is substantially similar to the regional standard.

(Ordinance No. 97-715B, Sec. 1.)

TITLE 4: INDUSTRIAL AND OTHER EMPLOYMENT AREAS

3.07.410 Purpose and Intent

The Regional Framework Plan calls for a strong economic climate. To improve the region's economic climate, the plan seeks to protect the supply of sites for employment by limiting incompatible uses within Industrial and Employment Areas. To protect the capacity and efficiency of the region's transportation system for movement of goods and services and to promote the creation of jobs in centers, the plan encourages efficient patterns and mixes of uses within designated Centers and discourages certain kinds of commercial retail development outside Centers. It is the purpose of Title 4 to achieve these policies. Metro will consider amendments to this title in order to make the title consistent with new policies on economic development adopted as part of periodic review.

(Ordinance No. 97-715B, Sec. 1. Amended by Ordinance 02-969B, Sec. 5.)

3.07.420 Protection of Regionally Significant Industrial Areas

- A. Regionally Significant Industrial Areas are those areas that offer the best opportunities for family-wage industrial jobs. Each city and county with land use planning authority over areas shown on the Generalized Map of Regionally Significant Industrial Areas adopted in Ordinance No. 02-969 shall derive specific plan designation and zoning district boundaries of the areas from the Map, taking into account the location of existing uses that would not conform to the limitations on non-industrial uses in subsections C, D and E of this section and the need of individual cities and counties to achieve a mix of types of employment uses.
- B. Each city and county with land use planning authority over an area designated by Metro on the 2040 Growth Concept Map, as amended by Ordinance No. 02-969, as a Regional Significant Industrial Area shall, as part of compliance with Section 3.07.1120 of the Urban Growth Management Functional Plan, derive plan designation and zoning district boundaries of the areas from the Growth Concept Map.
- C. After determining boundaries of Regionally Significant Industrial Areas pursuant to subsections A and B, the city or county shall adopt implementing ordinances that limit development in the areas to industrial uses, uses accessory to industrial uses, offices for industrial research and development and large corporate headquarters in compliance with subsection E of this section, utilities, and those

non-industrial uses necessary to serve the needs of businesses and employees of the areas. Ordinances shall not allow financial, insurance, real estate or other professional office uses unless they are accessory to an industrial or other permitted use.

- D. Notwithstanding subsection C, a city or county shall not approve:
1. A commercial retail use with more than 20,000 square feet of retail sales area in a single building or in multiple buildings that are part of the same development project; or
 2. Commercial retail uses that would occupy more than five percent of the net developable portion of all contiguous Regionally Significant Industrial Areas.
- E. As provided in subsection C of this section, a city or county may approve an office for industrial research and development or a large corporate headquarters if:
1. The office is served by public or private transit; and
 2. If the office is for a corporate headquarters, it will accommodate for the initial occupant at least 1,000 employees.
- F. A city or county may allow division of lots or parcels into smaller lots or parcels as follows:
1. Lots or parcels less than 50 acres may be divided into any number of smaller lots or parcels;
 2. Lots or parcels 50 acres or larger may be divided into smaller lots and parcels so long as the resulting division yields the maximum number of lots or parcels of at least 50 acres;
 3. Notwithstanding paragraphs 2, 3 and of this subsection, any lot or parcel may be divided into smaller lots or parcels or made subject to rights-of-way for the following purposes:
 - a. To provide public facilities and services;
 - b. To separate a portion of a lot or parcel in order to protect a natural resource, to provide a public amenity, or to implement a remediation plan for a

site identified by the Oregon Department of Environmental Quality pursuant to ORS 465.225;

- c. To separate a portion of a lot or parcel containing a nonconforming use from the remainder of the lot or parcel in order to render the remainder more practical for a permitted use;
 - d. To reconfigure the pattern of lots and parcels pursuant to subsection G of this section; or
 - e. To allow the creation of a lot for financing purposes when the created lot is part of a master planned development.
- G. A city or county may allow reconfiguration of lots or parcels less than 50 acres in area if the reconfiguration would be more conducive to a permitted use and would result in no net increase in the total number of lots and parcels. Lots or parcels 50 acres or greater in area may also be reconfigured so long as the resulting area of any such lot or parcel would not be less than 50 acres.
- H. Notwithstanding subsections C and D of this section, a city or county may allow the lawful use of any building, structure or land at the time of enactment of an ordinance adopted pursuant to this section to continue and to expand to add up to 20 percent more floor area and 10 percent more land area. Notwithstanding subsection F of this section, a city or county may allow division of lots or parcels pursuant to a master plan approved by the city or county prior to December 31, 2003.
- I. By December 31, 2003, Metro shall, following consultation with cities and counties, adopt a map of Regionally Significant Industrial Areas with specific boundaries derived from the Generalized Map of Regionally Significant Industrial Areas adopted in Ordinance No. 02-969, taking into account the location of existing uses that would not conform to the limitations of non-industrial uses in subsections C, D and E of this section and the need of individual cities and counties to achieve a mix of types of employment uses. Each city and county with land use planning authority over the area shall use the map in the application of the provisions of this section until the city or county adopts plan designations and zoning district boundaries of the area as provided by subsection A of this section.

(Ordinance No. 97-715B, Sec. 1. Amended by Ordinance No. 02-969B, Sec. 5.)

3.07.430 Protection of Industrial Areas

- A. In Industrial Areas mapped pursuant to Metro Code section 3.07.130 that are not Regionally Significant Industrial Areas, cities and counties shall limit new and expanded retail commercial uses to those appropriate in type and size to serve the needs of businesses, employees and residents of the Industrial Areas.
- B. In an Industrial Area, a city or county shall not approve:
 - 1. A commercial retail use with more than 20,000 square feet of retail sales area in a single building or in multiple buildings that are part of the same development project; or
 - 2. Commercial retail uses that would occupy more than ten percent of the net developable portion of the area or any adjacent Industrial Area.
- C. Notwithstanding subsection B of this section, a city or county may allow the lawful use of any building, structure or land at the time of enactment of an ordinance adopted pursuant to this section to continue and to expand to add up to 20 percent more floorspace and 10 percent more land area.

(Ordinance No. 97-715B, Sec. 1. Amended by Ordinance No. 02-969B, Sec. 5.)

3.07.440 Protection of Employment Areas

- A. Except as provided in subsections C, D and E, in Employment Areas mapped pursuant to Metro Code Section 3.07.130, cities and counties shall limit new and expanded commercial retail uses to those appropriate in type and size to serve the needs of businesses, employees and residents of the Employment Areas.
- B. Except as provided in subsections C, D and E, a city or county shall not approve a commercial retail use in an Employment Area with more than 60,000 square feet of gross leasable area in a single building, or commercial retail uses with a total of more than 60,000 square feet of retail sales area on a single lot or parcel, or on contiguous lots or parcels, including those separated only by transportation right-of-way.

- C. A city or county whose zoning ordinance applies to an Employment Area and is listed on Table 3.07-4 may continue to authorize commercial retail uses with more than 60,000 square feet of gross leasable area in that zone if the ordinance authorized those uses on January 1, 2003.

- D. A city or county whose zoning ordinance applies to an Employment Area and is not listed on Table 3.07-4 may continue to authorize commercial retail uses with more than 60,000 square feet of gross leasable area in that zone if:
 - 1. The ordinance authorized those uses on January 1, 2003;
 - 2. Transportation facilities adequate to serve the commercial retail uses will be in place at the time the uses begin operation; and
 - 3. The comprehensive plan provides for transportation facilities adequate to serve other uses planned for the Employment Area over the planning period.

- E. A city or county may authorize new commercial retail uses with more than 60,000 square feet of gross leasable area in Employment Areas if the uses:
 - 1. Generate no more than a 25 percent increase in site-generated vehicle trips above permitted non-industrial uses; and
 - 2. Meet the Maximum Permitted Parking - Zone A requirements set forth in Table 3.07-2 of Title 2 of the Urban Growth Management Functional Plan.

Table 3.07-4
(Section 3.07.420(B))

Clackamas County unincorporated
Commercial
Commercial Industrial

Lake Oswego
General Commercial
Highway Commercial

Troutdale
General Commercial

Hillsboro
General Commercial

Sherwood
General Commercial

Tigard
General Commercial
Commercial Professional

Tualatin
Commercial General

Wilsonville
Planned Development Commercial

(Ordinance No. 97-715B, Sec. 1. Amended by Ordinance No.
02-969B, Sec. 5.)

**Summary of Public Comments Received on the
Air Quality Conformity Determination
October 31 – December 10, 2003**

Comment: Update Appendix 4 – Transportation Analysis Zone Assumptions (TAZs), to identify Wilsonville as a Tier 1 or Tier 2 Industrial Area. (City of Wilsonville, 11/21/03 and 12/4/03)

TPAC Recommendation: Agree. Recommend listing Wilsonville under the Tier 2 industrial areas assumptions as this 2040 designation better reflects the characteristics of the industrial lands in this area, particularly with regard to having a developing street system.

Air Quality Planning for Transportation Officials

An Introduction

For more information:
Federal Highway Administration
HEPN, Room 3240
400 7th Street, SW
Washington, DC 20590

www.fhwa.dot.gov/environment

FHWA-EP-03-065



U.S. Department of Transportation
Federal Highway Administration

Why should transportation officials be involved in air quality planning?

Decisions made in the air quality planning process and during SIP development can have a direct effect on transportation plans and projects. Transportation agencies need to participate fully in the air quality planning process to ensure that the decisions made reflect community priorities, including mobility.

What is the State's responsibility in air quality planning?

Each State air quality agency is tasked with determining how best to achieve the Clean Air Act's (CAA's) goals, and with developing State implementation plans (SIPs) for achieving health-based air quality standards. In some States, local air quality agencies also play a major role in air quality planning.

What is a SIP?

SIPs are collections of regulations and measures used by a State to reduce emissions from stationary, area, and mobile sources, and demonstrate attainment and maintenance of air quality standards.



What are motor vehicle emissions budgets?

A motor vehicle emissions budget is that portion of allowable emissions defined in a SIP allocated to on-road (highway and transit) vehicle emissions.

What pollutants come from transportation sources?

Transportation contributes to four of the six criteria pollutants: ozone, carbon monoxide, particulate matter, and nitrogen dioxide. New standards for ozone and particulate matter have been established by EPA that will also impact transportation planning in the future.



How is transportation information included in air quality planning?

Travel and transportation factors are a key part of on-road mobile source emissions inventory development. Transportation agencies should work with their State and local air quality agencies to ensure that the most up-to-date and accurate transportation data is used and interpreted correctly, and that travel data or projections are representative of the local area.

What role do transportation agencies play in developing travel estimates for the SIP?

As emission-reduction decisions are based on the existing contributions of all sources, an accurate portrayal of transportation emissions must be developed to ensure that transportation factors are considered appropriately. Statewide and national data may be supplemented to improve estimates of existing local travel.

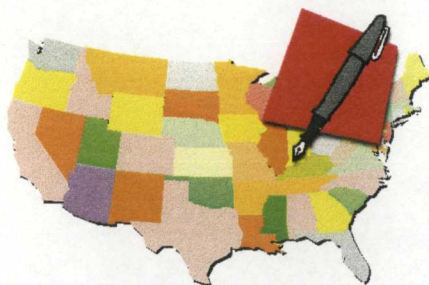
How does air quality planning affect transportation conformity?

Transportation conformity ensures that Federal funding and approval goes to those transportation activities that are consistent with air quality goals, and can have a significant impact on the transportation planning process. Transportation officials must be involved in the air quality planning process to ensure that emissions inventories, emissions budgets, and transportation control measures (TCMs) are appropriate and consistent with the transportation vision of a region. If transportation conformity can not be determined, projects and programs may be delayed.



Why do transportation agencies have a vital role in establishing nonattainment area boundaries?

Nonattainment area boundaries are set by the State and EPA, and define the geographic area subject to SIP controls and conformity. Commuting and travel patterns can be an important element in setting the boundaries, and transportation agencies are the best source for this information. Currently, EPA is considering an implementation strategy for the revised ozone and particulate matter air quality standards, and will be considering boundaries for both the revised standards in the near future.



Are TCMs part of SIPs?

States have the option of choosing among a variety of emission control measures that will best serve their needs. Transportation agencies have the most thorough knowledge of the different types of transportation programs and projects that can be successfully implemented in their area. Transportation agencies will be required by Federal law to implement these TCMs if they are included in a SIP.

What happens if SIPs or measures are not implemented on schedule?

SIP delays may result in difficulties and complications for transportation planning and program implementation. Therefore, State and local transportation agencies should work with State and local air quality agencies to keep SIPs and measures current and on schedule.



Are there trade-offs?

Transportation interests must be represented to appropriately weigh the trade-offs involved in the allocation of emission reductions among different emissions sources. Transportation agencies have a strong interest in the development of accurate and reasonable budgets because motor vehicle emissions budgets can be a controlling factor in the development of transportation plans and programs.

What are sanctions?

Sanctions are intended under the CAA as an incentive for areas to comply with air quality planning requirements. Highway sanctions may be imposed even when the SIP failure or deficiency is not transportation related. Therefore, transportation agencies have a

continuing interest in all SIP activities and deadlines.

How are agencies involved?

Transportation agencies should be fully aware of interagency consultation requirements not only as they relate to transportation planning, but also as they apply to air quality planning. Full knowledge of the interagency consultation requirements will help to ensure appropriate participation by all stakeholders in both the air quality and the transportation planning processes.

How is the public involved?

Public and interest group concerns with air quality planning can surface during transportation planning and vice versa. Transportation law and the CAA require that stakeholder issues be heard and considered in both transportation and air quality planning.



What is the bottom line?

Transportation agencies should participate fully in the air quality planning process as elements of the process - including motor vehicle emissions budgets, conformity, nonattainment area boundaries, and control measures - have a direct impact on transportation planning.