2019 PORT TRANSPORTATION IMPROVEMENT PLAN

FINAL 2/13/2019
Acknowledgments

Port Transportation Team

Steve Bloomquist  Phil Healy
Emerald Bogue    Scott Kilgo
Tom Bouillion    Sean Loughran
Mike Coleman    Dan Pippenger
Lise Glancy    Rob Smith
Ann Gravatt    Ivo Trummer

Port GIS Team

Ryan Campbell  Chad Dettlaff
Alice Pence
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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. 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 vital 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 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 (updated 2014), 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.

The Commodity Flow Forecast Update (2006) produced by DRI/WEFA (updated in 2015 by Cambridge Systematics) 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 Plan.

1 Roads owned and maintained by the Port of Portland include: NE Airport Way (between I-205 and the Airport terminal), 82nd 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.) and other misc. access roads.
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, airport, 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 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 vastly 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 includes 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.

A subgroup of high priority projects deemed to be of strategic value for the Port has been identified to warrant focused attention for obtaining cooperative funding.

<table>
<thead>
<tr>
<th>High Priority Projects Involving Other Funding Sources¹</th>
<th>Project Cost²</th>
<th>Map ID #</th>
</tr>
</thead>
<tbody>
<tr>
<td>PDX NEXT</td>
<td>$2,000,000,000</td>
<td>3</td>
</tr>
<tr>
<td>Cornfoot Road Multimodal Safety Improvements</td>
<td>$3,708,539</td>
<td>5</td>
</tr>
<tr>
<td>T4 Berth 410, 411 Rail Yard Improvements</td>
<td>$7,800,000</td>
<td>16</td>
</tr>
<tr>
<td>Terminal 4 Second Entrance</td>
<td>$12,000,000</td>
<td>17</td>
</tr>
</tbody>
</table>

Notes: 1. Projects are not listed in order of priority.
2. Refer to Priority Reports for funding break-out

<table>
<thead>
<tr>
<th>Funded High Priority Projects Involving Other Funding Sources¹</th>
<th>Project Cost²</th>
<th>Map ID #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rivergate Boulevard Overcrossing</td>
<td>$26,158,076</td>
<td>20</td>
</tr>
</tbody>
</table>

Notes: 1. Projects are not listed in order of priority.
2. Refer to Priority Reports for funding break-out

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 Surface Transportation Projects Involving Other Funding Sources

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Project Cost 2</th>
<th>Map ID #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cully Intersection @ Columbia Blvd.</td>
<td>$6,575,000</td>
<td>2</td>
</tr>
<tr>
<td>82nd Avenue/Airport Way Grade Separation</td>
<td>$87,000,000</td>
<td>4</td>
</tr>
<tr>
<td>Sundial Road/Graham Road Signal</td>
<td>$1,000,000</td>
<td>27</td>
</tr>
<tr>
<td>Intelligent Transportation System (ITS) Improvements</td>
<td>$680,000</td>
<td>12,14, 21</td>
</tr>
</tbody>
</table>

Notes: 1. Projects are not listed in order of priority.
2. Refer to Priority Reports for funding break-out.

### Funded Priority Surface Transportation Projects Involving Other Funding Sources

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Project Cost 2</th>
<th>Map ID #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alderwood Intersection @ Columbia Blvd.</td>
<td>$5,058,349</td>
<td>1</td>
</tr>
<tr>
<td>40 Mile Loop Trail: Blue Lake Park to Sundial Rd.</td>
<td>$3,424,073</td>
<td>26</td>
</tr>
</tbody>
</table>

Notes: 1. Projects are not listed in order of priority.
2. Refer to Priority Reports for funding break-out.

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.

### Priority Marine Terminal Projects Involving Other Funding Sources

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Project Cost 2</th>
<th>Map ID#</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barnes to Terminal 4 Rail</td>
<td>$10,543,000</td>
<td>11</td>
</tr>
<tr>
<td>Terminal 4 Pier 1 Site Preparation</td>
<td>$38,000,000</td>
<td>13</td>
</tr>
<tr>
<td>Columbia River Jetty Refurbishment</td>
<td>$239,000,000</td>
<td>18</td>
</tr>
</tbody>
</table>

Notes: 1. Projects are not listed in order of priority.
2. Refer to Priority Reports for funding break-out.
### Priority Aviation Projects Involving Other Funding Sources

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Cost</th>
<th>Map ID#</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIO Reconstruct Runway 13R/31L</td>
<td>$34,700,000</td>
<td>6</td>
</tr>
<tr>
<td>HIO Taxiway A Reconstruction</td>
<td>$13,630,000</td>
<td>7</td>
</tr>
<tr>
<td>TTD Reconstruct Runway 7-25</td>
<td>$18,000,000</td>
<td>25</td>
</tr>
</tbody>
</table>

Notes:  1. Projects are not listed in order of priority.
2. Refer to Priority Reports for funding break-out.

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## 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, time frame, and strategic alignment.

### Acronym Key:

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>PIC</td>
<td>Portland International Center</td>
</tr>
<tr>
<td>PDX</td>
<td>Portland International Airport</td>
</tr>
<tr>
<td>WHI</td>
<td>West Hayden Island</td>
</tr>
<tr>
<td>TRIP</td>
<td>Troutdale Reynolds Industrial Park</td>
</tr>
<tr>
<td>TTD</td>
<td>Troutdale Airport</td>
</tr>
<tr>
<td>HIO</td>
<td>Hillsboro Airport</td>
</tr>
<tr>
<td>GVBP</td>
<td>Gresham Vista Business Park</td>
</tr>
</tbody>
</table>

### Time Frame:

Projects identified in the PTIP are shown as occurring in the 5, 10, or 20-year time frames. Projects 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.
Port Strategic Plan Alignment

The mission of the Port is to enhance the region’s economy and quality of life by providing efficient cargo and air passenger access to national and global markets.

Critical to the Port’s effectiveness in implementing its mission are the following strategic areas of focus.

- Drive Regional Prosperity
- Deliver an Outstanding PDX Passenger Experience
- Connect People and Businesses to Markets
- Promote Excellence in Organizational Effectiveness

The project reports identify which of the strategic areas of focus the projects most closely align with.
<table>
<thead>
<tr>
<th>Map ID</th>
<th>Project Name</th>
<th>Project Description</th>
<th>Purpose</th>
<th>Time Frame (Years)</th>
<th>Total Cost</th>
<th>Priority</th>
<th>Area Map</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Alderwood and Columbia Blvd. Intersection</td>
<td>Widen and signalize intersection on Columbia Boulevard at Alderwood Rd.</td>
<td>Provide transportation link to the cargo area located within the south airport area and to support Columbia Corridor freight movement.</td>
<td>5</td>
<td>$5,058,349</td>
<td>✔</td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>2</td>
<td>Cully Blvd. and Columbia Blvd. Intersection</td>
<td>Widen and signalize intersection on Columbia Boulevard at Cully Blvd.</td>
<td>Provide transportation link to the cargo area located within the south airport area and to support Columbia Corridor freight movement.</td>
<td>5</td>
<td>$6,575,000</td>
<td>✔</td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>3</td>
<td>PDX NEXT</td>
<td>Includes Terminal Core, Terminal Balancing, PACR and Seismically Resilient Runway.</td>
<td>Expand airport capacity, functionality, and resilience.</td>
<td>5</td>
<td>$2,000,000,000</td>
<td>✔</td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>4</td>
<td>82nd Ave./Airport Way Grade Separation</td>
<td>Construct grade-separated overcrossing.</td>
<td>Provide efficient movement of traffic to PDX properties.</td>
<td>10</td>
<td>$87,000,000</td>
<td>✔</td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>5</td>
<td>Cornfoot Road Multimodal Safety Improvements</td>
<td>Provide a separated multi-use path on the north side of NE Cornfoot Road.</td>
<td>Increase safety and provide improved bicycle and pedestrian access along NE Cornfoot Road.</td>
<td>5</td>
<td>$3,708,539</td>
<td>✔</td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>6</td>
<td>HIO Reconstruct Runway 13R/31L</td>
<td>Reconstruct the runway in three phases, including lighting, drainage, and taxiway improvements.</td>
<td>Provide improvements identified in HIO 2006 Master Plan.</td>
<td>5</td>
<td>$34,700,000</td>
<td>✔</td>
<td>Hillsboro</td>
</tr>
<tr>
<td>7</td>
<td>HIO Taxiway A Reconstruction</td>
<td>Rehabilitate full length parallel Taxiway A including drainage, lighting, and markings.</td>
<td>Provide improvements identified in HIO 2006 Master Plan</td>
<td>5</td>
<td>$13,630,000</td>
<td>✔</td>
<td>Hillsboro</td>
</tr>
<tr>
<td>Map ID</td>
<td>Project Name</td>
<td>Project Description</td>
<td>Purpose</td>
<td>Time Frame (Years)</td>
<td>Total Cost</td>
<td>Priority</td>
<td>Area Map</td>
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<tr>
<td>8</td>
<td>T6 Crane Drives for Cranes 6380 and 6381</td>
<td>Crane management system upgrades for Cranes 6380 and 6381.</td>
<td>Improve operational efficiencies for the container cranes.</td>
<td>5</td>
<td>$2,800,000</td>
<td>✓</td>
<td>Rivergate</td>
</tr>
<tr>
<td>9</td>
<td>T6 Auto Terminal</td>
<td>Pavement renewal, processing building, rail ramp and office.</td>
<td>Capture demand for mid level auto account.</td>
<td>5</td>
<td>$35,000,000</td>
<td>✓</td>
<td>Rivergate</td>
</tr>
<tr>
<td>10</td>
<td>T6 Berth 603 Low Dock</td>
<td>Modify existing berth for roll on-roll off (RORO) vessels.</td>
<td>Capture demand for high and heavy cargo.</td>
<td>5</td>
<td>$8,000,000</td>
<td>✓</td>
<td>Rivergate</td>
</tr>
<tr>
<td>11</td>
<td>Barnes to Terminal 4 Rail</td>
<td>Provide a new track from Barnes Yard to Terminal 4. Includes replacement of Lombard Bridge.</td>
<td>Improve rail access to Terminal 4.</td>
<td>5</td>
<td>$10,543,000</td>
<td>✓</td>
<td>Rivergate</td>
</tr>
<tr>
<td>12</td>
<td>Rivergate ITS</td>
<td>Intelligent Transportation System in Rivergate.</td>
<td>Improve traffic efficiency in Rivergate by connecting information about the roadway system to ODOT’s Highway information systems.</td>
<td>5</td>
<td>$480,000</td>
<td>✓</td>
<td>Rivergate</td>
</tr>
<tr>
<td>13</td>
<td>Terminal 4 Pier 1 Site Preparation</td>
<td>Remove Berths 405 and 408, the grain leg platform and tower, and the grain elevator in the Pier 1 area of Terminal 4.</td>
<td>This project will facilitate the redevelopment of approximately 30 acres of vital marine industrial property in the Portland Harbor.</td>
<td>5</td>
<td>$38,000,000</td>
<td>✓</td>
<td>Rivergate</td>
</tr>
<tr>
<td>14</td>
<td>Marine Drive ITS Improvement</td>
<td>Install a CCTV at Portland Road and changeable message signs at N. Portland Road, North Vancouver Way and NE 185th Drive.</td>
<td>Improve traffic efficiency in the Columbia Corridor.</td>
<td>10</td>
<td>$200,000</td>
<td>✓</td>
<td>Rivergate</td>
</tr>
<tr>
<td>Map ID</td>
<td>Project Name</td>
<td>Project Description</td>
<td>Purpose</td>
<td>Time Frame (Years)</td>
<td>Total Cost</td>
<td>Priority</td>
<td>Area Map</td>
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</tr>
<tr>
<td>15</td>
<td>T4 Pier 1 Tracks 704-709</td>
<td>Perform upgrades and rehabilitation on tracks 704-709.</td>
<td>Support rail car storage needs of Terminal 4 tenants</td>
<td>5</td>
<td>$1,000,000</td>
<td>✓</td>
<td>Rivergate</td>
</tr>
<tr>
<td>16</td>
<td>T4 Berth 410, 411 Rail Yard Improvements</td>
<td>Construct additional rail track in the Berth 410 and 411 Rail Yard.</td>
<td>Improve the efficiency of the rail yard by creating additional rail capacity.</td>
<td>10</td>
<td>$7,800,000</td>
<td>✓</td>
<td>Rivergate</td>
</tr>
<tr>
<td>17</td>
<td>T4 Second Entrance</td>
<td>Design and construct a second entrance to Terminal 4.</td>
<td>Support additional rail expansion at the terminal.</td>
<td>5</td>
<td>$14,200,000</td>
<td>✓</td>
<td>Rivergate</td>
</tr>
<tr>
<td>18</td>
<td>Columbia River Mouth Jetty Refurbishment</td>
<td>With Jetty A now complete, North Jetty funded and underway, refurbish and repair the South Jetty at the mouth of the Columbia River.</td>
<td>This is a critical repair of the jetties at the Columbia River Bar.</td>
<td>5</td>
<td>$239,000,000</td>
<td>✓</td>
<td>Rivergate</td>
</tr>
<tr>
<td>19</td>
<td>Time Oil Road Reconstruction</td>
<td>Reconstruct Time Oil Road.</td>
<td>Provide improved access to South Rivergate industrial area.</td>
<td>10</td>
<td>$9,000,000</td>
<td>✓</td>
<td>Rivergate</td>
</tr>
<tr>
<td>20</td>
<td>Rivergate Boulevard Overcrossing</td>
<td>Grade separate the South Rivergate Lead at Rivergate Blvd.</td>
<td>Improve rail and vehicle traffic flow in Rivergate Industrial District.</td>
<td>5</td>
<td>$26,158,076</td>
<td>✓</td>
<td>Rivergate</td>
</tr>
<tr>
<td>21</td>
<td>PSU ITS Expansion</td>
<td>Expand PSU’s existing web based ITS “count sensor” program beyond the freeway to some key arterials throughout the region and create a repository of regional freight data.</td>
<td>To secure truck flow and congestion data.</td>
<td>5</td>
<td>✓</td>
<td></td>
<td>T2/Swan Island</td>
</tr>
<tr>
<td>22</td>
<td>Dredge Oregon Pipe, Scows and Pontoons</td>
<td>Acquire 2,000 feet of dredge pipe, pontoons, anchor scows and anchors.</td>
<td>Allow Dredge Oregon to make full use of recent repower and pump material 14,000 feet.</td>
<td>5</td>
<td>$10,200,000</td>
<td>✓</td>
<td>T2/Swan Island</td>
</tr>
<tr>
<td>Map ID</td>
<td>Project Name</td>
<td>Project Description</td>
<td>Purpose</td>
<td>Time Frame (Years)</td>
<td>Total Cost</td>
<td>Priority</td>
<td>Area Map</td>
</tr>
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</tr>
<tr>
<td>23</td>
<td>New Dredge Tender</td>
<td>Replace the existing vintage tugboat W.L. Williams with a newly constructed modern work-boat vessel. Repower tugboat Clackamas.</td>
<td>Improve operational support for Dredge Oregon dredging operations and improve environmental performance.</td>
<td>5</td>
<td>$6,000,000</td>
<td>✔</td>
<td>T2/Swan Island</td>
</tr>
<tr>
<td>24</td>
<td>Dredge Oregon Support Equipment</td>
<td>Repower or replace navigation equipment including support vessels and landside equipment such as bulldozers.</td>
<td>Improve productivity and environmental performance.</td>
<td>5</td>
<td>$2,000,000</td>
<td>✔</td>
<td>T2/Swan Island</td>
</tr>
<tr>
<td>25</td>
<td>TTD Reconstruct runway 7-25</td>
<td>Reconstruct existing 150’ x 5400’ runway; narrow to 75’ wide, reduce length to 4500’, relocate/reconstruct edge lighting, construct required drainage improvements.</td>
<td>Project identified in 2004 TTD Master Plan.</td>
<td>5</td>
<td>$18,000,000</td>
<td>✔</td>
<td>East County</td>
</tr>
<tr>
<td>26</td>
<td>40 Mile Loop Trail: Blue Lake Park to Sundial Rd.</td>
<td>Construct a mixed use off road trail connecting Blue Lake Park and Sundial Road.</td>
<td>Combined with the Port’s Reynolds levee trail it will complete gaps in the 40 Mile Loop Trail.</td>
<td>5</td>
<td>$3,424,073</td>
<td>✔</td>
<td>East County</td>
</tr>
<tr>
<td>27</td>
<td>Sundial Road at Graham Road</td>
<td>Install traffic signal.</td>
<td>Address traffic growth at Troutdale Reynolds Industrial Park.</td>
<td></td>
<td>$1,000,000</td>
<td>✔</td>
<td>East County</td>
</tr>
<tr>
<td>28</td>
<td>TRIP Road Access Phase 3</td>
<td>Road improvements to serve Phase 3 industrial development. Actual project will be developed in coordination with stakeholders.</td>
<td>Address off-site transportation impacts.</td>
<td>10</td>
<td></td>
<td>✔</td>
<td>East County</td>
</tr>
<tr>
<td>29</td>
<td>Columbia Blvd. Improvements at MLK</td>
<td>Construct right turn lane on Columbia at MLK.</td>
<td>Improve connectivity for freight traffic between Columbia Blvd. and Rivergate.</td>
<td>5</td>
<td>$3,359,259</td>
<td></td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>Map ID</td>
<td>Project Name</td>
<td>Project Description</td>
<td>Purpose</td>
<td>Time Frame (Years)</td>
<td>Total Cost</td>
<td>Priority</td>
<td>Area Map</td>
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<tr>
<td>30</td>
<td>I-5/Columbia Blvd. Improvement</td>
<td>Construct a full interchange at Columbia Blvd. or the functional equivalent. Includes three projects: Delta Park Phase II and III and Argyle on the Hill.</td>
<td>Improve connections between Columbia Blvd. and I-5 for trucks.</td>
<td>10</td>
<td>$51,773,032</td>
<td>☐</td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>31</td>
<td>11th/13th (at Columbia Blvd.): Crossing Elimination</td>
<td>If feasible, eliminate the at-grade crossing and improve alternate roadway access.</td>
<td>Improve Kenton Mainline operation and eliminate a modal conflict.</td>
<td>5</td>
<td>$1,000,000</td>
<td>☐</td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>32</td>
<td>Columbia Blvd. Widening (82nd Ave. - 60th Ave.)</td>
<td>Widen Columbia Blvd. to five lanes.</td>
<td>Address system bottleneck along Columbia Blvd.</td>
<td>20</td>
<td>$15,000,000</td>
<td>☐</td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>33</td>
<td>PDX Transportation Demand Management (TDM)</td>
<td>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 bus shuttle through Tri Met.</td>
<td>Fulfill TDM requirements of PDX Master Plan. Implement TDM projects and programs recommended in the PDX Alternative Modes Study.</td>
<td>5</td>
<td>$2,000,000</td>
<td>☐</td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>34</td>
<td>I-205 Auxiliary Lane NB</td>
<td>New auxiliary lane from I-84 to I-205 NB before Columbia Blvd.</td>
<td>Provide additional capacity for anticipated growth in area traffic.</td>
<td>5</td>
<td>$6,700,000</td>
<td>☐</td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>35</td>
<td>SW Quad Access</td>
<td>Provide street access from 33rd Ave. into SW Quad.</td>
<td>Provide efficient movement of traffic to developing PDX properties.</td>
<td>10</td>
<td>$5,917,500</td>
<td>☐</td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>36</td>
<td>PDX Roadways Signing Update</td>
<td>Update roadway signs to current national guidelines.</td>
<td>Support customer experience and safety.</td>
<td>5</td>
<td>$1,400,000</td>
<td>☐</td>
<td>PDX/PIC</td>
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<tr>
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<td>37</td>
<td>33rd Avenue/Marine Drive Intersection Improvements</td>
<td>Signalize and modify the intersection of NE 33rd Avenue and Marine Drive.</td>
<td>Improve safety and access for 33rd Avenue. May incorporate bike and ped facilities as well.</td>
<td>5</td>
<td>$5,760,643</td>
<td>☐</td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>38</td>
<td>Alderwood Street Bikeway</td>
<td>Provide bike lanes or pathway on Alderwood Road between Columbia Blvd. and the Alderwood Trail.</td>
<td>Improve safety and provide better separation from motor vehicle traffic.</td>
<td>5</td>
<td>$2,500,000</td>
<td>☐</td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>39</td>
<td>82nd/Airport Way Interim Improvements</td>
<td>Modify intersection, signals, and sidewalks between Airport Way and Frontage Road. Includes Tri Met double track path.</td>
<td>Interim improvements to address congestion at the intersection.</td>
<td>5</td>
<td>$3,100,000</td>
<td>☐</td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>40</td>
<td>Bicycle/Pedestrian Upgrades</td>
<td>Modify existing paths and routes along N. Frontage Road and 82nd Avenue.</td>
<td>Implement recommendations from independent audit.</td>
<td>10</td>
<td>☐</td>
<td></td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>41</td>
<td>HIO 13R-31L RSA Modifications</td>
<td>Implement modifications to reduce waterfowl habitat in the runway safety area.</td>
<td>Modify and mitigate for water features in the runway safety area.</td>
<td>5</td>
<td>$19,404,000</td>
<td>☐</td>
<td>Hillsboro</td>
</tr>
<tr>
<td>42</td>
<td>HIO Relocate Charlie Pattern Landing Site</td>
<td>Construct a new landing site for helicopters that use the Charlie flight pattern at HIO.</td>
<td>Serve helicopter training operations, and avoid operations over noise sensitive residential zones.</td>
<td>20</td>
<td>$535,000</td>
<td>☐</td>
<td>Hillsboro</td>
</tr>
<tr>
<td>43</td>
<td>HIO Relocate Taxiway AA</td>
<td>Relocate Taxiway AA 122 feet to the east and extend from Exit A5 to Taxiway G.</td>
<td>Replace existing Taxiway AA with a new taxiway with the appropriate design separation from Taxiway A. Construct a perimeter road extension between Taxiway AA and existing tenant ramps.</td>
<td>20</td>
<td>$5,128,000</td>
<td>☐</td>
<td>Hillsboro</td>
</tr>
<tr>
<td>Map ID</td>
<td>Project Name</td>
<td>Project Description</td>
<td>Purpose</td>
<td>Time Frame (Years)</td>
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<tr>
<td>44</td>
<td>Kenton Rail Line Upgrade</td>
<td>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.</td>
<td>Expand rail capacity and reduce delays for greater efficiency.</td>
<td>10</td>
<td>$25,382,000</td>
<td>□</td>
<td>Rivergate</td>
</tr>
<tr>
<td>45</td>
<td>Cathedral Park Quiet Zone</td>
<td>Address rail switching noise by improving multiple public rail crossings in the St. Johns Cathedral Park area.</td>
<td>To allow auto import operations to continue to grow in N. Portland and improve neighborhood livability.</td>
<td>5</td>
<td>$8,200,000</td>
<td>□</td>
<td>Rivergate</td>
</tr>
<tr>
<td>46</td>
<td>North Portland Junction</td>
<td>Upgrade railroad with revised crossovers, centralized traffic control tie-in and increased turning radius.</td>
<td>Accommodate higher rail speeds at the junction which provides greater capacity.</td>
<td>10</td>
<td>$9,160,000</td>
<td>□</td>
<td>Rivergate</td>
</tr>
<tr>
<td>47</td>
<td>I-5 Columbia River Crossing</td>
<td>Increase the number of lanes and add transit capacity across the river.</td>
<td>Increase multi-modal capacity across the Columbia River and relieve congestion.</td>
<td>10</td>
<td>$2,982,000,000</td>
<td>□</td>
<td>Rivergate</td>
</tr>
<tr>
<td>48</td>
<td>West Hayden Island Rail Access</td>
<td>Rail access from the mainline to support West Hayden Island development.</td>
<td>Advance rail-dependent development.</td>
<td>20</td>
<td>$3,000,000</td>
<td>□</td>
<td>Rivergate</td>
</tr>
<tr>
<td>49</td>
<td>West Hayden Island Rail Yard</td>
<td>Construct rail yard connected to facility trackage.</td>
<td>Advance rail development on West Hayden Island.</td>
<td>20</td>
<td>$9,500,000</td>
<td>□</td>
<td>Rivergate</td>
</tr>
<tr>
<td>50</td>
<td>West Hayden Island Interior Access Road</td>
<td>Construct interior roadway including rail overpass and berth access.</td>
<td>Provide roadway for new West Hayden Island terminal.</td>
<td>20</td>
<td>$13,600,000</td>
<td>□</td>
<td>Rivergate</td>
</tr>
<tr>
<td>Map ID</td>
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<tr>
<td>51</td>
<td>St. Johns Pedestrian District</td>
<td>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 and signalization.</td>
<td>Maintain truck movement and minimize conflicts with bicycles and pedestrians between Philadelphia Ave. and Lombard St. at Pier Park.</td>
<td>5</td>
<td>$3,346,000</td>
<td></td>
<td>Rivergate</td>
</tr>
<tr>
<td>52</td>
<td>Marine Dr. Improvement Phase 2</td>
<td>Construct rail overcrossing on Marine Dr.</td>
<td>Avoid road/rail conflict.</td>
<td>20</td>
<td>$13,644,200</td>
<td></td>
<td>Rivergate</td>
</tr>
<tr>
<td>53</td>
<td>Willamette River Channel Deepening</td>
<td>Deepen the portions of the Willamette River with deep draft infrastructure to -43’ where appropriate.</td>
<td>To allow Willamette River terminals to benefit from the Columbia River’s controlling depth. To follow maintenance to -40 feet.</td>
<td>10</td>
<td>$200,000,000</td>
<td></td>
<td>Rivergate</td>
</tr>
<tr>
<td>54</td>
<td>Lower Columbia River Channel Maintenance Plan</td>
<td>As a non-federal sponsor, assist the Army Corps to establish a plan to manage deposition of Columbia River dredge material from the navigation channel.</td>
<td>Ensure there is sufficient dredged material disposal capacity for a minimum of 20 years.</td>
<td>5</td>
<td>$1,500,000</td>
<td></td>
<td>Rivergate</td>
</tr>
<tr>
<td>55</td>
<td>T6 Transload Site Development</td>
<td>Develop a 17 acre transload facility by creating a connection to Peninsula Terminal Railroad and a driveway under the Marine Drive bridge.</td>
<td>Allow dual rail access to T6 and create additional industrial jobs.</td>
<td>5</td>
<td>$3,325,000</td>
<td></td>
<td>Rivergate</td>
</tr>
<tr>
<td>56</td>
<td>T6 Internal Roadway</td>
<td>Provide Road connection between Suttle Road Site and T6 main yard.</td>
<td>This will connect the main T6 yard to the Suttle Road development site.</td>
<td>10</td>
<td>$6,100,000</td>
<td></td>
<td>Rivergate</td>
</tr>
<tr>
<td>Map ID</td>
<td>Project Name</td>
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<td>Time Frame (Years)</td>
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<td>57</td>
<td>T4 B416 Lay Berth Improvements</td>
<td>This project will design, permit and install electrical equipment upgrades necessary to allow vessels to lay berth at B416.</td>
<td>The project is needed to allow vessels to lay berth at Berth 416. This will help the Port retain and grow key services and to be a leader in transportation infrastructure.</td>
<td>5</td>
<td>$1,000,000</td>
<td>□</td>
<td>Rivergate</td>
</tr>
<tr>
<td>58</td>
<td>Terminal 4 Automobile Yard Expansion</td>
<td>Design and construct six acres of porous pavement parking for the storage of imported automobiles.</td>
<td>The project will provide additional land to meet auto storage capacity needs of Toyota, supporting the Port's automobile import business line.</td>
<td>10</td>
<td>$3,000,000</td>
<td>□</td>
<td>Rivergate</td>
</tr>
<tr>
<td>59</td>
<td>T4 Dry Bulk Expansion</td>
<td>Provide additional loader, storage, and rail capacity with new yard and dumper pit.</td>
<td>The project will allow additional throughput at Terminal 4.</td>
<td>5</td>
<td>$200,000,000</td>
<td>□</td>
<td>Rivergate</td>
</tr>
<tr>
<td>60</td>
<td>BNSF Fallbridge Double Tracking</td>
<td>Double-track the Fallbridge line to Washougal.</td>
<td>Increases capacity of the BNSF east-west mainline serving Port of Portland.</td>
<td>10</td>
<td>$72,000,000</td>
<td>□</td>
<td>Rivergate</td>
</tr>
<tr>
<td>61</td>
<td>Berth Deepening at T2 and T4</td>
<td>Deepen berths at Terminals 2 and 4 to allow deeper draft vessels to transit the planned 43 foot channel. Tied to Willamette River Channel Deepening. Cost TBD.</td>
<td>Allow better utilization of Panamax-class bulk vessels.</td>
<td>10</td>
<td>□</td>
<td></td>
<td>Rivergate</td>
</tr>
<tr>
<td>62</td>
<td>Bonneville Rail Yard Build Out</td>
<td>Construct two interior yard tracks and complete the double track lead from the wye at the east end of the yard to Barnes Yard.</td>
<td>Add rail staging capacity for South Rivergate.</td>
<td>10</td>
<td>$3,600,000</td>
<td>□</td>
<td>Rivergate</td>
</tr>
<tr>
<td>Map ID</td>
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<tr>
<td>63</td>
<td>Ramsey Yard Utilization</td>
<td>Connect existing set out track with industrial lead.</td>
<td>Improve unit train staging capabilities at Ramsey Rail Yard.</td>
<td>10</td>
<td>$1,700,000</td>
<td>□</td>
<td>Rivergate</td>
</tr>
<tr>
<td>64</td>
<td>T2 Bulk Terminal</td>
<td>Storage, rail receiving, vessel loadout, and conveyance.</td>
<td>Capture small lot bulk opportunity.</td>
<td>5</td>
<td>$35,000,000</td>
<td>□</td>
<td>T2/Swan Island</td>
</tr>
<tr>
<td>65</td>
<td>North Willamette Greenway Trail</td>
<td>Pedestrian and bicycle trail from Kelly Point Park to the Steel Bridge along the Willamette River. The money associated for this project is for a study only.</td>
<td>Improve pedestrian and bicycle connectivity in North Portland. Coordinate implementation with the City of Portland.</td>
<td>20</td>
<td>$500,000</td>
<td>□</td>
<td>T2/Swan Island</td>
</tr>
<tr>
<td>66</td>
<td>Portland Terminal Railroad Power Switches</td>
<td>Install Dispatcher Controlled Power Switches between Lake Yard and Terminal 2.</td>
<td>Will reduce time it takes for trains to travel from Lake Yard to Terminal 2, reducing blockage of mainline.</td>
<td>5</td>
<td>$10,805,000</td>
<td>□</td>
<td>T2/Swan Island</td>
</tr>
<tr>
<td>67</td>
<td>Sandy Blvd. Widening to 4 lanes</td>
<td>Sandy Blvd. widen to 4 lanes and center turn lane (181st-202nd) with sidewalks and bike lanes.</td>
<td>Improve east-west capacity and serve developing industrial property.</td>
<td>10</td>
<td>$10,000,000</td>
<td>□</td>
<td>East County</td>
</tr>
<tr>
<td>68</td>
<td>Sandy Blvd. Widening to 3 lanes</td>
<td>Sandy Blvd. widen to 3 lanes (207th to 238th), add sidewalks and bike lanes.</td>
<td>Improve east-west capacity and serve adjacent developing industrial property.</td>
<td>10</td>
<td>$7,438,000</td>
<td>□</td>
<td>East County</td>
</tr>
<tr>
<td>69</td>
<td>NE Hogan at NE Stark Street</td>
<td>Add right turn lanes on all approaches and second northbound and southbound left turn lanes.</td>
<td>Address intersection capacity affecting access to Gresham Vista Business Park.</td>
<td>5</td>
<td>$1,908,431</td>
<td>□</td>
<td>East County</td>
</tr>
<tr>
<td>Map ID</td>
<td>Project Name</td>
<td>Project Description</td>
<td>Purpose</td>
<td>Time Frame (Years)</td>
<td>Total Cost</td>
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<td>Area Map</td>
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<tr>
<td>70</td>
<td>NE 223rd at Stark</td>
<td>Add eastbound and northbound right turn lanes and southbound left turn lanes.</td>
<td>Address intersection capacity affecting access to Gresham Vista Business Park.</td>
<td>5</td>
<td>$1,196,756</td>
<td>□</td>
<td>East County</td>
</tr>
<tr>
<td>71</td>
<td>NE 238th Drive: Halsey to</td>
<td>Construct improvements for freight by modifying road curvature. Also adds improvements for bikes and pedestrians.</td>
<td>Will improve freight access to Gresham Vista Business Park.</td>
<td>5</td>
<td>$9,769,340</td>
<td>□</td>
<td>East County</td>
</tr>
<tr>
<td>72</td>
<td>223rd Avenue Widening</td>
<td>Widen to three lanes between Halsey St and Marine Drive.</td>
<td>Upgrade the facility to major collector urban street standards.</td>
<td>5</td>
<td>$4,437,809</td>
<td>□</td>
<td>East County</td>
</tr>
</tbody>
</table>
### Alderwood and Columbia Blvd. Intersection

**Map ID:** 1  
**Time Frame (Years):** 5 years  
**Total Cost:** $5,058,349

**Project Type:** Road  
**Operation Area:** PDX/PIC  
**Project Description:** Widen and signalize intersection on Columbia Boulevard at Alderwood Rd.

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

**MW NUM:** 700652  
**RTP Related:** 11570  
**Recent Study:** Airport Futures Transportation Impact Study (2010)

**Port Strategic Area:** Connect People and Businesses to Markets  
- **RTP 2045 Illustrative**  
- **Conditioned Project**  
- **RTP 2045 Constrained**  
- **Identified in STIP**

### Cully Blvd. and Columbia Blvd. Intersection

**Map ID:** 2  
**Time Frame (Years):** 5 years  
**Total Cost:** $6,575,000

**Project Type:** Road  
**Operation Area:** PDX/PIC  
**Project Description:** Widen and signalize intersection on Columbia Boulevard at Cully Blvd.

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

**MW NUM:**  
**RTP Related:** 10336  
**Recent Study:** Airport Futures Transportation Impact Study (2010)

**Port Strategic Area:** Connect People and Businesses to Markets  
- **RTP 2045 Illustrative**  
- **Conditioned Project**

Page 21
**Project Name:** PDX NEXT

- **Map ID:** 3  
- **Time Frame (Years):** 5 years
- **Project Type:** Aviation
- **Operation Area:** PDX/PIC
- **Project Description:** Includes Terminal Core, Terminal Balancing, and PACR projects. Also includes Seismically Resilient Runway.

  - **Purpose:** Expand airport capacity, functionality, and resilience.
  - **Total Cost:** $2,000,000,000
  - **Federal:**
  - **State:**
  - **City:**
  - **SDC:**
  - **Port Share Committed:**
  - **Port Share Forecasted:**
  - **Private:**
  - **Other:**
  - **Unfunded:** $2,000,000,000

- **MW NUM:** 101888, 102191, 701901
- **RTP Related:**
- **Recent Study:** Airport Futures
- **Port Strategic Area:** Deliver an Outstanding PDX Passenger Experience
  - ✔️ RTP 2045 Illustrative
  - ✔️ RTP 2045 Constrained
  - ❌ Conditioned Project
  - ❌ Identified in STIP

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

- **Map ID:** 4  
- **Time Frame (Years):** 10 years
- **Project Type:** Road
- **Operation Area:** PDX/PIC
- **Project Description:** Construct grade-separated overcrossing.

  - **Purpose:** Provide efficient movement of traffic to PDX properties.
  - **Total Cost:** $87,000,000
  - **Year of Cost:** 2018
  - **Federal:**
  - **State:**
  - **City:** $5,000,000
  - **SDC:**
  - **Port Share Committed:**
  - **Port Share Forecasted:**
  - **Private:**
  - **Other:**
  - **Unfunded:** $82,000,000

- **MW NUM:** 700261
- **RTP Related:** 10362
- **Recent Study:** Airport Futures Transportation Impact Study (2010)
- **Port Strategic Area:** Deliver an Outstanding PDX Passenger Experience
  - ✔️ RTP 2045 Illustrative
  - ✔️ RTP 2045 Constrained
  - ❌ Conditioned Project
  - ❌ Identified in STIP
**Project Name:** Cornfoot Road Multimodal Safety Improvements

- **Map ID:** 5
- **Time Frame (Years):** 5 years
- **Total Cost:** $3,708,539
- **Year of Cost Estimate:** 2013

**Project Type:** Bike/Ped

**Operation Area:** PDX/PIC

**Project Description:** Provide a separated multi-use path on the north side of NE Cornfoot Road.

**Purpose:** Increase safety and provide improved bicycle and pedestrian access along NE Cornfoot Road.

**MW NUM:**

- **RTP Related:** 10340
- **Recent Study:**

**Port Strategic Area:** Connect People and Businesses to Markets

<table>
<thead>
<tr>
<th>Port Share Committed</th>
<th>Port Share Forecasted</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Private:</strong></td>
<td><strong>Other:</strong></td>
</tr>
</tbody>
</table>

**Unfunded:** $3,708,539

---

**Project Name:** HIO Reconstruct Runway 13R/31L

- **Map ID:** 6
- **Time Frame (Years):** 5 years
- **Total Cost:** $34,700,000
- **Year of Cost Estimate:** 2018

**Project Type:** Aviation

**Operation Area:** Hillsboro

**Project Description:** Reconstruct the runway in three phases, including lighting, drainage, and taxiway improvements.

**Purpose:** Provide improvements identified in HIO 2006 Master Plan.

**MW NUM:** 101554

**RTP Related:**

**Recent Study:** HIO 2006 Master Plan

**Port Strategic Area:** Connect People and Businesses to Markets

<table>
<thead>
<tr>
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**Unfunded:** $34,700,000
<table>
<thead>
<tr>
<th>Project Name</th>
<th>Total Cost</th>
<th>Year of Cost</th>
<th>Project Type</th>
<th>Operation Area</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>HIQ Taxiway A Reconstruction</strong></td>
<td>$13,630,000</td>
<td>2018</td>
<td>Aviation</td>
<td>Hillsboro</td>
<td>Provide improvements identified in HIQ 2006 Master Plan</td>
</tr>
<tr>
<td><strong>T6 Crane Drives for Cranes 6380 and 6381</strong></td>
<td>$2,800,000</td>
<td>2018</td>
<td>Marine</td>
<td>Rivergate</td>
<td>Improve operational efficiencies for the container cranes.</td>
</tr>
</tbody>
</table>
**Project Name:** T6 Auto Terminal

- **Map ID:** 9
- **Time Frame (Years):** 5 years
- **Total Cost:** $35,000,000
- **Year of Cost Estimate:** 2017
- **Project Type:** Marine
- **Operation Area:** Rivergate
- **Project Description:** Pavement renewal, processing building, rail ramp and office.
- **Purpose:** Capture demand for mid level auto account.

- **MW NUM:**
- **RTP Related:**
- **Recent Study:**
- **Port Strategic Area:** Connect People and Businesses to Markets
- **RTP 2045 Illustrative**
- **RTP 2045 Constrained**
- **Conditioned Project**
- **Identified in STIP**

- **Port Share Committed:**
- **Port Share Forecasted:**
- **Private:**
- **Other:**
- **Unfunded:** $35,000,000

**Project Name:** T6 Berth 603 Low Dock

- **Map ID:** 10
- **Time Frame (Years):** 5 years
- **Total Cost:** $8,000,000
- **Year of Cost Estimate:** 2017
- **Project Type:** Marine
- **Operation Area:** Rivergate
- **Project Description:** Modify existing berth for roll on-roll off (RORO) vessels.
- **Purpose:** Capture demand for high and heavy cargo.

- **MW NUM:**
- **RTP Related:**
- **Recent Study:**
- **Port Strategic Area:** Connect People and Businesses to Markets
- **RTP 2045 Illustrative**
- **RTP 2045 Constrained**
- **Conditioned Project**
- **Identified in STIP**

- **Port Share Committed:**
- **Port Share Forecasted:**
- **Private:**
- **Other:**
- **Unfunded:** $8,000,000
### Barnes to Terminal 4 Rail

**Map ID:** 11  
**Time Frame (Years):** 5 years  
**Project Type:** Rail  
**Operation Area:** Rivergate  
**Project Description:** Provide a new track from Barnes Yard to Terminal 4. Includes replacement of Lombard Bridge.

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

**MW NUM:**
- RTP 2045 Illustrative
- RTP 2045 Constrained

**RTP Related:** 11355  
**Recent Study:** Marine Terminal Master Plan 2020 (2003)

**Port Strategic Area:** Drive Regional Prosperity

- RTP 2045 Illustrative
- RTP 2045 Constrained

**Conditioned Project**

**Identified in STIP**

- **Total Cost:** $10,543,000  
- **Year of Cost Estimate:** 2016

**SDC: Port Share Committed:**  
**Port Share Forecasted:**

**Private:**

**Other:**

**Unfunded:** $10,543,000

---

### Rivergate ITS

**Map ID:** 12  
**Time Frame (Years):** 5 years  
**Project Type:** ITS  
**Operation Area:** Rivergate  
**Project Description:** Intelligent Transportation System in Rivergate.

**Purpose:** Improve traffic efficiency in Rivergate by connecting information about the roadway system to ODOT’s Highway information systems.

**MW NUM:**
- RTP 2045 Illustrative
- RTP 2045 Constrained

**RTP Related:** 10373  
**Recent Study:**

**Port Strategic Area:** Connect People and Businesses to Markets

- RTP 2045 Illustrative
- RTP 2045 Constrained

**Conditioned Project**

**Identified in STIP**

- **Total Cost:** $480,000  
- **Year of Cost Estimate:** 2007

**SDC: Port Share Committed:**  
**Port Share Forecasted:**

**Private:**

**Other:**

**Unfunded:** $480,000
### Project Name: Terminal 4 Pier 1 Site Preparation

**Map ID:** 13  
**Time Frame (Years):** 5 years  
**Total Cost:** $38,000,000

**Purpose:** This project will facilitate the redevelopment of approximately 30 acres of vital marine industrial property in the Portland Harbor.

**MW NUM:** 701210, 701211, 70120

**RTP Related:** 11208

**Recent Study:** Terminal 4 Pier 1 Facility Plan (TEC Inc.)

**Port Strategic Area:** Drive Regional Prosperity

- **RTP 2045 Illustrative**
- **RTP 2045 Constrained**
- **Conditioned Project**
- **Identified in STIP**

**Unfunded:** $38,000,000

### Project Name: Marine Drive ITS Improvement

**Map ID:** 14  
**Time Frame (Years):** 10 years  
**Total Cost:** $200,000

**Purpose:** Improve traffic efficiency in the Columbia Corridor.

**MW NUM:**

**RTP Related:** 10346

**Recent Study:** Columbia Multimodal Corridor Study 2012

**Port Strategic Area:** Connect People and Businesses to Markets

- **RTP 2045 Illustrative**
- **RTP 2045 Constrained**
- **Conditioned Project**
- **Identified in STIP**

**Unfunded:** $200,000
### Project Name: T4 Pier 1 Tracks 704-709

<table>
<thead>
<tr>
<th>Map ID: 15</th>
<th>Time Frame (Years): 5 years</th>
<th>Total Cost: $1,000,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Type: Marine</td>
<td></td>
<td>Year of Cost Estimate: 2018</td>
</tr>
<tr>
<td>Operation Area: Rivergate</td>
<td></td>
<td>Federal:</td>
</tr>
<tr>
<td>Project Description: Perform upgrades and rehabilitation on tracks 704-709.</td>
<td></td>
<td>State:</td>
</tr>
<tr>
<td>Purpose: Support rail car storage needs of Terminal 4 tenants</td>
<td></td>
<td>City:</td>
</tr>
<tr>
<td>MW NUM:</td>
<td></td>
<td>SDC:</td>
</tr>
<tr>
<td>RTP Related: 11208</td>
<td></td>
<td>Port Share Committed:</td>
</tr>
<tr>
<td>Recent Study: Port Rail Plan</td>
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<td>Port Share Forecasted:</td>
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<tr>
<td>Port Strategic Area: Connect People and Businesses to Markets</td>
<td></td>
<td>Private:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Other:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Unfunded: $1,000,000</td>
</tr>
</tbody>
</table>

### Project Name: T4 Berth 410, 411 Rail Yard Improvements

<table>
<thead>
<tr>
<th>Map ID: 16</th>
<th>Time Frame (Years): 10 years</th>
<th>Total Cost: $7,800,000</th>
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</thead>
<tbody>
<tr>
<td>Project Type: Rail</td>
<td></td>
<td>Year of Cost Estimate: 2015</td>
</tr>
<tr>
<td>Operation Area: Rivergate</td>
<td></td>
<td>Federal:</td>
</tr>
<tr>
<td>Project Description: Construct additional rail track in the Berth 410 and 411 Rail Yard.</td>
<td></td>
<td>State:</td>
</tr>
<tr>
<td>Purpose: Improve the efficiency of the rail yard by creating additional rail capacity.</td>
<td></td>
<td>City:</td>
</tr>
<tr>
<td>MW NUM: 102052</td>
<td></td>
<td>SDC:</td>
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<td>RTP Related:</td>
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<td>Port Share Committed:</td>
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<td>Recent Study: Port Rail Plan</td>
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<td>Port Share Forecasted:</td>
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<tr>
<td>Port Strategic Area: Connect People and Businesses to Markets</td>
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<tr>
<td></td>
<td></td>
<td>Other:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Unfunded: $7,800,000</td>
</tr>
</tbody>
</table>
### Project Name: T4 Second Entrance

<table>
<thead>
<tr>
<th>Map ID: 17</th>
<th>Time Frame (Years): 5 years</th>
<th>Total Cost: $14,200,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Type: Road</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operation Area: Rivergate</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Project Description: Design and construct a second entrance to Terminal 4.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Purpose:** Support additional rail expansion at the terminal.

**MW NUM:**

**RTP Related:**

**Recent Study:** Terminal 4 Pier 1 Facility Plan

**Port Strategic Area:** Connect People and Businesses to Markets

- [ ] RTP 2045 Illustrative
- [ ] Conditioned Project
- [ ] RTP 2045 Constrained
- [ ] Identified in STIP

**Unfunded:** $14,200,000

### Project Name: Columbia River Mouth Jetty Refurbishment

<table>
<thead>
<tr>
<th>Map ID: 18</th>
<th>Time Frame (Years): 5 years</th>
<th>Total Cost: $239,000,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Type: Marine</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operation Area: Rivergate</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Project Description: With Jetty A now complete, North Jetty funded and underway, refurbish and repair the South Jetty at the mouth of the Columbia River.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Purpose:** This is a critical repair of the jetties at the Columbia River Bar.

**MW NUM:**

**RTP Related:**

**Recent Study:**

**Port Strategic Area:** Connect People and Businesses to Markets

- [ ] RTP 2045 Illustrative
- [ ] Conditioned Project
- [ ] RTP 2045 Constrained
- [ ] Identified in STIP

**Unfunded:** $189,000,000
### Time Oil Road Reconstruction

**Project Name:** Time Oil Road Reconstruction  
**Map ID:** 19  
**Time Frame (Years):** 10 years

- **Project Type:** Road  
- **Operation Area:** Rivergate  
- **Project Description:** Reconstruct Time Oil Road.

**Purpose:** Provide improved access to South Rivergate industrial area.

- **Total Cost:** $9,000,000  
  - **Year of Cost:** 2013  
  - **Federal:**  
  - **State:**  
  - **City:**  
  - **SDC:**  
  - **Port Share Committed:**  
  - **Port Share Forecasted:**  
  - **Private:**  
  - **Other:**  
  - **Unfunded:** $9,000,000

**MW NUM:**  
- **RTP Related:** 11654  
- **Recent Study:**

- **Port Strategic Area:** Connect People and Businesses to Markets  
  - RTP 2045 Illustrative  
  - RTP 2045 Constrained  
  - Identified in STIP

### Rivergate Boulevard Overcrossing

**Project Name:** Rivergate Boulevard Overcrossing  
**Map ID:** 20  
**Time Frame (Years):** 5 years

- **Project Type:** Road  
- **Operation Area:** Rivergate  
- **Project Description:** Grade separate the South Rivergate Lead at Rivergate Blvd.

**Purpose:** Improve rail and vehicle traffic flow in Rivergate Industrial District.

- **Total Cost:** $26,158,076  
  - **Year of Cost:** 2018  
  - **Federal:** $16,723,093  
  - **State:** 1112970  
  - **City:** $4,322,013  
  - **SDC:**  
  - **Port Share Committed:** $4,000,000  
  - **Port Share Forecasted:**  
  - **Private:**  
  - **Other:**  
  - **Unfunded:**

**MW NUM:** 700687  
- **RTP Related:** 11659  
- **Recent Study:**

- **Port Strategic Area:** Connect People and Businesses to Markets  
  - RTP 2045 Illustrative  
  - RTP 2045 Constrained  
  - Identified in STIP
Project Name: **PSU ITS Expansion**

**Map ID:** 21  
**Time Frame (Years):** 5 years  
**Project Type:** ITS  
**Operation Area:** T2/Swan Island  
**Project Description:** Expand PSU's existing web based ITS "count sensor" program beyond the freeway to some key arterials throughout the region and create a repository of regional freight data.  
**Purpose:** To secure truck flow and congestion data.

<table>
<thead>
<tr>
<th>MW NUM:</th>
<th>RTP Related:</th>
<th>Recent Study:</th>
</tr>
</thead>
<tbody>
<tr>
<td>700445</td>
<td>11104</td>
<td></td>
</tr>
</tbody>
</table>

**Port Strategic Area:** Connect People and Businesses to Markets  
- ✓ RTP 2045 Illustrative  
- ✓ RTP 2045 Constrained  
- □ Conditioned Project  
- □ Identified in STIP

---

Project Name: **Dredge Oregon Pipe, Scows and Pontoons**

**Map ID:** 22  
**Time Frame (Years):** 5 years  
**Total Cost:** $10,200,000  
**Year of Cost Estimate:** 2014  
**Project Type:** Marine  
**Operation Area:** T2/Swan Island  
**Project Description:** Acquire 2,000 feet of dredge pipe, pontoons, anchor scows and anchors.

**Purpose:** Allow Dredge Oregon to make full use of recent repower and pump material 14,000 feet.

<table>
<thead>
<tr>
<th>MW NUM:</th>
<th>RTP Related:</th>
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</thead>
<tbody>
<tr>
<td>700445</td>
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</table>

**Port Strategic Area:** Promote Excellence in Organizational Effectiveness  
- □ RTP 2045 Illustrative  
- □ Conditioned Project  
- □ Identified in STIP  
- ✓ RTP 2045 Constrained
**Project Name:** New Dredge Tender

<table>
<thead>
<tr>
<th>Map ID: 23</th>
<th>Time Frame (Years): 5 years</th>
<th>Total Cost: $6,000,000</th>
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</thead>
<tbody>
<tr>
<td>Project Type: Marine</td>
<td></td>
<td>Year of Cost Estimate: 2014</td>
</tr>
<tr>
<td>Operation Area: T2/Swan Island</td>
<td></td>
<td>Federal:</td>
</tr>
<tr>
<td>Project Description: Replace the existing vintage tugboat W.L. Williams with a newly constructed modern work-boat vessel. Repower tugboat Clackamas.</td>
<td></td>
<td>State:</td>
</tr>
<tr>
<td>Purpose: Improve operational support for Dredge Oregon dredging operations and improve environmental performance.</td>
<td></td>
<td>City:</td>
</tr>
<tr>
<td>MW NUM: 700251</td>
<td></td>
<td>SDC:</td>
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<td>Identified in STIP</td>
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**Project Name:** Dredge Oregon Support Equipment

<table>
<thead>
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<th>Map ID: 24</th>
<th>Time Frame (Years): 5 years</th>
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<tbody>
<tr>
<td>Project Type: Marine</td>
<td></td>
<td>Year of Cost Estimate: 2015</td>
</tr>
<tr>
<td>Operation Area: T2/Swan Island</td>
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<td>Federal:</td>
</tr>
<tr>
<td>Project Description: Repower or replace navigation equipment including support vessels and landside equipment such as bulldozers.</td>
<td></td>
<td>State:</td>
</tr>
<tr>
<td>Purpose: Improve productivity and environmental performance.</td>
<td></td>
<td>City:</td>
</tr>
<tr>
<td>MW NUM:</td>
<td></td>
<td>SDC:</td>
</tr>
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<tr>
<td>Recent Study:</td>
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<td>Private:</td>
</tr>
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<td>RTP 2045 Illustrative</td>
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<td>Other:</td>
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<tr>
<td>RTP 2045 Constrained</td>
<td></td>
<td>Unfunded: $2,000,000</td>
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<td>Identified in STIP</td>
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</tr>
</tbody>
</table>
Project Name: **TTD Reconstruct runway 7-25**

- **Map ID:** 25
- **Time Frame (Years):** 5 years
- **Total Cost:** $18,000,000
- **Year of Cost Estimate:** 2010

**Project Type:** Aviation

**Operation Area:** East County

**Project Description:** Reconstruct existing 150’ x 5400’ runway, narrow to 75’ wide, reduce length to 4500’, relocate/reconstruct edge lighting, construct required drainage improvements.

**Purpose:** Project identified in 2004 TTD Master Plan.

**MW NUM:** 700429

**RTP Related:**

- Conditioned Project
- Identified in STIP

*Port Strategic Area:* Connect People and Businesses to Markets

- **Unfunded:** $18,000,000

---

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

- **Map ID:** 26
- **Time Frame (Years):** 5 years
- **Total Cost:** $3,424,073
- **Year of Cost Estimate:** 2014

**Project Type:** Bike/Ped

**Operation Area:** East County

**Project Description:** Construct a mixed use off road trail connecting Blue Lake Park and Sundial Road.

**Purpose:** Combined with the Port’s Reynolds levee trail it will complete gaps in the 40 Mile Loop Trail.

**MW NUM:** 102069

**RTP Related:**

- **Identified in STIP**
- **Unfunded:** $234,435

*Port Strategic Area:* Connect People and Businesses to Markets

- **RTP 2045 Constrained**
### Project Name: Sundial Road at Graham Road

<table>
<thead>
<tr>
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<th>Time Frame (Years): years</th>
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<tbody>
<tr>
<td><strong>Project Type:</strong> Road</td>
<td></td>
<td><strong>Year of Cost</strong> Estimate: 2017</td>
</tr>
<tr>
<td><strong>Operation Area</strong> East County</td>
<td></td>
<td><strong>Federal:</strong></td>
</tr>
<tr>
<td><strong>Project Description:</strong> Install traffic signal.</td>
<td></td>
<td><strong>State:</strong></td>
</tr>
<tr>
<td><strong>Purpose:</strong> Address traffic growth at Troutdale Reynolds Industrial Park.</td>
<td></td>
<td><strong>City:</strong></td>
</tr>
<tr>
<td><strong>MW NUM:</strong></td>
<td></td>
<td><strong>SDC:</strong></td>
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<tr>
<td>RTP Related: 11190</td>
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<td><strong>Port Share</strong> Committed:</td>
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<tr>
<td>Recent Study: Troutdale Reynolds Traffic Study</td>
<td></td>
<td><strong>Port Share</strong> Forecasted:</td>
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<tr>
<td><strong>Port Strategic Area:</strong> Drive Regional Prosperity</td>
<td></td>
<td><strong>Private:</strong></td>
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<tr>
<td>✔️ RTP 2045 Illustrative</td>
<td></td>
<td><strong>Other:</strong></td>
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<tr>
<td>✔️ RTP 2045 Constrained</td>
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<td><strong>Unfunded:</strong> $1,000,000</td>
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</table>

### Project Name: TRIP Road Access Phase 3

<table>
<thead>
<tr>
<th>Map ID: 28</th>
<th>Time Frame (Years): 10 years</th>
<th>Total Cost:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Project Type:</strong> Road</td>
<td></td>
<td><strong>Year of Cost</strong> Estimate:</td>
</tr>
<tr>
<td><strong>Operation Area</strong> East County</td>
<td></td>
<td><strong>Federal:</strong></td>
</tr>
<tr>
<td><strong>Project Description:</strong> Road improvements to serve Phase 3 industrial development. Actual project will be developed in coordination with stakeholders.</td>
<td></td>
<td><strong>State:</strong></td>
</tr>
<tr>
<td><strong>Purpose:</strong> Address off-site transportation impacts.</td>
<td></td>
<td><strong>City:</strong></td>
</tr>
<tr>
<td><strong>MW NUM:</strong> 700215</td>
<td></td>
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<td>Recent Study:</td>
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</tr>
<tr>
<td><strong>Port Strategic Area:</strong> Drive Regional Prosperity</td>
<td></td>
<td><strong>Private:</strong></td>
</tr>
<tr>
<td>✔️ RTP 2045 Illustrative</td>
<td></td>
<td><strong>Other:</strong></td>
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<tr>
<td>✔️ RTP 2045 Constrained</td>
<td></td>
<td><strong>Unfunded:</strong></td>
</tr>
</tbody>
</table>
### Project Name: Columbia Blvd. Improvements at MLK

- **Map ID:** 29
- **Time Frame (Years):** 5 years
- **Total Cost:** $3,359,259
- **Year of Cost Estimate:** 2011
- **Federal:** $3,014,263
- **State:**
- **City:** $344,996
- **SDC:**
- **Port Share Committed:**
- **Port Share Forecasted:**
- **Private:**
- **Other:**
- **Unfunded:**

**Project Description:** Construct right turn lane on Columbia at MLK.

**Purpose:** Improve connectivity for freight traffic between Columbia Blvd. and Rivergate.

- **MW NUM:**
- **RTP Related:** 10208
- **Recent Study:** Columbia Corridor Transportation Study (1999)
- **Port Strategic Area:** Connect People and Businesses to Markets
  - ✔ RTP 2045 Illustrative
  - ✔ RTP 2045 Constrained
  - ✔ Identified in STIP

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

- **Map ID:** 30
- **Time Frame (Years):** 10 years
- **Total Cost:** $51,773,032
- **Year of Cost Estimate:** 2006
- **Federal:**
- **State:**
- **City:**
- **SDC:**
- **Port Share Committed:**
- **Port Share Forecasted:**
- **Private:**
- **Other:**
- **Unfunded:** $51,773,032

**Project Description:** Construct a full interchange at Columbia Blvd. or the functional equivalent. Includes three projects: Delta Park Phase II and III and Argyle on the Hill.

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

- **MW NUM:**
- **RTP Related:** 10219
- **Recent Study:** I-5 Delta Park Environmental Assessment (2006)
- **Port Strategic Area:** Connect People and Businesses to Markets
  - ✔ RTP 2045 Illustrative
  - ✔ RTP 2045 Constrained
  - ✔ Identified in STIP
### Project Name: 11th/13th (at Columbia Blvd.): Crossing Elimination

<table>
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<tr>
<th>Map ID: 31</th>
<th>Time Frame (Years): 5 years</th>
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<tr>
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<tr>
<td>Operation Area: PDX/PIC</td>
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<tr>
<td>Project Description: If feasible, eliminate the at-grade crossing and improve alternate roadway access.</td>
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<tr>
<td>Purpose: Improve Kenton Mainline operation and eliminate a modal conflict.</td>
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<td>Port Strategic Area: Connect People and Businesses to Markets</td>
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#### Conditioned Project
- RTP 2045 Illustrative
- RTP 2045 Constrained

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

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<tr>
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<tr>
<td>Project Description: Widen Columbia Blvd. to five lanes.</td>
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<td>Port Strategic Area: Connect People and Businesses to Markets</td>
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#### Conditioned Project
- RTP 2045 Illustrative
- RTP 2045 Constrained

#### Unfunded: $15,000,000
### Project Name: PDX Transportation Demand Management (TDM)

- **Map ID:** 33  
- **Time Frame (Years):** 5 years  
- **Total Cost:** $2,000,000  
- **Year of Cost Estimate:**
  - **Federal:**
  - **State:**
  - **City:**
  - **SDC:**
- **Port Share Committed:**
- **Port Share Forecasted:**
- **Private:**
- **Other:**
- **Unfunded:** $2,000,000

#### Project Description:
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 bus shuttle through TriMet.

#### Purpose:
Fulfill TDM requirements of PDX Master Plan. Implement TDM projects and programs recommended in the PDX Alternative Modes Study.

#### MW NUM:

#### RTP Related:

#### Recent Study:
PDX Employee TDM Program Study (2002)

#### Port Strategic Area:
Promote Excellence in Organizational Effectiveness

- □ RTP 2045 Illustrative  
- □ Conditioned Project  
- □ RTP 2045 Constrained  
- □ Identified in STIP

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

- **Map ID:** 34  
- **Time Frame (Years):** 5 years  
- **Total Cost:** $6,700,000  
- **Year of Cost Estimate:**
  - **Federal:**
  - **State:**
  - **City:**
  - **SDC:**
- **Port Share Committed:**
- **Port Share Forecasted:**
- **Private:**
- **Other:**

#### 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.

#### MW NUM:

#### RTP Related:

#### Recent Study:
ODOT Bottleneck Study (2013)

#### Port Strategic Area:
Deliver an Outstanding PDX Passenger Experience

- ✔ RTP 2045 Illustrative
- □ Conditioned Project
- ✔ RTP 2045 Constrained
- ✔ Identified in STIP
Project Name: **SW Quad Access**

- **Map ID:** 35
- **Time Frame (Years):** 10 years
- **Project Type:** Road
- **Operation Area:** PDX/PIC
- **Project Description:** Provide street access from 33rd Ave. into SW Quad.

**Purpose:** Provide efficient movement of traffic to developing PDX properties.

- **MW NUM:**
- **RTP Related:** 10363
- **Recent Study:** PDX Conditional Use Master Plan (2003)

**Port Strategic Area:** Connect People and Businesses to Markets

- **Conditioned Project**
- **Identified in STIP**

**Project Name: **PDX Roadways Signing Update**

- **Map ID:** 36
- **Time Frame (Years):** 5 years
- **Project Type:** Road
- **Operation Area:** PDX/PIC
- **Project Description:** Update roadway signs to current national guidelines.

**Purpose:** Support customer experience and safety.

- **MW NUM:** 701155
- **RTP Related:**
- **Recent Study:**

**Port Strategic Area:** Deliver an Outstanding PDX Passenger Experience

- **Conditioned Project**
- **Identified in STIP**
Project Name: **33rd Avenue/Marine Drive Intersection Improvements**

Map ID: 37  Time Frame (Years): 5 years  Total Cost: $5,760,643  Year of Cost: 2013  Estimate:  

Project Type: Road  
Operation Area: PDX/PIC  
Project Description: Signalize and modify the intersection of NE 33rd Avenue and Marine Drive.  

Purpose: Improve safety and access for 33rd Avenue. May incorporate bike and ped facilities as well.  

MW NUM: 700461  
RTP Related: 10337  
Recent Study: PDX Airport Futures 2010 Master Plan  
Port Strategic Area: Connect People and Businesses to Markets  
- RTP 2045 Illustrative  
- RTP 2045 Constrained  
- Conditioned Project  
- Identified in STIP  

Project Name: **Alderwood Street Bikeway**

Map ID: 38  Time Frame (Years): 5 years  Total Cost: $2,500,000  Year of Cost: 2017  Estimate:  

Project Type: Bike/Ped  
Operation Area: PDX/PIC  
Project Description: Provide bike lanes or pathway on Alderwood Road between Columbia Blvd. and the Alderwood Trail.  

Purpose: Improve safety and provide better separation from motor vehicle traffic.  

MW NUM:  
RTP Related: 10338  
Recent Study: 2014 Airport Bike and Pedestrian Master Plan  
Port Strategic Area: Connect People and Businesses to Markets  
- RTP 2045 Illustrative  
- RTP 2045 Constrained  
- Identified in STIP
**Project Name:** 82nd/Airport Way Interim Improvements

- **Map ID:** 39
- **Time Frame (Years):** 5 years
- **Project Type:** Bike/Ped
- **Operation Area:** PDX/PIC
- **Project Description:** Modify intersection, signals, and sidewalks between Airport Way and Frontage Road. Includes Tri Met double track path.
- **Purpose:** Interim improvements to address congestion at the intersection.
- **MW NUM:** 700851
- **RTP Related:**
- **Recent Study:**
- **Port Strategic Area:** Deliver an Outstanding PDX Passenger Experience
- **Unfunded:** $3,100,000

**Total Cost:** $3,100,000

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<td>Other:</td>
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**Project Name:** Bicycle/Pedestrian Upgrades

- **Map ID:** 40
- **Time Frame (Years):** 10 years
- **Project Type:** Bike/Ped
- **Operation Area:** PDX/PIC
- **Project Description:** Modify existing paths and routes along N. Frontage Road and 82nd Avenue.
- **Purpose:** Implement recommendations from independent audit.
- **MW NUM:** 701164
- **RTP Related:**
- **Recent Study:**
- **Port Strategic Area:** Deliver an Outstanding PDX Passenger Experience
- **Unfunded:** $3,100,000

**Total Cost:** $3,100,000

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</table>
**Project Name:** HIO 13R-31L RSA Modifications

Map ID: 41  
Time Frame (Years): 5 years  
Total Cost: $19,404,000  
Year of Cost Estimate: 2018  
Federal:  
State:  
City:  
SDC:  
Port Share Committed:  
Port Share Forecasted:  
Private:  
Other:  
Unfunded: $19,404,000

**Project Description:** Implement modifications to reduce waterfowl habitat in the runway safety area.

Purpose: Modify and mitigate for water features in the runway safety area.

MW NUM: 700970  
RTP Related:  
Recent Study:  
Port Strategic Area: Connect People and Businesses to Markets

- RTP 2045 Illustrative
- Conditioned Project
- RTP 2045 Constrained
- Identified in STIP

**Project Name:** HIO Relocate Charlie Pattern Landing Site

Map ID: 42  
Time Frame (Years): 20 years  
Total Cost: $535,000  
Year of Cost Estimate: 2018  
Federal:  
State:  
City:  
SDC:  
Port Share Committed:  
Port Share Forecasted:  
Private:  
Other:  
Unfunded: $535,000

**Project Description:** Construct a new landing site for helicopters that use the Charlie flight pattern at HIO.

Purpose: Serve helicopter training operations, and avoid operations over noise sensitive residential zones.

MW NUM: 101032  
RTP Related:  
Recent Study:  
Port Strategic Area: Connect People and Businesses to Markets

- RTP 2045 Illustrative
- Conditioned Project
- RTP 2045 Constrained
- Identified in STIP
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<td>Time Frame (Years):</td>
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<td>Hillsboro</td>
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<td>Project Description:</td>
<td>Relocate Taxiway AA 122 feet to the east and extend from Exit A5 to Taxiway G.</td>
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<td>Purpose:</td>
<td>Replace existing Taxiway AA with a new taxiway with the appropriate design separation from Taxiway A. Construct a perimeter road extension between Taxiway AA and existing tenant ramps.</td>
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2018 Port Transportation Improvement Plan
Project Name: Kenton Rail Line Upgrade

Map ID: 44  Time Frame (Years): 10 years  Total Cost: $25,382,000

Project Type: Rail  Year of Cost Estimate: 2003

Operation Area: Rivergate  Federal: 

Project Description: 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.

Purpose: Expand rail capacity and reduce delays for greater efficiency.

MW NUM:  Port Share Committed: 

RTP Related:  Port Share Forecasted: 

Recent Study: I-5 Rail Capacity Study (HDR, 2003)  Private: 

Port Strategic Area: Connect People and Businesses to Markets  Other: 

☐ RTP 2045 Illustrative  ☐ Conditioned Project

☐ RTP 2045 Constrained  ☐ Identified in STIP

Project Name: Cathedral Park Quiet Zone

Map ID: 45  Time Frame (Years): 5 years  Total Cost: $8,200,000

Project Type: Rail  Year of Cost Estimate: 2007

Operation Area: Rivergate  Federal: 

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.

MW NUM:  Port Share Committed: 

RTP Related:  Port Share Forecasted: 

Recent Study: Cathedral Park Whistle Free Zone Strategic Options, Parametrix (2007)  Private: 

Port Strategic Area: Connect People and Businesses to Markets  Other: 

☑ RTP 2045 Illustrative  ☐ Conditioned Project

☑ RTP 2045 Constrained  ☐ Identified in STIP

Unfunded: $25,382,000
Project Name: **North Portland Junction**

Map ID: 46  
Time Frame (Years): 10 years  
Project Type: Rail  
Operation Area: Rivergate  
Project Description: Upgrade railroad with revised crossovers, centralized traffic control tie-in and increased turning radius.

Purpose: Accommodate higher rail speeds at the junction which provides greater capacity.

MW NUM:  
RTP Related:  
Recent Study: I-5 Rail Capacity Study (HDR, 2003)

Port Strategic Area: Connect People and Businesses to Markets  
☐ RTP 2045 Illustrative  
☐ Conditioned Project  
☐ RTP 2045 Constrained  
☐ Identified in STIP

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

Map ID: 47  
Time Frame (Years): 10 years  
Project Type: Road  
Operation Area: Rivergate  
Project Description: Increase the number of lanes and add transit capacity across the river.

Purpose: Increase multi-modal capacity across the Columbia River and relieve congestion.

MW NUM:  
RTP Related: 10893  
Recent Study: I-5 Transportation and Trade Partnership Final Strategic Plan (2002)

Port Strategic Area: Connect People and Businesses to Markets  
☑ RTP 2045 Illustrative  
☐ Conditioned Project  
☑ RTP 2045 Constrained  
☑ Identified in STIP

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**Total Cost:** $9,160,000  
Year of Cost Estimate: 2003  
Federal:  
State:  
City:  
SDC:  
Port Share Committed:  
Port Share Forecasted:  
Private:  
Other:  
Unfunded: $9,160,000

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**Total Cost:** $2,982,000,000  
Year of Cost Estimate: 2002  
Federal:  
State:  
City:  
SDC:  
Port Share Committed:  
Port Share Forecasted:  
Private:  
Other:  
Unfunded: $2,982,000,000
Project Name: West Hayden Island Rail Access

Map ID: 48  
Time Frame (Years): 20 years  
Total Cost: $3,000,000

Project Type: Rail

Operation Area: Rivergate

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

Purpose: Advance rail-dependent development.

Port Share Committed: 
Port Share Forecasted: 
Unfunded: $3,000,000

MW NUM: 11353
RTP Related: 
Recent Study: West Hayden Island Concept Plan 2012

Port Strategic Area: Connect People and Businesses to Markets

Project Name: West Hayden Island Rail Yard

Map ID: 49  
Time Frame (Years): 20 years  
Total Cost: $9,500,000

Project Type: Rail

Operation Area: Rivergate

Project Description: Construct rail yard connected to facility trackage.

Purpose: Advance rail development on West Hayden Island.

Port Share Committed: 
Port Share Forecasted: 
Unfunded: $9,500,000

MW NUM: 11354
RTP Related: 
Recent Study: West Hayden Island Concept Plan 2012

Port Strategic Area: Connect People and Businesses to Markets
### West Hayden Island Interior Access Road

**Project Name:** West Hayden Island Interior Access Road  
**Map ID:** 50  
**Time Frame (Years):** 20 years  
**Total Cost:** $13,600,000  
**Year of Cost:** 2012  
**Project Type:** Road  
**Operation Area:** Rivergate  
**Project Description:** Construct interior roadway including rail overpass and berth access.  
**Purpose:** Provide roadway for new West Hayden Island terminal.

**Port Strategic Area:** Connect People and Businesses to Markets  
- **RTP 2045 Illustrative:**  
- **RTP 2045 Constrained:**  
- **Conditioned Project:**  
- **Identified in STIP:**

**RTP Related:** West Hayden Island Concept Plan 2012

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### St. Johns Pedestrian District

**Project Name:** St. Johns Pedestrian District  
**Map ID:** 51  
**Time Frame (Years):** 5 years  
**Total Cost:** $3,346,000  
**Year of Cost:** 2005  
**Project Type:** Road  
**Operation Area:** Rivergate  
**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 and signalization.  
**Purpose:** Maintain truck movement and minimize conflicts with bicycles and pedestrians between Philadelphia Ave. and Lombard St. at Pier Park.

**Port Strategic Area:** Connect People and Businesses to Markets  
- **RTP 2045 Illustrative:**  
- **Conditioned Project:**  
- **Identified in STIP:**

**RTP Related:** St. Johns Truck Strategy Report & Recommendation (2001)

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**SDC:**
- **Federal:** $3,002,365
- **State:** $343,635
- **City:** $343,635
- **SDC:**

**Port Share:**
- **Committed:**
- **Forecasted:**
- **Private:**
- **Other:**

**Unfunded:** $13,600,000
**Project Name:** Marine Dr. Improvement Phase 2

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<td>Project Description:</td>
<td>Construct rail overcrossing on Marine Dr.</td>
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<td>Avoid road/rail conflict.</td>
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**Project Name:** Willamette River Channel Deepening

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<td>Project Type:</td>
<td>Marine</td>
<td>Project Description:</td>
<td>Deepen the portions of the Willamette River with deep draft infrastructure to -43' where appropriate.</td>
<td>Purpose:</td>
<td>To allow Willamette River terminals to benefit from the Columbia River's controlling depth. To follow maintenance to -40 feet.</td>
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**Port Share:***
- Committed:
- Forecasted:
- Other:

**Unfunded: $13,644,200**
**Project Name:** Lower Columbia River Channel Maintenance Plan

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<td>Operation Area: Rivergate</td>
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<td>Project Description: As a non-federal sponsor, assist the Army Corps to establish a plan to manage deposition of Columbia River dredge material from the navigation channel.</td>
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<td>Purpose: Ensure there is sufficient dredged material disposal capacity for a minimum of 20 years.</td>
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</table>

**MW NUM:**
- RTP 2045 Illustrative
- RTP 2045 Constrained

<table>
<thead>
<tr>
<th>Port Strategic Area: Connect People and Businesses to Markets</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port Share Committed:</td>
</tr>
<tr>
<td>Federal:</td>
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<tr>
<td>City:</td>
</tr>
<tr>
<td>Port Share Committed:</td>
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<td>Private:</td>
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</tbody>
</table>

**Unfunded:** $1,500,000

---

**Project Name:** T6 Transload Site Development

<table>
<thead>
<tr>
<th>Map ID: 55</th>
<th>Time Frame (Years): 5 years</th>
<th>Total Cost: $3,325,000</th>
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<tbody>
<tr>
<td>Project Type: Road</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operation Area: Rivergate</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Project Description: Develop a 17 acre transload facility by creating a connection to Peninsula Terminal Railroad and a driveway under the Marine Drive bridge.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Purpose: Allow dual rail access to T6 and create additional industrial jobs.</td>
<td></td>
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</tbody>
</table>

**MW NUM:**

| RTP Related: 11307 |
| Recent Study: Suttle Road Improvement Options (2008) |

<table>
<thead>
<tr>
<th>Port Strategic Area: Connect People and Businesses to Markets</th>
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<tbody>
<tr>
<td>Port Share Committed:</td>
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<td>City:</td>
</tr>
<tr>
<td>Port Share Committed:</td>
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<td>Private:</td>
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</table>

**Unfunded:** $3,325,000
### Project Name: T6 Internal Roadway

<table>
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<tr>
<th>Map ID: 56</th>
<th>Time Frame (Years): 10 years</th>
<th>Total Cost: $6,100,000</th>
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<tbody>
<tr>
<td>Project Type: Marine</td>
<td>Year of Cost Estimate: 2018</td>
<td></td>
</tr>
<tr>
<td>Operation Area: Rivergate</td>
<td>Federal:</td>
<td></td>
</tr>
<tr>
<td>Project Description: Provide Road connection between Suttle Road Site and T6 main yard.</td>
<td>State:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>City:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>SDC:</td>
<td></td>
</tr>
<tr>
<td>Purpose: This will connect the main T6 yard to the Suttle Road development site.</td>
<td>Port Share Committed:</td>
<td></td>
</tr>
<tr>
<td>MW NUM:</td>
<td>Port Share Forecasted:</td>
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<tr>
<td>Recent Study:</td>
<td>Other:</td>
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<tr>
<td>Port Strategic Area: Connect People and Businesses to Markets</td>
<td>Unfunded: $6,100,000</td>
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### Project Name: T4 B416 Lay Berth Improvements

<table>
<thead>
<tr>
<th>Map ID: 57</th>
<th>Time Frame (Years): 5 years</th>
<th>Total Cost: $1,000,000</th>
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<tbody>
<tr>
<td>Project Type: Marine</td>
<td>Year of Cost Estimate: 2015</td>
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</tr>
<tr>
<td>Operation Area: Rivergate</td>
<td>Federal:</td>
<td></td>
</tr>
<tr>
<td>Project Description: This project will design, permit and install electrical equipment upgrades necessary to allow vessels to lay berth at B416.</td>
<td>State:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>City:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>SDC:</td>
<td></td>
</tr>
<tr>
<td>Purpose: The project is needed to allow vessels to lay berth at Berth 416. This will help the Port retain and grow key services and to be a leader in transportation infrastructure.</td>
<td>Port Share Committed:</td>
<td></td>
</tr>
<tr>
<td>MW NUM: 700348</td>
<td>Port Share Forecasted:</td>
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<td>Recent Study:</td>
<td>Other:</td>
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<td>Port Strategic Area: Connect People and Businesses to Markets</td>
<td>Unfunded: $1,000,000</td>
<td></td>
</tr>
</tbody>
</table>

- RTP 2045 Illustrative
- RTP 2045 Constrained
- Conditioned Project
- Identified in STIP
Project Name: **Terminal 4 Automobile Yard Expansion**

Map ID: **58**  
Time Frame (Years): **10 years**  
Total Cost: **$3,000,000**

Project Type: Marine  
Operation Area: Rivergate  
Project Description: Design and construct six acres of porous pavement parking for the storage of imported automobiles.

Purpose: The project will provide additional land to meet auto storage capacity needs of Toyota, supporting the Port’s automobile import business line.

Port Strategic Area: Drive Regional Prosperity

- RTP 2045 Illustrative
- Conditioned Project
- RTP 2045 Constrained
- Identified in STIP

---

Project Name: **T4 Dry Bulk Expansion**

Map ID: **59**  
Time Frame (Years): **5 years**  
Total Cost: **$200,000,000**

Project Type: Marine  
Operation Area: Rivergate  
Project Description: Provide additional loader, storage, and rail capacity with new yard and dumper pit.

Purpose: The project will allow additional throughput at Terminal 4.

Port Strategic Area: Connect People and Businesses to Markets

- RTP 2045 Illustrative
- Conditioned Project
- RTP 2045 Constrained
- Identified in STIP
Project Name: **BNSF Fallbridge Double Tracking**

**Map ID:** 60  
**Project Type:** Rail  
**Operation Area** Rivergate  
**Project Description:** Double-track the Fallbridge line to Washougal.

**Purpose:** Increases capacity of the BNSF east-west mainline serving Port of Portland.

**MW NUM:**  
**RTP Related:**  
**Recent Study:** Port Rail Plan  

**Port Strategic Area:** Connect People and Businesses to Markets  
☐ RTP 2045 Illustrative  
☐ RTP 2045 Constrained  
☐ Conditioned Project  
☐ Identified in STIP  

---

Project Name: **Berth Deepening at T2 and T4**

**Map ID:** 61  
**Project Type:** Marine  
**Operation Area** Rivergate  
**Project Description:** Deepen berths at Terminals 2 and 4 to allow deeper draft vessels to transit the planned 43 foot channel. Tied to Willamette River Channel Deepening. Cost TBD.

**Purpose:** Allow better utilization of Panamax-class bulk vessels.

**MW NUM:** 101999  
**RTP Related:**  
**Recent Study:**  

**Port Strategic Area:** Connect People and Businesses to Markets  
☐ RTP 2045 Illustrative  
☐ RTP 2045 Constrained  
☐ Conditioned Project  
☐ Identified in STIP  

---

**Total Cost:** $72,000,000  
**Year of Cost Estimate:** 2012  
**Federal:**  
**State:**  
**City:**  
**SDC:**  
**Port Share Committed:**  
**Port Share Forecasted:**  
**Private:**  
**Other:**  
**Unfunded:** $72,000,000
### Bonneville Rail Yard Build Out

**Project Name:** Bonneville Rail Yard Build Out  
**Map ID:** 62  
**Time Frame (Years):** 10 years  
**Total Cost:** $3,600,000  
**Year of Cost:** 2013

**Project Type:** Rail  
**Operation Area:** Rivergate

**Project Description:** Construct two interior yard tracks and complete the double track lead from the wye at the east end of the yard to Barnes Yard.

**Purpose:** Add rail staging capacity for South Rivergate.

**MW NUM:**  
**RTP Related:** 11652  
**Recent Study:** Port Rail Plan

**Port Strategic Area:** Connect People and Businesses to Markets

- **Conditioned Project**
- **Identified in STIP**

### Ramsey Yard Utilization

**Project Name:** Ramsey Yard Utilization  
**Map ID:** 63  
**Time Frame (Years):** 10 years  
**Total Cost:** $1,700,000  
**Year of Cost:** 2013

**Project Type:** Rail  
**Operation Area:** Rivergate

**Project Description:** Connect existing set out track with industrial lead.

**Purpose:** Improve unit train staging capabilities at Ramsey Rail Yard.

**MW NUM:**  
**RTP Related:** 11653  
**Recent Study:** Port Rail Plan

**Port Strategic Area:** Connect People and Businesses to Markets

- **Conditioned Project**
- **Identified in STIP**
T2/SWAN ISLAND AREA PROJECTS
2019 PORT TRANSPORTATION IMPROVEMENT PLAN

10 MAP ID #

□ PRIORITY

□ NON-PRIORITY

MARINE

RAIL

PED/BIKE

ITS INTELLIGENT TRANS. SYSTEM

WILLAMETE NAVIGATION CHANNEL

22, 23, 24

65 SWAN ISLAND

66

64

21 ITS

PORTLAND

Page 56
**Project Name:** T2 Bulk Terminal

- **Map ID:** 64
- **Time Frame (Years):** 5 years
- **Total Cost:** $35,000,000
- **Year of Cost Estimate:** 2018
- **Project Type:** Marine
- **Operation Area:** T2/Swan Island
- **Project Description:** Storage, rail receiving, vessel loadout, and conveyance.
- **Purpose:** Capture small lot bulk opportunity.
- **Port Strategic Area:** Connect People and Businesses to Markets

<table>
<thead>
<tr>
<th>Condition</th>
<th>Identified in STIP</th>
<th>Conditioned Project</th>
<th>RTP 2045 Constrained</th>
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<tbody>
<tr>
<td>Unfunded</td>
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</table>

**Project Name:** North Willamette Greenway Trail

- **Map ID:** 65
- **Time Frame (Years):** 20 years
- **Total Cost:** $500,000
- **Year of Cost Estimate:** 2007
- **Project Type:** Bike/Ped
- **Operation Area:** T2/Swan Island
- **Project Description:** Pedestrian and bicycle trail from Kelly Point Park to the Steel Bridge along the Willamette River. The money associated for this project is for a study only.
- **Purpose:** Improve pedestrian and bicycle connectivity in North Portland. Coordinate implementation with the City of Portland.

<table>
<thead>
<tr>
<th>Condition</th>
<th>Identified in STIP</th>
<th>Conditioned Project</th>
<th>RTP 2045 Constrained</th>
<th>RTP 2045 Illustrative</th>
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<tbody>
<tr>
<td>Unfunded</td>
<td>$500,000</td>
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</table>
Project Name: Portland Terminal Railroad Power Switches

Map ID: 66  Time Frame (Years): 5 years

Project Type: Rail
Operation Area: T2/Swan Island

Project Description: Install Dispatcher Controlled Power Switches between Lake Yard and Terminal 2.

Purpose: Will reduce time it takes for trains to travel from Lake Yard to Terminal 2, reducing blockage of mainline.

MW NUM: 
RTP Related: 
Recent Study: Port Rail Plan

Port Strategic Area: Connect People and Businesses to Markets

☐ RTP 2045 Illustrative  ☐ Conditioned Project
☐ RTP 2045 Constrained  ☐ Identified in STIP

Total Cost: $10,805,000

Year of Cost: 
Estimate: 

Federal: 
State: 
City: 
SDC: 

Port Share Committed: 
Port Share Forecasted: 
Private: 
Other: 

Unfunded: $10,805,000
### Project Name: Sandy Blvd. Widening to 4 lanes

**Map ID:** 67  
**Time Frame (Years):** 10 years  
**Project Type:** Road  
**Operation Area:** East County  
**Project Description:** Sandy Blvd. widen to 4 lanes and center turn lane (181st-202nd) with sidewalks and bike lanes.  

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

**Total Cost:** $10,000,000  
**Year of Cost:** Estimate  
**Federal:**  
**State:**  
**City:**  
**SDC:**  
**Port Share:**  
**Committed:**  
**Forecasted:**  
**Private:**  
**Other:**  
**Unfunded:** $10,000,000

---

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

**Map ID:** 68  
**Time Frame (Years):** 10 years  
**Project Type:** Road  
**Operation Area:** East County  
**Project Description:** Sandy Blvd. widen to 3 lanes (207th to 238th), add sidewalks and bike lanes.  

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

**MW NUM:**  
**RTP Related:** 10443  
**Recent Study:**  

**Port Strategic Area:** Connect People and Businesses to Markets  
- **RTP 2045 Illustrative**  
- **RTP 2045 Constrained**

**Total Cost:** $7,438,000  
**Year of Cost:** Estimate  
**Federal:**  
**State:**  
**City:**  
**SDC:**  
**Port Share:**  
**Committed:**  
**Forecasted:**  
**Private:**  
**Other:**  
**Unfunded:** $7,438,000

---


### Project Name: NE Hogan at NE Stark Street

- **Map ID:** 69  
- **Time Frame (Years):** 5 years  
- **Total Cost:** $1,908,431  
- **Year of Cost Estimate:** 2017

#### Project Description:
Add right turn lanes on all approaches and second northbound and southbound left turn lanes.

#### Purpose:
Address intersection capacity affecting access to Gresham Vista Business Park.

#### MW NUM:

<table>
<thead>
<tr>
<th>RTP Related</th>
<th>MW NUM</th>
<th>Recent Study</th>
<th>Port Strategic Area</th>
</tr>
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<tbody>
<tr>
<td>10511</td>
<td>69</td>
<td>East Metro Connections Plan</td>
<td>Connect People and Businesses to Markets</td>
</tr>
</tbody>
</table>

#### Port Share:
- **Committed:** 
- **Forecasted:** 
- **Private:** 
- **Other:** 
- **Unfunded:** $1,908,431

### Project Name: NE 223rd at Stark

- **Map ID:** 70  
- **Time Frame (Years):** 5 years  
- **Total Cost:** $1,196,756  
- **Year of Cost Estimate:** 2017

#### Project Description:
Add eastbound and northbound right turn lanes and southbound left turn lanes.

#### Purpose:
Address intersection capacity affecting access to Gresham Vista Business Park.

#### MW NUM:

<table>
<thead>
<tr>
<th>RTP Related</th>
<th>MW NUM</th>
<th>Recent Study</th>
<th>Port Strategic Area</th>
</tr>
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<tbody>
<tr>
<td>10473</td>
<td>70</td>
<td>East Metro Connections Plan</td>
<td>Drive Regional Prosperity</td>
</tr>
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</table>

#### Port Share:
- **Committed:** 
- **Forecasted:** 
- **Private:** 
- **Other:** 
- **Unfunded:** $1,196,756
Project Name: NE 238th Drive: Halsey to Glisan

Map ID: 71  
Project Type: Road  
Operation Area: East County  
Project Description: Construct improvements for freight by modifying road curvature. Also adds improvements for bikes and pedestrians.

Purpose: Will improve freight access to Gresham Vista Business Park.

MW NUM: 11373  
RTP Related: 11373  
Recent Study: East Metro Connections Plan

Port Strategic Area: Drive Regional Prosperity
- RTP 2045 Illustrative
- RTP 2045 Constrained

Total Cost: $9,769,340
Year of Cost: 2017
Federal: $9,769,340
State:  
City:  
SDC:  
Port Share:
- Committed:  
- Forecasted:  
- Private:  
- Other:  
- Unfunded:

Project Name: 223rd Avenue Widening

Map ID: 72  
Project Type: Road  
Operation Area: East County  
Project Description: Widen to three lanes between Halsey St and Marine Drive.

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

MW NUM:  
RTP Related: 10388, 10389  
Recent Study:  

Port Strategic Area: Connect People and Businesses to Markets
- RTP 2045 Illustrative
- RTP 2045 Constrained

Total Cost: $4,437,809
Year of Cost: 2017
Federal:  
State:  
City:  
SDC:  
Port Share:
- Committed:  
- Forecasted:  
- Private:  
- Other:  
- Unfunded: $4,437,809