

# 2009 PORT TRANSPORTATION IMPROVEMENT PLAN

DRAFT

***Acknowledgments***

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## INTRODUCTION

The Port of Portland's mission is to provide competitive cargo and passenger access to regional, national and international markets while enhancing the region's quality of life.

For the most part, the Port does not own or control the surrounding transportation system that provides access to its facilities.<sup>1</sup> Good access to Port properties and marine and aviation facilities is a competitive advantage for the region's businesses and residents. The region's economy depends on efficient movement to and through the marine and aviation gateways. Therefore, improvements to the road, rail, water and transit systems that provide access to Port facilities are of interest to the Port and to the region's and state's businesses.

Freight movement has historically played a large role in the development of the Portland area economy. Due to its location at the confluence of the Willamette and Columbia Rivers with access to the Pacific Ocean, Portland has long served as a major shipment point in the Pacific Northwest. In addition to the navigable waterways, Portland is also served by two Class 1 rail lines, two interstate highways and a network of other major roads. All of these factors contribute to Portland's development as a major distribution center for freight.

Several recent studies have substantiated the importance of investing in the transportation system and linked those investments to the region's and state's economic health. The Cost of Congestion to the Economy of the Portland Region (March, 2007), sponsored by a consortium of public agencies and private businesses, confirms the transportation dependency of the region's economy and affirms that the region's competitiveness is largely dependent upon its role as a gateway and distribution center. The study determined that improvements in the transportation system produce a 2:1 return for the economy.

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<sup>1</sup> Roads owned and maintained by the Port of Portland include: NE Airport Way (between I-205 and the Airport terminal), 82<sup>nd</sup> Ave. (north of NE Alderwood Rd.), NE Frontage Rd., NE Mt. Hood Ave. (north of Airport Way), NE AirTrans Way, part of N Time Oil Rd., T-5 access road, T-6 access roads, old Marine Dr. (west of N Portland Rd.), Ramsey St. (west of Rivergate Blvd.) and other misc. access roads.



The *Commodity Flow Forecast Update (2006)* produced by DRI/WEFA predicts a doubling of freight volume moving throughout the region in 30 years. This kind of growth will dramatically impact Port facilities and will require significant investments to ensure access to them. The magnitude of regional transportation access investments and their financing are addressed through Metro's Regional Transportation Plan (RTP), Metro's Transportation Improvement Program (MTIP) and the State Transportation Improvement Plan (STIP). Access needs critical to Port facilities are reflected in the Port Transportation Improvement Plan (PTIP).

## **⚡ GOAL AND OBJECTIVES**

The Port Transportation Improvement Plan is a multimodal compilation of marine terminal, road, rail, waterway, transit, bicycle, and pedestrian projects, normally identified through transportation and other studies managed by or in coordination with the Port. The plan also identifies a transportation demand management program to be implemented. The plan is designed to organize transportation and transportation-related improvement needs. The goal and objectives of the Port's Transportation Improvement Plan are as follows:

### **Goal:**

Maintain the strategic advantage provided by the transportation system in this region by addressing the surface access needs of businesses and passengers trying to reach national and international markets via Port facilities.

### **Objectives:**

- Identify 5, 10, and 20-year surface transportation system investments that provide and maintain access to Port facilities and property developments.
- Develop a long-range vision for the financial implications of transportation system investments, and integrate this long-range planning with the Port's 5-year capital program.
- Increase public awareness of Port access needs on the city, state and private rail carrier systems.
- Facilitate coordination between the Port and appropriate public and private transportation system stakeholders to make improvements and investments that enhance access to national and international markets for the region's businesses and residents.

## ⚡ ASSUMPTIONS

Contained within this document are projects generally developed from transportation studies based on the region's assumptions about population and employment growth. These assumptions, developed by Metro in cooperation with all the jurisdictions in the region, are allocated to the land use designations of locally adopted comprehensive plans. As population and employment assumptions are updated, the needs of the transportation system are updated. The Port and other local governments participate in transportation systems studies to determine what parts of the surface transportation system (road/transit/rail/bicycle/pedestrian) are insufficient to meet the regional assumptions about passenger and freight movement.

This document represents the Port's assessment of the transportation system and the infrastructure necessary in order to achieve its mission. The PTIP helps the Port focus its transportation priorities and lets the public and the Port's partner jurisdictions know which projects will need cooperative efforts.

## ⚡ PROJECT FUNDING

In recent years, the overall demand for transportation improvements at the local, state and federal levels has exceeded available resources. The PTIP defines Port transportation needs over a 20-year time frame. Some of the transportation improvements are on Port properties, and some are on systems that are the legal responsibility of others but serve Port facilities.

Funding for projects in the PTIP is expected from a number of sources, including the jurisdictions that have legal responsibility for the system and private interests that may benefit from the improvements. The project detail sheets identify the funding sources anticipated to implement these projects. Funds attributed to specific jurisdictions reflect specific funding commitments. Funds designated as "Committed Port Share" are in the Port's approved budget. "Forecasted Port Share" indicates funds which the Port will obtain, whether from its own revenues or with funding from other sources. Where funds are listed as 'Unfunded', either a funding strategy has not yet been defined for the improvement, or changes in the project scope have impacted the existing funding strategy.

## ↓ PORT PRIORITY PROJECTS

Port facilities support an array of transportation modes and present a wide range of project needs: marine and aviation terminal, road, rail, waterway, transit, bicycle and pedestrian improvements. The PTIP maps show surface transportation projects that improve or provide access to marine and aviation terminals. However, the ability of the marine and aviation terminals to provide the region's businesses with access to markets also depends on the transportation system within the terminal facilities themselves.

Many of the Port's priority transportation projects will involve funding from other agencies and/or the private sector. A significant portion of these projects are off Port property on facilities owned and maintained by other jurisdictions and in areas that are significant transportation bottlenecks for access to national and international markets via Port facilities. Due to size, type and use of the facility, a cooperative funding arrangement among the affected parties will be necessary to adequately fund and implement these projects.

For surface transportation projects, the following criteria determine which projects have been considered for cooperative funding:

1. The project improves access to Port terminals or properties and is critical to Port strategic development in either a) the next ten years, or b) the next twenty years, with aspects of the project required to begin within the next ten years.
2. The project also serves other city, regional, state or national transportation and/or economic functions.
3. The project is included or, prior to construction, will be included in the Regional Transportation Plan (RTP).
4. The project meets the eligibility criteria for federal funding.

Priority Projects Involving Other Funding Sources <sup>1</sup>	Project Cost <sup>2</sup>	Map ID #
Air Cargo Access	\$10,497,000	3,4,5,7
Channel Deepening	\$150,573,000	30
I-5 Columbia Blvd. Improvement	\$69,000,000	8
Columbia Blvd., Lombard St. Improvements at MLK	\$2,200,000 <sup>3</sup>	1
I-205 Interchange Improvement (NB On-Ramp)	\$27,200,000	2
Intelligent Transportation System (ITS) Improvements	\$3,480,000	11,29,37
Leadbetter St. Extension/Overcrossing	\$11,323,500	24
Marine Dr. Improvement and Extension	\$20,400,000	34
Widen Lombard Purdy to Simmons	\$3,610,000	28
238 <sup>th</sup> Ave. Extension	\$14,500,000	33
223 <sup>rd</sup> Ave. Widening	\$3,667,000	35
Sundial Road Improvement	\$772,600	36
Barnes to Terminal 4 Rail	\$3,000,000	19
Barnes Yard to Bonneville Yard Trackage	\$11,912,000 <sup>4</sup>	25
Kenton Rail Line Upgrade	\$25,382,000 <sup>4</sup>	21
Ramsey Rail Yard Improvements	\$13,900,000 <sup>4</sup>	27
SRG Rail Yard Expansion	\$9,821,000	26
Cathedral Park Quiet Zone	\$5,198,900	20
Columbia Blvd./I-205 SB On Ramp Improvement	\$11,200,000	10
Marine Dr. Improvement Phase 2	\$18,000,000	31
40 Mile Loop Trail: Blue Lake Park to Sundial Rd.	\$2,323,421	32
Freight Data Repository	N/A	39

- Notes:
1. Projects are not listed in order of priority and generally do not include aviation or non-rail marine terminal capital projects.
  2. Refer to Priority Reports for funding break-out.
  3. Costs for reconnaissance.
  4. Project cost shown is per I-5 Rail Capacity Study (2003), not per independent Port estimate.

For priority marine terminal and aviation capital projects, the following criteria determine which projects have been considered for cooperative funding:

1. The project improves operation of Port terminals or airports and is critical to Port strategic development in the next ten years.
2. The project provides significant economic benefit to the region and state by a) improving market access for all terminal or airport users, or b) improving the operation of port tenant facilities that provide a significant number of jobs.

These projects are consistent with the Port's adopted budget and long term capital forecast.

<b>Port Priority Marine Terminal Capital Projects Involving Other Funding Sources<sup>1</sup></b>	<b>Project Cost</b>	<b>Map ID#</b>
T-6 Wireless Network and Mobile Data Units	\$300,000	12
T-6 Additional Post-Panamax Cranes	\$20,000,000	14
T-6 Yard Equipment	\$2,100,000	17
T-6 Auto Facility Upgrade	\$2,500,000	15
Terminal 4 Automobile Yard Expansion	\$2,500,000	16
Terminal 4 Barge Facility Relocation	\$8,000,000	19
Berth Deepening: Berths 401, 501, and 503	\$1,600,000	24
Terminal 4 Pipeline Infrastructure	\$5,600,000	23
Terminal 2 Rail Improvements	\$1,535,000	39
Terminal 6 Container Crane Modernization	\$4,000,000	18

Notes: 1. Projects are not listed in order of priority.

<b>Priority Aviation Capital Projects Involving Other Funding Sources<sup>1</sup></b>	<b>Project Cost</b>	<b>Map #</b>
HIO Taxiway A3 Extension	\$2,200,000	41
PDX North Runway Rehabilitation	\$11,200,000	9
PDX North Runway Extension	\$61,000,000	6
PDX ITS	\$1,000,000	11

Notes: 1. Projects are not listed in order of priority.

**PROJECT REPORTS AND MAPS**

The following pages contain a list of all projects, followed by maps of project locations and individual project reports. The first map and group of reports are for *priority projects* in all locations. Following the priority projects are the other projects by area, along with area maps. It should be noted that the area maps include both priority and non-priority projects. The project reports include such details as a brief description, purpose, funding information, cost estimate rating, and time frame.

**Acronym Key:**

<b>PIC</b>	<b>Portland International Center</b>
<b>PDX</b>	<b>Portland International Airport</b>
<b>WHI</b>	<b>West Hayden Island</b>
<b>TRIP</b>	<b>Troutdale Reynolds Industrial Park</b>
<b>TTD</b>	<b>Troutdale Airport</b>
<b>HIO</b>	<b>Hillsboro Airport</b>
<b>4S9</b>	<b>Mulino Airport</b>

**Time Frame:**

Projects identified in the PTIP are shown as occurring in the 5, 10, or 20-year time frames. Project within the 5-year time frame are expected to occur within the next five years. Projects within the 10-year time frame are expected to occur between five and ten years from the time of PTIP adoption. Similarly, projects within the 20-year time frame are expected to occur between 10 and 20 years from the time of PTIP adoption.

The time frames shown are estimates. The listing of a project in a given period does not ensure that it will be constructed in that time frame. Rather, projects will be constructed when transportation/business needs support them and when funding becomes available. For many projects, this need has already been identified. However, others depend on a variety of factors, including development at Port facilities and the changing challenges of the region’s transportation system.

## Cost Estimate Rating

When applicable, the project reports shown in the PTIP contain cost estimate ratings. The purpose of the rating is to provide those using the estimates with a qualitative measure of its precision for a project. Since the precision of an estimate is a function of the clarity of project scope (scope accuracy) and the level of effort expended to produce the desired estimate (engineering effort), the rating scale is designed to reflect both of these factors. Below are the definitions of each of these categories.

### Scope Accuracy

Level 1

**Project scope is defined.**

Level 2

**Project scope is conceptual.** Scope lacks detail due to potential permit requirements; unknown project conditions; limited knowledge of external impacts.

Level 3

**Project scope has limited detail.**

### Engineering Effort

Level A

**Preliminary engineering has been performed.** Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantity needed to execute the job. Schedule is understood; staff and permitting is fairly clear. Contingency generally ranges between 15% and 20%.

Level B

**Conceptual engineering has been performed.** Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Contingency generally ranges between 20% and 30%.

Level C

**No engineering has been performed.** Limited technical information is available and/or limited analysis has been performed. Contingency generally ranges between 40% and 50%.

Note: Projects that are the responsibility of a private entity or are the responsibility of another agency generally are not given cost estimate ratings. The costs listed are for the year the estimate was done. Due to cost escalation and other factors the projected costs will vary over time.



## PTIP MASTER PROJECT LIST

Map ID	Project Name	Project Description	Purpose	Time Frame	Total Cost	Priority	Area Map
1	Columbia Blvd./Lombard St. Improvements at MLK	Improve freight movement between Columbia Blvd. and Lombard St.	Improve connectivity and better distribute freight traffic between Columbia Blvd. and Lombard St. Improve rail network performance on the Kenton mainline in the vicinity of 11th Avenue.	5	\$16,835,000	<input checked="" type="checkbox"/>	Priority Map
2	I-205 Interchange - NB On-Ramp at Airport Way	New I-205 NB on-ramp and/or other improvements at I-205/Airport Way interchange.	Provide additional capacity for anticipated growth in area traffic.	10	\$27,200,000	<input checked="" type="checkbox"/>	Priority Map
3	82nd Ave. SB Ramp/Columbia Blvd.	Construct additional WB through lane. Add a new turn lane. Signalize.	Mitigate PDX Growth Impacts.	10	\$3,409,000	<input checked="" type="checkbox"/>	Priority Map
4	47th Ave. (at Columbia Blvd.) Intersection Improvements	Widen and channelize NE 47th Ave. intersection at NE Columbia Blvd.	Provide improved traffic flow to air cargo facilities located within the south airport area.	5	\$4,100,000	<input checked="" type="checkbox"/>	Priority Map
5	Alderwood Rd. Intersections Improvement	Improve Alderwood Rd./Cornfoot Rd. and Alderwood Rd./82nd Ave. intersections. Add signals, turn lanes.	Provide efficient movement of traffic to PDX and PIC properties.	5	\$1,528,000	<input checked="" type="checkbox"/>	Priority Map
6	PDX North Runway Extension	Extend the length of the North Runway by up to 1,828 feet.	Preserve international and domestic long haul service while south runway is closed.	5	\$61,000,000	<input checked="" type="checkbox"/>	Priority Map
7	Alderwood/Columbia Blvd. Intersection Improvements	Widen and signalize intersection at Alderwood Rd. and Columbia Blvd.	Provide transportation link to the cargo area located within the south airport area and to support Columbia Corridor freight movement.	5	\$1,460,000	<input checked="" type="checkbox"/>	Priority Map

Map ID	Project Name	Project Description	Purpose	Time Frame	Total Cost	Priority	Area Map
8	I-5/Columbia Blvd. Improvement	Construct a full interchange at Columbia Blvd. or the functional equivalent.	Improve connections between Columbia Blvd. and I-5 for trucks.	10	\$69,000,000	<input checked="" type="checkbox"/>	Priority Map
9	PDX North Runway Rehabilitation	Rehabilitate the North Runway.	Keep the runway in safe operating condition.	5	\$11,200,000	<input checked="" type="checkbox"/>	Priority Map
10	Columbia Blvd./I-205 SB On Ramp Improvement	Expand the on-ramp to three lanes, including for truck/HOV.	Increase the capacity of the I-205 SB on-ramp at Columbia Blvd.	5	\$750,000	<input checked="" type="checkbox"/>	Priority Map
11	PDX ITS	Intelligent Transportation Systems in the PDX area.	Improve traveler information and automated vehicle identification system at PDX.	10	\$3,000,000	<input checked="" type="checkbox"/>	Priority Map
12	Terminal 6 Wireless Network and Mobile Data Units	Install a wireless network covering the Terminal 6 facility and provide new mobile data units (MDUs) to send data over that network.	Improve operational efficiencies at Terminal 6.	5	\$300,000	<input checked="" type="checkbox"/>	Priority Map
13	Terminal 6 Additional Post-Panamax Cranes	Acquire two post-panamax cranes in addition to Crane #6381.	Provide a two-berth post-panamax vessel capability at Terminal 6.	5	\$20,000,000	<input checked="" type="checkbox"/>	Priority Map
14	Terminal 6 Auto Facility Upgrades	Modify Berth 607 dock, expand the rail ramp, study rail crossing feasibility at Terminal 6.	Increase operating efficiencies at the Honda facility.	5	\$2,500,000	<input checked="" type="checkbox"/>	Priority Map
15	Terminal 4 Automobile Yard Expansion	Design and construct six acres of porous pavement parking for the storage of imported automobiles.	The project will provide additional land to meet auto storage capacity needs of Toyota, supporting the Port's automobile import business line.	5	\$2,500,000	<input checked="" type="checkbox"/>	Priority Map
16	Terminal 6 Yard Equipment	Purchase eight (8) container chassis and three (3) reachstackers.	The newer container chassis allow for a decrease in vessel turn-around time. The new reachstackers will increase hours between down times for maintenance.	5	\$2,100,000	<input checked="" type="checkbox"/>	Priority Map

Map ID	Project Name	Project Description	Purpose	Time Frame	Total Cost	Priority	Area Map
17	Terminal 6 Container Crane Modernization	On Crane 6379, upgrade electronics and provide new programmable logic controllers for the motor drives. On Crane 6378 (heavy lift crane) upgrade the electronics, provide new motor drive. Relocate in the line-up and paint the trolley girder beam.	This project will modernize some of the Port's older container cranes, improving efficiencies in the transfer of containerized cargo between four modes of transportation: ocean vessel, rail, truck, and river barge.	5	\$4,000,000	<input checked="" type="checkbox"/>	Priority Map
18	Terminal 4 Barge Facility Relocation	Design and construct a new barge receiving facility at the Terminal 4 grain facility. Slip 1, the location of the existing barge facility, will potentially be used as a confined disposal facility as part of the Terminal 4 Early Action Sediment Clean-up.	Approximately 40 to 50 percent of all wheat and barley exported from the Columbia/Willamette River system is delivered to the export terminal by barge. This includes wheat grown by Oregon grain growers.	5	\$8,000,000	<input checked="" type="checkbox"/>	Priority Map
19	Barnes to Terminal 4 Rail	Provide a new track from Barnes Yard to Terminal 4	Improve rail access to Terminal 4.	5	\$3,000,000	<input checked="" type="checkbox"/>	Priority Map
20	Cathedral Park Quiet Zone	Address rail switching noise by improving multiple public rail crossings in the St. Johns Cathedral Park area.	To allow auto import operations to continue to grow in N. Portland and improve neighborhood livability.	5	\$5,198,900	<input checked="" type="checkbox"/>	Priority Map
21	Kenton Rail Line Upgrade	Upgrade existing track to second main track with new double track from Peninsula Junction to I-205 and increase track speeds between North Portland, Peninsula Junction, to Reynolds on UP's Kenton Line. Part of triangle project with ODOT.	Expand rail capacity and reduce delays for greater efficiency.	10	\$25,382,000	<input checked="" type="checkbox"/>	Priority Map
22	Terminal 4 Pipeline Infrastructure	Design and build a new common user pipeline system.	Develop a new pipeline system to to serve as many as four potential liquid bulk tenants over Berth 401.	5	\$5,600,000	<input checked="" type="checkbox"/>	Priority Map

Map ID	Project Name	Project Description	Purpose	Time Frame	Total Cost	Priority	Area Map
23	Berth Deepening: Berths 401, 501, and 503	Deepen berths at Terminals 4 and 5 to allow deeper draft vessels to transit the planned 43 foot channel.	Allow better utilization of panamax-class bulk vessels.	5	\$1,600,000	<input checked="" type="checkbox"/>	Priority Map
24	Leadbetter St. Extension/Overcrossing	Complete Leadbetter St. loop to Marine Dr. (Pacific Gateway/Terminal 6 intersection) including a road bridge over rail line.	Provide access to developing properties and eliminate rail/auto conflict at future intersection.	5	\$11,323,500	<input checked="" type="checkbox"/>	Priority Map
25	Barnes Yard to Bonneville Yard Trackage	Construct additional unit train trackage (approximately 16,000 linear feet) between Bonneville and Barnes rail yards.	Address limited Rivergate staging area for unit trains approaching or departing the marine terminals. Reduce switching bottlenecks, limits to terminal access and other operational conflicts in the Columbia Corridor.	5	\$11,912,000	<input checked="" type="checkbox"/>	Priority Map
26	SRG Rail Yard Expansion	Construct a second lead and up to five storage tracks in South Rivergate Yard	Increase unit train capacity to Terminal 5 and other South Rivergate facilities.	5	\$9,821,000	<input checked="" type="checkbox"/>	Priority Map
27	Ramsey Rail Improvements	Construct five tracks and a second lead into/through the Ramsey Rail Yard. Project adds rail storage and staging separate from main line tracks.	Support trade related transportation infrastructure, policy, and services by constructing a key rail project to increase Rivergate and regional capacity, and to allow dual unit train access to Terminal 5.	5	\$13,900,000	<input checked="" type="checkbox"/>	Priority Map
28	Widen Lombard-Purdy to Simmons	Widen North Lombard St. from 600 feet south of North Rivergate Blvd. to the Columbia Slough. Add bike lanes and sidewalks.	Increase multi-modal capacity to accommodate growth in surrounding development.	5	\$3,610,000	<input checked="" type="checkbox"/>	Priority Map

Map ID	Project Name	Project Description	Purpose	Time Frame	Total Cost	Priority	Area Map
29	Rivergate ITS	Intelligent Transportation System in Rivergate.	Improve traffic efficiency in Rivergate by connecting information about the roadway system to ODOT's Highway ITC systems.	5	\$480,000	<input checked="" type="checkbox"/>	Priority Map
30	Channel Deepening	Deepen the Columbia River channel to 43 feet between the mouth of Columbia River and Portland/Vancouver Harbor.	Serve panamax bulk vessels and post-Panamax container vessels.	5	\$150,573,000	<input checked="" type="checkbox"/>	Priority Map
31	Marine Dr. Improvement Phase 2	Construct rail overcrossing on Marine Dr.	Avoid road/rail conflict.	20	\$18,000,000	<input checked="" type="checkbox"/>	Priority Map
32	40 Mile Loop Trail: Blue Lake Park to Sundial Rd.	Construct a 1.7 mile mixed use off road trail connecting Blue Lake Park and Sundial Road.	Combined with the Port's Reynolds levee trail it will complete a 3.3 mile gap in the 40 Mile Loop Trail.	5	\$2,322,421	<input checked="" type="checkbox"/>	Priority Map
33	238th Avenue Extension	Construct new connector between Sandy Blvd. and Marine Drive.	To improve access from developing industrial areas to the interstate.	10	\$14,500,000	<input checked="" type="checkbox"/>	Priority Map
34	Marine Drive Improvement and Extension	Convert Marine Drive one-way southbound to two-way under I-84 and widen to five lanes.	Ensure adequate long term interchange operation.	10	\$20,400,000	<input checked="" type="checkbox"/>	Priority Map
35	223rd Avenue Widening	Widen to three lanes between Halsey St and Marine Drive.	Upgrade the facility to major collector urban street standards.	5	\$3,667,000	<input checked="" type="checkbox"/>	Priority Map
36	Sundial Road Improvement	Improve the roadway section from Marine Drive to the north access of the Troutdale Reynolds Industrial Park.	Accommodate Troutdale Reynolds Industrial Park and other traffic.	5	\$772,600	<input checked="" type="checkbox"/>	Priority Map
37	PSU ITS Expansion	Expand PSU's existing web based ITS "count sensor" program beyond the freeway to some key arterials throughout the region.	To secure truck flow and congestion data.	5		<input checked="" type="checkbox"/>	Priority Map

Map ID	Project Name	Project Description	Purpose	Time Frame	Total Cost	Priority	Area Map
38	Terminal 2 Rail Improvement	Add approximately 600 feet to the inner track (Track 10) and connect it with the outer loop (Track 15). A third track may also be constructed and a rail scaling station added.	Increase rail capacity and operating efficiencies at Terminal 2.	5	\$1,535,000	<input checked="" type="checkbox"/>	Priority Map
39	Freight Data Repository	Create a repository of regional freight data (primarily truck data), including from the region's Freight Data Collection project.	Collect truck counts from jurisdictions in the region using a tool that standardizes reported data and makes it available for use by others.	5		<input checked="" type="checkbox"/>	Priority Map
40	HIO Taxiway A3 Extension	Extend Taxiway A3 near the airport's longest runway.	Allow aircraft to exit the runway faster and relieve a portion of the over capacity of the airport system until a third runway is constructed in 2010 and 2011.	5	\$2,200,000	<input checked="" type="checkbox"/>	Priority Map
41	PIC Ped/Bike Network	Construct bike and pedestrian facilities as shown in the CS/PIC Plan District.	Improve bike/ped circulation in PIC.	10	\$1,163,835	<input type="checkbox"/>	PDX/PIC
42	PDX Light Rail Station/Track Realignment	Realign light rail track into terminal building.	Accommodate terminal expansion plans.	10	\$14,000,000	<input type="checkbox"/>	PDX/PIC
43	SW Quad Access	Provide street access from 33rd Ave. into SW Quad.	Provide efficient movement of traffic to developing PDX properties.	5	\$5,917,500	<input type="checkbox"/>	PDX/PIC
44	92nd Drive (Columbia Way to Alderwood Rd.)	Improve NE 92nd Drive from Columbia Slough to Alderwood Road.	Provide efficient movement of traffic between Columbia Way and Alderwood Road.	5	\$2,406,547	<input type="checkbox"/>	PDX/PIC
45	I-205 Auxiliary Lane SB	New I-205 auxiliary lane from Airport Way to Columbia Blvd.	Provide additional capacity for anticipated growth in I-205 corridor.	20		<input type="checkbox"/>	PDX/PIC

Map ID	Project Name	Project Description	Purpose	Time Frame	Total Cost	Priority	Area Map
46	I-205 Auxiliary Lane NB	New auxiliary lane from I-84 to I-205 NB before Columbia Blvd.	Provide additional capacity for anticipated growth in area traffic.	20		<input type="checkbox"/>	PDX/PIC
47	82nd Ave./Airport Way Grade Separation	Construct grade-separated overcrossing.	Provide efficient movement of traffic to PDX properties.	10	\$92,000,000	<input type="checkbox"/>	PDX/PIC
48	Airport Way Braided Ramps	Construct braided ramps between the I-205 interchange and Cascade Interchange.	Maintain safety and capacity of Airport Way and interchanges.	20	\$59,000,000	<input type="checkbox"/>	PDX/PIC
49	Airport Way East Terminal Access Link Roadway	Construct Airport Way East Terminal access link roadway (Terminal Access Study, project R6, to be scoped by PDX Master Plan).	Facilitate direct East Terminal access, preventing failure of Main Terminal Roadway.	10	\$16,900,000	<input type="checkbox"/>	PDX/PIC
50	Alternative Fuels Station	Construct a PDX alternative fuels station that will be accessible from both airside and landside	Provide refueling capabilities for both airside and landside (public) CNG vehicles. Encourage airport businesses to convert fleets to CNG to improve air quality.	5	\$1,000,000	<input type="checkbox"/>	PDX/PIC
51	PDX Transportation Demand Management (TDM)	Implement strategies at PDX and PIC properties that reduce auto trips in the airport area. Programs to be undertaken with other area businesses/developers to maximize effectiveness; possible administration through a transportation management association	Fulfill TDM requirements of PDX Master Plan. Implement TDM projects and programs recommended in the PDX Alternative Modes Study.	5		<input type="checkbox"/>	PDX/PIC
52	Airport Way/Holman Street	Add a northbound right-turn lane and extend the northbound left-turn lane	Accommodate projected traffic growth from the development of CS/PIC	5	\$440,000	<input type="checkbox"/>	PDX/PIC
53	Sandy Boulevard/105th Avenue	Add a southbound left-turn lane.	Accommodate projected growth from the development of CS/PIC.	5	\$327,000	<input type="checkbox"/>	PDX/PIC

Map ID	Project Name	Project Description	Purpose	Time Frame	Total Cost	Priority	Area Map
54	Columbia Blvd. Widening (82nd Ave. - 60th Ave.)	Widen Columbia Blvd. to five lanes.	Address system bottleneck along Columbia Blvd.	20	\$15,000,000	<input type="checkbox"/>	PDX/PIC
55	11th/13th (at Columbia Blvd.): Crossing Elimination	If feasible, eliminate the at-grade crossing and improve alternate roadway access.	Improve Kenton Mainline operation and eliminate a modal conflict.	5	\$1,000,000	<input type="checkbox"/>	PDX/PIC
56	122nd Ave./Airport Way Intersection Improvement	Add turn lanes, channelization and signal modifications.	Mitigate PDX, Cascade Station, and Portland International Center Growth Impacts.	5	\$1,207,000	<input type="checkbox"/>	PDX/PIC
57	Airport Way Return and Exit Roadways	Realign the existing Terminal Exit Roadway to the north to facilitate the construction of Concourse B and Terminal Expansion East	Maintain adequate access and circulation in the terminal area.	10	\$5,660,000	<input type="checkbox"/>	PDX/PIC
58	Cornfoot Rd./Airtrans Way Signal Improvement	Construct new traffic signal.	Retain efficient movement of traffic to PDX properties.	5	\$650,000	<input type="checkbox"/>	PDX/PIC
59	Mulino Airport Development Improvements	Construct private access improvements as part of a larger project of development improvements.	Construct fuel facilities, hangars, and provide vehicle access to support redevelopable parcels.	5	\$2,200,000	<input type="checkbox"/>	Mulino
60	West Hayden Island Rail Access	Rail access to support West Hayden Island development.	Advance rail-dependent development.	20		<input type="checkbox"/>	Rivergate
61	Columbia Blvd./Portland Rd. Intersection Improvements	Redesign could include realignment of travel lanes, channelization, signalization, signing or new sidewalks and curbs.	Reinforce through truck movements on minor and major truck streets (Portland Rd. and Columbia Blvd. respectively), minimizing neighborhood cut-through traffic.	5	\$1,214,000	<input type="checkbox"/>	Rivergate
62	Portland Bulk Terminal 4th Rail Loop	Design and construct a fourth rail loop and second dumper pit within Portland Bulk Terminal's potash export facility at Terminal 5.	The project will increase the throughput capacity by facilitating the receipt and dispatch of unit trains.	10	\$7,000,000	<input type="checkbox"/>	Rivergate



Map ID	Project Name	Project Description	Purpose	Time Frame	Total Cost	Priority	Area Map
63	Burgard Bridge Replacement	Upgrade structure.	Replace the bridge with a slab on grade to eliminate weight restrictions.	5	\$1,445,000	<input type="checkbox"/>	Rivergate
64	T6 Rail Support Yard Improvements	Construct an additional 6,800 feet of arrival/departure track and 8,500 feet of storage track.	Increase Terminal 6 rail capacity.	5	\$10,000,000	<input type="checkbox"/>	Rivergate
65	West Hayden Island Rail Yard	Seven track rail yard connected to facility trackage.	Advance rail development on West Hayden Island.	20		<input type="checkbox"/>	Rivergate
66	North Burgard/Lombard Street Improvements	Widen Burgard to 3 Lanes with bike lanes and sidewalks from UPRR bridge to Columbia.	Improve freight mobility, safety and industrial site access.	5	\$24,884,000	<input type="checkbox"/>	Rivergate
67	Terminal 6 Internal Overcrossing	Construct a rail overcrossing at Terminal 6.	Increase efficient movement for rail and Terminal 6 tenants.	5	\$3,649,084	<input type="checkbox"/>	Rivergate
68	I-5 Columbia River Crossing	Increase the number of lanes and add transit capacity across the river.	Increase multi-modal capacity across the Columbia River and relieve congestion.	10	\$1,200,000,000	<input type="checkbox"/>	Rivergate
69	I-5 Delta Park Widening	Widen I-5 to 6 lanes (Victory Blvd. to Lombard)	Improve efficiency and safety on I-5 between Victory Blvd. and Lombard.	5	\$68,963,000	<input type="checkbox"/>	Rivergate
70	North Portland Junction	Upgrade railroad with revised crossovers, centralized traffic control tie-in and increased turning radius.	Accommodate higher rail speeds at the junction which provides greater capacity.	10	\$9,160,000	<input type="checkbox"/>	Rivergate
71	Terminal 6 Container Dock Extension	Extend Berth 605 upstream by 600 feet or more.	Lengthen the berth to preserve Terminal 6 as a three-berth facility capable of handling longer vessels.	10	\$19,500,000	<input type="checkbox"/>	Rivergate

Map ID	Project Name	Project Description	Purpose	Time Frame	Total Cost	Priority	Area Map
72	T-6 Crane Rail Improvements and Tie Backs	Construct additional crane rail tie-backs to Berth 604 east and Berth 605, and add 100 feet of crane rail to Berth 604 west.	Improve the strength of the dock and provide crane rail necessary to handle two post-panamax vessels at the same time.	10	\$4,600,000	<input type="checkbox"/>	Rivergate
73	West Hayden Island Bridge and Access Rd.	Construct 4-lane bridge to West Hayden Island, west alignment with 90' clearance and associated ramp infrastructure.	Provide access to Port's marine development and to existing development on Hayden Island.	20	\$99,258,000	<input type="checkbox"/>	Rivergate
74	Lombard St./St. Louis Ave./Ivanhoe St. Multimodal Improvements	Improvements could include restriping, curb extensions and other pedestrian and bicycle amenities on Lombard St. that do not impede truck movement, as well as intersection improvements at St. Louis Ave. and at Philadelphia Ave., such as realignment and signalization.	Maintain truck movement and minimize conflicts with bicycles and pedestrians between Philadelphia Ave. and Lombard St. at Pier Park.	5	\$1,129,821	<input type="checkbox"/>	Rivergate
75	North Willamette Greenway Trail	Pedestrian and bicycle trail from Kelly Point Park to the Steel Bridge along the Willamette River.	Improve pedestrian and bicycle connectivity in North Portland.	20	\$200,000	<input type="checkbox"/>	T2/Swan Island

Map ID	Project Name	Project Description	Purpose	Time Frame	Total Cost	Priority	Area Map
76	Graham Line Connection	This project will create a new track connection between the Graham Line, which runs parallel with I-84 through Sullivans Gulch and the Brooklyn Sub, UP's north-south line through Portland.	This connection will allow UP rail traffic entering Portland from the east to turn south onto the Brooklyn Sub from the Graham Line. Currently UP rail traffic entering Portland from the east and intending to head south on the Brooklyn Sub must take the Kenton Line to Peninsula Junction then travel through the Peninsula Tunnel to connect with the Brooklyn Sub north of Albina Yard. This project will eliminate delay and increase system capacity.	5	\$15,000,000	<input type="checkbox"/>	T2/Swan Island
77	Going St. Rail-Overcrossing Improvement	Widen intersection and add additional eastbound lane on structure.	Provide through movement capacity for traffic entering and exiting Swan Island.	5	\$4,000,000	<input type="checkbox"/>	T2/Swan Island
78	257th Interchange at I-84 Improvement	Improve function of split diamond interchange at 257th.	Improve access from north and south of the interchange to I-84.	10	\$9,400,000	<input type="checkbox"/>	Troutdale/TRIP
79	Reynolds Site Road Access (Swigert Way)	Construct new roadway.	Provide Troutdale Reynolds Industrial Park traffic circulation.	5	\$4,696,000	<input type="checkbox"/>	Troutdale/TRIP
80	Sandy Blvd. Widening to 3 lanes	Sandy Blvd. widen to 3 lanes (207th to 238th), add sidewalks and bike lanes.	Improve east west capacity and serve adjacent developing industrial property.	10	\$7,438,000	<input type="checkbox"/>	Troutdale/TRIP
81	Riverside Drive Extension	Riverside Dr. Extension (190th to Sandy Blvd.); improve to collector standards.	Serve developing industrial parcels.	5	\$4,500,000	<input type="checkbox"/>	Troutdale/TRIP














Map ID	Project Name	Project Description	Purpose	Time Frame	Total Cost	Priority	Area Map
82	Marine Drive/Sundial Road	Signalize the intersection.	Support Access to Troutdale Reynolds Industrial Park	5	\$260,250	<input type="checkbox"/>	Troutdale/TRIP
83	Sundial Rd./Troutdale Reynolds Industrial Park Accesses	Add northbound right turn lanes at Swigert Way and the northmost Troutdale Reynolds Industrial Park Access.	Accommodate Troutdale Reynolds Industrial Park traffic.	5	\$228,917	<input type="checkbox"/>	Troutdale/TRIP
84	Reynolds Site Road Access Phase 2 and 3	Placeholder for potential road improvements to serve Phase 2 and 3 industrial development. Actual project will be developed in coordination with stakeholders.	Address off-site transportation impacts.	10		<input type="checkbox"/>	Troutdale/TRIP
85	Sandy Blvd. Widening to 4 lanes	Sandy Blvd. widen to 4 lanes and center turn lane (165th-202nd) with sidewalks and bike lanes.	Improve east west capacity and serve developing industrial property.	10	\$26,040,578	<input type="checkbox"/>	Troutdale/TRIP



# Priority Projects

## 2009 Port Transportation Improvement Plan

### Key to Features

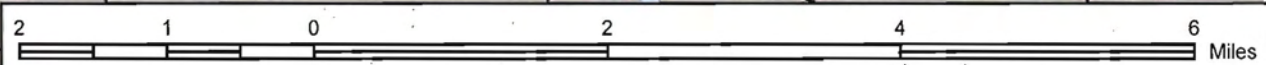
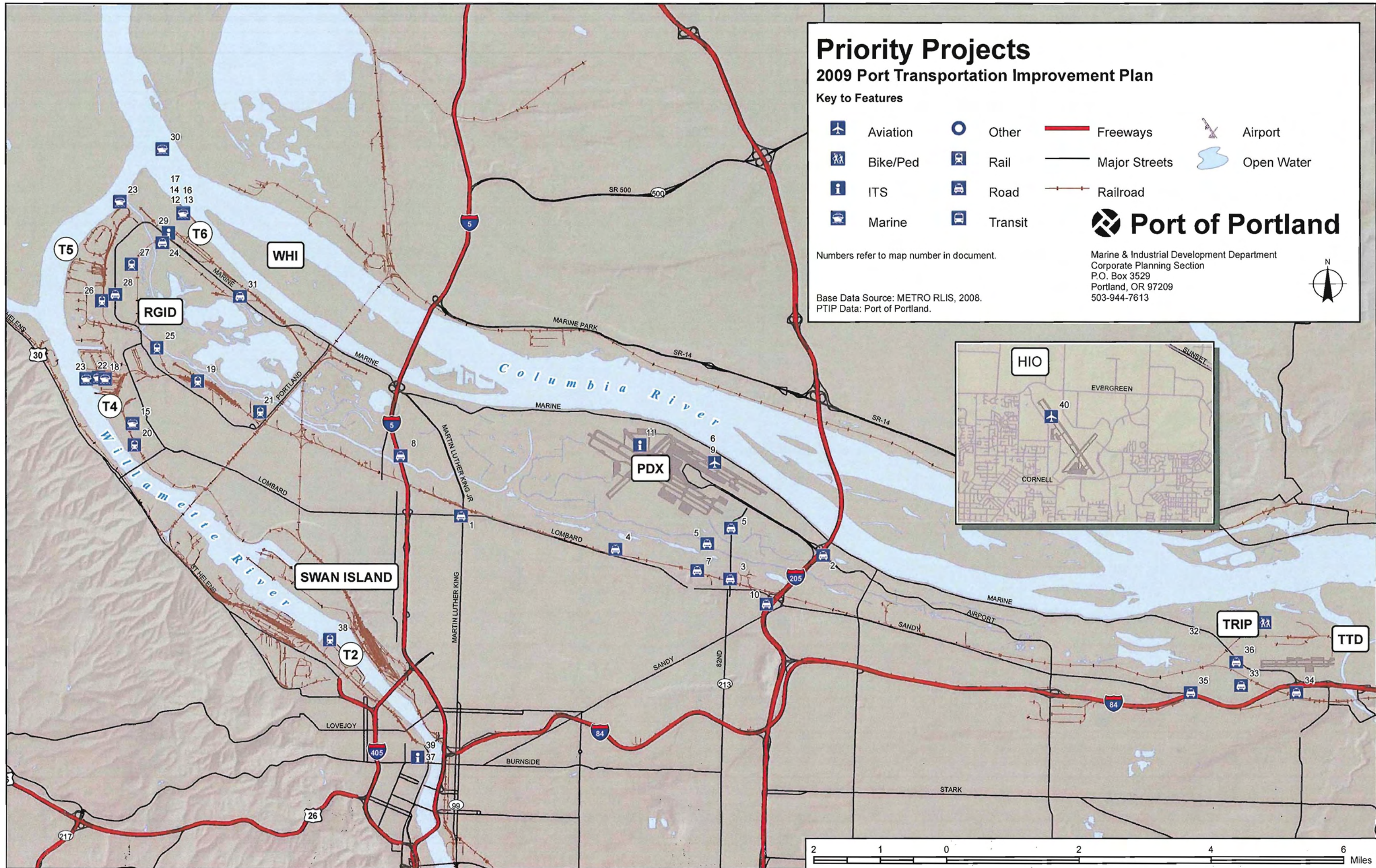
- |  |   |   |  |
|--|---|---|--|
|  Aviation |  Other   |  Freeways      |  Airport    |
|  Bike/Ped |  Rail    |  Major Streets |  Open Water |
|  ITS      |  Road    |  Railroad      |  |
|  Marine   |  Transit |   |  |



Numbers refer to map number in document.

Base Data Source: METRO RLIS, 2008.  
PTIP Data: Port of Portland.

Marine & Industrial Development Department  
Corporate Planning Section  
P.O. Box 3529  
Portland, OR 97209  
503-944-7613





PRIORITY PROJECTS

**Project Name: Columbia Blvd./Lombard St. Improvements at MLK**

<b>Map ID:</b> 1	<b>Time Frame:</b> 5 year	<b>Total Cost:</b> \$16,835,000
<b>Project Type:</b> Road		<b>Year of Cost Estimate:</b> 2004
<b>Operation Area:</b> Priority Map		<b>Federal:</b> \$2,000,000
<b>Project Description:</b> Improve freight movement between Columbia Blvd. and Lombard St.		<b>State:</b>
		<b>City:</b> \$114,455
		<b>SDC:</b>
<b>Purpose:</b> Improve connectivity and better distribute freight traffic between Columbia Blvd. and Lombard St. Improve rail network performance on the Kenton mainline in the vicinity of 11th Avenue.		<b>Port Share Committed:</b> \$114,455
<b>JDE NUM:</b>		<b>Port Share Forecasted:</b>
<b>RTP Related:</b> 4037, 10208		<b>Private:</b>
<b>Recent Study:</b> Columbia Corridor Transportation Study (1999)		<b>Other:</b>
<input checked="" type="checkbox"/> RTP 2025 Constrained	<input type="checkbox"/> Conditioned Project	<b>Unfunded:</b> \$14,606,090
<input checked="" type="checkbox"/> RTP 2025 Illustrative	<input type="checkbox"/> Identified in STIP	<b>Estimate Rating:</b>
<input checked="" type="checkbox"/> RTP 2035 Constrained DRAFT		

**Project Name: I-205 Interchange - NB On-Ramp at Airport Way**

<b>Map ID:</b> 2	<b>Time Frame:</b> 10 year	<b>Total Cost:</b> \$27,200,000
<b>Project Type:</b> Road		<b>Year of Cost Estimate:</b> 2006
<b>Operation Area:</b> Priority Map		<b>Federal:</b> \$1,000,000
<b>Project Description:</b> New I-205 NB on-ramp and/or other improvements at I-205/Airport Way interchange.		<b>State:</b>
		<b>City:</b>
		<b>SDC:</b>
<b>Purpose:</b> Provide additional capacity for anticipated growth in area traffic.		<b>Port Share Committed:</b> \$7,000,000
<b>JDE NUM:</b> 810009		<b>Port Share Forecasted:</b>
<b>RTP Related:</b> 2069, 10865		<b>Private:</b>
<b>Recent Study:</b> Cascade Station/Portland Int'l Center Environmental Assessment Transportation		<b>Other:</b>
<input checked="" type="checkbox"/> RTP 2025 Constrained	<input type="checkbox"/> Conditioned Project	<b>Unfunded:</b> \$19,200,000
<input checked="" type="checkbox"/> RTP 2025 Illustrative	<input checked="" type="checkbox"/> Identified in STIP	<b>Estimate Rating:</b> 3c
<input checked="" type="checkbox"/> RTP 2035 Constrained DRAFT		

PRIORITY PROJECTS

**Project Name: 82nd Ave. SB Ramp/Columbia Blvd.**

<b>Map ID:</b> 3	<b>Time Frame:</b> 10 year	<b>Total Cost:</b> \$3,409,000
<b>Project Type:</b> Road		<b>Year of Cost Estimate:</b> 2006
<b>Operation Area:</b> Priority Map		<b>Federal:</b> \$2,000,000
<b>Project Description:</b> Construct additional WB through lane. Add a new turn lane. Signalize.		<b>State:</b>
		<b>City:</b>
		<b>SDC:</b>
<b>Purpose:</b> Mitigate PDX Growth Impacts.		<b>Port Share Committed:</b> \$1,409,000
<b>JDE NUM:</b> 810011		<b>Port Share Forecasted:</b>
<b>RTP Related:</b> 4044, 10288		<b>Private:</b>
<b>Recent Study:</b> Cascade Station/Portland Int'l Center Environmental Assessment Transportation		<b>Other:</b>
<input checked="" type="checkbox"/> RTP 2025 Constrained	<input checked="" type="checkbox"/> Conditioned Project	<b>Unfunded:</b>
<input checked="" type="checkbox"/> RTP 2025 Illustrative	<input checked="" type="checkbox"/> Identified in STIP	<b>Estimate Rating:</b> 3c
<input checked="" type="checkbox"/> RTP 2035 Constrained DRAFT		

**Project Name: 47th Ave. (at Columbia Blvd.) Intersection Improvements**

<b>Map ID:</b> 4	<b>Time Frame:</b> 5 year	<b>Total Cost:</b> \$4,100,000
<b>Project Type:</b> Road		<b>Year of Cost Estimate:</b> 2006
<b>Operation Area:</b> Priority Map		<b>Federal:</b>
<b>Project Description:</b> Widen and channelize NE 47th Ave. intersection at NE Columbia Blvd.		<b>State:</b> \$3,330,000
		<b>City:</b>
		<b>SDC:</b>
<b>Purpose:</b> Provide improved traffic flow to air cargo facilities located within the south airport area.		<b>Port Share Committed:</b>
<b>JDE NUM:</b> 810013		<b>Port Share Forecasted:</b> \$770,000
<b>RTP Related:</b> 4040, 10210		<b>Private:</b>
<b>Recent Study:</b> PDX Conditional Use Master Plan (2003)		<b>Other:</b>
<input checked="" type="checkbox"/> RTP 2025 Constrained	<input checked="" type="checkbox"/> Conditioned Project	<b>Unfunded:</b>
<input checked="" type="checkbox"/> RTP 2025 Illustrative	<input checked="" type="checkbox"/> Identified in STIP	<b>Estimate Rating:</b> 3c
<input checked="" type="checkbox"/> RTP 2035 Constrained DRAFT		

PRIORITY PROJECTS

**Project Name: Alderwood Rd. Intersections Improvement**

<b>Map ID:</b> 5	<b>Time Frame:</b> 5 year	<b>Total Cost:</b> \$1,528,000
<b>Project Type:</b> Road		<b>Year of Cost Estimate:</b> 2006
<b>Operation Area:</b> Priority Map		<b>Federal:</b>
<b>Project Description:</b> Improve Alderwood Rd./Cornfoot Rd. and Alderwood Rd./82nd Ave. intersections. Add signals, turn lanes.		<b>State:</b> \$1,218,000
		<b>City:</b>
		<b>SDC:</b>
<b>Purpose:</b> Provide efficient movement of traffic to PDX and PIC properties.		<b>Port Share Committed</b>
<b>JDE NUM:</b> 810014, 810016		<b>Port Share Forecasted:</b> \$310,000
<b>RTP Related:</b> 4042, 10366		<b>Private:</b>
<b>Recent Study:</b> PDX Conditional Use Master Plan (2003)		<b>Other:</b>
<input checked="" type="checkbox"/> RTP 2025 Constrained	<input checked="" type="checkbox"/> Conditioned Project	<b>Unfunded:</b>
<input checked="" type="checkbox"/> RTP 2025 Illustrative	<input checked="" type="checkbox"/> Identified in STIP	<b>Estimate Rating:</b> 2b
<input checked="" type="checkbox"/> RTP 2035 Constrained DRAFT		

**Project Name: PDX North Runway Extension**

<b>Map ID:</b> 6	<b>Time Frame:</b> 5 year	<b>Total Cost:</b> \$61,000,000
<b>Project Type:</b> Aviation		<b>Year of Cost Estimate:</b> 2007
<b>Operation Area:</b> Priority Map		<b>Federal:</b> \$41,000,000
<b>Project Description:</b> Extend the length of the North Runway by up to 1,828 feet.		<b>State:</b>
		<b>City:</b>
		<b>SDC:</b>
<b>Purpose:</b> Preserve international and domestic long haul service while south runway is closed.		<b>Port Share Committed</b>
<b>JDE NUM:</b> 100334		<b>Port Share Forecasted:</b>
<b>RTP Related:</b>		<b>Private:</b>
<b>Recent Study:</b> PDX Conditional Use Master Plan (2003)		<b>Other:</b>
<input type="checkbox"/> RTP 2025 Constrained	<input type="checkbox"/> Conditioned Project	<b>Unfunded:</b> \$20,000,000
<input type="checkbox"/> RTP 2025 Illustrative	<input type="checkbox"/> Identified in STIP	<b>Estimate Rating:</b> 2b
<input type="checkbox"/> RTP 2035 Constrained DRAFT		



PRIORITY PROJECTS

**Project Name: Alderwood/Columbia Blvd. Intersection Improvements**

**Map ID:** 7      **Time Frame:** 5 year  
**Project Type:** Road  
**Operation Area:** Priority Map  
**Project Description:** Widen and signalize intersection at Alderwood Rd. and Columbia Blvd.

**Purpose:** Provide transportation link to the cargo area located within the south airport area and to support Columbia Corridor freight movement.

**JDE NUM:** 810020  
**RTP Related:** 4041, 10336  
**Recent Study:** Cascade Station/Portland Int'l Center Environmental Assessment Transportation

- RTP 2025 Constrained       Conditioned Project
- RTP 2025 Illustrative       Identified in STIP
- RTP 2035 Constrained DRAFT

**Total Cost:** \$1,460,000  
**Year of Cost Estimate:** 2002  
**Federal:**  
**State:**  
**City:**  
**SDC:**  
**Port Share Committed**  
**Port Share Forecasted:**  
**Private:**  
**Other:**  
**Unfunded:** \$1,460,000  
**Estimate Rating:** 3c

**Project Name: I-5/Columbia Blvd. Improvement**

**Map ID:** 8      **Time Frame:** 10 year  
**Project Type:** Road  
**Operation Area:** Priority Map  
**Project Description:** Construct a full interchange at Columbia Blvd. or the functional equivalent.

**Purpose:** Improve connections between Columbia Blvd. and I-5 for trucks.

**JDE NUM:** 810009  
**RTP Related:** 4006  
**Recent Study:** I-5 Delta Park Environmental Assessment (2006)

- RTP 2025 Constrained       Conditioned Project
- RTP 2025 Illustrative       Identified in STIP
- RTP 2035 Constrained DRAFT

**Total Cost:** \$69,000,000  
**Year of Cost Estimate:** 2006  
**Federal:**  
**State:**  
**City:**  
**SDC:**  
**Port Share Committed**  
**Port Share Forecasted:**  
**Private:**  
**Other:**  
**Unfunded:** \$69,000,000  
**Estimate Rating:** N/A



PRIORITY PROJECTS

**Project Name: PDX ITS**

**Map ID:** 11      **Time Frame:** 10 year  
**Project Type:** ITS  
**Operation Area:** Priority Map  
**Project Description:** Intelligent Transportation Systems in the PDX area.

**Purpose:** Improve traveler information and automated vehicle identification system at PDX.

**JDE NUM:** 100680  
**RTP Related:** 4029, 10370  
**Recent Study:** PDX ITS Plan (2001)

- RTP 2025 Constrained       Conditioned Project
- RTP 2025 Illustrative       Identified in STIP
- RTP 2035 Constrained DRAFT

**Total Cost:** \$3,000,000  
**Year of Cost Estimate:** 2007  
**Federal:**  
**State:**  
**City:**  
**SDC:**  
**Port Share Committed**  
**Port Share Forecasted:** \$3,000,000  
**Private:**  
**Other:**  
**Unfunded:** \$0  
**Estimate Rating:** 3c

**Project Name: Terminal 6 Wireless Network and Mobile Data Units**

**Map ID:** 12      **Time Frame:** 5 year  
**Project Type:** ITS  
**Operation Area:** Priority Map  
**Project Description:** Install a wireless network covering the Terminal 6 facility and provide new mobile data units (MDUs) to send data over that network.

**Purpose:** Improve operational efficiencies at Terminal 6.

**JDE NUM:** 500156  
**RTP Related:**  
**Recent Study:**

- RTP 2025 Constrained       Conditioned Project
- RTP 2025 Illustrative       Identified in STIP
- RTP 2035 Constrained DRAFT

**Total Cost:** \$300,000  
**Year of Cost Estimate:**  
**Federal:**  
**State:**  
**City:**  
**SDC:**  
**Port Share Committed**  
**Port Share Forecasted:**  
**Private:**  
**Other:**  
**Unfunded:** \$300,000  
**Estimate Rating:**

PRIORITY PROJECTS

**Project Name: Terminal 6 Additional Post-Panamax Cranes**

Map ID: **13** Time Frame: 5 year **Total Cost:** \$20,000,000

Project Type: Marine **Year of Cost Estimate:**

Operation Area Priority Map **Federal:**

**Project Description:** Acquire two post-panamax cranes in addition to Crane #6381. **State:**

**Purpose:** Provide a two-berth post-panamax vessel capability at Terminal 6. **City:**

**JDE NUM:** 100365 **SDC:**

**RTP Related:** **Port Share Committed**

**Recent Study:** **Port Share Forecasted:**

RTP 2025 Constrained  Conditioned Project **Private:**

RTP 2025 Illustrative  Identified in STIP **Other:**

RTP 2035 Constrained DRAFT **Unfunded:** \$20,000,000

**Estimate Rating:**

**Project Name: Terminal 6 Auto Facility Upgrades**

Map ID: **14** Time Frame: 5 year **Total Cost:** \$2,500,000

Project Type: Marine **Year of Cost Estimate:**

Operation Area Priority Map **Federal:**

**Project Description:** Modify Berth 607 dock, expand the rail ramp, study rail crossing feasibility at Terminal 6. **State:**

**Purpose:** Increase operating efficiencies at the Honda facility. **City:**

**JDE NUM:** 100304, 100323 **SDC:**

**RTP Related:** **Port Share Committed**

**Recent Study:** **Port Share Forecasted:**

RTP 2025 Constrained  Conditioned Project **Private:**

RTP 2025 Illustrative  Identified in STIP **Other:**

RTP 2035 Constrained DRAFT **Unfunded:** \$2,500,000

**Estimate Rating:**

PRIORITY PROJECTS

**Project Name: Terminal 4 Automobile Yard Expansion**

<b>Map ID:</b> 15	<b>Time Frame:</b> 5 year	<b>Total Cost:</b> \$2,500,000
<b>Project Type:</b> Marine		<b>Year of Cost Estimate:</b>
<b>Operation Area:</b> Priority Map		<b>Federal:</b>
<b>Project Description:</b> Design and construct six acres of porous pavement parking for the storage of imported automobiles.		<b>State:</b>
		<b>City:</b>
		<b>SDC:</b>
<b>Purpose:</b> The project will provide additional land to meet auto storage capacity needs of Toyota, supporting the Port's automobile import business line.		<b>Port Share Committed:</b>
		<b>Port Share Forecasted:</b>
<b>JDE NUM:</b> 100769		<b>Private:</b>
<b>RTP Related:</b>		<b>Other:</b>
<b>Recent Study:</b>		<b>Unfunded:</b> \$2,500,000
<input type="checkbox"/> RTP 2025 Constrained	<input type="checkbox"/> Conditioned Project	<b>Estimate Rating:</b>
<input type="checkbox"/> RTP 2025 Illustrative	<input type="checkbox"/> Identified in STIP	
<input type="checkbox"/> RTP 2035 Constrained DRAFT		

**Project Name: Terminal 6 Yard Equipment**

<b>Map ID:</b> 16	<b>Time Frame:</b> 5 year	<b>Total Cost:</b> \$2,100,000
<b>Project Type:</b> Marine		<b>Year of Cost Estimate:</b>
<b>Operation Area:</b> Priority Map		<b>Federal:</b>
<b>Project Description:</b> Purchase eight (8) container chassis and three (3) reachstackers.		<b>State:</b>
		<b>City:</b>
		<b>SDC:</b>
<b>Purpose:</b> The newer container chassis allow for a decrease in vessel turn-around time. The new reachstackers will increase hours between down times for maintenance.		<b>Port Share Committed:</b>
		<b>Port Share Forecasted:</b>
<b>JDE NUM:</b> 100944, 100529		<b>Private:</b>
<b>RTP Related:</b>		<b>Other:</b>
<b>Recent Study:</b>		<b>Unfunded:</b> \$2,100,000
<input type="checkbox"/> RTP 2025 Constrained	<input type="checkbox"/> Conditioned Project	<b>Estimate Rating:</b>
<input type="checkbox"/> RTP 2025 Illustrative	<input type="checkbox"/> Identified in STIP	
<input type="checkbox"/> RTP 2035 Constrained DRAFT		

PRIORITY PROJECTS

**Project Name: Terminal 6 Container Crane Modernization**

<b>Map ID:</b> 17	<b>Time Frame:</b> 5 year	<b>Total Cost:</b> \$4,000,000
<b>Project Type:</b> Marine		<b>Year of Cost Estimate:</b>
<b>Operation Area:</b> Priority Map		<b>Federal:</b>
<b>Project Description:</b> On Crane 6379, upgrade electronics and provide new programmable logic controllers for the motor drives. On Crane 6378 (heavy lift crane) upgrade the electronics, provide new motor drive. Relocate in the line-up and paint the trolley girder beam.		<b>State:</b>
<b>Purpose:</b> This project will modernize some of the Port's older container cranes, improving efficiencies in the transfer of containerized cargo between four modes of transportation: ocean vessel, rail, truck, and river barge.		<b>City:</b>
		<b>SDC:</b>
<b>JDE NUM:</b> 100952, 100953		<b>Port Share Committed</b>
<b>RTP Related:</b>		<b>Port Share Forecasted:</b>
<b>Recent Study:</b>		<b>Private:</b>
		<b>Other:</b>
<input type="checkbox"/> RTP 2025 Constrained	<input type="checkbox"/> Conditioned Project	<b>Unfunded:</b> \$4,000,000
<input type="checkbox"/> RTP 2025 Illustrative	<input type="checkbox"/> Identified in STIP	<b>Estimate Rating:</b>
<input type="checkbox"/> RTP 2035 Constrained DRAFT		

**Project Name: Terminal 4 Barge Facility Relocation**

<b>Map ID:</b> 18	<b>Time Frame:</b> 5 year	<b>Total Cost:</b> \$8,000,000
<b>Project Type:</b> Marine		<b>Year of Cost Estimate:</b>
<b>Operation Area:</b> Priority Map		<b>Federal:</b>
<b>Project Description:</b> Design and construct a new barge receiving facility at the Terminal 4 grain facility. Slip 1, the location of the existing barge facility, will potentially be used as a confined disposal facility as part of the Terminal 4 Early Action Sediment Clean-up.		<b>State:</b>
<b>Purpose:</b> Approximately 40 to 50 percent of all wheat and barley exported from the Columbia/Willamette River system is delivered to the export terminal by barge. This includes wheat grown by Oregon grain growers.		<b>City:</b>
		<b>SDC:</b>
<b>JDE NUM:</b> 100472		<b>Port Share Committed</b>
<b>RTP Related:</b>		<b>Port Share Forecasted:</b>
<b>Recent Study:</b>		<b>Private:</b>
		<b>Other:</b>
<input type="checkbox"/> RTP 2025 Constrained	<input type="checkbox"/> Conditioned Project	<b>Unfunded:</b> \$8,000,000
<input type="checkbox"/> RTP 2025 Illustrative	<input type="checkbox"/> Identified in STIP	<b>Estimate Rating:</b>
<input type="checkbox"/> RTP 2035 Constrained DRAFT		

PRIORITY PROJECTS

**Project Name: Barnes to Terminal 4 Rail**

Map ID: **19**                      Time Frame: 5 year  
 Project Type: Rail  
 Operation Area: Priority Map  
**Project Description:** Provide a new track from Barnes Yard to Terminal 4

**Purpose:** Improve rail access to Terminal 4.

**JDE NUM:** 100658

**RTP Related:**

**Recent Study:** Marine Terminal Master Plan 2020 (2003)

- RTP 2025 Constrained             Conditioned Project
- RTP 2025 Illustrative            Identified in STIP
- RTP 2035 Constrained DRAFT

**Total Cost:** \$3,000,000  
**Year of Cost Estimate:** 2005  
**Federal:**  
**State:**  
**City:**  
**SDC:**  
**Port Share Committed**  
**Port Share Forecasted:** \$3,000,000  
**Private:**  
**Other:**  
**Unfunded:**  
**Estimate Rating:** 2b

**Project Name: Cathedral Park Quiet Zone**

Map ID: **20**                      Time Frame: 5 year  
 Project Type: Rail  
 Operation Area: Priority Map  
**Project Description:** Address rail switching noise by improving multiple public rail crossings in the St. Johns Cathedral Park area.

**Purpose:** To allow auto Import operations to continue to grow in N. Portland and Improve neighborhood livability.

**JDE NUM:** 100831

**RTP Related:** 10375

**Recent Study:**

- RTP 2025 Constrained             Conditioned Project
- RTP 2025 Illustrative            Identified in STIP
- RTP 2035 Constrained DRAFT

**Total Cost:** \$5,198,900  
**Year of Cost Estimate:** 2007  
**Federal:**  
**State:**  
**City:**  
**SDC:**  
**Port Share Committed**  
**Port Share Forecasted:**  
**Private:**  
**Other:**  
**Unfunded:** \$5,198,900  
**Estimate Rating:**

PRIORITY PROJECTS

**Project Name: Kenton Rail Line Upgrade**

<b>Map ID:</b> 21	<b>Time Frame:</b> 10 year	<b>Total Cost:</b> \$25,382,000
<b>Project Type:</b> Rail		<b>Year of Cost Estimate:</b> 2003
<b>Operation Area:</b> Priority Map		<b>Federal:</b>
<b>Project Description:</b> Upgrade existing track to second main track with new double track from Peninsula Junction to I-205 and increase track speeds between North Portland, Peninsula Junction, to Reynolds on UP's Kenton Line. Part of triangle project with ODOT.		<b>State:</b>
<b>Purpose:</b> Expand rail capacity and reduce delays for greater efficiency.		<b>City:</b>
		<b>SDC:</b>
		<b>Port Share Committed</b>
		<b>Port Share Forecasted:</b>
		<b>Private:</b>
		<b>Other:</b>
		<b>Unfunded:</b> \$25,382,000
		<b>Estimate Rating:</b>
<b>JDE NUM:</b>		
<b>RTP Related:</b> 4070		
<b>Recent Study:</b> I-5 Rail Capacity Study (HDR, 2003)		
<input type="checkbox"/> RTP 2025 Constrained	<input type="checkbox"/> Conditioned Project	
<input checked="" type="checkbox"/> RTP 2025 Illustrative	<input type="checkbox"/> Identified in STIP	
<input type="checkbox"/> RTP 2035 Constrained DRAFT		

**Project Name: Terminal 4 Pipeline Infrastructure**

<b>Map ID:</b> 22	<b>Time Frame:</b> 5 year	<b>Total Cost:</b> \$5,800,000
<b>Project Type:</b> Marine		<b>Year of Cost Estimate:</b> 2007
<b>Operation Area:</b> Priority Map		<b>Federal:</b>
<b>Project Description:</b> Design and build a new common user pipeline system.		<b>State:</b>
<b>Purpose:</b> Develop a new pipeline system to to serve as many as four potential liquid bulk tenants over Berth 401.		<b>City:</b>
		<b>SDC:</b>
		<b>Port Share Committed</b>
		<b>Port Share Forecasted:</b>
		<b>Private:</b>
		<b>Other:</b>
		<b>Unfunded:</b> \$5,600,000
		<b>Estimate Rating:</b> 3b
<b>JDE NUM:</b>		
<b>RTP Related:</b>		
<b>Recent Study:</b>		
<input type="checkbox"/> RTP 2025 Constrained	<input type="checkbox"/> Conditioned Project	
<input type="checkbox"/> RTP 2025 Illustrative	<input type="checkbox"/> Identified in STIP	
<input type="checkbox"/> RTP 2035 Constrained DRAFT		







PRIORITY PROJECTS

**Project Name: Ramsey Rail Improvements**

<b>Map ID:</b> 27	<b>Time Frame:</b> 5 year	<b>Total Cost:</b> \$13,900,000
<b>Project Type:</b> Rail		<b>Year of Cost Estimate:</b> 2006
<b>Operation Area:</b> Priority Map		<b>Federal:</b> \$4,600,000
<b>Project Description:</b> Construct five tracks and a second lead into/through the Ramsey Rail Yard. Project adds rail storage and staging separate from main line tracks.		<b>State:</b> \$6,800,000
		<b>City:</b>
		<b>SDC:</b>
<b>Purpose:</b> Support trade related transportation infrastructure, policy, and services by constructing a key rail project to increase Rivergate and regional capacity, and to allow dual unit train access to Terminal 5.		<b>Port Share Committed:</b>
<b>JDE NUM:</b> 100606		<b>Port Share Forecasted:</b>
<b>RTP Related:</b> 4082, 11092		<b>Private:</b> \$2,500,000
<b>Recent Study:</b> I-5 Rail Capacity Study (HDR, 2003)		<b>Other:</b>
<input checked="" type="checkbox"/> RTP 2025 Constrained	<input type="checkbox"/> Conditioned Project	<b>Unfunded:</b>
<input checked="" type="checkbox"/> RTP 2025 Illustrative	<input checked="" type="checkbox"/> Identified in STIP	<b>Estimate Rating:</b> 2b
<input checked="" type="checkbox"/> RTP 2035 Constrained DRAFT		

**Project Name: Widen Lombard-Purdy to Simmons**

<b>Map ID:</b> 28	<b>Time Frame:</b> 5 year	<b>Total Cost:</b> \$3,610,000
<b>Project Type:</b> Road		<b>Year of Cost Estimate:</b> 2006
<b>Operation Area:</b> Priority Map		<b>Federal:</b>
<b>Project Description:</b> Widen North Lombard St. from 600 feet south of North Rivergate Blvd. to the Columbia Slough. Add bike lanes and sidewalks.		<b>State:</b> \$3,610,000
		<b>City:</b>
		<b>SDC:</b>
<b>Purpose:</b> Increase multi-modal capacity to accommodate growth in surrounding development.		<b>Port Share Committed:</b>
<b>JDE NUM:</b> 100386		<b>Port Share Forecasted:</b>
<b>RTP Related:</b> 4063, 10214		<b>Private:</b>
<b>Recent Study:</b>		<b>Other:</b>
<input checked="" type="checkbox"/> RTP 2025 Constrained	<input type="checkbox"/> Conditioned Project	<b>Unfunded:</b>
<input checked="" type="checkbox"/> RTP 2025 Illustrative	<input checked="" type="checkbox"/> Identified in STIP	<b>Estimate Rating:</b> 2b
<input checked="" type="checkbox"/> RTP 2035 Constrained DRAFT		

PRIORITY PROJECTS

**Project Name: Rivergate ITS**

<b>Map ID:</b> 29	<b>Time Frame:</b> 5 year	<b>Total Cost:</b> \$480,000
<b>Project Type:</b> ITS		<b>Year of Cost Estimate:</b> 2007
<b>Operation Area:</b> Priority Map		<b>Federal:</b>
<b>Project Description:</b> Intelligent Transportation System In Rivergate.		<b>State:</b>
		<b>City:</b>
		<b>SDC:</b>
<b>Purpose:</b> Improve traffic efficiency in Rivergate by connecting information about the roadway system to ODOT's Highway ITC systems.		<b>Port Share Committed:</b>
		<b>Port Share Forecasted:</b>
<b>JDE NUM:</b>		<b>Private:</b>
<b>RTP Related:</b> 10370		<b>Other:</b>
<b>Recent Study:</b>		<b>Unfunded:</b> \$480,000
<input type="checkbox"/> RTP 2025 Constrained	<input type="checkbox"/> Conditioned Project	<b>Estimate Rating:</b> 3c
<input type="checkbox"/> RTP 2025 Illustrative	<input type="checkbox"/> Identified In STIP	
<input checked="" type="checkbox"/> RTP 2035 Constrained DRAFT		

**Project Name: Channel Deepening**

<b>Map ID:</b> 30	<b>Time Frame:</b> 5 year	<b>Total Cost:</b> \$150,573,000
<b>Project Type:</b> Marine		<b>Year of Cost Estimate:</b>
<b>Operation Area:</b> Priority Map		<b>Federal:</b>
<b>Project Description:</b> Deepen the Columbia River channel to 43 feet between the mouth of Columbia River and Portland/Vancouver Harbor.		<b>State:</b>
		<b>City:</b>
		<b>SDC:</b>
<b>Purpose:</b> Serve panamax bulk vessels and post-Panamax container vessels.		<b>Port Share Committed:</b>
		<b>Port Share Forecasted:</b>
<b>JDE NUM:</b> 700000, 700001		<b>Private:</b>
<b>RTP Related:</b> 4067, 10357		<b>Other:</b> \$150,573,000
<b>Recent Study:</b>		<b>Unfunded:</b>
<input type="checkbox"/> RTP 2025 Constrained	<input type="checkbox"/> Conditioned Project	<b>Estimate Rating:</b> 1b
<input type="checkbox"/> RTP 2025 Illustrative	<input type="checkbox"/> Identified In STIP	
<input checked="" type="checkbox"/> RTP 2035 Constrained DRAFT		

PRIORITY PROJECTS

**Project Name: Marine Dr. Improvement Phase 2**

**Map ID:** 31      **Time Frame:** 20 year  
**Project Type:** Road  
**Operation Area:** Priority Map  
**Project Description:** Construct rail overcrossing on Marine Dr.

**Purpose:** Avoid road/rail conflict.

**JDE NUM:**  
**RTP Related:** 4064, 10379  
**Recent Study:**

- RTP 2025 Constrained       Conditioned Project
- RTP 2025 Illustrative       Identified in STIP
- RTP 2035 Constrained DRAFT

**Total Cost:** \$18,000,000  
**Year of Cost Estimate:** 2003  
**Federal:**  
**State:**  
**City:**  
**SDC:**  
**Port Share Committed**  
**Port Share Forecasted:**  
**Private:**  
**Other:**  
**Unfunded:** \$18,000,000  
**Estimate Rating:** 3c

**Project Name: 40 Mile Loop Trail: Blue Lake Park to Sundial Rd.**

**Map ID:** 32      **Time Frame:** 5 year  
**Project Type:** Bike/Ped  
**Operation Area:** Priority Map  
**Project Description:** Construct a 1.7 mile mixed use off road trail connecting Blue Lake Park and Sundial Road.

**Purpose:** Combined with the Port's Reynolds levee trail it will complete a 3.3 mile gap in the 40 Mile Loop Trail.

**JDE NUM:**  
**RTP Related:** 2128, 10408  
**Recent Study:**

- RTP 2025 Constrained       Conditioned Project
- RTP 2025 Illustrative       Identified in STIP
- RTP 2035 Constrained DRAFT

**Total Cost:** \$2,322,421  
**Year of Cost Estimate:** 2008  
**Federal:**  
**State:**  
**City:**  
**SDC:**  
**Port Share Committed**  
**Port Share Forecasted:**  
**Private:**  
**Other:**  
**Unfunded:** \$2,323,421  
**Estimate Rating:**

PRIORITY PROJECTS

**Project Name: 238th Avenue Extension**

<b>Map ID:</b> 33	<b>Time Frame:</b> 10 year	<b>Total Cost:</b> \$14,500,000
<b>Project Type:</b> Road		<b>Year of Cost Estimate:</b>
<b>Operation Area:</b> Priority Map		<b>Federal:</b>
<b>Project Description:</b> Construct new connector between Sandy Blvd. and Marine Drive.		<b>State:</b>
		<b>City:</b>
		<b>SDC:</b>
<b>Purpose:</b> To improve access from developing industrial areas to the interstate.		<b>Port Share Committed</b>
		<b>Port Share Forecasted:</b>
<b>JDE NUM:</b>		<b>Private:</b>
<b>RTP Related:</b> 10402		<b>Other:</b>
<b>Recent Study:</b>		<b>Unfunded:</b> \$14,500,000
<input type="checkbox"/> RTP 2025 Constrained	<input type="checkbox"/> Conditioned Project	<b>Estimate Rating:</b> N/A
<input type="checkbox"/> RTP 2025 Illustrative	<input type="checkbox"/> Identified in STIP	
<input checked="" type="checkbox"/> RTP 2035 Constrained DRAFT		

**Project Name: Marine Drive Improvement and Extension**

<b>Map ID:</b> 34	<b>Time Frame:</b> 10 year	<b>Total Cost:</b> \$20,400,000
<b>Project Type:</b> Road		<b>Year of Cost Estimate:</b> 2007
<b>Operation Area:</b> Priority Map		<b>Federal:</b>
<b>Project Description:</b> Convert Marine Drive one-way southbound to two-way under I-84 and widen to five lanes.		<b>State:</b>
		<b>City:</b>
		<b>SDC:</b>
<b>Purpose:</b> Ensure adequate long term interchange operation.		<b>Port Share Committed</b>
		<b>Port Share Forecasted:</b>
<b>JDE NUM:</b>		<b>Private:</b>
<b>RTP Related:</b> 10863		<b>Other:</b>
<b>Recent Study:</b>		<b>Unfunded:</b> \$20,400,000
<input type="checkbox"/> RTP 2025 Constrained	<input type="checkbox"/> Conditioned Project	<b>Estimate Rating:</b>
<input type="checkbox"/> RTP 2025 Illustrative	<input type="checkbox"/> Identified in STIP	
<input checked="" type="checkbox"/> RTP 2035 Constrained DRAFT		

PRIORITY PROJECTS

**Project Name: 223rd Avenue Widening**

**Map ID:** 35                      **Time Frame:** 5 year  
**Project Type:** Road  
**Operation Area:** Priority Map  
**Project Description:** Widen to three lanes between Halsey St and Marine Drive.

**Purpose:** Upgrade the facility to major collector urban street standards.

**JDE NUM:**  
**RTP Related:** 10388, 10389  
**Recent Study:**

- RTP 2025 Constrained             Conditioned Project
- RTP 2025 Illustrative            Identified in STIP
- RTP 2035 Constrained DRAFT

**Total Cost:** \$3,667,000  
**Year of Cost Estimate:**  
**Federal:**  
**State:**  
**City:**  
**SDC:**  
**Port Share Committed**  
**Port Share Forecasted:**  
**Private:**  
**Other:**  
**Unfunded:** \$3,667,000  
**Estimate Rating:** N/A

**Project Name: Sundial Road Improvement**

**Map ID:** 36                      **Time Frame:** 5 year  
**Project Type:** Road  
**Operation Area:** Priority Map  
**Project Description:** Improve the roadway section from Marine Drive to the north access of the Troutdale Reynolds Industrial Park.

**Purpose:** Accommodate Troutdale Reynolds Industrial Park and other traffic.

**JDE NUM:**  
**RTP Related:**  
**Recent Study:**

- RTP 2025 Constrained             Conditioned Project
- RTP 2025 Illustrative            Identified in STIP
- RTP 2035 Constrained DRAFT

**Total Cost:** \$772,600  
**Year of Cost Estimate:** 2007  
**Federal:**  
**State:**  
**City:**  
**SDC:**  
**Port Share Committed**  
**Port Share Forecasted:**  
**Private:**  
**Other:**  
**Unfunded:** \$772,600  
**Estimate Rating:** 1a

PRIORITY PROJECTS

**Project Name: PSU ITS Expansion**

Map ID: **37**

Time Frame: 5 year

Total Cost:

Project Type: ITS

Year of Cost

Operation Area Priority Map

Estimate:

**Project Description:** Expand PSU's existing web based ITS "count sensor" program beyond the freeway to some key arterials throughout the region.

Federal:

State:

City:

SDC:

**Purpose:** To secure truck flow and congestion data.

Port Share

Committed

JDE NUM:

Port Share

Forecasted:

RTP Related: 10377

Private:

Recent Study:

Other:

- RTP 2025 Constrained
- RTP 2025 Illustrative
- RTP 2035 Constrained DRAFT
- Conditioned Project
- Identified in STIP

Unfunded:

Estimate Rating: N/A

**Project Name: Terminal 2 Rail Improvement**

Map ID: **38**

Time Frame: 5 year

Total Cost: \$1,535,000

Project Type: Rail

Year of Cost

2007

Operation Area Priority Map

Estimate:

**Project Description:** Add approximately 600 feet to the inner track (Track 10) and connect it with the outer loop (Track 15). A third track may also be constructed and a rail scaling station added.

Federal:

State:

City:

SDC:

**Purpose:** Increase rail capacity and operating efficiencies at Terminal 2.

Port Share

Committed

JDE NUM:

Port Share

Forecasted:

RTP Related:

Private:

Recent Study:

Other:

- RTP 2025 Constrained
- RTP 2025 Illustrative
- RTP 2035 Constrained DRAFT
- Conditioned Project
- Identified in STIP

Unfunded: \$1,535,000

Estimate Rating: 3c



PRIORITY PROJECTS

**Project Name:** Freight Data Repository

<b>Map ID:</b> 39	<b>Time Frame:</b> 5 year	<b>Total Cost:</b>
<b>Project Type:</b> ITS		<b>Year of Cost Estimate:</b>
<b>Operation Area:</b> Priority Map		<b>Federal:</b>
<b>Project Description:</b> Create a repository of regional freight data (primarily truck data), including from the region's Freight Data Collection project.		<b>State:</b>
		<b>City:</b>
		<b>SDC:</b>
<b>Purpose:</b> Collect truck counts from jurisdictions in the region using a tool that standardizes reported data and makes it available for use by others.		<b>Port Share Committed:</b>
		<b>Port Share Forecasted:</b>
<b>JDE NUM:</b>		<b>Private:</b>
<b>RTP Related:</b>		<b>Other:</b>
<b>Recent Study:</b>		<b>Unfunded:</b>
<input type="checkbox"/> RTP 2025 Constrained	<input type="checkbox"/> Conditioned Project	<b>Estimate Rating:</b> N/A
<input type="checkbox"/> RTP 2025 Illustrative	<input type="checkbox"/> Identified in STIP	
<input type="checkbox"/> RTP 2035 Constrained DRAFT		

**Project Name:** HIO Taxiway A3 Extension

<b>Map ID:</b> 40	<b>Time Frame:</b> 5 year	<b>Total Cost:</b> \$2,200,000
<b>Project Type:</b> Aviation		<b>Year of Cost Estimate:</b>
<b>Operation Area:</b> Priority Map		<b>Federal:</b>
<b>Project Description:</b> Extend Taxiway A3 near the airport's longest runway.		<b>State:</b>
		<b>City:</b>
		<b>SDC:</b>
<b>Purpose:</b> Allow aircraft to exit the runway faster and relieve a portion of the over capacity of the airport system until a third runway is constructed in 2010 and 2011.		<b>Port Share Committed:</b>
		<b>Port Share Forecasted:</b>
<b>JDE NUM:</b> 100655		<b>Private:</b>
<b>RTP Related:</b>		<b>Other:</b>
<b>Recent Study:</b>		<b>Unfunded:</b> \$2,200,000
<input type="checkbox"/> RTP 2025 Constrained	<input type="checkbox"/> Conditioned Project	<b>Estimate Rating:</b>
<input type="checkbox"/> RTP 2025 Illustrative	<input type="checkbox"/> Identified in STIP	
<input type="checkbox"/> RTP 2035 Constrained DRAFT		



# PDX/PIC and Mulino Projects

## 2009 Port Transportation Improvement Plan

### Key to Features

Priority/Non-Priority

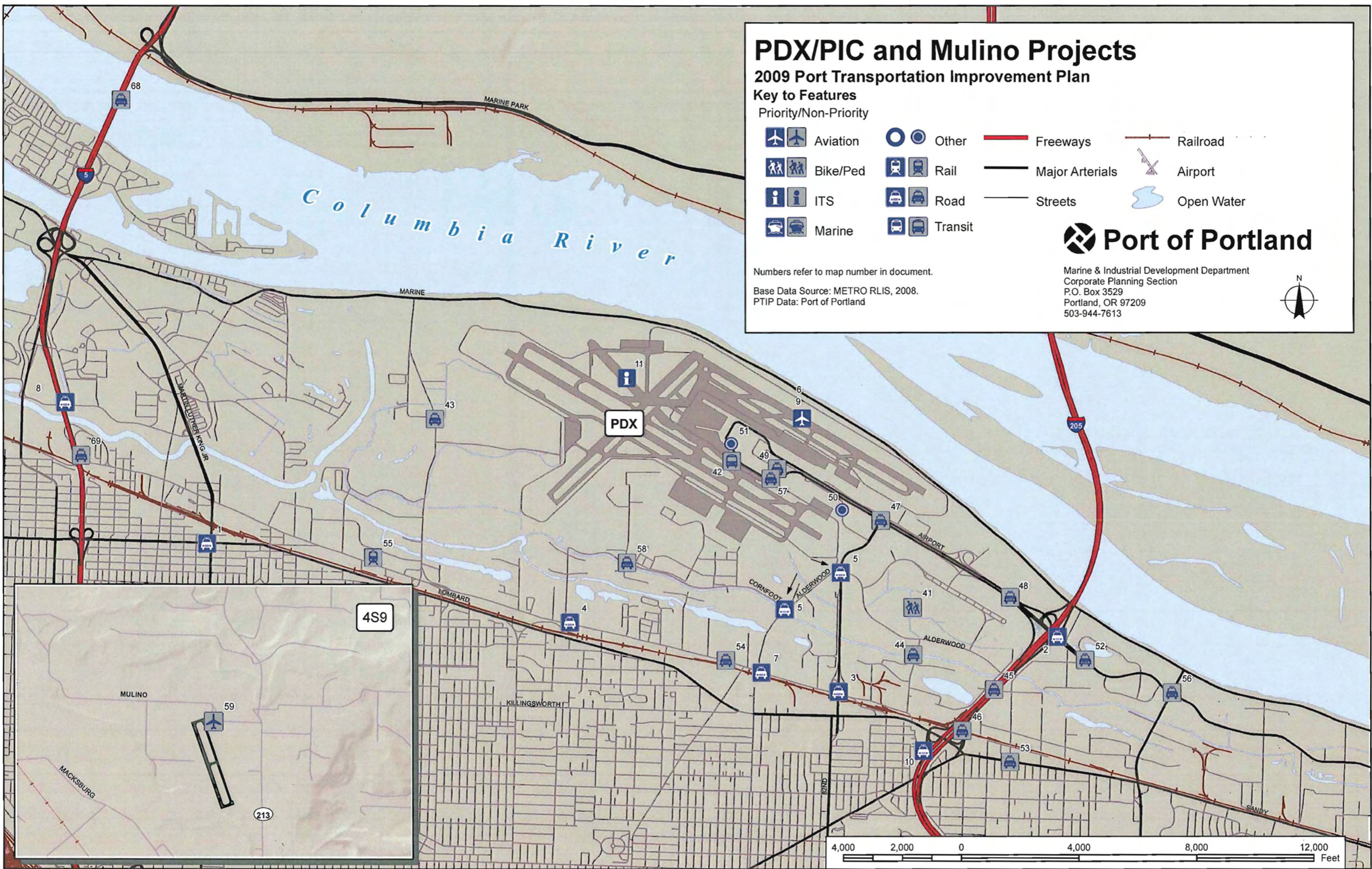
- |          |         |                 |            |
|----------|---------|-----------------|------------|
| Aviation | Other   | Freeways        | Railroad   |
| Bike/Ped | Rail    | Major Arterials | Airport    |
| ITS      | Road    | Streets         | Open Water |
| Marine   | Transit |                 |            |

Numbers refer to map number in document.

Base Data Source: METRO RLIS, 2008.  
PTIP Data: Port of Portland



Marine & Industrial Development Department  
Corporate Planning Section  
P.O. Box 3529  
Portland, OR 97209  
503-944-7613





PDX/PIC AREA PROJECTS

Project Name: PIC Ped/Bike Network

Map ID: **41** Time Frame: 10 year Total Cost: \$1,163,835  
 Project Type: Bike/Ped Year of Cost Estimate: 2007  
 Operation Area PDX/PIC Federal:  
 Project Description: Construct bike and pedestrian facilities as shown in the CS/PIC Plan District. State:  
 City:  
 SDC:  
 Purpose: Improve bike/ped circulation in PIC. Port Share Committed  
 JDE NUM: Port Share Forecasted:  
 RTP Related: 4086, 10368 Private:  
 Recent Study: East Airport Area Ped.&Bike Study(1999) Other:  
 RTP 2025 Constrained  Conditioned Project Unfunded: \$1,163,835  
 RTP 2025 Illustrative  Identified in STIP Estimate Rating: 3c  
 RTP 2035 Constrained DRAFT

Project Name: PDX Light Rail Station/Track Realignment

Map ID: **42** Time Frame: 10 year Total Cost: \$14,000,000  
 Project Type: Transit Year of Cost Estimate: 2006  
 Operation Area PDX/PIC Federal:  
 Project Description: Realign light rail track into terminal building. State:  
 City:  
 SDC:  
 Purpose: Accommodate terminal expansion plans. Port Share Committed  
 JDE NUM: 100662 Port Share Forecasted: \$14,000,000  
 RTP Related: 4060, 10364 Private:  
 Recent Study: PDX Term. Access Study (2005) Other:  
 RTP 2025 Constrained  Conditioned Project Unfunded:  
 RTP 2025 Illustrative  Identified in STIP Estimate Rating: 3c  
 RTP 2035 Constrained DRAFT

PDX/PIC AREA PROJECTS

Project Name: SW Quad Access

Map ID: **43** Time Frame: 5 year Total Cost: \$5,917,500  
 Project Type: Road Year of Cost Estimate: 2007  
 Operation Area PDX/PIC Federal:  
 Project Description: Provide street access from 33rd Ave. Into SW Quad. State:  
 City:  
 SDC:  
 Purpose: Provide efficient movement of traffic to developing PDX properties. Port Share Committed  
 JDE NUM: 100757 Port Share Forecasted: \$5,917,500  
 RTP Related: 4017, 10363 Private:  
 Recent Study: PDX Conditional Use Master Plan (2003) Other:  
 Unfunded:  
 RTP 2025 Constrained  Conditioned Project Estimate Rating: 3c  
 RTP 2025 Illustrative  Identified In STIP  
 RTP 2035 Constrained DRAFT

Project Name: 92nd Drive (Columbia Way to Alderwood Rd.)

Map ID: **44** Time Frame: 5 year Total Cost: \$2,406,547  
 Project Type: Road Year of Cost Estimate: 2005  
 Operation Area PDX/PIC Federal:  
 Project Description: Improve NE 92nd Drive from Columbia Slough to Alderwood Road. State:  
 City:  
 SDC:  
 Purpose: Provide efficient movement of traffic between Columbia Way and Alderwood Road. Port Share Committed \$1,289,255  
 JDE NUM: 810017 Port Share Forecasted:  
 RTP Related: 4039, 10209 Private: \$1,117,292  
 Recent Study: Other:  
 Unfunded: \$0  
 RTP 2025 Constrained  Conditioned Project Estimate Rating: N/A  
 RTP 2025 Illustrative  Identified In STIP  
 RTP 2035 Constrained DRAFT

PDX/PIC AREA PROJECTS

**Project Name: I-205 Auxiliary Lane SB**

**Map ID: 45**                      **Time Frame:** 20 year

**Project Type:** Road

**Operation Area:** PDX/PIC

**Project Description:** New I-205 auxiliary lane from Airport Way to Columbia Blvd.

**Purpose:** Provide additional capacity for anticipated growth in I-205 corridor.

**JDE NUM:**

**RTP Related:** 2071

**Recent Study:** Airport Area Transp. Study (1998)

RTP 2025 Constrained                       Conditioned Project

RTP 2025 Illustrative                       Identified in STIP

RTP 2035 Constrained DRAFT

**Total Cost:**

**Year of Cost Estimate:**

**Federal:**

**State:**

**City:**

**SDC:**

**Port Share Committed**

**Port Share Forecasted:**

**Private:**

**Other:**

**Unfunded:**

**Estimate Rating:**

**Project Name: I-205 Auxiliary Lane NB**

**Map ID: 46**                      **Time Frame:** 20 year

**Project Type:** Road

**Operation Area:** PDX/PIC

**Project Description:** New auxiliary lane from I-84 to I-205 NB before Columbia Blvd.

**Purpose:** Provide additional capacity for anticipated growth in area traffic.

**JDE NUM:**

**RTP Related:** 2072

**Recent Study:** Airport Area Transp. Study (1998)

RTP 2025 Constrained                       Conditioned Project

RTP 2025 Illustrative                       Identified in STIP

RTP 2035 Constrained DRAFT

**Total Cost:**

**Year of Cost Estimate:**

**Federal:**

**State:**

**City:**

**SDC:**

**Port Share Committed**

**Port Share Forecasted:**

**Private:**

**Other:**

**Unfunded:**

**Estimate Rating:**

PDX/PIC AREA PROJECTS

**Project Name: 82nd Ave./Airport Way Grade Separation**

<b>Map ID:</b> 47	<b>Time Frame:</b> 10 year	<b>Total Cost:</b> \$92,000,000
<b>Project Type:</b> Road		<b>Year of Cost Estimate:</b> 2007
<b>Operation Area:</b> PDX/PIC		<b>Federal:</b>
<b>Project Description:</b> Construct grade-separated overcrossing.		<b>State:</b>
		<b>City:</b>
		<b>SDC:</b>
<b>Purpose:</b> Provide efficient movement of traffic to PDX properties.		<b>Port Share Committed</b>
		<b>Port Share Forecasted:</b> \$92,000,000
<b>JDE NUM:</b>		<b>Private:</b>
<b>RTP Related:</b> 4028, 10362		<b>Other:</b>
<b>Recent Study:</b> East Airport Area Traffic Needs Study(1996)		<b>Unfunded:</b>
<input checked="" type="checkbox"/> RTP 2025 Constrained	<input type="checkbox"/> Conditioned Project	<b>Estimate Rating:</b> 3c
<input checked="" type="checkbox"/> RTP 2025 Illustrative	<input type="checkbox"/> Identified in STIP	
<input checked="" type="checkbox"/> RTP 2035 Constrained DRAFT		

**Project Name: Airport Way Braided Ramps**

<b>Map ID:</b> 48	<b>Time Frame:</b> 20 year	<b>Total Cost:</b> \$59,000,000
<b>Project Type:</b> Road		<b>Year of Cost Estimate:</b> 2007
<b>Operation Area:</b> PDX/PIC		<b>Federal:</b>
<b>Project Description:</b> Construct braided ramps between the I-205 interchange and Cascade Interchange.		<b>State:</b>
		<b>City:</b>
		<b>SDC:</b>
<b>Purpose:</b> Maintain safety and capacity of Airport Way and interchanges.		<b>Port Share Committed</b>
		<b>Port Share Forecasted:</b>
<b>JDE NUM:</b>		<b>Private:</b>
<b>RTP Related:</b> 10371		<b>Other:</b>
<b>Recent Study:</b> PDX Airport Way ROW Concept (1999)		<b>Unfunded:</b> \$59,000,000
<input type="checkbox"/> RTP 2025 Constrained	<input type="checkbox"/> Conditioned Project	<b>Estimate Rating:</b> 3c
<input type="checkbox"/> RTP 2025 Illustrative	<input type="checkbox"/> Identified in STIP	
<input checked="" type="checkbox"/> RTP 2035 Constrained DRAFT		

PDX/PIC AREA PROJECTS

**Project Name: Airport Way East Terminal Access Link Roadway**

<b>Map ID:</b> 49	<b>Time Frame:</b> 10 year	<b>Total Cost:</b> \$16,900,000
<b>Project Type:</b> Road		<b>Year of Cost Estimate:</b> 2005
<b>Operation Area:</b> PDX/PIC		<b>Federal:</b>
<b>Project Description:</b> Construct Airport Way East Terminal access link roadway (Terminal Access Study, project R6, to be scoped by PDX Master Plan).		<b>State:</b>
		<b>City:</b>
<b>Purpose:</b> Facilitate direct East Terminal access, preventing failure of Main Terminal Roadway.		<b>SDC:</b>
		<b>Port Share Committed</b>
<b>JDE NUM:</b> 100619		<b>Port Share Forecasted:</b> \$16,900,000
<b>RTP Related:</b> 4033		<b>Private:</b>
<b>Recent Study:</b> PDX Term. Access Study (2005)		<b>Other:</b>
<input checked="" type="checkbox"/> RTP 2025 Constrained	<input type="checkbox"/> Conditioned Project	<b>Unfunded:</b>
<input checked="" type="checkbox"/> RTP 2025 Illustrative	<input type="checkbox"/> Identified in STIP	<b>Estimate Rating:</b> 3c
<input type="checkbox"/> RTP 2035 Constrained DRAFT		

**Project Name: Alternative Fuels Station**

<b>Map ID:</b> 50	<b>Time Frame:</b> 5 year	<b>Total Cost:</b> \$1,000,000
<b>Project Type:</b> Other		<b>Year of Cost Estimate:</b> 2001
<b>Operation Area:</b> PDX/PIC		<b>Federal:</b>
<b>Project Description:</b> Construct a PDX alternative fuels station that will be accessible from both airside and landside		<b>State:</b>
		<b>City:</b>
<b>Purpose:</b> Provide refueling capabilities for both airside and landside (public) CNG vehicles. Encourage airport businesses to convert fleets to CNG to improve air quality.		<b>SDC:</b>
		<b>Port Share Committed</b>
<b>JDE NUM:</b>		<b>Port Share Forecasted:</b>
<b>RTP Related:</b>		<b>Private:</b>
<b>Recent Study:</b>		<b>Other:</b>
<input type="checkbox"/> RTP 2025 Constrained	<input type="checkbox"/> Conditioned Project	<b>Unfunded:</b> \$1,000,000
<input type="checkbox"/> RTP 2025 Illustrative	<input type="checkbox"/> Identified in STIP	<b>Estimate Rating:</b> 3c
<input type="checkbox"/> RTP 2035 Constrained DRAFT		

PDX/PIC AREA PROJECTS

**Project Name: PDX Transportation Demand Management (TDM)**

<b>Map ID:</b> 51	<b>Time Frame:</b> 5 year	<b>Total Cost:</b>
<b>Project Type:</b> Other		<b>Year of Cost Estimate:</b>
<b>Operation Area:</b> PDX/PIC		<b>Federal:</b>
<b>Project Description:</b> Implement strategies at PDX and PIC properties that reduce auto trips in the airport area. Programs to be undertaken with other area businesses/developers to maximize effectiveness; possible administration through a transportation management association		<b>State:</b>
<b>Purpose:</b> Fulfill TDM requirements of PDX Master Plan. Implement TDM projects and programs recommended in the PDX Alternative Modes Study.		<b>City:</b>
		<b>SDC:</b>
<b>JDE NUM:</b>		<b>Port Share Committed:</b>
<b>RTP Related:</b> 10380		<b>Port Share Forecasted:</b>
<b>Recent Study:</b> PDX Employee TDM Program Study (2002)		<b>Private:</b>
<input type="checkbox"/> RTP 2025 Constrained	<input type="checkbox"/> Conditioned Project	<b>Other:</b>
<input type="checkbox"/> RTP 2025 Illustrative	<input type="checkbox"/> Identified in STIP	<b>Unfunded:</b>
<input checked="" type="checkbox"/> RTP 2035 Constrained DRAFT		<b>Estimate Rating:</b> N/A

**Project Name: Airport Way/Holman Street**

<b>Map ID:</b> 52	<b>Time Frame:</b> 5 year	<b>Total Cost:</b> \$440,000
<b>Project Type:</b> Road		<b>Year of Cost Estimate:</b> 2006
<b>Operation Area:</b> PDX/PIC		<b>Federal:</b>
<b>Project Description:</b> Add a northbound right-turn lane and extend the northbound left-turn lane		<b>State:</b>
<b>Purpose:</b> Accommodate projected traffic growth from the development of CS/PIC		<b>City:</b>
<b>JDE NUM:</b>		<b>SDC:</b>
<b>RTP Related:</b>		<b>Port Share Committed:</b>
<b>Recent Study:</b> Cascade Station/Portland Int'l Center Environmental Assessment Transportation		<b>Port Share Forecasted:</b>
<input type="checkbox"/> RTP 2025 Constrained	<input type="checkbox"/> Conditioned Project	<b>Private:</b> \$440,000
<input type="checkbox"/> RTP 2025 Illustrative	<input type="checkbox"/> Identified in STIP	<b>Other:</b>
<input type="checkbox"/> RTP 2035 Constrained DRAFT		<b>Unfunded:</b>
		<b>Estimate Rating:</b> 2b



PDX/PIC AREA PROJECTS

**Project Name: Sandy Boulevard/105th Avenue**

**Map ID:** 53      **Time Frame:** 5 year  
**Project Type:** Road  
**Operation Area:** PDX/PIC  
**Project Description:** Add a southbound left-turn lane.

**Purpose:** Accommodate projected growth from the development of CS/PIC.

**JDE NUM:**  
**RTP Related:**  
**Recent Study:** Cascade Station/Portland Int'l Center Environmental Assessment Transportation

- RTP 2025 Constrained
- RTP 2025 Illustrative
- RTP 2035 Constrained DRAFT
- Conditioned Project
- Identified in STIP

**Total Cost:** \$327,000  
**Year of Cost Estimate:** 2006  
**Federal:**  
**State:**  
**City:**  
**SDC:**  
**Port Share Committed**  
**Port Share Forecasted:**  
**Private:** \$327,000  
**Other:**  
**Unfunded:**  
**Estimate Rating:** N/A

**Project Name: Columbia Blvd. Widening (82nd Ave. - 60th Ave.)**

**Map ID:** 54      **Time Frame:** 20 year  
**Project Type:** Road  
**Operation Area:** PDX/PIC  
**Project Description:** Widen Columbia Blvd. to five lanes.

**Purpose:** Address system bottleneck along Columbia Blvd.

**JDE NUM:**  
**RTP Related:** 10376  
**Recent Study:** East Columbia-Lombard Connector Study Transportation Analysis (2000)

- RTP 2025 Constrained
- RTP 2025 Illustrative
- RTP 2035 Constrained DRAFT
- Conditioned Project
- Identified in STIP

**Total Cost:** \$15,000,000  
**Year of Cost Estimate:** 2003  
**Federal:**  
**State:**  
**City:**  
**SDC:**  
**Port Share Committed**  
**Port Share Forecasted:**  
**Private:**  
**Other:**  
**Unfunded:** \$15,000,000  
**Estimate Rating:**

PDX/PIC AREA PROJECTS

**Project Name: 11th/13th (at Columbia Blvd.): Crossing Elimination**

<b>Map ID:</b> 55	<b>Time Frame:</b> 5 year	<b>Total Cost:</b> \$1,000,000
<b>Project Type:</b> Rail		<b>Year of Cost Estimate:</b> 2007
<b>Operation Area:</b> PDX/PIC		<b>Federal:</b>
<b>Project Description:</b> If feasible, eliminate the at-grade crossing and improve alternate roadway access.		<b>State:</b>
		<b>City:</b>
		<b>SDC:</b>
<b>Purpose:</b> Improve Kenton Mainline operation and eliminate a modal conflict.		<b>Port Share Committed:</b>
		<b>Port Share Forecasted:</b>
<b>JDE NUM:</b>		<b>Private:</b>
<b>RTP Related:</b> 10334		<b>Other:</b>
<b>Recent Study:</b>		<b>Unfunded:</b> \$1,000,000
<input type="checkbox"/> RTP 2025 Constrained	<input type="checkbox"/> Conditioned Project	<b>Estimate Rating:</b> N/A
<input type="checkbox"/> RTP 2025 Illustrative	<input type="checkbox"/> Identified in STIP	
<input checked="" type="checkbox"/> RTP 2035 Constrained DRAFT		

**Project Name: 122nd Ave./Airport Way Intersection Improvement**

<b>Map ID:</b> 56	<b>Time Frame:</b> 5 year	<b>Total Cost:</b> \$1,207,000
<b>Project Type:</b> Road		<b>Year of Cost Estimate:</b> 2006
<b>Operation Area:</b> PDX/PIC		<b>Federal:</b>
<b>Project Description:</b> Add turn lanes, channelization and signal modifications.		<b>State:</b>
		<b>City:</b>
		<b>SDC:</b>
<b>Purpose:</b> Mitigate PDX, Cascade Station, and Portland International Center Growth Impacts.		<b>Port Share Committed:</b>
		<b>Port Share Forecasted:</b> \$1,207,000
<b>JDE NUM:</b> 810010		<b>Private:</b>
<b>RTP Related:</b> 4045, 10212		<b>Other:</b>
<b>Recent Study:</b> Cascade Station/Portland Int'l Center Environmental Assessment Transportation		<b>Unfunded:</b>
<input checked="" type="checkbox"/> RTP 2025 Constrained	<input checked="" type="checkbox"/> Conditioned Project	<b>Estimate Rating:</b> 2a
<input checked="" type="checkbox"/> RTP 2025 Illustrative	<input type="checkbox"/> Identified in STIP	
<input checked="" type="checkbox"/> RTP 2035 Constrained DRAFT		

PDX/PIC AREA PROJECTS

**Project Name: Airport Way Return and Exit Roadways**

<b>Map ID:</b> 57	<b>Time Frame:</b> 10 year	<b>Total Cost:</b> \$5,660,000
<b>Project Type:</b> Road		<b>Year of Cost Estimate:</b> 2005
<b>Operation Area:</b> PDX/PIC		<b>Federal:</b>
<b>Project Description:</b> Realign the existing Terminal Exit Roadway to the north to facilitate the construction of Concourse B and Terminal Expansion East		<b>State:</b>
		<b>City:</b>
<b>Purpose:</b> Maintain adequate access and circulation in the terminal area.		<b>SDC:</b>
		<b>Port Share Committed:</b> \$0
<b>JDE NUM:</b> 100620		<b>Port Share Forecasted:</b> \$5,660,000
<b>RTP Related:</b> 4031, 10360		<b>Private:</b>
<b>Recent Study:</b> PDX Term. Access Study (2005)		<b>Other:</b>
<input checked="" type="checkbox"/> RTP 2025 Constrained	<input type="checkbox"/> Conditioned Project	<b>Unfunded:</b> \$0
<input checked="" type="checkbox"/> RTP 2025 Illustrative	<input type="checkbox"/> Identified in STIP	<b>Estimate Rating:</b> 3c
<input checked="" type="checkbox"/> RTP 2035 Constrained DRAFT		

**Project Name: Cornfoot Rd./Airtrans Way Signal Improvement**

<b>Map ID:</b> 58	<b>Time Frame:</b> 5 year	<b>Total Cost:</b> \$650,000
<b>Project Type:</b> Road		<b>Year of Cost Estimate:</b> 2006
<b>Operation Area:</b> PDX/PIC		<b>Federal:</b>
<b>Project Description:</b> Construct new traffic signal.		<b>State:</b> \$504,000
		<b>City:</b>
<b>Purpose:</b> Retain efficient movement of traffic to PDX properties.		<b>SDC:</b>
		<b>Port Share Committed:</b> \$146,000
<b>JDE NUM:</b> 810015, 810037		<b>Port Share Forecasted:</b>
<b>RTP Related:</b> 4055, 10366		<b>Private:</b>
<b>Recent Study:</b> PDX Conditional Use Master Plan (2003)		<b>Other:</b>
<input checked="" type="checkbox"/> RTP 2025 Constrained	<input type="checkbox"/> Conditioned Project	<b>Unfunded:</b>
<input checked="" type="checkbox"/> RTP 2025 Illustrative	<input checked="" type="checkbox"/> Identified in STIP	<b>Estimate Rating:</b> 3c
<input checked="" type="checkbox"/> RTP 2035 Constrained DRAFT		

PDX/PIC AREA PROJECTS

**Project Name: Mulino Airport Development Improvements**

<b>Map ID:</b> 59	<b>Time Frame:</b> 5 year	<b>Total Cost:</b> \$2,200,000
<b>Project Type:</b> Aviation		<b>Year of Cost Estimate:</b> 2007
<b>Operation Area:</b> Mulino		<b>Federal:</b>
<b>Project Description:</b> Construct private access improvements as part of a larger project of development improvements.		<b>State:</b>
		<b>City:</b>
		<b>SDC:</b>
<b>Purpose:</b> Construct fuel facilities, hangars, and provide vehicle access to support redevelopable parcels.		<b>Port Share Committed:</b> \$1,200,000
<b>JDE NUM:</b>		<b>Port Share Forecasted:</b> \$200,000
<b>RTP Related:</b>		<b>Private:</b>
<b>Recent Study:</b>		<b>Other:</b>
<input type="checkbox"/> RTP 2025 Constrained	<input type="checkbox"/> Conditioned Project	<b>Unfunded:</b> \$800,000
<input type="checkbox"/> RTP 2025 Illustrative	<input type="checkbox"/> Identified in STIP	<b>Estimate Rating:</b>
<input type="checkbox"/> RTP 2035 Constrained DRAFT		



# Marine Terminal and Rivergate Area District Projects

2009 Port Transportation Improvement Plan

## Key to Features

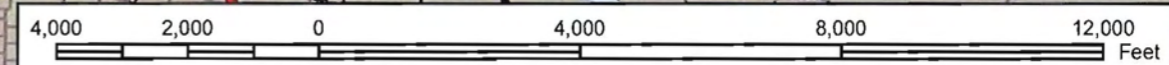
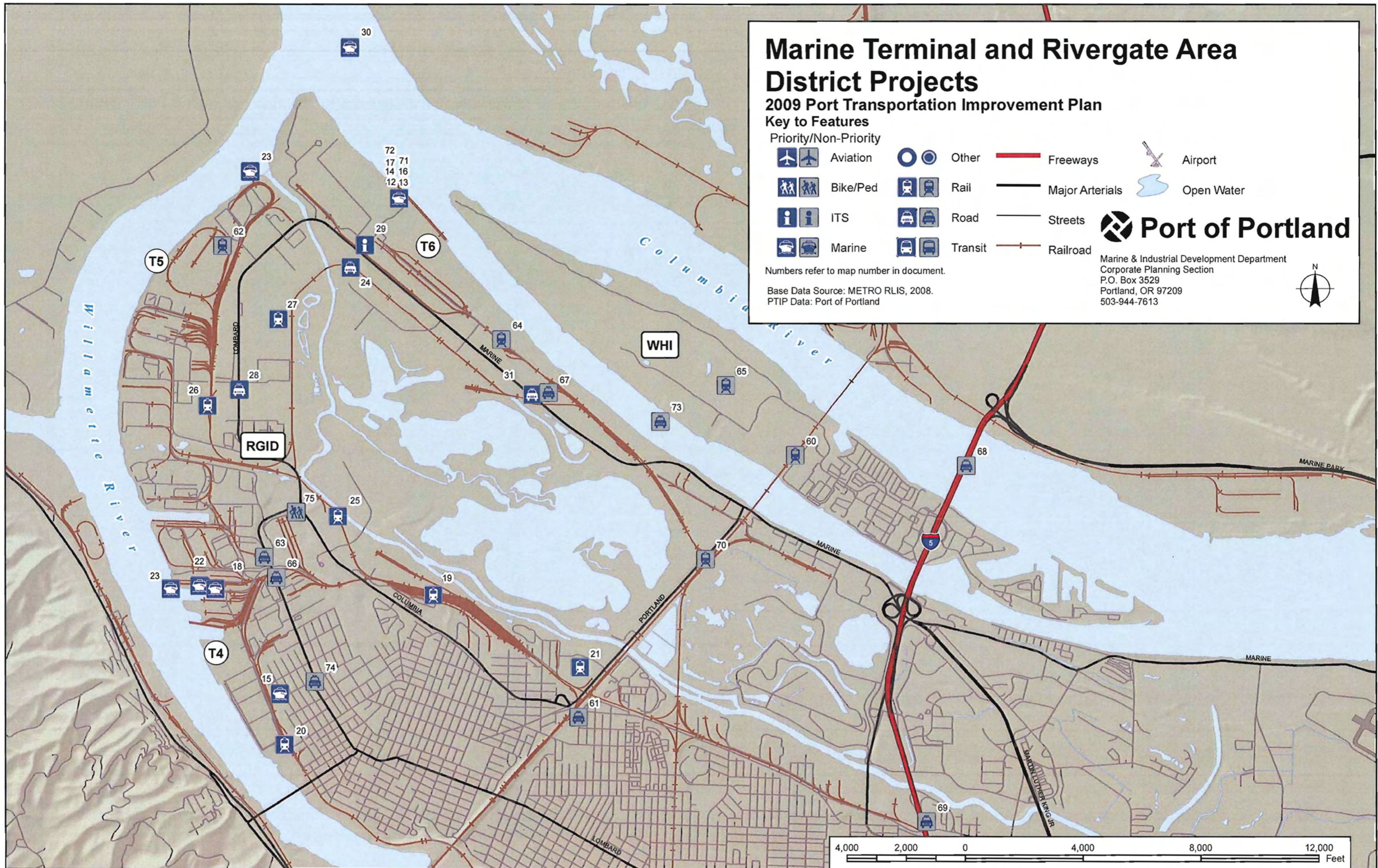
Priority/Non-Priority

- |          |         |                 |                         |
|----------|---------|-----------------|-------------------------|
| Aviation | Other   | Freeways        | Airport                 |
| Bike/Ped | Rail    | Major Arterials | Open Water              |
| ITS      | Road    | Streets         | <b>Port of Portland</b> |
| Marine   | Transit | Railroad        |                         |

Numbers refer to map number in document.

Base Data Source: METRO RLIS, 2008.  
PTIP Data: Port of Portland

Marine & Industrial Development Department  
Corporate Planning Section  
P.O. Box 3529  
Portland, OR 97209  
503-944-7613





RIVERGATE AREA PROJECTS

Project Name: West Hayden Island Rail Access

Map ID: **60** Time Frame: 20 year

Project Type: Rail

Operation Area Rivergate

Project Description: Rail access to support West Hayden Island development.

Purpose: Advance rail-dependent development.

JDE NUM:

RTP Related: 4069

Recent Study: West Hayden Island Rail Access Feasibility Study (1994)

RTP 2025 Constrained  Conditioned Project

RTP 2025 Illustrative  Identified in STIP

RTP 2035 Constrained DRAFT

Total Cost:

Year of Cost Estimate:

Federal:

State:

City:

SDC:

Port Share Committed

Port Share Forecasted:

Private:

Other:

Unfunded:

Estimate Rating:

Project Name: Columbia Blvd./Portland Rd. Intersection Improvements

Map ID: **61** Time Frame: 5 year

Project Type: Road

Operation Area Rivergate

Project Description: Redesign could include realignment of travel lanes, channelization, signalization, signing or new sidewalks and curbs.

Purpose: Reinforce through truck movements on minor and major truck streets (Portland Rd. and Columbia Blvd. respectively), minimizing neighborhood cut-through traffic.

JDE NUM:

RTP Related: 10229

Recent Study: St. Johns Truck Strategy Report&Recommendation (2001)

RTP 2025 Constrained  Conditioned Project

RTP 2025 Illustrative  Identified in STIP

RTP 2035 Constrained DRAFT

Total Cost: \$1,214,000

Year of Cost Estimate: 2006

Federal:

State:

City:

SDC:

Port Share Committed

Port Share Forecasted:

Private:

Other:

Unfunded: \$1,214,000

Estimate Rating: N/A







### RIVERGATE AREA PROJECTS

#### Project Name: North Burgard/Lombard Street Improvements

<b>Map ID:</b> 66	<b>Time Frame:</b> 5 year	<b>Total Cost:</b> \$24,884,000
<b>Project Type:</b> Road		<b>Year of Cost Estimate:</b> 2008
<b>Operation Area:</b> Rivergate		<b>Federal:</b>
<b>Project Description:</b> Widen Burgard to 3 Lanes with bike lanes and sidewalks from UPRR bridge to Columbia.		<b>State:</b>
		<b>City:</b>
<b>Purpose:</b> Improve freight mobility, safety and industrial site access.		<b>SDC:</b>
		<b>Port Share Committed</b>
<b>JDE NUM:</b>		<b>Port Share Forecasted:</b>
<b>RTP Related:</b> 10218		<b>Private:</b>
<b>Recent Study:</b>		<b>Other:</b>
<input type="checkbox"/> RTP 2025 Constrained	<input type="checkbox"/> Conditioned Project	<b>Unfunded:</b> \$24,884,000
<input type="checkbox"/> RTP 2025 Illustrative	<input type="checkbox"/> Identified in STIP	<b>Estimate Rating:</b>
<input checked="" type="checkbox"/> RTP 2035 Constrained DRAFT		

#### Project Name: Terminal 6 Internal Overcrossing

<b>Map ID:</b> 67	<b>Time Frame:</b> 5 year	<b>Total Cost:</b> \$3,649,084
<b>Project Type:</b> Road		<b>Year of Cost Estimate:</b> 2006
<b>Operation Area:</b> Rivergate		<b>Federal:</b>
<b>Project Description:</b> Construct a rail overcrossing at Terminal 6.		<b>State:</b>
		<b>City:</b>
<b>Purpose:</b> Increase efficient movement for rail and Terminal 6 tenants.		<b>SDC:</b>
		<b>Port Share Committed</b>
<b>JDE NUM:</b> 100324		<b>Port Share Forecasted:</b> \$3,649,084
<b>RTP Related:</b> 10378		<b>Private:</b>
<b>Recent Study:</b> Marine Terminal Master Plan 2020 (2003)		<b>Other:</b>
<input type="checkbox"/> RTP 2025 Constrained	<input type="checkbox"/> Conditioned Project	<b>Unfunded:</b>
<input type="checkbox"/> RTP 2025 Illustrative	<input type="checkbox"/> Identified in STIP	<b>Estimate Rating:</b> 2b
<input checked="" type="checkbox"/> RTP 2035 Constrained DRAFT		

RIVERGATE AREA PROJECTS

**Project Name: I-5 Columbia River Crossing**

<b>Map ID:</b> 68	<b>Time Frame:</b> 10 year	<b>Total Cost:</b> \$1,200,000,000
<b>Project Type:</b> Road		<b>Year of Cost Estimate:</b> 2002
<b>Operation Area:</b> Rivergate		<b>Federal:</b>
<b>Project Description:</b> Increase the number of lanes and add transit capacity across the river.		<b>State:</b>
		<b>City:</b>
		<b>SDC:</b>
<b>Purpose:</b> Increase multi-modal capacity across the Columbia River and relieve congestion.		<b>Port Share Committed:</b>
		<b>Port Share Forecasted:</b>
<b>JDE NUM:</b>		<b>Private:</b>
<b>RTP Related:</b> 4003, 10866		<b>Other:</b>
<b>Recent Study:</b> I-5 Transportation and Trade Partnership Final Strategic Plan (2002)		<b>Unfunded:</b> \$1,200,000,000
<input type="checkbox"/> RTP 2025 Constrained	<input type="checkbox"/> Conditioned Project	<b>Estimate Rating:</b> N/A
<input checked="" type="checkbox"/> RTP 2025 Illustrative	<input checked="" type="checkbox"/> Identified in STIP	
<input checked="" type="checkbox"/> RTP 2035 Constrained DRAFT		

**Project Name: I-5 Delta Park Widening**

<b>Map ID:</b> 69	<b>Time Frame:</b> 5 year	<b>Total Cost:</b> \$88,963,000
<b>Project Type:</b> Road		<b>Year of Cost Estimate:</b> 2006
<b>Operation Area:</b> Rivergate		<b>Federal:</b> \$31,497,581
<b>Project Description:</b> Widen I-5 to 6 lanes (Victory Blvd. to Lombard)		<b>State:</b> \$37,465,419
		<b>City:</b>
		<b>SDC:</b>
<b>Purpose:</b> Improve efficiency and safety on I-5 between Victory Blvd. and Lombard.		<b>Port Share Committed:</b>
		<b>Port Share Forecasted:</b>
<b>JDE NUM:</b>		<b>Private:</b>
<b>RTP Related:</b> 4005, 11121		<b>Other:</b>
<b>Recent Study:</b> An Environmental Assessment is in progress for this project.		<b>Unfunded:</b>
<input checked="" type="checkbox"/> RTP 2025 Constrained	<input type="checkbox"/> Conditioned Project	<b>Estimate Rating:</b>
<input checked="" type="checkbox"/> RTP 2025 Illustrative	<input checked="" type="checkbox"/> Identified in STIP	
<input checked="" type="checkbox"/> RTP 2035 Constrained DRAFT		

RIVERGATE AREA PROJECTS

Project Name: North Portland Junction

Map ID: **70** Time Frame: 10 year Total Cost: \$9,160,000  
 Project Type: Rail Year of Cost  
 Operation Area: Rivergate Estimate: 2003  
Federal:  
 Project Description: Upgrade railroad with revised crossovers, centralized traffic control tie-in and increased turning radius. State:  
City:  
SDC:  
 Purpose: Accommodate higher rail speeds at the junction which provides greater capacity. Port Share  
Committed  
Port Share  
Forecasted:  
Private:  
Other:  
 JDE NUM: Unfunded: \$9,160,000  
 RTP Related: 4093 Estimate Rating: N/A  
 Recent Study: I-5 Rail Capacity Study (HDR, 2003)  
 RTP 2025 Constrained  Conditioned Project  
 RTP 2025 Illustrative  Identified in STIP  
 RTP 2035 Constrained DRAFT

Project Name: Terminal 6 Container Dock Extension

Map ID: **71** Time Frame: 10 year Total Cost: \$19,500,000  
 Project Type: Marine Year of Cost  
 Operation Area: Rivergate Estimate:  
Federal:  
 Project Description: Extend Berth 605 upstream by 600 feet or more. State:  
City:  
SDC:  
 Purpose: Lengthen the berth to preserve Terminal 6 as a three-berth facility capable of handling longer vessels. Port Share  
Committed  
Port Share  
Forecasted:  
Private:  
Other:  
 JDE NUM: 100359 Unfunded: \$19,500,000  
 RTP Related: Estimate Rating:  
 Recent Study:  
 RTP 2025 Constrained  Conditioned Project  
 RTP 2025 Illustrative  Identified in STIP  
 RTP 2035 Constrained DRAFT

RIVERGATE AREA PROJECTS

**Project Name: T-6 Crane Rail Improvements and Tie Backs**

<b>Map ID:</b> 72	<b>Time Frame:</b> 10 year	<b>Total Cost:</b> \$4,600,000
<b>Project Type:</b> Marine		<b>Year of Cost Estimate:</b>
<b>Operation Area:</b> Rivergate		<b>Federal:</b>
<b>Project Description:</b> Construct additional crane rail tie-backs to Berth 604 east and Berth 605, and add 100 feet of crane rail to Berth 604 west.		<b>State:</b>
		<b>City:</b>
		<b>SDC:</b>
<b>Purpose:</b> Improve the strength of the dock and provide crane rail necessary to handle two post-panamax vessels at the same time.		<b>Port Share Committed</b>
		<b>Port Share Forecasted:</b>
<b>JDE NUM:</b> 100241		<b>Private:</b>
<b>RTP Related:</b>		<b>Other:</b>
<b>Recent Study:</b>		<b>Unfunded:</b> \$4,600,000
<input type="checkbox"/> RTP 2025 Constrained	<input type="checkbox"/> Conditioned Project	<b>Estimate Rating:</b>
<input type="checkbox"/> RTP 2025 Illustrative	<input type="checkbox"/> Identified In STIP	
<input type="checkbox"/> RTP 2035 Constrained DRAFT		

**Project Name: West Hayden Island Bridge and Access Rd.**

<b>Map ID:</b> 73	<b>Time Frame:</b> 20 year	<b>Total Cost:</b> \$99,258,000
<b>Project Type:</b> Road		<b>Year of Cost Estimate:</b> 2007
<b>Operation Area:</b> Rivergate		<b>Federal:</b>
<b>Project Description:</b> Construct 4-lane bridge to West Hayden Island, west alignment with 90' clearance and associated ramp infrastructure.		<b>State:</b>
		<b>City:</b>
		<b>SDC:</b>
<b>Purpose:</b> Provide access to Port's marine development and to existing development on Hayden Island.		<b>Port Share Committed</b>
		<b>Port Share Forecasted:</b>
<b>JDE NUM:</b>		<b>Private:</b>
<b>RTP Related:</b> 4061		<b>Other:</b>
<b>Recent Study:</b> West Hayden Island Marine Terminal Development Plan Highway Transportation Analysis (1998)		<b>Unfunded:</b> \$99,258,000
<input type="checkbox"/> RTP 2025 Constrained	<input type="checkbox"/> Conditioned Project	<b>Estimate Rating:</b>
<input checked="" type="checkbox"/> RTP 2025 Illustrative	<input type="checkbox"/> Identified In STIP	
<input checked="" type="checkbox"/> RTP 2035 Constrained DRAFT		

RIVERGATE AREA PROJECTS

**Project Name: Lombard St./St. Louis Ave./Ivanhoe St. Multimodal Improvements**

**Map ID: 74**

**Time Frame: 5 year**

**Total Cost: \$1,129,821**

**Project Type: Road**

**Year of Cost**

**Estimate: 2005**

**Operation Area Rivergate**

**Federal: \$1,013,788**

**Project Description:** Improvements could include restriping, curb extensions and other pedestrian and bicycle amenities on Lombard St. that do not impede truck movement, as well as intersection improvements at St. Louis Ave. and at Philadelphia Ave., such as realignment and signalization.

**State:**

**City: \$116,033**

**Purpose:** Maintain truck movement and minimize conflicts with bicycles and pedestrians between Philadelphia Ave. and Lombard St. at Pier Park.

**SDC:**

**Port Share Committed**

**JDE NUM:**

**Port Share Forecasted:**

**RTP Related: 1137, 10182**

**Private:**

**Recent Study:** St. Johns Truck Strategy Report&Recommendation (2001)

**Other:**

RTP 2025 Constrained

Conditioned Project

RTP 2025 Illustrative

Identified in STIP

**Unfunded:**

RTP 2035 Constrained DRAFT

**Estimate Rating: N/A**
















# T2/Swan Island Area Projects

## 2009 Port Transportation Improvement Plan

### Key to Features

Priority/Non-Priority

- |   |          |   |         |   |                 |
|---|----------|---|---------|---|-----------------|
|  | Aviation |  | Rail    |  | Freeways        |
|  | Bike/Ped |  | Road    |  | Major Arterials |
|  | ITS      |  | Transit |  | Streets         |
|  | Other    |  | Marine  |  | Railroad        |
|   |          |   |         |  | Open Water      |

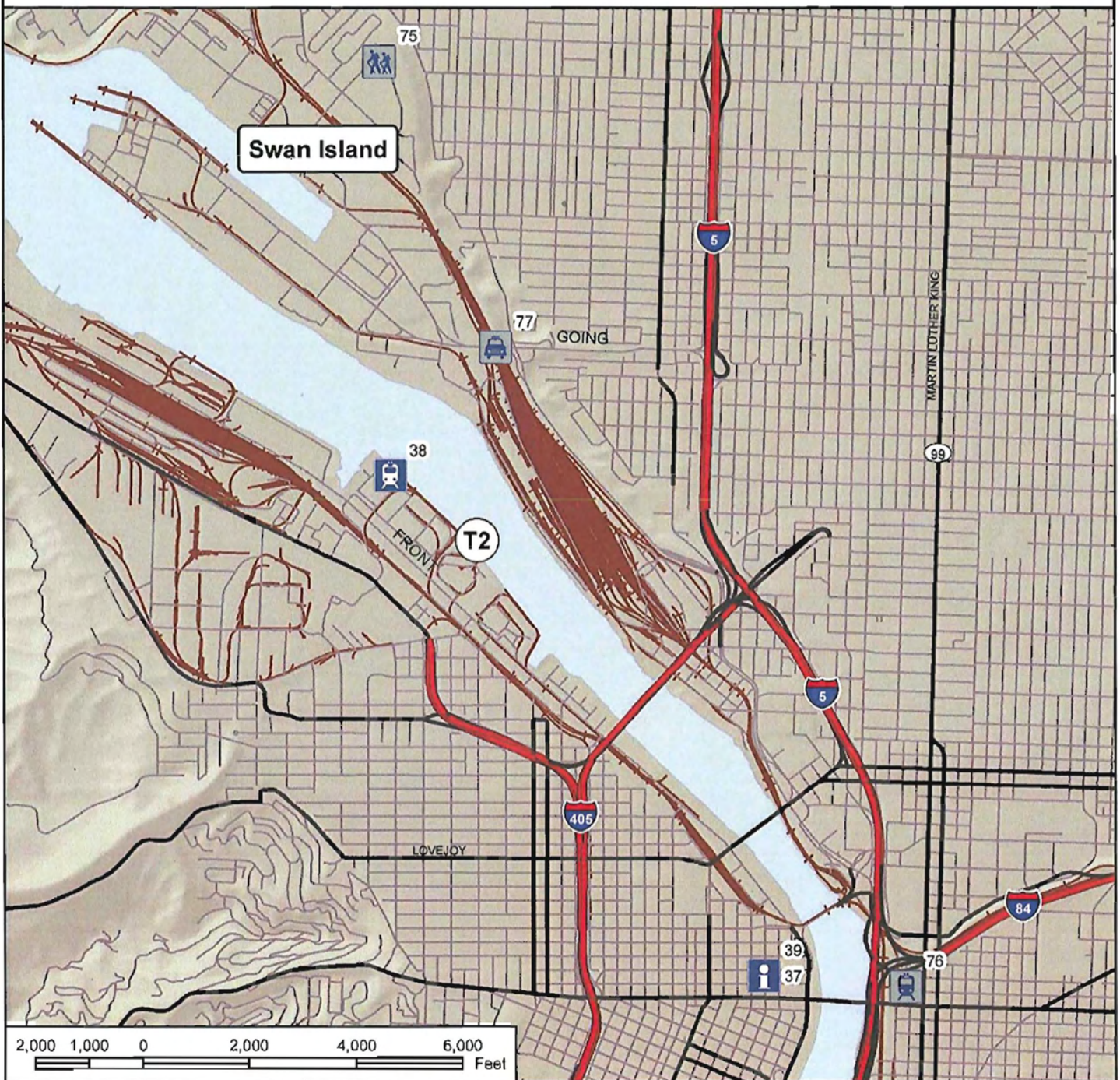
Numbers refer to map number in document.



Marine & Industrial Development Department  
 Corporate Planning Section  
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 Portland, OR 97209  
 503-944-7613



Base Data Source: METRO RLIS, 2008.  
 PTIP Data: Port of Portland





T2/SWAN ISLAND AREA PROJECTS

**Project Name: North Willamette Greenway Trail**

<b>Map ID:</b> 75	<b>Time Frame:</b> 20 year	<b>Total Cost:</b> \$200,000
<b>Project Type:</b> Bike/Ped		<b>Year of Cost Estimate:</b> 2007
<b>Operation Area:</b> T2/Swan Island		<b>Federal:</b>
<b>Project Description:</b> Pedestrian and bicycle trail from Kelly Point Park to the Steel Bridge along the Willamette River.		<b>State:</b>
		<b>City:</b>
		<b>SDC:</b>
<b>Purpose:</b> Improve pedestrian and bicycle connectivity in North Portland.		<b>Port Share Committed</b>
		<b>Port Share Forecasted:</b>
<b>JDE NUM:</b>		<b>Private:</b>
<b>RTP Related:</b> 1147, 10355		<b>Other:</b>
<b>Recent Study:</b>		<b>Unfunded:</b> \$200,000
<input type="checkbox"/> RTP 2025 Constrained	<input type="checkbox"/> Conditioned Project	<b>Estimate Rating:</b>
<input checked="" type="checkbox"/> RTP 2025 Illustrative	<input type="checkbox"/> Identified in STIP	
<input checked="" type="checkbox"/> RTP 2035 Constrained DRAFT		

**Project Name: Graham Line Connection**

<b>Map ID:</b> 76	<b>Time Frame:</b> 5 year	<b>Total Cost:</b> \$15,000,000
<b>Project Type:</b> Rail		<b>Year of Cost Estimate:</b> 2006
<b>Operation Area:</b> T2/Swan Island		<b>Federal:</b>
<b>Project Description:</b> This project will create a new track connection between the Graham Line, which runs parallel with I-84 through Sullivans Gulch and the Brooklyn Sub, UP's north-south line through Portland.		<b>State:</b>
		<b>City:</b>
		<b>SDC:</b>
<b>Purpose:</b> This connection will allow UP rail traffic entering Portland from the east to turn south onto the Brooklyn Sub from the Graham Line. Currently UP rail traffic entering Portland from the east and intending to head south on the Brooklyn Sub must take the Kenton Line to Peninsula Junction then travel through the Peninsula Tunnel to connect with the Brooklyn Sub north of Albina Yard. This project will eliminate delay and increase system capacity.		<b>Port Share Committed</b>
		<b>Port Share Forecasted:</b>
<b>JDE NUM:</b>		<b>Private:</b>
<b>RTP Related:</b>		<b>Other:</b>
<b>Recent Study:</b> I-5 Rail Capacity Study (HDR, 2003)		<b>Unfunded:</b> \$15,000,000
<input type="checkbox"/> RTP 2025 Constrained	<input type="checkbox"/> Conditioned Project	<b>Estimate Rating:</b> N/A
<input type="checkbox"/> RTP 2025 Illustrative	<input type="checkbox"/> Identified in STIP	
<input type="checkbox"/> RTP 2035 Constrained DRAFT		

T2/SWAN ISLAND AREA PROJECTS

**Project Name: Going St. Rail-Overcrossing Improvement**

<b>Map ID:</b> 77	<b>Time Frame:</b> 5 year	<b>Total Cost:</b> \$4,000,000
<b>Project Type:</b> Road		<b>Year of Cost Estimate:</b>
<b>Operation Area:</b> T2/Swan Island		<b>Federal:</b>
<b>Project Description:</b> Widen intersection and add additional eastbound lane on structure.		<b>State:</b> \$4,000,000
		<b>City:</b>
<b>Purpose:</b> Provide through movement capacity for traffic entering and exiting Swan Island.		<b>SDC:</b>
		<b>Port Share Committed:</b>
<b>JDE NUM:</b>		<b>Port Share Forecasted:</b>
<b>RTP Related:</b> 1109, 10178		<b>Private:</b>
<b>Recent Study:</b> Swan Island Transportation Analysis (1995)		<b>Other:</b>
<input checked="" type="checkbox"/> RTP 2025 Constrained	<input type="checkbox"/> Conditioned Project	<b>Unfunded:</b>
<input checked="" type="checkbox"/> RTP 2025 Illustrative	<input type="checkbox"/> Identified in STIP	<b>Estimate Rating:</b> N/A
<input checked="" type="checkbox"/> RTP 2035 Constrained DRAFT		



# Troutdale Area Projects

## 2009 Port Transportation Improvement Plan

### KEY TO FEATURES

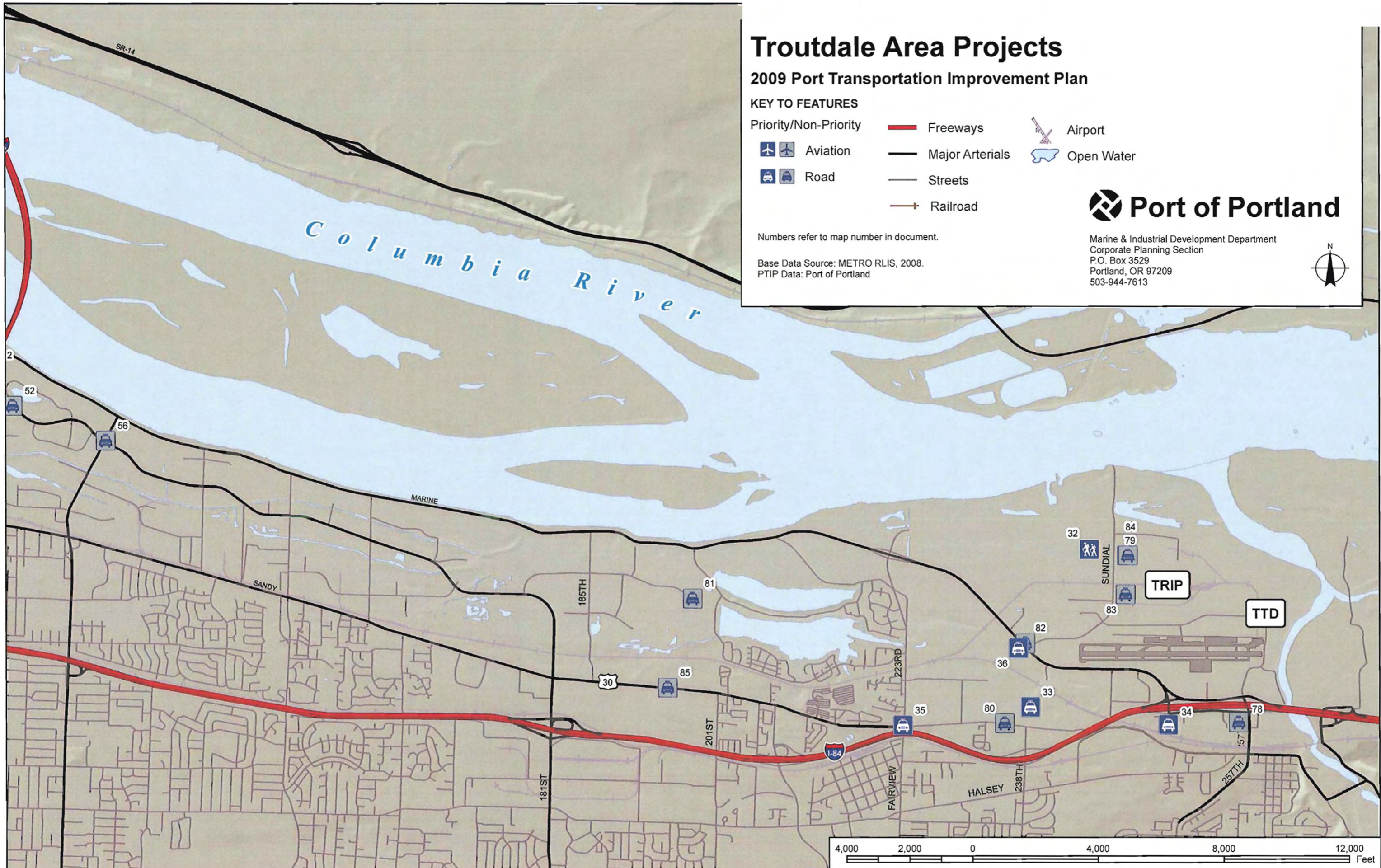
- |  |   |  |
|--|---|--|
| Priority/Non-Priority  |  Freeways        |  Airport    |
|  Aviation |  Major Arterials |  Open Water |
|  Road     |  Streets         |  |
|  |  Railroad        |  |

Numbers refer to map number in document.

Base Data Source: METRO RLIS, 2008.  
PTIP Data: Port of Portland



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TROUTDALE AREA PROJECTS

**Project Name: 257th Interchange at I-84 Improvement**

<b>Map ID:</b> 78	<b>Time Frame:</b> 10 year	<b>Total Cost:</b> \$9,400,000
<b>Project Type:</b> Road		<b>Year of Cost Estimate:</b> 2006
<b>Operation Area:</b> Troutdale/TRIP		<b>Federal:</b> \$1,000,000
<b>Project Description:</b> Improve function of split diamond Interchange at 257th.		<b>State:</b> \$100,000
		<b>City:</b> \$100,000
		<b>SDC:</b>
		<b>Port Share Committed</b>
		<b>Port Share Forecasted:</b>
		<b>Private:</b>
		<b>Other:</b>
		<b>Unfunded:</b> \$8,200,000
		<b>Estimate Rating:</b> N/A
<b>JDE NUM:</b>		
<b>RTP Related:</b> 2005, 10871		
<b>Recent Study:</b>		
<input checked="" type="checkbox"/> RTP 2025 Constrained	<input type="checkbox"/> Conditioned Project	
<input checked="" type="checkbox"/> RTP 2025 Illustrative	<input checked="" type="checkbox"/> Identified in STIP	
<input checked="" type="checkbox"/> RTP 2035 Constrained DRAFT		

**Project Name: Reynolds Site Road Access (Swigert Way)**

<b>Map ID:</b> 79	<b>Time Frame:</b> 5 year	<b>Total Cost:</b> \$4,696,000
<b>Project Type:</b> Road		<b>Year of Cost Estimate:</b> 2007
<b>Operation Area:</b> Troutdale/TRIP		<b>Federal:</b>
<b>Project Description:</b> Construct new roadway.		<b>State:</b>
		<b>City:</b>
		<b>SDC:</b>
		<b>Port Share Committed</b>
		<b>Port Share Forecasted:</b>
		<b>Private:</b>
		<b>Other:</b>
		<b>Unfunded:</b> \$4,696,000
		<b>Estimate Rating:</b> 1a
<b>JDE NUM:</b>		
<b>RTP Related:</b>		
<b>Recent Study:</b>		
<input type="checkbox"/> RTP 2025 Constrained	<input checked="" type="checkbox"/> Conditioned Project	
<input type="checkbox"/> RTP 2025 Illustrative	<input type="checkbox"/> Identified in STIP	
<input type="checkbox"/> RTP 2035 Constrained DRAFT		

TROUTDALE AREA PROJECTS

**Project Name: Sandy Blvd. Widening to 3 lanes**

**Map ID: 80**

**Time Frame: 10 year**

**Total Cost: \$7,438,000**

**Project Type:** Road

**Year of Cost**

**Operation Area** Troutdale/TRIP

**Estimate:**

**Project Description:** Sandy Blvd. widen to 3 lanes (207th to 238th), add sidewalks and bike lanes.

**Federal:**

**State:**

**City:**

**SDC:**

**Purpose:** Improve east west capacity and serve adjacent developing industrial property.

**Port Share Committed**

**JDE NUM:**

**Port Share Forecasted:**

**RTP Related:** 2074, 10399

**Private:**

**Recent Study:**

**Other:**

- RTP 2025 Constrained
- Conditioned Project
- RTP 2025 Illustrative
- Identified in STIP
- RTP 2035 Constrained DRAFT

**Unfunded: \$7,438,000**

**Estimate Rating: N/A**

**Project Name: Riverside Drive Extension**

**Map ID: 81**

**Time Frame: 5 year**

**Total Cost: \$4,500,000**

**Project Type:** Road

**Year of Cost**

**Operation Area** Troutdale/TRIP

**Estimate:**

**Project Description:** Riverside Dr. Extension (190th to Sandy Blvd.); improve to collector standards.

**Federal:**

**State:**

**City:**

**SDC:**

**Purpose:** Serve developing industrial parcels.

**Port Share Committed**

**JDE NUM:**

**Port Share Forecasted:**

**RTP Related:**

**Private:**

**Recent Study:**

**Other:**

- RTP 2025 Constrained
- Conditioned Project
- RTP 2025 Illustrative
- Identified in STIP
- RTP 2035 Constrained DRAFT

**Unfunded: \$4,500,000**

**Estimate Rating:**

TROUTDALE AREA PROJECTS

Project Name: Marine Drive/Sundial Road

Map ID: **82** Time Frame: 5 year Total Cost: \$260,250  
 Project Type: Road Year of Cost  
 Operation Area Troutdale/TRIP Estimate: 2007  
 Project Description: Signalize the intersection. Federal:  
State:  
City:  
SDC:  
 Purpose: Support Access to Troutdale Reynolds Industrial Park Port Share  
Committed \$260,250  
 JDE NUM: Port Share  
 RTP Related: Forecasted:  
 Recent Study: Private:  
Other:  
 RTP 2025 Constrained  Conditioned Project Unfunded:  
 RTP 2025 Illustrative  Identified in STIP Estimate Rating: 3c  
 RTP 2035 Constrained DRAFT

Project Name: Sundial Rd./Troutdale Reynolds Industrial Park Accesses

Map ID: **83** Time Frame: 5 year Total Cost: \$228,917  
 Project Type: Road Year of Cost  
 Operation Area Troutdale/TRIP Estimate:  
 Project Description: Add northbound right turn lanes at Swigert Way and the  
 northmost Troutdale Reynolds Industrial Park Access. Federal:  
State:  
City:  
SDC:  
 Purpose: Accommodate Troutdale Reynolds Industrial Park traffic. Port Share  
Committed \$228,917  
 JDE NUM: Port Share  
 RTP Related: Forecasted:  
 Recent Study: Private:  
Other:  
 RTP 2025 Constrained  Conditioned Project Unfunded:  
 RTP 2025 Illustrative  Identified in STIP Estimate Rating: N/A  
 RTP 2035 Constrained DRAFT



TROUTDALE AREA PROJECTS

**Project Name: Reynolds Site Road Access Phase 2 and 3**

**Map ID:** 84                      **Time Frame:** 10 year

**Project Type:** Road

**Operation Area:** Troutdale/TRIP

**Project Description:** Placeholder for potential road improvements to serve Phase 2 and 3 industrial development. Actual project will be developed in coordination with stakeholders.

**Purpose:** Address off-site transportation impacts.

**JDE NUM:**

**RTP Related:**

**Recent Study:**

RTP 2025 Constrained                       Conditioned Project

RTP 2025 Illustrative                       Identified in STIP

RTP 2035 Constrained DRAFT

**Total Cost:**

**Year of Cost Estimate:**

**Federal:**

**State:**

**City:**

**SDC:**

**Port Share Committed**

**Port Share Forecasted:**

**Private:**

**Other:**

**Unfunded:**

**Estimate Rating:** N/A

**Project Name: Sandy Blvd. Widening to 4 lanes**

**Map ID:** 85                      **Time Frame:** 10 year

**Project Type:** Road

**Operation Area:** Troutdale/TRIP

**Project Description:** Sandy Blvd. widen to 4 lanes and center turn lane (165th-202nd) with sidewalks and bike lanes.

**Purpose:** Improve east west capacity and serve developing industrial property.

**JDE NUM:**

**RTP Related:** 2074, 10443

**Recent Study:**

RTP 2025 Constrained                       Conditioned Project

RTP 2025 Illustrative                       Identified in STIP

RTP 2035 Constrained DRAFT

**Total Cost:** \$26,040,578

**Year of Cost Estimate:**

**Federal:**

**State:**

**City:**

**SDC:**

**Port Share Committed**

**Port Share Forecasted:**

**Private:**

**Other:**

**Unfunded:** \$26,040,578

**Estimate Rating:** N/A

## 2008 Priority Marine Terminal Capital Project List

Project	Description	Cost	Readiness	Strategic Impact
<b>Terminal 6 Wireless Network and Mobile Data Units</b>  <i>Project #(s): 100351</i>	Install a wireless network covering the Terminal 6 facility and provide new mobile data units (MDUs) to send data over that network.	\$300,000	An assessment and alternative study is complete. Project is now in preliminary design.	This project will improve operational efficiencies associated with day to day activities at Terminal 6.
<b>Terminal 6 Additional Post-Panamax Cranes</b>	Acquisition of two additional post-panamax cranes (#6382 and #6382) to make Terminal 6 a two-berth post-panamax facility	\$20.0 million	Purchase of the additional cranes will be phased according to business need and availability of funding.	This project would provide Portland with a two-berth post-panamax vessel capability. It anticipates the eventual need to serve multiple post-panamax vessel strings at Terminal 6.
<b>Terminal 6 Container Crane Modernization</b>	On Crane 6379, Upgrade electronics and provide new programmable logic controllers for the motor drives. On Crane 6378 (heavy lift crane) upgrade the electronics, provide new motor drive. Relocate in the line-up and paint the trolley girder beam.	\$4 million	Implementation of this project is contingent on business need and funding.	This project will modernize some of the Port's older container cranes and thereby improve efficiencies in the transfer of containerized cargo between four modes of transportation: ocean vessel, rail, truck, and river barge.
<b>Terminal 6 Yard Equipment (New)</b>  <i>Project #(s): 100944, 100529</i>	Purchase eight (8) container chassis and three (3) reachstackers.	\$2.1 million	Implementation of this project is contingent on business need and funding.	The project uses newer container chassis that allow for a decrease in vessel turn around time. The new reachstackers will increase operating hours between down times for maintenance, and will also produce fewer air emissions than the equipment they will replace.

Project	Description	Cost	Readiness	Strategic Impact
<p><b>Terminal 6 Auto Facility Upgrade</b> <i>Project #(s): 100304, 100323, 100324</i></p>	<p>This project will build rail ramp expansion;</p>	<p>\$2.5 million</p>		<p>The project is needed to meet customer requirements.  Approximately 200 direct jobs are generated by the Honda operation. Overall Terminal 6 generates 1,500 direct jobs.</p>
<p><b>Terminal 4 Automobile Yard Expansion</b> <i>Project #(s): 100769</i></p>	<p>Design and construct 6 acres of porous pavement parking for the storage of imported automobiles.</p>	<p>\$2.5 million</p>	<p>Design is 90% complete.</p>	<p>The project will provide additional land to meet auto storage capacity needs of Toyota, in furtherance of the Port's automobile import line of business.  Toyota employs 200+ persons.</p>
<p><b>Terminal 4 Barge Facility Relocation</b> <i>Project #(s): 100472</i></p>	<p>Design and construct a new barge receiving facility for the Terminal 4 grain facility. Slip 1, the location of the existing barge facility, will potentially be used as a confined disposal facility as part of the Terminal 4 Early Action Sediment Clean-up rendering the existing barge facility unusable.</p>	<p>\$8.0 million</p>	<p>Relocation of the barge receiving facility is contingent upon the closure of Slip 1 and the resumption of grain operations at Terminal 4.</p>	<p>Approximately 40 to 50 percent of all wheat and barley exported from the Columbia/Willamette river system is delivered to the export terminal by barge. This includes wheat grown by Oregon grain growers. A barge facility is a critical component to the operations of the Terminal 4 grain elevator.</p>
<p><b>Berth Deepening: Berths 401, 501, and 503</b> <i>Project #(s): 100863, 100860, and 100861</i></p>	<p>Deepen berths at Terminal 4 and Terminal 5 to allow deeper draft vessels to transit the planned 43-foot channel.</p>	<p>\$1.6 million</p>	<p>The projects to deepen Berths 501 and 503 are now open and preliminary permitting efforts are underway. Berth 401 deepening is contingent upon business need.</p>	<p>The deeper berths will allow better utilization of panamax-class bulk vessels.</p>
<p><b>Terminal 4 Pipeline Infrastructure</b> <i>Project #(s): 100955</i></p>	<p>Design and construct a common-user pipeline corridor to Berth 401 for the transport of liquid bulks to and from ships and barges.</p>	<p>\$5.6 million</p>	<p>This project is contingent upon business need and funding.</p>	<p>The pipeline infrastructure would serve as many as four tenants at Terminal 4. Total related employment is approximately 100 jobs.</p>

<b>Project</b>	<b>Description</b>	<b>Cost</b>	<b>Readiness</b>	<b>Strategic Impact</b>
<b>Terminal 2 Rail Improvements</b>	Design and construct an extension of the rail tracks serving Warehouse 205 to connect to the downstream end of the Terminal 2 rail loop. The project would also install a new rail scale.	\$1.5 million	This project is contingent upon business need and funding.	The project will improve rail service options and capacity within Terminal 2.

## Aviation External Funding Project List

Project	JDE Project #	Description	Cost	Readiness
HIO Taxiway A3 extension	100655	Hillsboro's runway system is currently at 107% capacity. The extension of Taxiway A3 constructed near the airport's longest runway in coordination with the high speed exits will allow aircraft to exit the runway faster. This will help to relieve a portion of the over capacity of the airport system until a third runway is constructed in 2010 and 2011.	\$2.2M	Design to begin in June 2007 through April 2008. Construction during Summer of 2008 and 2009, May through October.
PDX ITS	100680	Improve traveler information and automated vehicle identification system.	\$1M	
PDX North Runway rehabilitation	100334	Rehabilitation of the north runway is a periodic effort (every 12 years) to keep the runway in safe operating condition for aircraft.	\$11.2M	Design to begin in June of 2008 through April of 2009. Construction during Summer 2009, May through October.
PDX North Runway Extension	100334	In order to preserve international service and domestic long haul routes to the Portland metropolitan region, an extension to the north runway is necessary to accommodate the larger aircraft when the south runway is closed for the summer in 2011. These larger aircraft require a runway longer than the 8000' north runway. Currently these aircraft exclusively use the south runway for take-off which is 11,000 feet in length.	\$61M	Design to begin in June of 2009 through April of 2010. Construction during Summer 2010, May through November.