Acknowledgments

Port Transportation Improvement Plan Team

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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 of these factors contribute to Portland’s development as a major distribution center for freight.

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

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

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.), Ramsey St. (west of Rivergate Blvd.) and other misc. access roads.
Metro’s Transportation Improvement Program (MTIP) and the State Transportation Improvement Plan (STIP). Access needs critical to Port facilities are reflected in the Port Transportation Improvement Plan (PTIP).

### GOAL AND OBJECTIVES

The Port Transportation Improvement Plan is a multimodal compilation of marine terminal, 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 in order to achieve its mission. The PTIP helps the Port focus its transportation priorities and lets the public and the Port's partner jurisdictions know which projects will need cooperative efforts.

PROJECT FUNDING

In recent years, the overall demand for transportation improvements at the local, state and federal levels has 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 maps include 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 have been identified to warrant focused attention for obtaining cooperative funding this year.

<table>
<thead>
<tr>
<th>High Priority Projects Involving Other Funding Sources</th>
<th>Project Cost</th>
<th>Map ID #</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-205 Interchange Improvement (NB On-Ramp)</td>
<td>$17,500,000</td>
<td>2</td>
</tr>
<tr>
<td>N. Hayden Island Drive</td>
<td>$12,000,000</td>
<td>32</td>
</tr>
<tr>
<td>Alderwood and Cully Intersections @ Columbia Blvd.</td>
<td>$12,091,000</td>
<td>3</td>
</tr>
<tr>
<td>Rivergate Boulevard Overcrossing</td>
<td>$14,200,000</td>
<td>31</td>
</tr>
<tr>
<td>PDX Northside Redevelopment</td>
<td>$5,800,000</td>
<td>7</td>
</tr>
<tr>
<td>Terminal 6 Wharf Optimization</td>
<td>$1,500,000</td>
<td>27</td>
</tr>
<tr>
<td>Terminal 6 Crane Drive Electronics</td>
<td>$2,000,000</td>
<td>15</td>
</tr>
<tr>
<td>Terminal 2 Crane Upgrade</td>
<td>$2,300,000</td>
<td>33</td>
</tr>
<tr>
<td>Terminal 2 Rail Improvement</td>
<td>$2,200,000</td>
<td>35</td>
</tr>
<tr>
<td>Swigert Way Extension</td>
<td>$2,500,000</td>
<td>38</td>
</tr>
<tr>
<td>Graham Road</td>
<td>$10,000,000</td>
<td>39</td>
</tr>
<tr>
<td>Troutdale Interchange (Exit 17) Improvements</td>
<td>$32,200,000</td>
<td>44</td>
</tr>
<tr>
<td>Sundial Road Improvements</td>
<td>$3,200,000</td>
<td>46</td>
</tr>
<tr>
<td>Auto Import/Export Expansion</td>
<td>$14,000,000</td>
<td>21</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>Priority Surface Transportation Projects Involving Other Funding Sources</th>
<th>Project Cost</th>
<th>Map ID #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Columbia Blvd., Lombard St. Improvements at MLK</td>
<td>$2,228,910</td>
<td>1</td>
</tr>
<tr>
<td>I-205 Interchange Improvement (NB On-Ramp)</td>
<td>$17,500,000</td>
<td>2</td>
</tr>
<tr>
<td>I-5 Columbia Blvd. Improvement</td>
<td>$57,773,032</td>
<td>4</td>
</tr>
<tr>
<td>Columbia Blvd./I-205 SB On Ramp Improvement</td>
<td>$11,200,000</td>
<td>5</td>
</tr>
<tr>
<td>Barnes to Terminal 4 Rail</td>
<td>$4,543,000</td>
<td>16</td>
</tr>
<tr>
<td>Kenton Rail Line Upgrade</td>
<td>$25,382,000</td>
<td>17</td>
</tr>
<tr>
<td>Time Oil Road Reconstruction</td>
<td>$9,000,000</td>
<td>30</td>
</tr>
<tr>
<td>Marine Dr. Improvement Phase 2</td>
<td>$13,644,200</td>
<td>19</td>
</tr>
<tr>
<td>NE 238th Drive: Halsey to Glisan</td>
<td>$9,769,340</td>
<td>42</td>
</tr>
<tr>
<td>40 Mile Loop Trail: Blue Lake Park to Sundial Rd.</td>
<td>$2,588,232</td>
<td>43</td>
</tr>
<tr>
<td>223rd Ave. Widening</td>
<td>$3,667,000</td>
<td>45</td>
</tr>
<tr>
<td>Intelligent Transportation System (ITS) Improvements</td>
<td>$3,480,000</td>
<td>6,18, 34</td>
</tr>
</tbody>
</table>

#### Notes:
1. Projects are not listed in order of priority and generally do not include aviation or non-rail marine terminal capital projects.
2. Refer to Priority Reports for funding break-out.

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.

### Port Priority Marine Terminal Projects Involving Other Funding Sources

<table>
<thead>
<tr>
<th>Port Priority Marine Terminal Projects Involving Other Funding Sources</th>
<th>Project Cost</th>
<th>Map ID#</th>
</tr>
</thead>
<tbody>
<tr>
<td>Terminal 6 Container Crane Modernization</td>
<td>$3,634,260</td>
<td>14</td>
</tr>
<tr>
<td>Terminal 6 Stormwater Improvements</td>
<td>$5,000,000</td>
<td>20</td>
</tr>
<tr>
<td>Terminal 4 Pier 1 Site Preparation</td>
<td>$12,000,000</td>
<td>22</td>
</tr>
<tr>
<td>Berth Deepening at T2 and T4</td>
<td>$3,000,000</td>
<td>23</td>
</tr>
<tr>
<td>Dredge Oregon Repower</td>
<td>$19,600,000</td>
<td>36</td>
</tr>
<tr>
<td>Columbia River Jetty Refurbishment</td>
<td>$75,000,000</td>
<td>28</td>
</tr>
<tr>
<td>Columbia River Underkeel Clearance Study</td>
<td>$1,319,000</td>
<td>29</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>Project Cost ²</th>
<th>Map ID#</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIO Wash Racks</td>
<td>$620,100</td>
<td>8</td>
</tr>
<tr>
<td>HIO Relocate Charlie Pattern Landing Site</td>
<td>$1,433,100</td>
<td>9</td>
</tr>
<tr>
<td>HIO Construct East Access Road</td>
<td>$1,886,560</td>
<td>10</td>
</tr>
<tr>
<td>HIO Relocate Taxiway AA</td>
<td>$4,700,000</td>
<td>11</td>
</tr>
<tr>
<td>HIO Taxiway to NW Corporate Center</td>
<td>$1,050,000</td>
<td>12</td>
</tr>
<tr>
<td>HIO Construct Runway 12L/30R</td>
<td>$13,000,000</td>
<td>13</td>
</tr>
<tr>
<td>TTD Site Development for New Hangar Development</td>
<td>$1,000,000</td>
<td>37</td>
</tr>
<tr>
<td>TTD Reconstruct Runway 7-25</td>
<td>$12,534,000</td>
<td>40</td>
</tr>
<tr>
<td>TTD Rehabilitate Taxiway A</td>
<td>$5,000,000</td>
<td>41</td>
</tr>
</tbody>
</table>

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

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.

- Provide leadership around regional transportation infrastructure
- Retain and grow key services (Aviation and Marine)
- Be a regional leader in industrial land acquisition and development
- Implement a Portwide environmental strategy that supports the Port’s requirements, generates savings and maintains/builds regional credibility as an environmental steward
- Build a sustainable financial model
- Strengthen the Port’s culture as a strategic asset

The project reports identify which of the strategic areas of focus the projects most closely align with. The first four areas of focus identified above are the primary categories of alignment. The following abbreviations of the above strategies are included in the project reports.

- Regional Leadership in Transportation
- Retain and Grow Key Services
- Regional Leadership in Industrial Lands
- Portwide Environmental Strategy
Cost Estimate Rating

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

**Scope Accuracy**

<table>
<thead>
<tr>
<th>Level</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Level 1</td>
<td>Project scope is defined.</td>
</tr>
<tr>
<td>Level 2</td>
<td>Project scope is conceptual. Scope lacks detail due to potential permit requirements; unknown project conditions; limited knowledge of external impacts.</td>
</tr>
<tr>
<td>Level 3</td>
<td>Project scope has limited detail.</td>
</tr>
</tbody>
</table>

**Engineering Effort**

<table>
<thead>
<tr>
<th>Level</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Level A</td>
<td>Preliminary engineering has been performed. Technical information is available, engineering calculations have been performed; clear understanding of the materials size and quantity needed to execute the job. Schedule is understood; staff and permitting is fairly clear. Contingency generally ranges between 15% and 20%.</td>
</tr>
<tr>
<td>Level B</td>
<td>Conceptual engineering has been performed. Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used. Contingency generally ranges between 20% and 30%.</td>
</tr>
<tr>
<td>Level C</td>
<td>No engineering has been performed. Limited technical information is available and/or limited analysis has been performed. Contingency generally ranges between 40% and 50%.</td>
</tr>
</tbody>
</table>

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

<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>Columbia Blvd./Lombard St. Improvements at MLK</td>
<td>Improve freight movement between Columbia Blvd. and Lombard St.</td>
<td>Improve connectivity and better distribute freight traffic between Columbia Blvd. and Lombard St.</td>
<td>5</td>
<td>$2,228,910</td>
<td>✔</td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>2</td>
<td>I-205 Interchange - NB On-Ramp at Airport Way</td>
<td>New I-205 NB on-ramp and/or other improvements at I-205/Airport Way interchange.</td>
<td>Provide additional capacity for anticipated growth in area traffic.</td>
<td>5</td>
<td>$17,500,000</td>
<td>✔</td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>3</td>
<td>Alderwood and Cully Intersections @ Columbia Blvd.</td>
<td>Widen and signalize intersections on Columbia Boulevard at Alderwood Rd. and Cully Boulevard.</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>$12,091,000</td>
<td>✔</td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>4</td>
<td>I-5/Columbia Blvd. Improvement</td>
<td>Construct a full interchange at Columbia Blvd. or the functional equivalent. Includes two projects Delta Park Phase II and Argyle on the Hill.</td>
<td>Improve connections between Columbia Blvd. and I-5 for trucks.</td>
<td>10</td>
<td>$57,773,032</td>
<td>✔</td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>5</td>
<td>Columbia Blvd./I-205 SB On Ramp Improvement</td>
<td>Expand the on-ramp to three lanes, including for truck/HOV.</td>
<td>Increase the capacity of the I-205 SB on-ramp at Columbia Blvd.</td>
<td>5</td>
<td>$11,200,000</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>--------</td>
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</tr>
<tr>
<td>6</td>
<td>PDX ITS - AVI Technology</td>
<td>Automated Vehicle Identification Technology</td>
<td>Implement automated vehicle identification system at PDX to improve airport operations, commercial roadway operations and parking shuttle bus management.</td>
<td>5</td>
<td>$3,000,000</td>
<td>✓</td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>7</td>
<td>PDX Northside Redevelopment</td>
<td>Construct a new apron for business aviation.</td>
<td>Provide overnight parking for commercial jets and improve a new apron for business aviation.</td>
<td>5</td>
<td>$5,800,000</td>
<td>✓</td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>8</td>
<td>HIO Wash Racks</td>
<td>Construct new wash racks for tenant and itinerant aircraft washing with pollution control system to keep wash water out of storm system.</td>
<td>Improve environmental performance at the airport.</td>
<td>5</td>
<td>$620,100</td>
<td>✓</td>
<td>Hillsboro</td>
</tr>
<tr>
<td>9</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>5</td>
<td>$1,433,100</td>
<td>✓</td>
<td>Hillsboro</td>
</tr>
<tr>
<td>10</td>
<td>HIO Construct East Access Road</td>
<td>Construct a new public access point and tenant utilities on the east side of runway 12L/30R at HIO.</td>
<td>Future tenant development will require landside infrastructure to support its operation.</td>
<td>5</td>
<td>$1,886,560</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>
</tr>
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<td>-------------------------------------------------------------------------</td>
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<td>----------</td>
</tr>
<tr>
<td>11</td>
<td>HIO Relocate Taxiway AA</td>
<td>Relocate a new taxiway AA.</td>
<td>Replace existing taxiway AA with a new taxiway with the appropriate</td>
<td>10</td>
<td>$4,700,000</td>
<td>✓</td>
<td>Hillsboro</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>design separation from taxiway A. Construct a perimeter road extension</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>between taxiway AA and existing tenant ramps.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>HIO Taxiway to NW Corporate</td>
<td>Construct a taxiway to serve new tenant leasehold development.</td>
<td>New tenant development in the area behind the HIO ATCT will require</td>
<td>5</td>
<td>$1,050,000</td>
<td>✓</td>
<td>Hillsboro</td>
</tr>
<tr>
<td></td>
<td>Center</td>
<td></td>
<td>airside infrastructure.</td>
<td></td>
<td></td>
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<tr>
<td>13</td>
<td>HIO Construct Runway 12L/30R</td>
<td>Construct a new 3,200’ B-1 runway and taxiway parallel to the main runway (12R-30L)</td>
<td>Relieves existing and future congestion at the airport.</td>
<td>5</td>
<td>$13,000,000</td>
<td>✓</td>
<td>Hillsboro</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>for use by light GA aircraft. Extensive planning effort required</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>including environmental assessment.</td>
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<tr>
<td>14</td>
<td>Terminal 6 Container Crane</td>
<td>The project will increase operating efficiencies and improve safety on Cranes 6373,</td>
<td>The project will increase the reliability of cargo handling equipment,</td>
<td>5</td>
<td>$3,634,260</td>
<td>✓</td>
<td>Rivergate</td>
</tr>
<tr>
<td></td>
<td>Modernizations</td>
<td></td>
<td>and provide more reliable service to customers.</td>
<td></td>
<td></td>
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<td>15</td>
<td>Terminal 6 Crane Drive</td>
<td>Crane management system upgrades for Cranes 6373 and 6374.</td>
<td>Improve operational efficiencies for the container cranes.</td>
<td>5</td>
<td>$2,000,000</td>
<td>✓</td>
<td>Rivergate</td>
</tr>
<tr>
<td></td>
<td>Electronics</td>
<td></td>
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<tr>
<td>16</td>
<td>Barnes to Terminal 4 Rail</td>
<td>Provide a new track from Barnes Yard to Terminal 4.</td>
<td>Improve rail access to Terminal 4.</td>
<td>5</td>
<td>$4,543,000</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>
<td>17</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. Part of triangle project with ODOT.</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>18</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 ITC systems.</td>
<td>5</td>
<td>$480,000</td>
<td>✓</td>
<td>Rivergate</td>
</tr>
<tr>
<td>19</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>20</td>
<td>Terminal 6 Stormwater System</td>
<td>Design and construct a stormwater system.</td>
<td>The project will modernize the storm drainage system in the container yard.</td>
<td>5</td>
<td>$5,000,000</td>
<td>✓</td>
<td>Rivergate</td>
</tr>
<tr>
<td>21</td>
<td>Auto Import /Export Expansion</td>
<td>The project will construct site improvements to expand the storage and processing capacity for auto imports and exports through Berth 601 at Terminal 6. By increasing the storage and processing capacity, the Berth 601 auto facility can increase throughput.</td>
<td>Increase the storage and processing capacity for auto imports and exports through Berth 601, thereby allowing for an increase of volumes, leading to increased employment.</td>
<td>5</td>
<td>$14,000,000</td>
<td>✓</td>
<td>Rivergate</td>
</tr>
<tr>
<td>Map ID</td>
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<td>Purpose</td>
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<td>22</td>
<td>Terminal 4 Pier 1 Site Preparation</td>
<td>Demolish various structures and improve certain infrastructure features 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>$12,000,000</td>
<td>✓</td>
<td>Rivergate</td>
</tr>
<tr>
<td>23</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.</td>
<td>Allow better utilization of Panamax-class bulk vessels.</td>
<td>5</td>
<td>$3,000,000</td>
<td>✓</td>
<td>Rivergate</td>
</tr>
<tr>
<td>24</td>
<td>T5 Berth 503 Terminal Expansion</td>
<td>Construct a fourth rail loop, second dumper pit, storage building, shiploader and berth improvements at Terminal 5 potash export facility.</td>
<td>The project will increase the throughput capacity of the facility.</td>
<td>5</td>
<td>$150,000,000</td>
<td>✓</td>
<td>Rivergate</td>
</tr>
<tr>
<td>25</td>
<td>Terminal 5 Entrance Road</td>
<td>Provide improvements on the south side of the roadway as well as rail crossing improvements.</td>
<td>The project will address increased traffic needs.</td>
<td>5</td>
<td>$1,200,000</td>
<td>✓</td>
<td>Rivergate</td>
</tr>
<tr>
<td>26</td>
<td>West Hayden Island Beach Access</td>
<td>Develop trail for public access to the public beaches on the north shore of WHI.</td>
<td>Increase public access for community recreation needs.</td>
<td>5</td>
<td>$50,000</td>
<td>✓</td>
<td>Rivergate</td>
</tr>
<tr>
<td>27</td>
<td>Terminal 6 Wharf Optimization</td>
<td>Crane management system upgrades for Crane 6375. Crane travel improvements for Cranes 6380 and 6381.</td>
<td>Improve operational efficiencies for the container cranes.</td>
<td>5</td>
<td>$1,500,000</td>
<td>✓</td>
<td>Rivergate</td>
</tr>
<tr>
<td>28</td>
<td>Columbia River Mouth Jetty Refurbishment</td>
<td>Refurbish and repair the north and south jetties 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>$75,000,000</td>
<td>✓</td>
<td>Rivergate</td>
</tr>
<tr>
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<tr>
<td>29</td>
<td>Columbia River Underkeel Clearance Study</td>
<td>Underkeel clearance study for ships moving between the Columbia Bar and Portland.</td>
<td>Understand vessel underclearance in Columbia River to optimize safety and payload.</td>
<td>5</td>
<td>$1,319,000</td>
<td></td>
<td>Rivergate</td>
</tr>
<tr>
<td>30</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>31</td>
<td>Rivergate Boulevard Overcrossing</td>
<td>Grade Separate South Rivergate Lead at Rivergate Blvd.</td>
<td>Improve rail and vehicle traffic flow in Rivergate Industrial District.</td>
<td>10</td>
<td>$14,200,000</td>
<td></td>
<td>Rivergate</td>
</tr>
<tr>
<td>32</td>
<td>N. Hayden Island Drive</td>
<td>Reconstruct N. Hayden Island Drive.</td>
<td>Provide improved access to West Hayden Island.</td>
<td>10</td>
<td>$12,000,000</td>
<td></td>
<td>Rivergate</td>
</tr>
<tr>
<td>33</td>
<td>Terminal 2 Crane Upgrade</td>
<td>The project will modify and upgrade Crane 2372, located at Terminal 2. The improvements will increase the suitability and efficiency of the crane to handle bulk cargoes.</td>
<td>The improvements will increase the suitability and efficiency of the crane to handle bulk cargoes.</td>
<td>5</td>
<td>$2,300,000</td>
<td></td>
<td>T2/Swan Island</td>
</tr>
<tr>
<td>34</td>
<td>PSU ITS Expansion</td>
<td>Expand PSU's existing web based ITS &quot;count sensor&quot; 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>35</td>
<td>Terminal 2 Rail Improvement</td>
<td>Add approximately 600 feet to the inner track (Track 10) and connect it with the outer loop (Track 15). A third track may also be constructed and a rail scaling station added in addition to stormwater improvements to the dock.</td>
<td>Increase rail capacity and operating efficiencies at Terminal 2.</td>
<td>5</td>
<td>$2,200,000</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>
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<tr>
<td>36</td>
<td>Dredge Oregon Repower</td>
<td>Replace and modernize controls, dredge pumps, dredge main engine, 2 auxiliary generator engines all powered by diesel. Replacement is anticipated to reduce fuel use by 40% for a savings of 160-200K gallons of fuel during a normal dredging season.</td>
<td>Repower the Dredge Oregon.</td>
<td>5</td>
<td>$19,600,000</td>
<td>☑</td>
<td>T2/Swan Island</td>
</tr>
<tr>
<td>37</td>
<td>TTD Site Development for New Hangar Development</td>
<td>Construct new utilities and infrastructure to make site ready for development.</td>
<td>Will support development of approximately 20,000 square feet of workshop hangar space at Troutdale.</td>
<td>5</td>
<td>$1,000,000</td>
<td>☑</td>
<td>East County</td>
</tr>
<tr>
<td>38</td>
<td>Swigert Way Extension</td>
<td>Extend Swigert Way from its existing terminus to Graham Road.</td>
<td>Improve access to Troutdale Reynolds Industrial Park.</td>
<td>5</td>
<td>$2,500,000</td>
<td>☑</td>
<td>East County</td>
</tr>
<tr>
<td>39</td>
<td>Graham Road</td>
<td>Reconstruct and/or widen Graham Road along Troutdale Reynolds Industrial Park frontage.</td>
<td>Improve access to Troutdale Reynolds Industrial Park Phase 2.</td>
<td>5</td>
<td>$10,000,000</td>
<td>☑</td>
<td>East County</td>
</tr>
<tr>
<td>40</td>
<td>TTD Reconstruct runway 7-25</td>
<td>Reconstruct existing 150' x 5400' runway; narrow to 75' wide, relocated/reconstruct edge lighting, construct required drainage improvements.</td>
<td>Project identified in 2004 TTD Master Plan.</td>
<td>5</td>
<td>$12,534,000</td>
<td>☑</td>
<td>East County</td>
</tr>
<tr>
<td>41</td>
<td>TTD Rehabilitate Taxiway A</td>
<td>Rehabilitation of full-length parallel taxiway A including lighting and markings.</td>
<td>Project recommended in 2004 Master Plan and verified by Port assessment of pavement condition and expected remaining life.</td>
<td>5</td>
<td>$5,000,000</td>
<td>☑</td>
<td>East County</td>
</tr>
<tr>
<td>42</td>
<td>NE 238th Drive: Halsey to Glisan</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>Map ID</td>
<td>Project Name</td>
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<td>43</td>
<td>40 Mile Loop Trail: Blue Lake Park to Sundial Rd.</td>
<td>Construct a 1.7 mile 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 a 3.3 mile gap in the 40 Mile Loop Trail.</td>
<td>5</td>
<td>$2,588,232</td>
<td>✓</td>
<td>East County</td>
</tr>
<tr>
<td>44</td>
<td>Troutdale Interchange (Exit 17) Improvements</td>
<td>Convert Marine Drive one-way southbound to two-way under I-84 and widen to five lanes. Widen South Frontage Rd. and provide associated improvements.</td>
<td>Ensure adequate long term interchange operation and improve access to north industrial area.</td>
<td>5</td>
<td>$32,200,000</td>
<td>✓</td>
<td>East County</td>
</tr>
<tr>
<td>45</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>$3,667,000</td>
<td>✓</td>
<td>East County</td>
</tr>
<tr>
<td>46</td>
<td>Sundial Road Improvement</td>
<td>Widen Sundial north of Swigert Way and construct signal.</td>
<td>Accommodate Troutdale Reynolds Industrial Park and other traffic.</td>
<td>5</td>
<td>$3,200,000</td>
<td>✓</td>
<td>East County</td>
</tr>
<tr>
<td>47</td>
<td>Reynolds Site 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>48</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>49</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>Map ID</td>
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<td>50</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 administration through a transportation management association.</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></td>
<td>□</td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>51</td>
<td>PIC Ped/Bike Network</td>
<td>Construct bike and pedestrian facilities as shown in the CS/PIC Plan District.</td>
<td>Improve bike/ped circulation in PIC.</td>
<td>10</td>
<td>$1,163,835</td>
<td>□</td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>52</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>$158,000,000</td>
<td>□</td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>53</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>20</td>
<td>$5,775,000</td>
<td>□</td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>54</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>55</td>
<td>Airport Way Braided Ramps</td>
<td>Construct braided ramps between the I-205 interchange and Cascade Interchange.</td>
<td>Maintain safety and capacity of Airport Way and interchanges.</td>
<td>20</td>
<td>$59,000,000</td>
<td>□</td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>56</td>
<td>Alternative Fuels Station</td>
<td>Construct a PDX alternative fuels station.</td>
<td>Provide refueling capabilities for both landside (public) CNG vehicles. Encourage airport businesses to convert fleets to CNG to improve air quality.</td>
<td>5</td>
<td>$1,000,000</td>
<td>□</td>
<td>PDX/PIC</td>
</tr>
<tr>
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<td>57</td>
<td>SW Quad Drainage Improvements</td>
<td>Drainage improvements in SW Quad through modifications to the existing drainage channels and increasing the capacity of the Broadmoor Pump Station.</td>
<td>Provide additional capacity for anticipated growth in airport traffic.</td>
<td>5</td>
<td>$1,250,000</td>
<td></td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>58</td>
<td>Widen APW Outbound East of 82nd</td>
<td>Add New Lane</td>
<td>Provide additional capacity for anticipated growth in passenger traffic.</td>
<td>10</td>
<td>$3,335,000</td>
<td></td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>59</td>
<td>Deplaning Curbside Roadway Lanes</td>
<td>Add New Lane</td>
<td>Provide additional capacity for anticipated growth in passenger traffic.</td>
<td>20</td>
<td>$2,976,000</td>
<td></td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>60</td>
<td>Deplaning Curbside Roadway Loading</td>
<td>Add New Lane</td>
<td>Provide additional capacity for anticipated growth in passenger traffic.</td>
<td>20</td>
<td>$324,000</td>
<td></td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>61</td>
<td>Airport Way Westbound Approaching Return Road</td>
<td>Add New Lane</td>
<td>Provide additional capacity for anticipated growth in passenger traffic.</td>
<td>20</td>
<td>$1,080,000</td>
<td></td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>62</td>
<td>Terminal Exit Roadway at P. O. Curves</td>
<td>Add New Lane</td>
<td>Provide additional capacity for anticipated growth in passenger traffic.</td>
<td>10</td>
<td>$1,500,000</td>
<td></td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>63</td>
<td>Terminal Exit Roadway at Parking Plaza</td>
<td>Add New Lane</td>
<td>Provide additional capacity for anticipated growth in passenger traffic.</td>
<td>20</td>
<td>$1,104,000</td>
<td></td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>64</td>
<td>Mitigation Land Bank</td>
<td>Plan for, purchase, and develop a site for use as a mitigation bank.</td>
<td>Provide a site for environmental mitigation for Port transportation and other development projects.</td>
<td>5</td>
<td></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>65</td>
<td>Brookwood Parkway/Hwy 26 Interchange Improvements</td>
<td>Construct a new westbound to southbound loop ramp at the interchange to serve Brookwood Parkway. Realign and relocate nearby local roads.</td>
<td>Improve access to HIO and area industry.</td>
<td>5</td>
<td>$45,000,000</td>
<td></td>
<td>Hillsboro</td>
</tr>
<tr>
<td>66</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>67</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>
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<td>Rivergate</td>
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<tr>
<td>68</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>
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<td>Rivergate</td>
</tr>
<tr>
<td>69</td>
<td>West Hayden Island Rail Access</td>
<td>Rail access to support West Hayden Island development.</td>
<td>Advance rail-dependent development.</td>
<td>20</td>
<td>$3,000,000</td>
<td></td>
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<tr>
<td>70</td>
<td>West Hayden Island Rail Yard</td>
<td>Seven track rail yard connected to facility trackage.</td>
<td>Advance rail development on West Hayden Island.</td>
<td>20</td>
<td>$9,500,000</td>
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<td>Rivergate</td>
</tr>
<tr>
<td>71</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>10</td>
<td>$13,600,000</td>
<td></td>
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<td>Map ID</td>
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<td>Total Cost</td>
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<tr>
<td>72</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>$5,000,000</td>
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<td>Rivergate</td>
</tr>
<tr>
<td>73</td>
<td>Burgard Bridge Replacement</td>
<td>Upgrade structure.</td>
<td>Replace the bridge with a slab on grade to eliminate weight restrictions.</td>
<td>5</td>
<td>$1,445,000</td>
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<tr>
<td>74</td>
<td>Columbia Blvd./Portland Rd. Intersection Improvements</td>
<td>Redesign could include realignment of travel lanes, channelization, signalization, signing or new sidewalks and curbs.</td>
<td>Reinforce through truck movements on minor and major truck streets (Portland Rd. and Columbia Blvd. respectively), minimizing neighborhood cut-through traffic.</td>
<td>5</td>
<td>$1,214,000</td>
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<td>Rivergate</td>
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<td>75</td>
<td>North Burgard/Lombard Street Improvements</td>
<td>Widen Burgard to 3 Lanes with bike lanes and sidewalks from UPRR bridge to Columbia.</td>
<td>Improve freight mobility, safety and industrial site access.</td>
<td>5</td>
<td>$14,588,000</td>
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<tr>
<td>76</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 also benefit from the Columbia River’s new controlling depth.</td>
<td>10</td>
<td>$200,000,000</td>
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<td>77</td>
<td>Terminal 6 Honda Rail Extension</td>
<td>Extend current rail yard in order to provide more capacity for current tenants.</td>
<td>Capacity improvements for current tenants.</td>
<td>10</td>
<td>$1,000,000</td>
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<td>78</td>
<td>Columbia River Anchorage</td>
<td>Placement of up to seven stern buoys at different anchorages up and down the</td>
<td>Allow for the anchorage of ships in the river rather then at terminals</td>
<td>5</td>
<td>$2,342,000</td>
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<td></td>
<td>Improvements</td>
<td>Columbia River.</td>
<td>that could otherwise be loading/unloading cargo.</td>
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<td>79</td>
<td>Terminal 6 Internal</td>
<td>Construct a rail overcrossing at Terminal 6.</td>
<td>Increase efficient movement for rail and Terminal 6 tenants.</td>
<td>5</td>
<td>$3,649,084</td>
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<td>80</td>
<td>T6 Second Entrance</td>
<td>Construct second entrance and rail overcrossing.</td>
<td>Improve capacity and safety at T6.</td>
<td>20</td>
<td>$12,000,000</td>
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<tr>
<td>81</td>
<td>T6 Suttle Road Entrance</td>
<td>Construct access road from terminus of Suttle Road.</td>
<td>To support development of east end of T6.</td>
<td>20</td>
<td>$3,000,000</td>
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<td>Rivergate</td>
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<tr>
<td>82</td>
<td>T6 Development Project</td>
<td>This program includes Additional Scour Protection, T6 Entrance Overcrossing, Two</td>
<td>This program is needed to upgrade the terminal to expand the capacity</td>
<td>10</td>
<td>$76,000,000</td>
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<td></td>
<td></td>
<td>New PPMX Cranes, Terminal Electrical Upgrades, Yard Gantry Cranes and 6,800' Arrival</td>
<td>of the container terminal to 1 Million TEUs.</td>
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<td></td>
<td></td>
<td>and 8,500' Departure Tracks.</td>
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<td>83</td>
<td>T4 B416 Lay Berth</td>
<td>This project will design, permit and install electrical equipment upgrades necessary</td>
<td>The project is needed to allow vessels to lay berth at B416. This will</td>
<td>5</td>
<td>$500,000</td>
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<td></td>
<td>Improvements</td>
<td>to allow vessels to lay berth at B416.</td>
<td>help the Port retain and grow key services and to be a leader in</td>
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<td>transportation infrastructure.</td>
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<td>84</td>
<td>T4 Stormwater Improvements</td>
<td>Install stormwater improvements including control equipment such as dust filtering equipment for the warehouses and/or various types of stormwater filtering or treatment mechanisms.</td>
<td>Implement capital projects identified during stormwater master planning process. The improvements will be needed in order to comply with new environmental permits and water quality regulations.</td>
<td>5</td>
<td>$4,100,000</td>
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<tr>
<td>85</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>
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</tr>
<tr>
<td>86</td>
<td>UPRR North Portland Junction Crew Change Point</td>
<td>Move the crew change location closer to North Portland Junction.</td>
<td>Speed the crew change process and minimize the delays to both UP and BNSF with the current operation.</td>
<td>5</td>
<td></td>
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<td>Rivergate</td>
</tr>
<tr>
<td>87</td>
<td>BNSF Fallbridge Double Tracking</td>
<td>Double Track 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>
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<td>Rivergate</td>
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<tr>
<td>88</td>
<td>Terminal 4 Grain Elevator Demolition</td>
<td>Demolish the Terminal 4 grain elevator.</td>
<td>Demolition of the elevator will facilitate the redevelopment of approximately 30 acres of vital marine industrial property in the Portland Harbor.</td>
<td>10</td>
<td>$8,000,000</td>
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<td>Map ID</td>
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<tr>
<td>89</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>5</td>
<td>$1,529,000</td>
<td></td>
<td>Rivergate</td>
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<tr>
<td>90</td>
<td>T4 Berth 405 and 408 Demolition</td>
<td>Demolish Berth 405 and Berth 408.</td>
<td>Remove obsolete berth structures.</td>
<td>5</td>
<td>$18,747,222</td>
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<td>Rivergate</td>
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<tr>
<td>91</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>
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<tr>
<td>92</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>
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<tr>
<td>93</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>94</td>
<td>Graham Line Connection</td>
<td>This project will create a new track connection between the Graham Line, which runs parallel with I-84 through Sullivan's Gulch and the Brooklyn Sub, UP's north-south line through Portland.</td>
<td>This connection will allow UP rail traffic entering Portland from the east to turn south onto the Brooklyn Sub from the Graham Line. This project will eliminate delay and increase system capacity.</td>
<td>5</td>
<td>$15,000,000</td>
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<tr>
<td>95</td>
<td>Terminal 2 Stormwater Improvements</td>
<td>Stormwater improvements.</td>
<td>Enhance marketability, service and environmental performance for cargo opportunities at T-2.</td>
<td>5</td>
<td>$1,500,000</td>
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<td>96</td>
<td>T2 Storage Building Improvements</td>
<td>This project upgrades the existing warehouse buildings to allow for the storage of bulk cargos such as pulp.</td>
<td>This project is needed to upgrade the existing terminal to more efficiently handle bulk cargos.</td>
<td>5</td>
<td>$1,000,000</td>
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<tr>
<td>97</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></td>
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<tr>
<td>98</td>
<td>Portland Terminal Mainline Access Improvements</td>
<td>Trains will arrive and depart Lake Yard more quickly, thus reducing the BNSF I-5 main line track blockage time.</td>
<td>Increase capacity along the BNSF main line.</td>
<td>5</td>
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<tr>
<td>99</td>
<td>Dredge Oregon Booster Pump</td>
<td>Refurbish or replace Navigation Division 30” booster pump.</td>
<td>Increase production and efficiency of Dredge Oregon by Augmenting Pumping capability.</td>
<td>5</td>
<td>$10,000,000</td>
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<td>100</td>
<td>UPRR Brooklyn Yard Derails Project</td>
<td>Install power derails at Brooklyn Yard connections to main line.</td>
<td>Will reduce blockage of north-south mainline, resulting in reduction of rail traffic delays.</td>
<td>5</td>
<td></td>
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<tr>
<td>101</td>
<td>T2 Track Reconfiguration and Siding</td>
<td>Construct rail loop and support siding.</td>
<td>Increase rail capacity at Terminal 2.</td>
<td>10</td>
<td>$8,900,000</td>
<td></td>
<td>T2/Swan Island</td>
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<td>102</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>
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<td>East County</td>
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<tr>
<td>103</td>
<td>Riverside Drive Extension</td>
<td>Riverside Dr. Extension (Riverside Parkway to Portal Way).</td>
<td>Serve developing industrial parcels.</td>
<td>5</td>
<td>$10,975,110</td>
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<tr>
<td>104</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>
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<td>East County</td>
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<tr>
<td>105</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>
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<tr>
<td>106</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>
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### Project Name: Columbia Blvd./Lombard St. Improvements at MLK

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<td>Improve freight movement between Columbia Blvd. and Lombard St.</td>
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<td>Purpose:</td>
<td>Improve connectivity and better distribute freight traffic between Columbia Blvd. and Lombard St.</td>
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<td>Columbia Corridor Transportation Study (1999)</td>
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### Project Name: I-205 Interchange - NB On-Ramp at Airport Way

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<thead>
<tr>
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<th>$17,500,000</th>
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<td>Road</td>
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<tr>
<td>Project Description:</td>
<td>New I-205 NB on-ramp and/or other improvements at I-205/Airport Way interchange.</td>
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<tr>
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<td>Provide additional capacity for anticipated growth in area traffic.</td>
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<td>Cascade Station/Portland Int'l Center Environmental Assessment Transportation Analysis (2004)</td>
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<td>RTP 2035 Constrained</td>
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<tr>
<td>Unfunded:</td>
<td></td>
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## Project Name: Alderwood and Cully Intersections @ Columbia Blvd.

<table>
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<td>Operation Area: PDX/PIC</td>
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<td>Federal: $4,959,856</td>
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<tr>
<td>Project Description: Widen and signalize intersections on Columbia Boulevard at Alderwood Rd. and Cully Boulevard.</td>
<td></td>
<td>State:</td>
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<tr>
<td>Purpose: Provide transportation link to the cargo area located within the south airport area and to support Columbia Corridor freight movement.</td>
<td></td>
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<tr>
<td>JDE NUM: 810020</td>
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<td>✓ RTP 2035 Constrained</td>
<td>Estimate Rating: 3c</td>
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## Project Name: I-5/Columbia Blvd. Improvement

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<td>Operation Area: PDX/PIC</td>
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<tr>
<td>Project Description: Construct a full interchange at Columbia Blvd. or the functional equivalent. Includes two projects Delta Park Phase II and Argyle on the Hill.</td>
<td></td>
<td>State:</td>
</tr>
<tr>
<td>Purpose: Improve connections between Columbia Blvd. and I-5 for trucks.</td>
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<td>City:</td>
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<tr>
<td>JDE NUM:</td>
<td>Port Share Committed:</td>
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<td>RTP Related: 10219, 10874</td>
<td>Port Share Forecasted:</td>
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<td>Recent Study: I-5 Delta Park Environmental Assessment (2006)</td>
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<td>Port Strategic Area: Regional Leadership in Transportation</td>
<td>Other:</td>
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<td>✓ RTP 2035 Illustrative</td>
<td>Unfunded: $57,773,032</td>
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<td>✓ Identified in STIP</td>
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Project Name: **Columbia Blvd./I-205 SB On Ramp Improvement**

- **Map ID:** 5  
- **Time Frame (Years):** 5 years  
- **Total Cost:** $11,200,000  
- **Year of Cost:** 2007  
- **Federal:**  
- **State:**  
- **City:**  
- **SDC:**  
- **Port Share Committed:**  
- **Port Share Forecasted:**  
- **Private:**  
- **Other:**  
- **Unfunded:** $11,200,000  

**Project Description:** Expand the on-ramp to three lanes, including for truck/HOV.

**Purpose:** Increase the capacity of the I-205 SB on-ramp at Columbia Blvd.

**JDE NUM:** 11091  
**RTP Related:**  
**Recent Study:** Colwood Golf Course Rezone Transportation Impact Analysis (2007)  
**Port Strategic Area:** Retain and Grow Key Services  
**Conditioned Project:**  
**Identified in STIP:**

---

Project Name: **PDX ITS - AVI Technology**

- **Map ID:** 6  
- **Time Frame (Years):** 5 years  
- **Total Cost:** $3,000,000  
- **Year of Cost:** 2010  
- **Federal:**  
- **State:**  
- **City:**  
- **SDC:**  
- **Port Share Committed:** $3,000,000  
- **Port Share Forecasted:**  
- **Private:**  
- **Other:**  
- **Unfunded:** $0  

**Project Description:** Automated Vehicle Identification Technology

**Purpose:** Implement automated vehicle identification system at PDX to improve airport operations, commercial roadway operations and parking shuttle bus management.

**JDE NUM:** 100680  
**RTP Related:** 10370  
**Recent Study:** PDX ITS Plan (2001)  
**Port Strategic Area:** Retain and Grow Key Services  
**Conditioned Project:**  
**Identified in STIP:**
Project Name: **PDX Northside Redevelopment**

- Map ID: 7
- Time Frame (Years): 5 years
- Total Cost: $5,800,000
- Year of Cost Estimate: 2013
- Project Type: Aviation
- Operation Area: PDX/PIC
- Project Description: Construct a new apron for business aviation.

**Purpose:** Provide overnight parking for commercial jets and improve a new apron for business aviation.

- JDE NUM: 101460
- Port Share Committed: 
- Port Share Forecasted: 
- Private: 
- Other: 
- Unfunded: $5,800,000

Project Name: **HIO Wash Racks**

- Map ID: 8
- Time Frame (Years): 5 years
- Total Cost: $620,100
- Year of Cost Estimate: 2010
- Project Type: Aviation
- Operation Area: Hillsboro
- Project Description: Construct new wash racks for tenant and itinerant aircraft washing with pollution control system to keep wash water out of storm system.

**Purpose:** Improve environmental performance at the airport.

- JDE NUM: 100646
- Port Share Committed: 
- Port Share Forecasted: 
- Private: 
- Other: 
- Unfunded: $620,100
**Project Name:** HIO Relocate Charlie Pattern Landing Site

- **Map ID:** 9
- **Time Frame (Years):** 5 years
- **Total Cost:** $1,433,100
- **Year of Cost:** 2008
- **Project Type:** Aviation
- **Operation Area:** Hillsboro
- **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.
- **JDE NUM:** 101032
- **RTP Related:**
- **Recent Study:**
- **Port Strategic Area:** Retain and Grow Key Services
- **SDC Notes:**
- **Estimate Rating:**
- **Port Share Committed:**
- **Port Share Forecasted:**
- **Private:**
- **Other:**
- **Unfunded:** $1,433,100

**Project Name:** HIO Construct East Access Road

- **Map ID:** 10
- **Time Frame (Years):** 5 years
- **Total Cost:** $1,886,560
- **Year of Cost:** 2008
- **Project Type:** Aviation
- **Operation Area:** Hillsboro
- **Project Description:** Construct a new public access point and tenant utilities on the east side of runway 12L/30R at HIO.
- **Purpose:** Future tenant development will require landside infrastructure to support its operation.
- **JDE NUM:** 101235
- **RTP Related:**
- **Recent Study:**
- **Port Strategic Area:** Retain and Grow Key Services
- **Port Share Committed:**
- **Port Share Forecasted:**
- **Private:**
- **Other:**
- **Unfunded:** $1,886,560
### Project Name: HIO Relocate Taxiway AA

- **Map ID:** 11
- **Time Frame (Years):** 10 years
- **Total Cost:** $4,700,000
- **Year of Cost Estimate:** 2009
- **Project Type:** Aviation
- **Operation Area:** Hillsboro
- **Project Description:** Relocate a new taxiway AA.
- **Purpose:** 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.
- **JDE NUM:** 101030
- **RTP Related:**
- **Recent Study:**
- **Port Strategic Area:** Retain and Grow Key Services
- **Unfunded:** $4,700,000
- **Port Share Committed:**
- **Port Share Forecasted:**
- **Private:**
- **Other:**

### Project Name: HIO Taxiway to NW Corporate Center

- **Map ID:** 12
- **Time Frame (Years):** 5 years
- **Total Cost:** $1,050,000
- **Year of Cost Estimate:** 2009
- **Project Type:** Aviation
- **Operation Area:** Hillsboro
- **Project Description:** Construct a taxiway to serve new tenant leasehold development.
- **Purpose:** New tenant development in the area behind the HIO ATCT will require airside infrastructure.
- **JDE NUM:** 100657
- **RTP Related:**
- **Recent Study:**
- **Port Strategic Area:** Retain and Grow Key Services
- **Unfunded:** $1,050,000
- **Port Share Committed:**
- **Port Share Forecasted:**
- **Private:**
- **Other:**

---

**Estimate Rating:**

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

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**Estimate Rating:**

- **RTP 2035 Illustrative**
- **RTP 2035 Constrained**
### Project Name: HiQ Construct Runway 12L/30R

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<tbody>
<tr>
<td>Project Type: Aviation</td>
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<tr>
<td>Operation Area: Hillsboro</td>
<td>State: $4,000,000</td>
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<tr>
<td>Project Description: Construct a new 3,200' B-1 runway and taxiway parallel to the main runway (12R-30L) for use by light GA aircraft. Extensive planning effort required including environmental assessment.</td>
<td>City:</td>
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</tr>
<tr>
<td>Purpose: Relieves existing and future congestion at the airport.</td>
<td>SDC:</td>
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</table>

**JDE NUM:** 100548  
**RTP Related:**  
**Recent Study:**  
**Port Strategic Area:** Retain and Grow Key Services  
**Estimate Rating:**  
**Port Share Committed:**  
**Port Share Forecasted:** $9,000,000  
**Private:**  
**Other:**  
**Unfunded:**  

### Project Name: Terminal 6 Container Crane Modernizations

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<tr>
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<tr>
<td>Operation Area: Rivergate</td>
<td>State: $2,907,408</td>
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<tr>
<td>Project Description: The project will increase operating efficiencies and improve safety on Cranes 6373, 6374, 6375, and 6379.</td>
<td>City:</td>
<td></td>
</tr>
<tr>
<td>Purpose: The project will increase the reliability of cargo handling equipment, and provide more reliable service to customers.</td>
<td>SDC:</td>
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**JDE NUM:** 700111  
**RTP Related:** 11207  
**Recent Study:**  
**Port Strategic Area:** Retain and Grow Key Services  
**Estimate Rating:**  
**Port Share Committed:** $726,852  
**Port Share Forecasted:**  
**Private:**  
**Other:**  
**Unfunded:**
### Project Name: **Terminal 6 Crane Drive Electronics**

- **Map ID:** 15  
- **Time Frame (Years):** 5 years  
- **Project Type:** Marine  
- **Operation Area:** Rivergate  
- **Project Description:** Crane management system upgrades for Cranes 6373 and 6374.  

**Purpose:** Improve operational efficiencies for the container cranes.

<table>
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<tr>
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- **RTP Related:**  
- **Recent Study:**  
- **Port Strategic Area:** Retain and Grow Key Services  
- **Federal:**  
- **State:**  
- **City:**  
- **SDC:**  
- **Port Share Committed:**  
- **Port Share Forecasted:**  
- **Private:**  
- **Other:**  
- **Unfunded:** $2,000,000

- **Estimate Rating:**

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

- **Map ID:** 16  
- **Time Frame (Years):** 5 years  
- **Project Type:** Rail  
- **Operation Area:** Rivergate  
- **Project Description:** Provide a new track from Barnes Yard to Terminal 4.  

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

<table>
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<tr>
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- **RTP Related:**  
- **Recent Study:** Marine Terminal Master Plan 2020 (2003)  
- **Port Strategic Area:** Regional Leadership in Industrial Lands  
- **Federal:**  
- **State:**  
- **City:**  
- **SDC:**  
- **Port Share Committed:**  
- **Port Share Forecasted:**  
- **Private:**  
- **Other:**  
- **Unfunded:** $4,543,000

- **Estimate Rating:** 2b
### Kenton Rail Line Upgrade

**Map ID:** 17  
**Time Frame (Years):** 10 years  
**Total Cost:** $25,382,000

**Project Type:** Rail  
**Operation Area:** Rivergate  
**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. Part of triangle project with ODOT.  
**Purpose:** Expand rail capacity and reduce delays for greater efficiency.

**JDE NUM:**  
**RTP Related:** 11356  
**Recent Study:** I-5 Rail Capacity Study (HDR, 2003)

**Port Strategic Area:** Regional Leadership in Transportation  
- **RTP 2035 Illustrative**  
- **RTP 2035 Constrained**  
- **Identified in STIP**

**Estimate Rating:**

**Portfolio Share:**  
**Committed:**  
**Forecasted:**

**Federal:**  
**State:**  
**City:**  
**SDC:**

**Unfunded:** $25,382,000

---

### Rivergate ITS

**Map ID:** 18  
**Time Frame (Years):** 5 years  
**Total Cost:** $480,000

**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 ITC systems.

**JDE NUM:**  
**RTP Related:** 10373  
**Recent Study:**

**Port Strategic Area:** Regional Leadership in Transportation  
- **RTP 2035 Illustrative**  
- **RTP 2035 Constrained**  
- **Identified in STIP**

**Estimate Rating:** 3c

**Portfolio Share:**  
**Committed:**  
**Forecasted:**

**Federal:**  
**State:**  
**City:**  
**SDC:**

**Unfunded:** $480,000
Project Name: Marine Dr. Improvement Phase 2

Map ID: 19  Time Frame (Years): 20 years
Project Type: Road
Operation Area: Rivergate
Project Description: Construct rail overcrossing on Marine Dr.

Purpose: Avoid road/rail conflict.

JDE NUM: 10379
RTP Related: 10379
Recent Study:

Port Strategic Area: Regional Leadership in Transportation

☑ RTP 2035 Illustrative
☑ RTP 2035 Constrained
☐ Conditioned Project
☐ Identified in STIP

Total Cost: $13,644,200
Year of Cost Estimate: 2003
Federal:
State:
City:
SDC:
Port Share Committed:
Port Share Forecasted:
Private:
Other:
Unfunded: $13,644,200

Estimate Rating: 3c

---

Project Name: Terminal 6 Stormwater System

Map ID: 20  Time Frame (Years): 5 years
Project Type: Marine
Operation Area: Rivergate
Project Description: Design and construct a stormwater system.

Purpose: The project will modernize the storm drainage system in the container yard.

JDE NUM: 101653
RTP Related:
Recent Study:

Port Strategic Area: Portwide Environmental Strategy

☐ RTP 2035 Illustrative
☐ RTP 2035 Constrained
☐ Conditioned Project
☐ Identified in STIP

Total Cost: $5,000,000
Year of Cost Estimate: 2012
Federal:
State:
City:
SDC:
Port Share Committed:
Port Share Forecasted:
Private:
Other:
Unfunded: $5,000,000

Estimate Rating:
### Project Name: Auto Import/Export Expansion

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**Project Type:** Marine  
**Operation Area:** Rivergate

**Project Description:** The project will construct site improvements to expand the storage and processing capacity for auto imports and exports through Berth 601 at Terminal 6. By increasing the storage and processing capacity, the Berth 601 auto facility can increase throughput.

**Purpose:** Increase the storage and processing capacity for auto imports and exports through Berth 601, thereby allowing for an increase of volumes, leading to increased employment.

**JDE NUM:** 101764  
**RTP Related:** conditioned  
**Recent Study:**

**Port Strategic Area:** Retain and Grow Key Services  
- RTP 2035 Illustrative  
- Conditioned Project  
- RTP 2035 Constrained  
- Identified in STIP

**Port Strategic Area:** Regional Leadership in Industrial Lands  
- RTP 2035 Illustrative  
- Conditioned Project  
- RTP 2035 Constrained  
- Identified in STIP

**Estimate Rating:** 2b  
**Unfunded:** $14,000,000

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### Project Name: Terminal 4 Pier 1 Site Preparation

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**Project Type:** Marine  
**Operation Area:** Rivergate

**Project Description:** Demolish various structures and improve certain infrastructure features in the Pier 1 area of Terminal 4.

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

**JDE NUM:** 101739  
**RTP Related:** 11208

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

**Port Strategic Area:** Regional Leadership in Industrial Lands  
- RTP 2035 Illustrative  
- Conditioned Project  
- RTP 2035 Constrained  
- Identified in STIP

**Port Strategic Area:** Regional Leadership in Industrial Lands  
- RTP 2035 Illustrative  
- Conditioned Project  
- RTP 2035 Constrained  
- Identified in STIP
### Project Name: Berth Deepening at T2 and T4

- **Map ID:** 23  
- **Time Frame (Years):** 5 years  
- **Total Cost:** $3,000,000  
- **Year of Cost:** 2012  
- **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.  
- **Purpose:** Allow better utilization of Panamax-class bulk vessels.  
- **JDE NUM:** 100863  
- **RTP Related:*** Conditioned Project  
- **Recent Study:** Identified in STIP

<table>
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<tr>
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<td><strong>Unfunded:</strong></td>
<td>$3,000,000</td>
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### Project Name: T5 Berth 503 Terminal Expansion

- **Map ID:** 24  
- **Time Frame (Years):** 5 years  
- **Total Cost:** $150,000,000  
- **Year of Cost:** 2012  
- **Project Type:** Rail  
- **Operation Area:** Rivergate  
- **Project Description:** Construct a fourth rail loop, second dumper pit, storage building, shiploader and berth improvements at Terminal 5 potash export facility.  
- **Purpose:** The project will increase the throughput capacity of the facility.  
- **JDE NUM:** 101763  
- **RTP Related:** Conditioned Project  
- **Recent Study:** Identified in STIP

<table>
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<tr>
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<td><strong>Other:</strong></td>
<td>$130,000,000</td>
</tr>
<tr>
<td><strong>Unfunded:</strong></td>
<td>$130,000,000</td>
</tr>
</tbody>
</table>

**Estimate Rating:** 3c
**Project Name:** Terminal 5 Entrance Road  
**Map ID:** 25  
**Time Frame (Years):** 5 years  
**Project Type:** Road  
**Operation Area:** Rivergate  
**Project Description:** Provide improvements on the south side of the roadway as well as rail crossing improvements.

**Purpose:** The project will address increased traffic needs.

**Total Cost:** $1,200,000  
**Year of Cost Estimate:** 2011  
**Federal:**  
**State:**  
**City:**  
**SDC:**  
**Port Share Committed:**  
**Port Share Forecasted:**  
**Private:**  
**Other:**

**JDE NUM:** 101716  
**RTP Related:**  
**Recent Study:**  

**Port Strategic Area:** Retain and Grow Key Services  

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

---

**Project Name:** West Hayden Island Beach Access  
**Map ID:** 26  
**Time Frame (Years):** 5 years  
**Total Cost:** $50,000  
**Year of Cost Estimate:** 2011  
**Federal:**  
**State:**  
**City:**  
**SDC:**  
**Port Share Committed:**  
**Port Share Forecasted:**  
**Private:**  
**Other:**

**JDE NUM:** 101657  
**RTP Related:**  
**Recent Study:**  

**Port Strategic Area:** Regional Leadership in Industrial Lands  

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

---
Project Name: **Terminal 6 Wharf Optimization**

- **Map ID:** 27
- **Time Frame (Years):** 5 years
- **Total Cost:** $1,500,000
- **Year of Cost Estimate:** 2011
- **Federal:**
- **State:** $1,200,000
- **City:**
- **SDC:**
- **Port Share Committed:**
- **Port Share Forecasted:**
- **Private:**
- **Other:**
- **Unfunded:**

**Project Description:** Crane management system upgrades for Crane 6375. Crane travel improvements for Cranes 6380 and 6381.

**Purpose:** Improve operational efficiencies for the container cranes.

**JDE NUM:** 101740

**RTP Related:**

- Conditioned Project
- Identified in STIP

**Recent Study:**

**Port Strategic Area:** Retain and Grow Key Services

- RTP 2035 Illustrative
- RTP 2035 Constrained

**Estimate Rating:**

---

Project Name: **Columbia River Mouth Jetty Refurbishment**

- **Map ID:** 28
- **Time Frame (Years):** 5 years
- **Total Cost:** $75,000,000
- **Year of Cost Estimate:** 2012
- **Federal:**
- **State:**
- **City:**
- **SDC:**
- **Port Share Committed:**
- **Port Share Forecasted:**
- **Private:**
- **Other:**
- **Unfunded:** $75,000,000

**Project Description:** Refurbish and repair the north and south jetties at the mouth of the Columbia River.

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

**JDE NUM:**

**RTP Related:**

- Conditioned Project

**Recent Study:**

**Port Strategic Area:** Regional Leadership in Transportation

- RTP 2035 Illustrative
- RTP 2035 Constrained

**Estimate Rating:**
### Columbia River Underkeel Clearance Study

**Project Name:** Columbia River Underkeel Clearance Study  
**Map ID:** 29  
**Time Frame (Years):** 5 years  
**Total Cost:** $1,319,000  
**Year of Cost Estimate:** 2013  
**Project Type:** Marine  
**Operation Area:** Rivergate  
**Project Description:** Underkeel clearance study for ships moving between the Columbia Bar and Portland.  
**Purpose:** Understand vessel underclearance in Columbia River to optimize safety and payload.  
**SDC:**  
**Port Share Committed:** $65,000  
**Port Share Forecasted:**  
**Private:**  
**Other:** $329,700  
**Unfunded:** $923,300  
**JDE NUM:**  
**RTP Related:**  
**Recent Study:**  
**Port Strategic Area:** Regional Leadership in Transportation  
- RTP 2035 Illustrative  
- RTP 2035 Constrained  
- Conditioned Project  
- Identified in STIP  
**Estimate Rating:**  

### Time Oil Road Reconstruction

**Project Name:** Time Oil Road Reconstruction  
**Map ID:** 30  
**Time Frame (Years):** 10 years  
**Total Cost:** $9,000,000  
**Year of Cost Estimate:** 2013  
**Project Type:** Road  
**Operation Area:** Rivergate  
**Project Description:** Reconstruct Time Oil Road.  
**Purpose:** Provide improved access to South Rivergate industrial area.  
**SDC:**  
**Port Share Committed:**  
**Port Share Forecasted:**  
**Private:**  
**Other:**  
**Unfunded:** $9,000,000  
**JDE NUM:**  
**RTP Related:**  
**Recent Study:**  
**Port Strategic Area:** Regional Leadership in Transportation  
- RTP 2035 Illustrative  
- RTP 2035 Constrained  
- Conditioned Project  
- Identified in STIP  
**Estimate Rating:**
<table>
<thead>
<tr>
<th>Project Name: Rivergate Boulevard Overcrossing</th>
<th>Project Name: N. Hayden Island Drive</th>
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<tbody>
<tr>
<td><strong>Map ID:</strong> 31</td>
<td><strong>Map ID:</strong> 32</td>
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<tr>
<td><strong>Time Frame (Years):</strong> 10 years</td>
<td><strong>Time Frame (Years):</strong> 10 years</td>
</tr>
<tr>
<td><strong>Project Type:</strong> Road</td>
<td><strong>Project Type:</strong> Road</td>
</tr>
<tr>
<td><strong>Operation Area:</strong> Rivergate</td>
<td><strong>Operation Area:</strong> Rivergate</td>
</tr>
<tr>
<td><strong>Project Description:</strong> Grade Separate South Rivergate Lead at Rivergate Blvd.</td>
<td><strong>Project Description:</strong> Reconstruct N. Hayden Island Drive.</td>
</tr>
<tr>
<td><strong>Purpose:</strong> Improve rail and vehicle traffic flow in Rivergate Industrial District.</td>
<td><strong>Purpose:</strong> Provide improved access to West Hayden Island.</td>
</tr>
<tr>
<td><strong>JDE NUM:</strong></td>
<td><strong>JDE NUM:</strong> 102151</td>
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<td><strong>RTP Related:</strong></td>
<td><strong>RTP Related:</strong></td>
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<tr>
<td><strong>Recent Study:</strong></td>
<td><strong>Recent Study:</strong> West Hayden Island Concept Plan 2012</td>
</tr>
<tr>
<td><strong>Port Strategic Area:</strong> Regional Leadership in Transportation</td>
<td><strong>Port Strategic Area:</strong> Retain and Grow Key Services</td>
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<tr>
<td><strong>Port Share Committed:</strong></td>
<td><strong>Port Share Committed:</strong></td>
</tr>
<tr>
<td><strong>Port Share Forecasted:</strong></td>
<td><strong>Port Share Forecasted:</strong></td>
</tr>
<tr>
<td><strong>Private:</strong></td>
<td><strong>Private:</strong></td>
</tr>
<tr>
<td><strong>Other:</strong></td>
<td><strong>Other:</strong></td>
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<tr>
<td><strong>Unfunded:</strong> $14,200,000</td>
<td><strong>Unfunded:</strong> $12,000,000</td>
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<td><strong>Estimate Rating:</strong> 3c</td>
<td><strong>Estimate Rating:</strong></td>
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</table>

| **Total Cost:** | **Total Cost:** $14,200,000 | **Total Cost:** $12,000,000 |
| **Year of Cost:** 2011 | **Year of Cost:** 2012 |
| **Federal:** | **Federal:** |
| **State:** | **State:** |
| **City:** | **City:** |
| **SDC:** | **SDC:** |
| **Port Share Committed:** | **Port Share Committed:** |
| **Port Share Forecasted:** | **Port Share Forecasted:** |
| **Private:** | **Private:** |
| **Other:** | **Other:** |
| **Unfunded:** $14,200,000 | **Unfunded:** $12,000,000 |

| **Conditioned Project** | **Conditioned Project** |
| **Identified in STIP** | **Identified in STIP** |
| **RTP 2035 Illustrative** | **RTP 2035 Illustrative** |
| **RTP 2035 Constrained** | **RTP 2035 Constrained** |
Project Name: Terminal 2 Crane Upgrade

Map ID: 33 Time Frame (Years): 5 years Total Cost: $2,300,000

Project Type: Marine Year of Cost Estimate: 2013

Operation Area: T2/Swan Island Federal:

Project Description: The project will modify and upgrade Crane 2372, located at Terminal 2. The improvements will increase the suitability and efficiency of the crane to handle bulk cargoes.

Purpose: The improvements will increase the suitability and efficiency of the cranes to handle bulk cargoes.

JDE NUM: 101496

RTP Related: Conditioned Project

Recent Study: Identified in STIP

Port Strategic Area: Retain and Grow Key Services

Port Share Committed:

Port Share Forecasted:

Private:

Other:

Unfunded: $2,300,000

Estimate Rating: 2b

Project Name: PSU ITS Expansion

Map ID: 34 Time Frame (Years): 5 years Total Cost: $2,300,000

Project Type: ITS Year of Cost Estimate:

Operation Area: T2/Swan Island Federal:

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.

JDE NUM: 10377

RTP Related: 10377

Recent Study:

Port Strategic Area: Regional Leadership in Transportation

RTP 2035 Illustrative Conditioned Project

RTP 2035 Constrained Identified in STIP

Port Share Committed:

Port Share Forecasted:

Private:

Other:

Unfunded: $2,300,000

Estimate Rating: N/A
### Terminal 2 Rail Improvement

**Project Name:** Terminal 2 Rail Improvement  
**Map ID:** 35  
**Time Frame (Years):** 5 years  
**Project Type:** Rail  
**Operation Area:** T2/Swan Island  
**Project Description:** Add approximately 600 feet to the inner track (Track 10) and connect it with the outer loop (Track 15). A third track may also be constructed and a rail scaling station added in addition to stormwater improvements to the dock.  
**Purpose:** Increase rail capacity and operating efficiencies at Terminal 2.  
**JDE NUM:** 101046  
**RTP Related:**  
**Recent Study:**  
**Port Strategic Area:** Retain and Grow Key Services  
**Conditioned Project:**  
**Identified in STIP:**  
**Estimate Rating:** 3c  
**Total Cost:** $2,200,000  
**Year of Cost Estimate:** 2013  
**Federal:**  
**State:**  
**City:**  
**SDC:**  
**Port Share Committed:**  
**Port Share Forecasted:**  
**Private:**  
**Other:**  
**Unfunded:** $2,200,000  

### Dredge Oregon Repower

**Project Name:** Dredge Oregon Repower  
**Map ID:** 36  
**Time Frame (Years):** 5 years  
**Project Type:** Marine  
**Operation Area:** T2/Swan Island  
**Project Description:** Replace and modernize controls, dredge pumps, dredge main engine, 2 auxiliary generator engines all powered by diesel. Replacement is anticipated to reduce fuel use by 40% for a savings of 160-200K gallons of fuel during a normal dredging season.  
**Purpose:** Repower the Dredge Oregon.  
**JDE NUM:** 101457  
**RTP Related:**  
**Recent Study:**  
**Port Strategic Area:** Retain and Grow Key Services  
**Conditioned Project:**  
**Identified in STIP:**  
**Estimate Rating:** 1a  
**Total Cost:** $19,600,000  
**Year of Cost Estimate:** 2011  
**Federal:**  
**State:**  
**City:**  
**SDC:**  
**Port Share Committed:**  
**Port Share Forecasted:** $14,115,478  
**Private:**  
**Other:**  
**Unfunded:**  

---

Port of Portland  
2014 Port Transportation Improvement Plan  
Page 45
**Project Name:** TTD Site Development for New Hangar Development

- **Map ID:** 37
- **Time Frame (Years):** 5 years
- **Total Cost:** $1,000,000
- **Project Type:** Aviation
- **Operation Area:** East County
- **Project Description:** Construct new utilities and infrastructure to make site ready for development.
- **Purpose:** Will support development of approximately 20,000 square feet of workshop hangar space at Troutdale.
- **JDE NUM:** 100601
- **RTP Related:**
- **Recent Study:**
- **Port Strategic Area:** Retain and Grow Key Services
- **Conditioned Project**
- **Identified in STIP**
- **Unfunded:** $1,000,000

---

**Project Name:** Swigert Way Extension

- **Map ID:** 38
- **Time Frame (Years):** 5 years
- **Total Cost:** $2,500,000
- **Project Type:** Road
- **Operation Area:** East County
- **Project Description:** Extend Swigert Way from its existing terminus to Graham Road.
- **Purpose:** Improve access to Troutdale Reynolds Industrial Park.
- **JDE NUM:** 101633
- **RTP Related:** 11231
- **Recent Study:**
- **Port Strategic Area:** Regional Leadership in Industrial Lands
- **RTP 2035 Illustrative**
- **Identified in STIP**
- **Unfunded:** $2,500,000
### Project Name: Graham Road

- **Map ID:** 39
- **Time Frame (Years):** 5
- **Total Cost:** $10,000,000
- **Year of Cost Estimate:** 2009
- **Federal:**
- **State:** $2,000,000
- **City:**
- **SDC:**
- **Port Share Committed:**
- **Port Share Forecasted:**
- **Private:**
- **Other:**
- **Unfunded:** $8,000,000

#### Project Description:
Reconstruct and/or widen Graham Road along Troutdale Reynolds Industrial Park frontage.

#### Purpose:
Improve access to Troutdale Reynolds Industrial Park Phase 2.

#### JDE NUM: 101633

#### RTP Related: 11232, 11130

#### Recent Study:
- RTP 2035 Illustrative
- RTP 2035 Constrained

#### Port Strategic Area:
Regional Leadership in Industrial Lands

##### Estimate Rating:
- Conditioned Project
- Identified in STIP

### Project Name: TTD Reconstruct runway 7-25

- **Map ID:** 40
- **Time Frame (Years):** 5
- **Total Cost:** $12,534,000
- **Year of Cost Estimate:** 2010
- **Federal:**
- **State:**
- **City:**
- **SDC:**
- **Port Share Committed:**
- **Port Share Forecasted:**
- **Private:**
- **Other:**
- **Unfunded:** $12,534,000

#### Project Description:
Reconstruct existing 150' x 5400' runway; narrow to 75' wide, relocated/reconstruct edge lighting, construct required drainage improvements.

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

#### JDE NUM: 101039

#### RTP Related:

#### Recent Study:

#### Port Strategic Area:
Retain and Grow Key Services

##### Estimate Rating:
- Conditioned Project
- Identified in STIP
Project Name: **TTD Rehabilitate Taxiway A**

<table>
<thead>
<tr>
<th>Map ID: 41</th>
<th>Time Frame (Years): 5 years</th>
<th>Total Cost: $5,000,000</th>
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<tbody>
<tr>
<td>Project Type: Aviation</td>
<td></td>
<td>Year of Cost Estimate: 2010</td>
</tr>
<tr>
<td>Operation Area: East County</td>
<td></td>
<td>Federal:</td>
</tr>
<tr>
<td>Project Description: Rehabilitation of full-length parallel taxiway A including lighting and markings.</td>
<td></td>
<td>State:</td>
</tr>
<tr>
<td>Purpose: Project recommended in 2004 Master Plan and verified by Port assessment of pavement condition and expected remaining life.</td>
<td></td>
<td>City:</td>
</tr>
<tr>
<td>JDE NUM: 101038</td>
<td></td>
<td>SDC:</td>
</tr>
<tr>
<td>RTP Related:</td>
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<td>Port Share Committed:</td>
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<tr>
<td>Recent Study:</td>
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<td>Port Share Forecasted:</td>
</tr>
<tr>
<td>Port Strategic Area: Retain and Grow Key Services</td>
<td></td>
<td>Private:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Other:</td>
</tr>
<tr>
<td>Unfunded: $5,000,000</td>
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<td>Estimate Rating:</td>
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</table>

**Project Name: NE 238th Drive: Halsey to Glisan**

<table>
<thead>
<tr>
<th>Map ID: 42</th>
<th>Time Frame (Years): 5 years</th>
<th>Total Cost: $9,769,340</th>
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<tbody>
<tr>
<td>Project Type: Road</td>
<td></td>
<td>Year of Cost Estimate: 2012</td>
</tr>
<tr>
<td>Operation Area: East County</td>
<td></td>
<td>Federal: $9,769,340</td>
</tr>
<tr>
<td>Project Description: Construct improvements for freight by modifying road curvature. Also adds improvements for bikes and pedestrians.</td>
<td></td>
<td>State:</td>
</tr>
<tr>
<td>Purpose: Will improve freight access to Gresham Vista Business Park.</td>
<td></td>
<td>City:</td>
</tr>
<tr>
<td>JDE NUM:</td>
<td></td>
<td>SDC:</td>
</tr>
<tr>
<td>RTP Related:</td>
<td></td>
<td>Port Share Committed:</td>
</tr>
<tr>
<td>Recent Study: East Metro Connections Plan</td>
<td></td>
<td>Port Share Forecasted:</td>
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<tr>
<td>Port Strategic Area: Regional Leadership in Transportation</td>
<td></td>
<td>Private:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Other:</td>
</tr>
<tr>
<td>Unfunded:</td>
<td></td>
<td>Estimate Rating:</td>
</tr>
</tbody>
</table>

Rehabilitation of full-length parallel taxiway A including lighting and markings.

Will improve freight access to Gresham Vista Business Park.

Construct improvements for freight by modifying road curvature. Also adds improvements for bikes and pedestrians.
### Project Name: 40 Mile Loop Trail: Blue Lake Park to Sundial Rd.

<table>
<thead>
<tr>
<th>Map ID: 43</th>
<th>Time Frame (Years): 5 years</th>
<th>Total Cost: $2,588,232</th>
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<tbody>
<tr>
<td>Project Type: Bike/Ped</td>
<td></td>
<td>Year of Cost 2008</td>
</tr>
<tr>
<td>Operation Area: East County</td>
<td></td>
<td>Federal: $2,322,421</td>
</tr>
<tr>
<td>Project Description: Construct a 1.7 mile mixed use off road trail connecting Blue Lake Park and Sundial Road.</td>
<td></td>
<td>State:</td>
</tr>
<tr>
<td>Purpose: Combined with the Port's Reynolds levee trail it will complete a 3.3 mile gap in the 40 Mile Loop Trail.</td>
<td></td>
<td>City: $88,604</td>
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<tr>
<td>JDE NUM: 102069</td>
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<td>RTP Related: 10408</td>
<td>Committed: $177,208</td>
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<td>Recent Study:</td>
<td>Forecasted:</td>
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<td>Port Strategic Area: Regional Leadership in Transportation</td>
<td>Other:</td>
<td></td>
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<tr>
<td></td>
<td>Unfunded:</td>
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</table>

### Project Name: Troutdale Interchange (Exit 17) Improvements

<table>
<thead>
<tr>
<th>Map ID: 44</th>
<th>Time Frame (Years): 5 years</th>
<th>Total Cost: $32,200,000</th>
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<tbody>
<tr>
<td>Project Type: Road</td>
<td></td>
<td>Year of Cost Estimate: 2007</td>
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<tr>
<td>Operation Area: East County</td>
<td></td>
<td>Federal:</td>
</tr>
<tr>
<td>Project Description: Convert Marine Drive one-way southbound to two-way under I-84 and widen to five lanes. Widen South Frontage Rd. and provide associated improvements.</td>
<td></td>
<td>State: $24,000,000</td>
</tr>
<tr>
<td>Purpose: Ensure adequate long term interchange operation and improve access to north industrial area.</td>
<td></td>
<td>City:</td>
</tr>
<tr>
<td>JDE NUM:</td>
<td>Port Share:</td>
<td></td>
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<tr>
<td>RTP Related: 10863</td>
<td>Committed:</td>
<td></td>
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<tr>
<td>Recent Study:</td>
<td>Forecasted:</td>
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<tr>
<td>Port Strategic Area: Regional Leadership in Industrial Lands</td>
<td>Other:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Unfunded: $8,200,000</td>
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</table>
**Project Name:** 223rd Avenue Widening

**Map ID:** 45  
**Time Frame (Years):** 5 years  
**Total Cost:** $3,667,000

**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.

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

**Port Strategic Area:** Regional Leadership in Transportation  
- **RTP 2035 Illustrative**  
- **RTP 2035 Constrained**  
- **Conditioned Project**  
- **Identified in STIP**

**Estimate Rating:** N/A

---

**Project Name:** Sundial Road Improvement

**Map ID:** 46  
**Time Frame (Years):** 5 years  
**Total Cost:** $3,200,000

**Project Type:** Road  
**Operation Area:** East County  
**Project Description:** Widen Sundial north of Swigert Way and construct signal.

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

**JDE NUM:** 101659  
**RTP Related:** 11190  
**Recent Study:**

**Port Strategic Area:** Regional Leadership in Industrial Lands  
- **RTP 2035 Illustrative**  
- **RTP 2035 Constrained**  
- **Conditioned Project**  
- **Identified in STIP**

**Estimate Rating:** 1a
**Project Name:** Reynolds Site Road Access Phase 3

<table>
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<tr>
<th>Map ID: 47</th>
<th>Time Frame (Years): 10 years</th>
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<tr>
<td><strong>Project Type:</strong> Road</td>
<td></td>
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<tr>
<td><strong>Operation Area:</strong> East County</td>
<td></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>
</tr>
<tr>
<td><strong>Purpose:</strong> Address off-site transportation impacts.</td>
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<table>
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<tr>
<th>JDE NUM: 100909</th>
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<tbody>
<tr>
<td><strong>RTP Related:</strong> 11231, 11232</td>
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<tr>
<th><strong>Port Strategic Area:</strong> Regional Leadership in Industrial Lands</th>
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<tbody>
<tr>
<td>✓ RTP 2035 Illustrative</td>
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<td>✓ RTP 2035 Constrained</td>
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<table>
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<tr>
<th><strong>Total Cost:</strong></th>
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<tbody>
<tr>
<td><strong>Year of Cost:</strong></td>
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<tr>
<td><strong>Estimate:</strong></td>
</tr>
<tr>
<td><strong>Federal:</strong></td>
</tr>
<tr>
<td><strong>State:</strong></td>
</tr>
<tr>
<td><strong>City:</strong></td>
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<tr>
<td><strong>SDC:</strong></td>
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<tr>
<td><strong>Port Share Committed:</strong></td>
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<td><strong>Private:</strong></td>
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<tr>
<td><strong>Other:</strong></td>
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<td><strong>Unfunded:</strong></td>
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**Port Strategic Area:** Regional Leadership in Industrial Lands

- ✓ RTP 2035 Illustrative
- ✓ RTP 2035 Constrained
- ✓ Identified in STIP

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

<table>
<thead>
<tr>
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<th>Time Frame (Years): 5 years</th>
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<tbody>
<tr>
<td>Project Type: Rail</td>
<td></td>
<td></td>
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<tr>
<td>Operation Area: PDX/PIC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Project Description: If feasible, eliminate the at-grade crossing and improve alternate roadway access.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Purpose: Improve Kenton Mainline operation and eliminate a modal conflict.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>JDE NUM:</td>
<td></td>
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<tr>
<td>RTP Related: 10334</td>
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<td>Recent Study:</td>
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<td>Port Strategic Area: Regional Leadership in Transportation</td>
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<td>RTP 2035 Illustrative</td>
<td>√</td>
<td>Conditioned Project</td>
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<td>RTP 2035 Constrained</td>
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<td>Identified in STIP</td>
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<tr>
<td>Port Share Committed:</td>
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<td>Port Share Forecasted:</td>
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<tr>
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<td></td>
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</tr>
<tr>
<td>Other:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Unfunded: $1,000,000</td>
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<td></td>
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</table>

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

<table>
<thead>
<tr>
<th>Map ID: 49</th>
<th>Time Frame (Years): 20 years</th>
<th>Total Cost: $15,000,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Type: Road</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operation Area: PDX/PIC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Project Description: Widen Columbia Blvd. to five lanes.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Purpose: Address system bottleneck along Columbia Blvd.</td>
<td></td>
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</tr>
<tr>
<td>JDE NUM:</td>
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<td>RTP Related: 10376</td>
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<td>Recent Study: East Columbia-Lombard Connector Study Transportation Analysis (2000)</td>
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<td>Port Strategic Area: Regional Leadership in Transportation</td>
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<td>RTP 2035 Illustrative</td>
<td>√</td>
<td>Conditioned Project</td>
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<tr>
<td>RTP 2035 Constrained</td>
<td>√</td>
<td>Identified in STIP</td>
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<td>Other:</td>
<td></td>
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<tr>
<td>Unfunded: $15,000,000</td>
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</table>
Project Name: **PDX Transportation Demand Management (TDM)**

- **Map ID:** 50  
- **Time Frame (Years):** 5 years  
- **Project Type:** Other  
- **Operation Area:** PDX/PIC  
- **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 administration through a transportation management association.  
- **Purpose:** Fulfill TDM requirements of PDX Master Plan. Implement TDM projects and programs recommended in the PDX Alternative Modes Study.

Project Name: **PIC Ped/Bike Network**

- **Map ID:** 51  
- **Time Frame (Years):** 10 years
- **Project Type:** Bike/Ped  
- **Operation Area:** PDX/PIC  
- **Project Description:** Construct bike and pedestrian facilities as shown in the CS/PIC Plan District.  
- **Purpose:** Improve bike/ped circulation in PIC.

### PDX Transportation Demand Management (TDM)

<table>
<thead>
<tr>
<th>Year of Cost</th>
<th>Estimate</th>
<th>Federal</th>
<th>State</th>
<th>City</th>
<th>SDC</th>
<th>Port Share Committed</th>
<th>Port Share Forecasted</th>
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<th>Unfunded</th>
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<td>2007</td>
<td>$1,163,835</td>
<td>$1,163,835</td>
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<td>$1,163,835</td>
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### PIC Ped/Bike Network

<table>
<thead>
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<th>Year of Cost</th>
<th>Estimate</th>
<th>Federal</th>
<th>State</th>
<th>City</th>
<th>SDC</th>
<th>Port Share Committed</th>
<th>Port Share Forecasted</th>
<th>Private</th>
<th>Other</th>
<th>Unfunded</th>
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<tbody>
<tr>
<td>2007</td>
<td>$1,163,835</td>
<td>$1,163,835</td>
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<td>$1,163,835</td>
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</table>

**JDE NUM:**

- **RTP Related:** 10380
- **Recent Study:** PDX Employee TDM Program Study (2002)
- **Port Strategic Area:** Regional Leadership in Transportation
- **RTP 2035 Illustrative:** □  
- **Conditioned Project** □  
- **RTP 2035 Constrained** □  
- **Identified in STIP** □  

**Estimate Rating:**

- **Port Share Committed:**
- **Port Share Forecasted:**
- **Private:**
- **Other:**
- **Unfunded:**
### Project Name: 82nd Ave./Airport Way Grade Separation

**Map ID:** 52  
**Time Frame (Years):** 10 years  
**Total Cost:** $158,000,000  
**Year of Cost Estimate:** 2007  
**Project Type:** Road  
**Operation Area:** PDX/PIC  
**Project Description:** Construct grade-separated overcrossing.  
**Purpose:** Provide efficient movement of traffic to PDX properties.  
**JDE NUM:** 101474  
**RTP Related:** 10362  
**Recent Study:** Airport Futures Transportation Impact Study (2010)  
**Port Strategic Area:** Retain and Grow Key Services  
- **RTP 2035 Illustrative:** ✔  
- **RTP 2035 Constrained:** ✔  
- **Conditioned Project:**  
- **Identified in STIP:**  
**Estimate Rating:** 3c  
**SDC:**  
**Port Share Committed:**  
**Port Share Forecasted:** $158,000,000  
**Private:**  
**Other:**  
**Unfunded:**  

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

**Map ID:** 53  
**Time Frame (Years):** 20 years  
**Total Cost:** $5,775,000  
**Year of Cost Estimate:**  
**Project Type:** Road  
**Operation Area:** PDX/PIC  
**Project Description:** New auxiliary lane from I-84 to I-205 NB before Columbia Blvd.  
**Purpose:** Provide additional capacity for anticipated growth in area traffic.  
**JDE NUM:** 810022  
**RTP Related:**  
**Recent Study:** Airport Area Transp. Study (1998)  
**Port Strategic Area:** Regional Leadership in Transportation  
- **RTP 2035 Illustrative:**  
- **RTP 2035 Constrained:**  
- **Conditioned Project:**  
- **Identified in STIP:**  
**Estimate Rating:**  
**SDC:**  
**Port Share Committed:**  
**Port Share Forecasted:** $5,775,000  
**Private:**  
**Other:**  
**Unfunded:** $5,775,000
### Project Name: **SW Quad Access**

- **Map ID:** 54
- **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.

**JDE NUM:** 100757

**RTP Related:** 10363

**Recent Study:** PDX Conditional Use Master Plan (2003)

**Port Strategic Area:** Regional Leadership in Industrial Land

<table>
<thead>
<tr>
<th>Conditioned Project</th>
<th>Identified in STIP</th>
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<tbody>
<tr>
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</table>

**Total Cost:** $5,917,500

**Year of Cost Estimate:** 2007

**Federal:**

**State:**

**City:**

**SDC:**

**Port Share Committed:**

**Port Share Forecasted:**

**Private:**

**Other:**

**Unfunded:** $5,917,500

**Estimate Rating:** 3c

### Project Name: **Airport Way Braided Ramps**

- **Map ID:** 55
- **Time Frame (Years):** 20 years
- **Project Type:** Road
- **Operation Area:** PDX/PIC
- **Project Description:** Construct braided ramps between the I-205 interchange and Cascade Interchange.

**Purpose:** Maintain safety and capacity of Airport Way and interchanges.

**JDE NUM:** 101227

**RTP Related:** 10371

**Recent Study:** PDX Airport Way ROW Concept (1999)

**Port Strategic Area:** Retain and Grow Key Services

<table>
<thead>
<tr>
<th>Conditioned Project</th>
<th>Identified in STIP</th>
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<tbody>
<tr>
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**Total Cost:** $59,000,000

**Year of Cost Estimate:** 2007

**Federal:**

**State:**

**City:**

**SDC:**

**Port Share Committed:**

**Port Share Forecasted:**

**Private:**

**Other:**

**Unfunded:** $59,000,000

**Estimate Rating:** 3c
### Project Name: Alternative Fuels Station

<table>
<thead>
<tr>
<th>Map ID: 56</th>
<th>Time Frame (Years): 5 years</th>
<th>Total Cost: $1,000,000</th>
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<tbody>
<tr>
<td>Project Type: Other</td>
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<td></td>
</tr>
<tr>
<td>Operation Area: PDX/PIC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Project Description: Construct a PDX alternative fuels station.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Purpose:** Provide refueling capabilities for both landside (public) CNG vehicles. Encourage airport businesses to convert fleets to CNG to improve air quality.

**JDE NUM:**
- [ ] RTP 2035 Illustrative
- [ ] Conditioned Project
- [ ] Identified in STIP

**Port Strategic Area:** Portwide Environmental Strategy

**Estimate Rating:** 3c

### Project Name: SW Quad Drainage Improvements

<table>
<thead>
<tr>
<th>Map ID: 57</th>
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<th>Total Cost: $1,250,000</th>
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<tbody>
<tr>
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</tr>
<tr>
<td>Operation Area: PDX/PIC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Project Description: Drainage improvements in SW Quad through modifications to the existing drainage channels and increasing the capacity of the Broadmoor Pump Station.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

**JDE NUM:** 101625

**RTP Related:**
- [ ] RTP 2035 Illustrative
- [ ] Conditioned Project
- [ ] Identified in STIP

**Port Strategic Area:** Regional Leadership in Industrial Land

**Estimate Rating:** 3c
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<th>Widen APW Outbound East of 82nd</th>
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<td>58</td>
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<tr>
<td>Time Frame (Years):</td>
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</tr>
<tr>
<td>Total Cost:</td>
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<td>SDC:</td>
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<td>Unfunded:</td>
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<td>Estimate Rating:</td>
<td>3c</td>
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<tr>
<td>Project Description:</td>
<td>Add New Lane</td>
</tr>
<tr>
<td>Purpose:</td>
<td>Provide additional capacity for anticipated growth in passenger traffic.</td>
</tr>
<tr>
<td>JDE NUM:</td>
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<td>Retain and Grow Key Services</td>
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<td>Port Type:</td>
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<td>Operation Area:</td>
<td>PDX/PIC</td>
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<td>Project Name:</td>
<td>Deplaning Curbside Roadway Lanes</td>
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<tr>
<td>Time Frame (Years):</td>
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<td>SDC:</td>
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Project Name: **Deplaning Curbside Roadway Loading**

**Map ID:** 60  **Time Frame (Years):** 20 years  **Total Cost:** $324,000

**Project Type:** Road  **Year of Cost Estimate:** 2010

**Operation Area:** PDX/PIC  **Federal:**

**Project Description:** Add New Lane  **State:**

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

**JDE NUM:** 101467  **SDC:**

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

**Recent Study:** PDX Airport Futures 2010 Master Plan  **Port Share Forecasted:** $324,000

**Port Strategic Area:** Retain and Grow Key Services  **Private:**

- RTP 2035 Illustrative  **Other:**  
- RTP 2035 Constrained  
- Conditioned Project  
- Identified in STIP  

---

Project Name: **Airport Way Westbound Approaching Return Road**

**Map ID:** 61  **Time Frame (Years):** 20 years  **Total Cost:** $1,080,000

**Project Type:** Road  **Year of Cost Estimate:** 2010

**Operation Area:** PDX/PIC  **Federal:**

**Project Description:** Add New Lane  **State:**

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

**JDE NUM:** 101471  **SDC:**

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

**Recent Study:** PDX Airport Futures 2010 Master Plan  **Port Share Forecasted:** $1,080,000

**Port Strategic Area:** Retain and Grow Key Services  **Private:**

- RTP 2035 Illustrative  **Other:**  
- RTP 2035 Constrained  
- Conditioned Project  
- Identified in STIP  

---
Project Name: **Terminal Exit Roadway at P. O. Curves**

- **Map ID:** 62  
- **Time Frame (Years):** 10 years  
- **Total Cost:** $1,500,000  
- **Year of Cost:** 2010  
- **Project Type:** Road  
- **Operation Area:** PDX/PIC  
- **Project Description:** Add New Lane

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

- **JDE NUM:** 101472  
- **RTP Related:**  
- **Recent Study:** PDX Airport Futures 2010 Master Plan  
- **Port Strategic Area:** Retain and Grow Key Services

---

Project Name: **Terminal Exit Roadway at Parking Plaza**

- **Map ID:** 63  
- **Time Frame (Years):** 20 years  
- **Total Cost:** $1,104,000  
- **Year of Cost:** 2010  
- **Project Type:** Road  
- **Operation Area:** PDX/PIC  
- **Project Description:** Add New Lane

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

- **JDE NUM:** 101473  
- **RTP Related:**  
- **Recent Study:** PDX Airport Futures 2010 Master Plan  
- **Port Strategic Area:** Retain and Grow Key Services

---
**Project Name:** Mitigation Land Bank

- **Map ID:** 64
- **Time Frame (Years):** 5
- **Project Type:** Other
- **Operation Area:** PDX/PIC
- **Project Description:** Plan for, purchase, and develop a site for use as a mitigation bank.
- **Purpose:** Provide a site for environmental mitigation for Port transportation and other development projects.

<table>
<thead>
<tr>
<th>JDE NUM:</th>
<th>Port Strategic Area: Portwide Environmental Strategy</th>
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</thead>
<tbody>
<tr>
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<td>□ RTP 2035 Illustrative  □ RTP 2035 Constrained</td>
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<tr>
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<td>□ Conditioned Project  □ Identified in STIP</td>
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**Estimated Cost:**

- **Total Cost:**
  - **Federal:**
  - **State:**
  - **City:**
  - **SDC:**
- **Port Share**:
  - **Committed:**
  - **Forecasted:**
- **Private:**
- **Other:**
- **Unfunded:**

**Conditioned Project Identified in STIP**
HIO AREA PROJECTS
2014 PORT TRANSPORTATION IMPROVEMENT PLAN

MAP ID #

ROAD

AVIATION

PRIORITY

NON-PRIORITY
Project Name: Brookwood Parkway/Hwy 26 Interchange Improvements

Map ID: 65  Time Frame (Years): 5 years  Total Cost: $45,000,000
Project Type: Road  Year of Cost: 2009
Operation Area: Hillsboro  Estimate:

Project Description: Construct a new westbound to southbound loop ramp at the interchange to serve Brookwood Parkway. Realign and relocate nearby local roads.

Purpose: Improve access to HIO and area industry.

JDE NUM:
RTP Related: 11178
Recent Study:

Port Strategic Area: Regional Leadership in Transportation

☐ RTP 2035 Illustrative  ☨ Conditioned Project
☐ RTP 2035 Constrained  ☐ Identified in STIP

Estimate Rating:
**Project Name:** Cathedral Park Quiet Zone

- **Map ID:** 66  
- **Time Frame (Years):** 5 years  
- **Total Cost:** $8,200,000  
- **Year of Cost Estimate:** 2007  
- **Project Type:** Rail  
- **Operation Area:** Rivergate  
- **Project Description:** Address rail switching noise by improving multiple public rail crossings in the St. Johns Cathedral Park area.  
- **Purpose:** To allow auto import operations to continue to grow in N. Portland and improve neighborhood livability.

- **JDE NUM:** 810051  
- **RTP Related:** 10375  
- **Recent Study:** Cathedral Park Whistle Free Zone Strategic Options, Parametrix (2007)  
- **Port Strategic Area:** Retain and Grow Key Services  
- **Conditioned Project:**  
- **Identified in STIP:**

**Project Name:** North Portland Junction

- **Map ID:** 67  
- **Time Frame (Years):** 10 years  
- **Total Cost:** $9,160,000  
- **Year of Cost Estimate:** 2003  
- **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.

- **JDE NUM:**  
- **RTP Related:**  
- **Recent Study:** I-5 Rail Capacity Study (HDR, 2003)  
- **Port Strategic Area:** Regional Leadership in Transportation  
- **Conditioned Project:**  
- **Identified in STIP:**
### Project Name: I-5 Columbia River Crossing

- **Map ID:** 68  
- **Time Frame (Years):** 10 years  
- **Total Cost:** $2,982,000,000  
- **Year of Cost Estimate:** 2002  
- **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.  
- **JDE NUM:** 10893  
- **RTP Related:** 10893  
- **Recent Study:** I-5 Transportation and Trade Partnership Final Strategic Plan (2002)  
- **Port Strategic Area:** Regional Leadership in Transportation  
- **Unfunded:** $2,982,000,000  
- **Estimate Rating:**  
  - **Federal:**  
  - **State:**  
  - **City:**  
  - **SDC:**  
  - **Port Share Committed:**  
  - **Port Share Forecasted:**  
  - **Private:**  
  - **Other:**  

### Project Name: West Hayden Island Rail Access

- **Map ID:** 69  
- **Time Frame (Years):** 20 years  
- **Total Cost:** $3,000,000  
- **Year of Cost Estimate:**  
- **Project Type:** Rail  
- **Operation Area:** Rivergate  
- **Project Description:** Rail access to support West Hayden Island development.  
- **Purpose:** Advance rail-dependent development.  
- **JDE NUM:** 100348  
- **RTP Related:**  
- **Recent Study:** West Hayden Island Concept Plan 2012  
- **Port Strategic Area:** Retain and Grow Key Services  
- **Unfunded:** $3,000,000  
- **Estimate Rating:**  
  - **Federal:**  
  - **State:**  
  - **City:**  
  - **SDC:**  
  - **Port Share Committed:**  
  - **Port Share Forecasted:**  
  - **Private:**  
  - **Other:**
Project Name: West Hayden Island Rail Yard

Map ID: 70  Time Frame (Years): 20 years  Total Cost: $9,500,000
Project Type: Rail  Year of Cost: 2012
Operation Area: Rivergate  Estimate Rating: Federal:

Purpose: Advance rail development on West Hayden Island.

JDE NUM: 100348  State:
RTP Related:  City:
Recent Study: West Hayden Island Concept Plan 2012  SDC:

Port Strategic Area: Retain and Grow Key Services  Port Share Committed:
☑️ RTP 2035 Illustrative  Port Share Forecasted:
☑️ RTP 2035 Constrained  Other:
☐ Conditioned Project  Estimate Rating: Other:
☐ Identified in STIP  Unfunded: $9,500,000

Project Name: West Hayden Island Interior Access Road

Map ID: 71  Time Frame (Years): 10 years  Total Cost: $13,600,000
Project Type: Rail  Year of Cost: 2012
Operation Area: Rivergate  Estimate Rating: Federal:

Purpose: Provide roadway for new West Hayden Island terminal.

JDE NUM: 2012  State:
RTP Related:  City:
Recent Study: West Hayden Island Concept Plan 2012  SDC:

Port Strategic Area: Retain and Grow Key Services  Port Share Committed:
☐ RTP 2035 Illustrative  Port Share Forecasted:
☐ RTP 2035 Constrained  Private:
☐ Conditioned Project  Other:
☐ Identified in STIP  Estimate Rating: Other:
Unfunded: $13,600,000
Project Name: St. Johns Pedestrian District

Map ID: 72  Time Frame (Years): 5 years  Total Cost: $5,000,000
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.

JDE NUM:
RTP Related: 10182
Port Strategic Area: Regional Leadership in Transportation

RTP 2035 Illustrative  Conditioned Project
RTP 2035 Constrained  Identified in STIP

Project Name: Burgard Bridge Replacement

Map ID: 73  Time Frame (Years): 5 years  Total Cost: $1,445,000
Project Type: Road
Operation Area: Rivergate
Project Description: Upgrade structure.
Purpose: Replace the bridge with a slab on grade to eliminate weight restrictions.

JDE NUM:
RTP Related:
Recent Study:
Port Strategic Area: Regional Leadership in Transportation

RTP 2035 Illustrative  Conditioned Project
RTP 2035 Constrained  Identified in STIP

St. Johns Pedestrian District

10182
}

Burgard Bridge Replacement

2004

10182

Regional Leadership in Transportation
### Project Name: Columbia Blvd./Portland Rd. Intersection Improvements

<table>
<thead>
<tr>
<th>Map ID:</th>
<th>74</th>
<th>Time Frame (Years):</th>
<th>5 years</th>
<th>Total Cost:</th>
<th>Federal:</th>
<th>State:</th>
<th>City:</th>
<th>SDC:</th>
<th>Port Share Committed:</th>
<th>Port Share Forecasted:</th>
<th>Private:</th>
<th>Other:</th>
<th>Unfunded:</th>
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</thead>
<tbody>
<tr>
<td>Project Type:</td>
<td>Road</td>
<td></td>
<td></td>
<td></td>
<td>2006</td>
<td>$538,380</td>
<td></td>
<td></td>
<td>$1,214,000</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Project Description:</td>
<td>Redesign could include realignment of travel lanes, channelization, signalization, signing or new sidewalks and curbs.</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Purpose:</td>
<td>Reinforce through truck movements on minor and major truck streets (Portland Rd. and Columbia Blvd. respectively), minimizing neighborhood cut-through traffic.</td>
<td></td>
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<td>JDE NUM:</td>
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<tr>
<td>Port Strategic Area:</td>
<td>Regional Leadership in Transportation</td>
<td></td>
<td></td>
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</tbody>
</table>

- **RTP 2035 Illustrative**: Yes
- **Conditioned Project**: No
- **Identified in STIP**: Yes

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

<table>
<thead>
<tr>
<th>Map ID:</th>
<th>75</th>
<th>Time Frame (Years):</th>
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<th>Total Cost:</th>
<th>Federal:</th>
<th>State:</th>
<th>City:</th>
<th>SDC:</th>
<th>Port Share Committed:</th>
<th>Port Share Forecasted:</th>
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<tbody>
<tr>
<td>Project Type:</td>
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<td></td>
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<td>2009</td>
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<tr>
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<td>Rivergate</td>
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</tr>
<tr>
<td>Project Description:</td>
<td>Widen Burgard to 3 Lanes with bike lanes and sidewalks from UPRR bridge to Columbia.</td>
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</tr>
<tr>
<td>Purpose:</td>
<td>Improve freight mobility, safety and industrial site access.</td>
<td></td>
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<tr>
<td>JDE NUM:</td>
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<td>10218</td>
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<tr>
<td>Recent Study:</td>
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<tr>
<td>Port Strategic Area:</td>
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- **RTP 2035 Illustrative**: Yes
- **Conditioned Project**: No
- **Identified in STIP**: Yes

- **RTP 2035 Constrained**: Yes
- **RTP 2035 Constrained**: No
- **Identified in STIP**: Yes

- **Estimate Rating:** Conditioned Project

- **Total Cost:** $14,588,000
- **Year of Cost:** 2009
- **Port Share Committed:** $14,588,000
- **Port Share Forecasted:** $14,588,000
- **Unfunded:** $14,588,000
**Project Name:** Willamette River Channel Deepening

- **Map ID:** 76
- **Time Frame (Years):** 10 years
- **Total Cost:** $200,000,000
- **Federal:**
- **State:**
- **City:**
- **SDC:**
- **Port Share Committed:**
- **Port Share Forecasted:**
- **Private:**
- **Other:**
- **Unfunded:** $200,000,000

**Project Type:** Marine

**Operation Area:** Rivergate

**Project Description:** Deepen the portions of the Willamette River with deep draft infrastructure to -43' where appropriate.

**Purpose:** To allow Willamette River terminals to also benefit from the Columbia River's new controlling depth.

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

**Port Strategic Area:** Regional Leadership in Transportation

- **RTP 2035 Illustrative**
- **Conditioned Project**
- **RTP 2035 Constrained**
- **Identified in STIP**

---

**Project Name:** Terminal 6 Honda Rail Extension

- **Map ID:** 77
- **Time Frame (Years):** 10 years
- **Total Cost:** $1,000,000
- **Year of Cost Estimate:** 2009
- **Federal:**
- **State:**
- **City:**
- **SDC:**
- **Port Share Committed:**
- **Port Share Forecasted:**
- **Private:**
- **Other:**
- **Unfunded:** $1,000,000

**Project Type:** Marine

**Operation Area:** Rivergate

**Project Description:** Extend current rail yard in order to provide more capacity for current tenants.

**Purpose:** Capacity improvements for current tenants.

- **JDE NUM:** 100323
- **RTP Related:**
- **Recent Study:**

**Port Strategic Area:** Retain and Grow Key Services

- **RTP 2035 Illustrative**
- **Conditioned Project**
- **RTP 2035 Constrained**
- **Identified in STIP**
Project Name: **Columbia River Anchorage Improvements**

**Map ID:** 78  **Time Frame (Years):** 5 years  **Total Cost:** $2,342,000

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

**Operation Area:** Rivergate  **Federal:** $1,728,500

**Project Description:** Placement of up to seven stern buoys at different anchorages up and down the Columbia River.

**Purpose:** Allow for the anchorage of ships in the river rather than at terminals that could otherwise be loading/unloading cargo.

**JDE NUM:**  

**RTP Related:**

**Recent Study:** Feasibility Study

**Estimate Rating:**

**Port Strategic Area:** Regional Leadership in Transportation

- □ RTP 2035 Illustrative
- □ Conditioned Project
- □ Identified in STIP

**Unfunded:**


Project Name: **Terminal 6 Internal Overcrossing**

**Map ID:** 79  **Time Frame (Years):** 5 years  **Total Cost:** $3,649,084

**Project Type:** Road  **Year of Cost**

**Operation Area:** Rivergate  **Federal:**

**Project Description:** Construct a rail overcrossing at Terminal 6.

**Purpose:** Increase efficient movement for rail and Terminal 6 tenants.

**JDE NUM:** 100324

**RTP Related:** 10378

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

**Estimate Rating:** 3c

**Port Strategic Area:** Retain and Grow Key Services

- □ RTP 2035 Illustrative
- □ Conditioned Project
- □ Identified in STIP

**Unfunded:**

- □ RTP 2035 Constrained
- □ Identified in STIP

**Estimate Rating:** 2b
Project Name: **T6 Second Entrance**

**Map ID:** 80  
**Time Frame (Years):** 20 years  
**Total Cost:** $12,000,000

**Project Type:** Road  
**Operation Area:** Rivergate  
**Purpose:** Improve capacity and safety at T6.

**JDE NUM:** 102056  
**RTP Related:** 11306  
**Recent Study:** Terminal 6 Access Improvement Alternatives (2008)  
**Unfunded:** $12,000,000  
**Estimate Rating:** 3c

**Port Strategic Area:** Retain and Grow Key Services

- **RTP 2035 Illustrative**
- **RTP 2035 Constrained**

---

Project Name: **T6 Suttle Road Entrance**

**Map ID:** 81  
**Time Frame (Years):** 20 years  
**Total Cost:** $3,000,000

**Project Type:** Road  
**Operation Area:** Rivergate  
**Purpose:** To support development of east end of T6.

**JDE NUM:**  
**RTP Related:** 11307  
**Recent Study:** Suttle Road Improvement Options (2008)  
**Unfunded:** $3,000,000  
**Estimate Rating:** 3c

**Port Strategic Area:** Retain and Grow Key Services

- **RTP 2035 Illustrative**
- **RTP 2035 Constrained**
### Project Name: T6 Development Project

<table>
<thead>
<tr>
<th>Map ID: 82</th>
<th>Time Frame (Years): 10 years</th>
<th>Total Cost: $76,000,000</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: This program includes Additional Scour Protection, T6 Entrance Overcrossing, Two New PPMX Cranes, Terminal Electrical Upgrades, Yard Gantry Cranes and 6,800' Arrival and 8,500' Departure Tracks.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Purpose: This program is needed to upgrade the terminal to expand the capacity of the container terminal to 1 Million TEUs.</td>
<td></td>
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</tr>
<tr>
<td>Port Strategic Area: Retain and Grow Key Services</td>
<td></td>
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</tr>
<tr>
<td>JDE NUM:</td>
<td></td>
<td></td>
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<tr>
<td>RTP Related:</td>
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<tr>
<td>Recent Study:</td>
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<tr>
<td>Port Share Committed:</td>
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<td>Port Share Forecasted:</td>
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<tr>
<td>Private:</td>
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</tr>
<tr>
<td>Other:</td>
<td></td>
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</tr>
<tr>
<td>Unfunded: $76,000,000</td>
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</table>

### Project Name: T4 B416 Lay Berth Improvements

<table>
<thead>
<tr>
<th>Map ID: 83</th>
<th>Time Frame (Years): 5 years</th>
<th>Total Cost: $500,000</th>
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<tbody>
<tr>
<td>Project Type: Marine</td>
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<td></td>
</tr>
<tr>
<td>Operation Area: Rivergate</td>
<td></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></td>
<td></td>
</tr>
<tr>
<td>Purpose: The project is needed to allow vessels to lay berth at B416. This will help the Port retain and grow key services and to be a leader in transportation infrastructure.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Port Strategic Area: Retain and Grow Key Services</td>
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<td></td>
</tr>
<tr>
<td>JDE NUM:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RTP Related:</td>
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<td></td>
</tr>
<tr>
<td>Recent Study:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Port Share Committed:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Port Share Forecasted:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Private:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other:</td>
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<tr>
<td>Unfunded: $500,000</td>
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**Estimate Rating:**
### Project Name: **T4 Stormwater Improvements**

<table>
<thead>
<tr>
<th>Map ID: 84</th>
<th>Time Frame (Years): 5 years</th>
<th>Total Cost: $4,100,000</th>
</tr>
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<tbody>
<tr>
<td>Project Type: Marine</td>
<td>Year of Cost Estimate: 2012</td>
<td></td>
</tr>
<tr>
<td>Operation Area: Rivergate</td>
<td>Federal:</td>
<td></td>
</tr>
<tr>
<td>Project Description: Install stormwater improvements including control equipment such as dust filtering equipment for the warehouses and/or various types of stormwater filtering or treatment mechanisms.</td>
<td>State:</td>
<td></td>
</tr>
<tr>
<td>Purpose: Implement capital projects identified during stormwater master planning process. The improvements will be needed in order to comply with new environmental permits and water quality regulations.</td>
<td>City:</td>
<td></td>
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<tr>
<td>JDE NUM: 101668</td>
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<tr>
<td>Recent Study:</td>
<td>Port Share Forecasted:</td>
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<tr>
<td>Port Strategic Area: Portwide Environmental Strategy</td>
<td>Private:</td>
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</table>

#### Unfunded: $4,100,000

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

<table>
<thead>
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<th>Time Frame (Years): 10 years</th>
<th>Total Cost: $3,000,000</th>
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<tbody>
<tr>
<td>Project Type: Marine</td>
<td>Year of Cost Estimate:</td>
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<tr>
<td>Operation Area: Rivergate</td>
<td>Federal:</td>
<td></td>
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<tr>
<td>Project Description: Design and construct six acres of porous pavement parking for the storage of imported automobiles.</td>
<td>State:</td>
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<tr>
<td>Purpose: The project will provide additional land to meet auto storage capacity needs of Toyota, supporting the Port's automobile import business line.</td>
<td>City:</td>
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<tr>
<td>JDE NUM: 100769</td>
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<td>Recent Study:</td>
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<tr>
<td>Port Strategic Area: Regional Leadership in Industrial Lands</td>
<td>Private:</td>
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</table>

#### Unfunded: $3,000,000
**Project Name:** UPRR North Portland Junction Crew Change Point

- **Map ID:** 86
- **Time Frame (Years):** 5 years
- **Project Type:** Rail
- **Operation Area:** Rivergate
- **Project Description:** Move the crew change location closer to North Portland Junction.
- **Purpose:** Speed the crew change process and minimize the delays to both UP and BNSF with the current operation.

- **JDE NUM:**
- **RTP Related:**
- **Recent Study:** Port Rail Plan

**Project Name:** BNSF Fallbridge Double Tracking

- **Map ID:** 87
- **Time Frame (Years):** 10 years
- **Total Cost:** $72,000,000
- **Project Type:** Rail
- **Operation Area:** Rivergate
- **Project Description:** Double Track Fallbridge line to Washougal.
- **Purpose:** Increases capacity of the BNSF east-west mainline serving Port of Portland.

- **JDE NUM:**
- **RTP Related:**
- **Recent Study:** Port Rail Plan

**Port Strategic Area:** Regional Leadership in Transportation

- **RTP 2035 Illustrative**
- **Conditioned Project**
- **Identified in STIP**

**Estimate Rating:**

- **Port Share Committed:**
- **Port Share Forecasted:**
- **Private:**
- **Other:**
- **Unfunded:** $72,000,000

- **Federal:**
- **State:**
- **City:**
- **SDC:**
### Terminal 4 Grain Elevator Demolition

<table>
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<th><strong>Map ID:</strong> 88</th>
<th><strong>Time Frame (Years):</strong> 10 years</th>
<th><strong>Total Cost:</strong> $8,000,000</th>
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<td><strong>Project Type:</strong> Marine</td>
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<td><strong>Year of Cost:</strong> 2012</td>
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<tr>
<td><strong>Operation Area:</strong> Rivergate</td>
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<td><strong>Estimate Rating:</strong></td>
</tr>
<tr>
<td><strong>Project Description:</strong> Demolish the Terminal 4 grain elevator.</td>
<td></td>
<td><strong>Federal:</strong></td>
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</table>

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

<table>
<thead>
<tr>
<th><strong>JDE NUM:</strong> 810049</th>
<th><strong>RTP Related:</strong> 11208</th>
<th><strong>Recent Study:</strong> Terminal 4 Pier 1 Facility Plan (TEC Inc.)</th>
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<tbody>
<tr>
<td><strong>Port Strategic Area:</strong> Regional Leadership in Industrial Lands</td>
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<td><strong>Port Share Committed:</strong></td>
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<tr>
<td></td>
<td></td>
<td><strong>Unfunded:</strong> $8,000,000</td>
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- **RTP 2035 Illustrative**
- **RTP 2035 Constrained**
- **Conditioned Project**
- **Identified in STIP**

### T4 Berth 410, 411 Rail Yard Improvements

<table>
<thead>
<tr>
<th><strong>Map ID:</strong> 89</th>
<th><strong>Time Frame (Years):</strong> 5 years</th>
<th><strong>Total Cost:</strong> $1,529,000</th>
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<tr>
<td><strong>Project Type:</strong> Rail</td>
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<td><strong>Year of Cost:</strong> 2012</td>
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<tr>
<td><strong>Operation Area:</strong> Rivergate</td>
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<td><strong>Estimate Rating:</strong></td>
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<tr>
<td><strong>Project Description:</strong> Construct additional rail track in the Berth 410 and 411 Rail Yard.</td>
<td></td>
<td><strong>Federal:</strong></td>
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</tbody>
</table>

**Purpose:** Improve the efficiency of the rail yard by creating additional rail capacity.

<table>
<thead>
<tr>
<th><strong>JDE NUM:</strong> 102052</th>
<th><strong>RTP Related:</strong></th>
<th><strong>Recent Study:</strong></th>
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<td><strong>Port Strategic Area:</strong> Retain and Grow Key Services</td>
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<td><strong>Unfunded:</strong> $1,529,000</td>
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- **RTP 2035 Illustrative**
- **RTP 2035 Constrained**
- **Conditioned Project**
- **Identified in STIP**
Project Name: T4 Berth 405 and 408 Demolition

Map ID: 90  Time Frame (Years): 5 years  Total Cost: $18,747,222
Project Type: Marine  Year of Cost: 2013
Operation Area: Rivergate  Estimate:
Project Description: Demolish Berth 405 and Berth 408.

Purpose: Remove obsolete berth structures.

JDE NUM: 810048  Port Share Committed:
RTP Related: Port Share Forecasted:
Recent Study: Private:

Port Strategic Area: Retain and Grow Key Services  Other:
☐ RTP 2035 Illustrative  ☐ Conditioned Project  Unfunded: $18,747,222
☐ RTP 2035 Constrained  ☐ Identified in STIP

Project Name: Bonneville Rail Yard Build Out

Map ID: 91  Time Frame (Years): 10 years  Total Cost: $3,600,000
Project Type: Rail  Year of Cost: 2013
Operation Area: Rivergate  Estimate:
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.

JDE NUM: 2035
RTP Related:
Recent Study: Port Rail Plan

Port Strategic Area: Regional Leadership in Transportation  Other:
☐ RTP 2035 Illustrative  ☐ Conditioned Project  Estimate Rating: 3c
☐ RTP 2035 Constrained  ☐ Identified in STIP

Unfunded: $3,600,000
**Project Name:** Ramsey Yard Utilization

<table>
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<tr>
<th>Map ID:</th>
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<td>Estimate:</td>
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<tr>
<td>Project Description:</td>
<td>Connect existing set out track with industrial lead.</td>
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<td>Federal:</td>
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<tr>
<td>Purpose:</td>
<td>Improve unit train staging capabilities at Ramsey Rail Yard.</td>
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| RTP 2035 Illustrative | Conditioned Project | Identified in STIP |
### North Willamette Greenway Trail

**Project Name:** North Willamette Greenway Trail  
**Map ID:** 93  
**Time Frame (Years):** 20  
**Total Cost:** $500,000  
**Year of Cost:** 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.  
**JDE NUM:** 10355  
**RTP Related:**  
**Recent Study:** I-5 Rail Capacity Study (HDR, 2003)  
**Port Strategic Area:** Regional Leadership in Transportation  
**Port Share Committed:** Port Share Forecasted:  
**Port Share Unfunded:** $500,000

### Graham Line Connection

**Project Name:** Graham Line Connection  
**Map ID:** 94  
**Time Frame (Years):** 5  
**Total Cost:** $15,000,000  
**Year of Cost:** 2006  
**Project Type:** Rail  
**Operation Area:** T2/Swan Island  
**Project Description:** This project will create a new track connection between the Graham Line, which runs parallel with I-84 through Sullivan's Gulch and the Brooklyn Sub, UP's north-south line through Portland.  
**Purpose:** This connection will allow UP rail traffic entering Portland from the east to turn south onto the Brooklyn Sub from the Graham Line. This project will eliminate delay and increase system capacity.  
**JDE NUM:**  
**RTP Related:**  
**Recent Study:** I-5 Rail Capacity Study (HDR, 2003)  
**Port Strategic Area:** Regional Leadership in Transportation  
**Port Share Committed:** Port Share Forecasted:  
**Port Share Unfunded:** $15,000,000
**Project Name:** Terminal 2 Stormwater Improvements

- **Map ID:** 95
- **Time Frame (Years):** 5 years
- **Total Cost:** $1,500,000
- **Year of Cost:** 2011

**Project Type:** Marine  
**Operation Area:** T2/Swan Island  
**Project Description:** Stormwater improvements.

**Purpose:** Enhance marketability, service and environmental performance for cargo opportunities at T-2.

**JDE NUM:** 101667  
**RTP Related:**  
**Recent Study:**  
**Port Strategic Area:** Retain and Grow Key Services

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

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**Project Name:** T2 Storage Building Improvements

- **Map ID:** 96  
- **Time Frame (Years):** 5 years
- **Total Cost:** $1,000,000
- **Year of Cost:** 2012

**Project Type:** Marine  
**Operation Area:** T2/Swan Island  
**Project Description:** This project upgrades the existing warehouse buildings to allow for the storage of bulk cargos such as pulp.

**Purpose:** This project is needed to upgrade the existing terminal to more efficiently handle bulk cargos.

**JDE NUM:**  
**RTP Related:**  
**Recent Study:**  
**Port Strategic Area:** Retain and Grow Key Services

- **Unfunded:** $1,000,000
### Project Name: Portland Terminal Railroad Power Switches

- **Map ID:** 97
- **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.

- **JDE NUM:**
- **RTP Related:**
- **Recent Study:** Port Rail Plan

### Project Name: Portland Terminal Mainline Access Improvements

- **Map ID:** 98
- **Time Frame (Years):** 5 years
- **Project Type:** Rail
- **Operation Area:** T2/Swan Island
- **Project Description:** Trains will arrive and depart Lake Yard more quickly, thus reducing the BNSF I-5 main line track blockage time.

**Purpose:** Increase capacity along the BNSF main line.

- **JDE NUM:**
- **RTP Related:**
- **Recent Study:** Port Rail Plan

### Port Strategic Area: Regional Leadership in Transportation

- **RTP 2035 Illustrative**
- **Conditioned Project**
- **RTP 2035 Constrained**
- **Identified in STIP**

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**Total Cost:**

- **Year of Cost Estimate:**
- **Federal:**
- **State:**
- **City:**
- **SDC:**

**Port Share:**

- **Committed:**
- **Forecasted:**
- **Private:**
- **Other:**

**Unfunded:**

- **Estimate Rating:**
**Project Name:** Dredge Oregon Booster Pump

- **Map ID:** 99
- **Time Frame (Years):** 5 years
- **Total Cost:** $10,000,000
- **Project Type:** Marine
- **Operation Area:** T2/Swan Island
- **Project Description:** Refurbish or replace Navigation Division 30" booster pump.

**Purpose:** Increase production and efficiency of Dredge Oregon by Augmenting Pumping capability.

- **JDE NUM:** 102075
- **RTP Related:**
- **Recent Study:**
- **Port Strategic Area:** Regional Leadership in Transportation

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

- **Unfunded:** $10,000,000

**Project Name:** UPRR Brooklyn Yard Derails Project

- **Map ID:** 100
- **Time Frame (Years):** 5 years
- **Total Cost:**
- **Year of Cost Estimate:**
- **Project Type:** Rail
- **Operation Area:** T2/Swan Island
- **Project Description:** Install power derails at Brooklyn Yard connections to main line.

**Purpose:** Will reduce blockage of north-south mainline, resulting in reduction of rail traffic delays.

- **JDE NUM:**
- **RTP Related:**
- **Recent Study:** Port Rail Plan

- **Port Strategic Area:** Regional Leadership in Transportation

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

- **Unfunded:**
Project Name: **T2 Track Reconfiguration and Siding**

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<tr>
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<td>Construct rail loop and support siding.</td>
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<tr>
<td>Purpose:</td>
<td>Increase rail capacity at Terminal 2.</td>
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- RTP 2035 Illustative
- RTP 2035 Constrained
- Conditioned Project
- Identified in STIP
Project Name: **Sandy Blvd. Widening to 4 lanes**

- **Map ID:** 102
- **Time Frame (Years):** 10 years
- **Total Cost:** $10,000,000

**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.

**JDE NUM:**

- **RTP Related:** 10443
- **Recent Study:**

**Port Strategic Area:** Regional Leadership in Transportation

- **RTP 2035 Illustrative**
- **RTP 2035 Constrained**
- **Conditioned Project**
- **Identified in STIP**

**Estimate Rating:**

- **Funding:**
  - **Federal:**
  - **State:**
  - **City:**
  - **SDC:**
  - **Port Share Committed:**
  - **Port Share Forecasted:**
  - **Private:**
  - **Other:**
  - **Unfunded:** $10,000,000

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Project Name: **Riverside Drive Extension**

- **Map ID:** 103
- **Time Frame (Years):** 5 years
- **Total Cost:** $10,975,110

**Project Type:** Road

**Operation Area:** East County

**Project Description:** Riverside Dr. Extension (Riverside Parkway to Portal Way).

**Purpose:** Serve developing industrial parcels.

**JDE NUM:**

- **RTP Related:** 10515
- **Recent Study:**

**Port Strategic Area:** Regional Leadership in Transportation

- **RTP 2035 Illustrative**
- **RTP 2035 Constrained**
- **Conditioned Project**
- **Identified in STIP**

**Estimate Rating:**

- **Funding:**
  - **Federal:**
  - **State:**
  - **City:**
  - **SDC:**
  - **Port Share Committed:**
  - **Port Share Forecasted:**
  - **Private:**
  - **Other:**
  - **Unfunded:** $10,975,110
### Project Name: Sandy Blvd. Widening to 3 lanes

- **Map ID:** 104
- **Time Frame (Years):** 10 years
- **Total Cost:** $7,438,000

**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.

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

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

- **Map ID:** 105
- **Time Frame (Years):** 5 years
- **Total Cost:** $1,908,431

**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.

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**Unfunded:** $1,908,431
Project Name: **NE 223rd at Stark**

- **Map ID:** 106
- **Time Frame (Years):** 5 years
- **Project Type:** Road
- **Operation Area:** East County
- **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.

**JDE NUM:**
- **RTP Related:** 10473
- **Recent Study:** East Metro Connections Plan

**Port Strategic Area:** Regional Leadership in Transportation
- **RTP 2035 Illustrative**
- **RTP 2035 Constrained**

**Total Cost:** $1,196,756
- **Year of Cost:** 2007
- **Estimate:**
  - **Federal:**
  - **State:**
  - **City:**
  - **SDC:**
  - **Port Share Committed:**
  - **Port Share Forecasted:**
  - **Private:**
  - **Other:**

**Unfunded:** $1,196,756

**Estimate Rating:**
- **Conditioned Project**
- **Identified in STIP**