Acknowledgments

Port Transportation Team

Steve Bloomquist  Phil Healy
Emerald Bogue    Susie Lahsene
Tom Bouillion     Sean Loughran
Mike Coleman      Kathryn Williams
Sebastian Degens  Mark Witsoe
Rick Finn

Port GIS Team

Ryan Campbell
Chad Dettlaff
Paul Ferro
Sim Ogle
# TABLE OF CONTENTS

- **Introduction** ........................................................................................................... 2
- **Goal and Objectives** ............................................................................................... 3
- **Assumptions** ............................................................................................................ 4
- **Project Funding** ...................................................................................................... 4
- **Port Priority Projects** ............................................................................................. 4
- **Cost Estimate Rating** .............................................................................................. 9
- **Project List** ............................................................................................................. 10
  - **Priority Project Map** .......................................................................................... 25
- **Priority Project Reports** .......................................................................................... 26
  - **PDX/PIC Area Map** .............................................................................................. 46
- **PDX/PIC Project Reports** ........................................................................................ 47
  - **Hillsboro Area Map** ............................................................................................. 57
- **Hillsboro Project Reports** ........................................................................................ 58
  - **Marine Terminal and Rivergate Area Map** .......................................................... 60
- **Marine Terminal and Rivergate Area Project Reports** ........................................... 61
  - **T2/Swan Island Area Map** .................................................................................... 75
- **T2/Swan Island Area Project Reports** ..................................................................... 76
  - **East County Area Map** ......................................................................................... 79
- **East County Area Project Reports** .......................................................................... 80
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 (updated 2014), sponsored by a consortium of public agencies and private businesses, confirms the transportation dependency of the region’s economy and affirms that the region’s competitiveness is largely dependent upon its role as a gateway and distribution center. The study determined that improvements in the transportation system produce a 2:1 return for the economy.

The Commodity Flow Forecast Update (2006) produced by DRI/WEFA 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 has 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>PDX Northside Redevelopment</td>
<td>$5,800,000</td>
<td>3</td>
</tr>
<tr>
<td>PIC Ped/Bike Network</td>
<td>$1,163,835</td>
<td>4</td>
</tr>
<tr>
<td>Cornfoot Road Multimodal Safety Improvements</td>
<td>$3,626,000</td>
<td>6</td>
</tr>
<tr>
<td>T6 Crane Drives for Cranes 6380 and 6381</td>
<td>$2,000,000</td>
<td>12</td>
</tr>
<tr>
<td>Auto Import/Export Expansion</td>
<td>$6,700,000</td>
<td>17</td>
</tr>
<tr>
<td>Rivergate Boulevard Overcrossing</td>
<td>$18,000,000</td>
<td>25</td>
</tr>
<tr>
<td>Dredge Oregon Pipe, Scows, and Pontoons</td>
<td>$10,200,000</td>
<td>29</td>
</tr>
<tr>
<td>New Dredge Tender</td>
<td>$7,600,000</td>
<td>30</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 Sources¹

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Project Cost</th>
<th>Map ID #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alderwood Intersection @ Columbia Blvd.</td>
<td>$5,527,534</td>
<td>1</td>
</tr>
<tr>
<td>Cully Intersection @ Columbia Blvd.</td>
<td>$6,575,000</td>
<td>2</td>
</tr>
<tr>
<td>82nd Avenue/Airport Way Grade Separation</td>
<td>$50,000,000</td>
<td>5</td>
</tr>
<tr>
<td>Time Oil Road Reconstruction</td>
<td>$9,000,000</td>
<td>24</td>
</tr>
<tr>
<td>Swigert Way Extension</td>
<td>$2,500,000</td>
<td>33</td>
</tr>
<tr>
<td>Graham Road</td>
<td>$10,000,000</td>
<td>34</td>
</tr>
<tr>
<td>40 Mile Loop Trail: Blue Lake Park to Sundial Rd.</td>
<td>$3,424,073</td>
<td>37</td>
</tr>
<tr>
<td>Sundial Road Improvements</td>
<td>$3,200,000</td>
<td>38</td>
</tr>
<tr>
<td>Intelligent Transportation System (ITS) Improvements</td>
<td>$680,000</td>
<td>15, 19, 27</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.

Priority Marine Terminal Projects Involving Other Funding Sources¹

<table>
<thead>
<tr>
<th>Project Description</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>10</td>
</tr>
<tr>
<td>Terminal 6 Crane Drive Electronics</td>
<td>$2,000,000</td>
<td>11</td>
</tr>
<tr>
<td>Terminal 6 Stormwater Improvements</td>
<td>$5,000,000</td>
<td>16</td>
</tr>
<tr>
<td>Terminal 4 Pier 1 Site Preparation</td>
<td>$34,000,000</td>
<td>18</td>
</tr>
<tr>
<td>Terminal 6 Wharf Optimization</td>
<td>$1,500,000</td>
<td>22</td>
</tr>
<tr>
<td>Columbia River Jetty Refurbishment</td>
<td>$75,000,000</td>
<td>23</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Cost</th>
<th>Map ID#</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIO Relocate Charlie Pattern Landing Site</td>
<td>$1,433,100</td>
<td>7</td>
</tr>
<tr>
<td>HIO Construct East Access Road</td>
<td>$1,886,560</td>
<td>8</td>
</tr>
<tr>
<td>HIO Relocate Taxiway AA</td>
<td>$4,700,000</td>
<td>9</td>
</tr>
<tr>
<td>TTD Reconstruct Runway 7-25</td>
<td>$12,534,000</td>
<td>35</td>
</tr>
<tr>
<td>TTD Rehabilitate Taxiway A</td>
<td>$5,000,000</td>
<td>36</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>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Project scope is defined.</td>
</tr>
<tr>
<td>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>3</td>
<td>Project scope has limited detail.</td>
</tr>
</tbody>
</table>

**Engineering Effort**

<table>
<thead>
<tr>
<th>Level</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>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>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>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.
<table>
<thead>
<tr>
<th>Map ID</th>
<th>Project Name</th>
<th>Project Description</th>
<th>Purpose</th>
<th>Time Frame (Years)</th>
<th>Total Cost</th>
<th>Priority</th>
<th>Area Map</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Alderwood and Columbia Blvd. Intersection</td>
<td>Widen and signalize intersection on Columbia Boulevard at Alderwood Rd.</td>
<td>Provide transportation link to the cargo area located within the south airport area and to support Columbia Corridor freight movement.</td>
<td>5</td>
<td>$5,527,534</td>
<td>✓</td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>2</td>
<td>Cully Blvd. and Columbia Blvd. Intersection</td>
<td>Widen and signalize intersection on Columbia Boulevard at Cully Blvd.</td>
<td>Provide transportation link to the cargo area located within the south airport area and to support Columbia Corridor freight movement.</td>
<td>5</td>
<td>$6,575,000</td>
<td>✓</td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>3</td>
<td>PDX Northside Redevelopment</td>
<td>Redevelop the landside and airside properties north of Airport Way for commercial aviation, business aviation and PDX ancillary and support services.</td>
<td>Align these properties with current market conditions.</td>
<td>5</td>
<td>$5,800,000</td>
<td>✓</td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>4</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>5</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>$75,000,000</td>
<td>✓</td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>6</td>
<td>Cornfoot Road Multimodal Safety Improvements</td>
<td>Provide a separated multi-use path on the north side of NE Cornfoot Road.</td>
<td>Increase safety and provide improved bicycle and pedestrian access along NE Cornfoot Road.</td>
<td>5</td>
<td>$3,626,000</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>
</tr>
<tr>
<td>-------</td>
<td>-------------------------------------------</td>
<td>--------------------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------------------</td>
<td>--------------------</td>
<td>--------------</td>
<td>----------</td>
<td>----------</td>
</tr>
<tr>
<td>7</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>$391,000</td>
<td>✔</td>
<td>Hillsboro</td>
</tr>
<tr>
<td>8</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>9</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 design separation from taxiway A. Construct a perimeter road extension between taxiway AA and existing tenant ramps.</td>
<td>10</td>
<td>$4,700,000</td>
<td>✔</td>
<td>Hillsboro</td>
</tr>
<tr>
<td>10</td>
<td>Terminal 6 Container Crane Modernizations</td>
<td>The project will increase operating efficiencies and improve safety on Cranes 6373, 6374, 6375, and 6379.</td>
<td>The project will increase the reliability of cargo handling equipment, and provide more reliable service to customers.</td>
<td>5</td>
<td>$3,634,260</td>
<td>✔</td>
<td>Rivergate</td>
</tr>
<tr>
<td>11</td>
<td>Terminal 6 Crane Drive Electronics</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>12</td>
<td>T6 Crane Drives for Cranes 6380 and 6381</td>
<td>Crane management system upgrades for Cranes 6380 and 6381.</td>
<td>Improve operational efficiencies for the container cranes.</td>
<td>5</td>
<td>$2,000,000</td>
<td>✔</td>
<td>Rivergate</td>
</tr>
<tr>
<td>13</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>
</tr>
<tr>
<td>--------</td>
<td>--------------</td>
<td>---------------------</td>
<td>---------</td>
<td>--------------------</td>
<td>------------</td>
<td>---------</td>
<td>----------</td>
</tr>
<tr>
<td>14</td>
<td>Kenton Rail Line Upgrade</td>
<td>Upgrade existing track to second main track with new double track from Peninsula Junction to I-205 and increase track speeds between North Portland, Peninsula Junction, to Reynolds on UP’s Kenton Line.</td>
<td>Expand rail capacity and reduce delays for greater efficiency.</td>
<td>10</td>
<td>$25,382,000</td>
<td>✔️</td>
<td>Rivergate</td>
</tr>
<tr>
<td>15</td>
<td>Rivergate ITS</td>
<td>Intelligent Transportation System in Rivergate.</td>
<td>Improve traffic efficiency in Rivergate by connecting information about the roadway system to ODOT’s Highway information systems.</td>
<td>5</td>
<td>$480,000</td>
<td>✔️</td>
<td>Rivergate</td>
</tr>
<tr>
<td>16</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>17</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, throughput will be increased.</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>$6,700,000</td>
<td>✔️</td>
<td>Rivergate</td>
</tr>
<tr>
<td>18</td>
<td>Terminal 4 Pier 1 Site Preparation</td>
<td>Remove Berths 405 and 408, the grain leg platform and tower, and the grain elevator in the Pier 1 area of Terminal 4.</td>
<td>This project will facilitate the redevelopment of approximately 30 acres of vital marine industrial property in the Portland Harbor.</td>
<td>5</td>
<td>$34,000,000</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>
</tr>
<tr>
<td>--------</td>
<td>-------------------------------------</td>
<td>--------------------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------</td>
<td>--------------------</td>
<td>-------------</td>
<td>----------</td>
<td>----------</td>
</tr>
<tr>
<td>19</td>
<td>Marine Drive ITS Improvement</td>
<td>Install a CCTV at Portland Road and changeable message signs at N. Portland Road, North Vancouver Way and NE 185th Drive.</td>
<td>Improve traffic efficiency in the Columbia Corridor.</td>
<td>10</td>
<td>$200,000</td>
<td>✓</td>
<td>Rivergate</td>
</tr>
<tr>
<td>20</td>
<td>T5 Berth 503 Terminal Expansion</td>
<td>Construct a rail 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>21</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>$2,000,000</td>
<td>✓</td>
<td>Rivergate</td>
</tr>
<tr>
<td>22</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>23</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>
<td>24</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>25</td>
<td>Rivergate Boulevard Overcrossing</td>
<td>Grade separate the South Rivergate Lead at Rivergate Blvd.</td>
<td>Improve rail and vehicle traffic flow in Rivergate Industrial District.</td>
<td>5</td>
<td>$18,000,000</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>
</tr>
<tr>
<td>--------</td>
<td>----------------------------------------</td>
<td>----------------------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------------------------</td>
<td>--------------------</td>
<td>--------------</td>
<td>----------</td>
<td>----------</td>
</tr>
<tr>
<td>26</td>
<td>Terminal 2 Crane Upgrades</td>
<td>The project will modify and upgrade Cranes 2371 and 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 cranes to handle bulk cargoes.</td>
<td>5</td>
<td>$2,750,000</td>
<td>✔️</td>
<td>T2/Swan Island</td>
</tr>
<tr>
<td>27</td>
<td>PSU ITS Expansion</td>
<td>Expand PSU’s existing web based ITS “count sensor” program beyond the freeway to some key arterials throughout the region and create a repository of regional freight data.</td>
<td>To secure truck flow and congestion data.</td>
<td>5</td>
<td>✓</td>
<td>T2/Swan Island</td>
<td></td>
</tr>
<tr>
<td>28</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>$2,250,000</td>
<td>✓️</td>
<td>T2/Swan Island</td>
</tr>
<tr>
<td>29</td>
<td>Dredge Oregon Pipe, Scows and Pontoons</td>
<td>Acquire 2,000 feet of dredge pipe, pontoons, anchor scows and anchors.</td>
<td>Allow Dredge Oregon to make full use of recent repower and pump material 14,000 feet.</td>
<td>5</td>
<td>$10,200,000</td>
<td>✔️</td>
<td>T2/Swan Island</td>
</tr>
<tr>
<td>30</td>
<td>New Dredge Tender</td>
<td>Replace the existing vintage tugboat W.L. Williams with a newly constructed modern work-boat vessel. Repower tugboat Clackamas.</td>
<td>Improve operational support for Dredge Oregon dredging operations and improve environmental performance</td>
<td>5</td>
<td>$7,600,000</td>
<td>✔️</td>
<td>T2/Swan Island</td>
</tr>
<tr>
<td>31</td>
<td>T2 Crane Drives and Cabs for Cranes 2371 and 2372</td>
<td>Crane management system and cab upgrades for Cranes 2371 and 2372.</td>
<td>Improve operational efficiencies for the cargo handling cranes.</td>
<td>5</td>
<td>$2,600,000</td>
<td>✔️</td>
<td>T2/Swan Island</td>
</tr>
<tr>
<td>Map ID</td>
<td>Project Name</td>
<td>Project Description</td>
<td>Purpose</td>
<td>Time Frame (Years)</td>
<td>Total Cost</td>
<td>Priority</td>
<td>Area Map</td>
</tr>
<tr>
<td>--------</td>
<td>-------------------------------</td>
<td>-------------------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------</td>
<td>--------------------</td>
<td>------------</td>
<td>----------</td>
<td>----------------</td>
</tr>
<tr>
<td>32</td>
<td>Dredge Oregon Support Equipment</td>
<td>Repower or replace navigation equipment including support vessels and landside equipment such as bulldozers.</td>
<td>Improve productivity and environmental performance.</td>
<td>5</td>
<td>$2,000,000</td>
<td>✔</td>
<td>T2/Swan Island</td>
</tr>
<tr>
<td>33</td>
<td>Swigert Way Extension</td>
<td>Extend Swigert Way from it 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>34</td>
<td>Graham Road</td>
<td>Reconstruct and/or widen Graham Road along and near 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>35</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>36</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>$10,100,000</td>
<td>✔</td>
<td>East County</td>
</tr>
<tr>
<td>37</td>
<td>40 Mile Loop Trail: Blue Lake Park to Sundial Rd.</td>
<td>Construct a mixed use off road trail connecting Blue Lake Park and Sundial Road.</td>
<td>Combined with the Port’s Reynolds levee trail it will complete gaps in the 40 Mile Loop Trail.</td>
<td>5</td>
<td>$3,424,073</td>
<td>✔</td>
<td>East County</td>
</tr>
<tr>
<td>38</td>
<td>Sundial Road Improvements</td>
<td>Widen Sundial Road north of Swigert Way.</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>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>
<tr>
<td>--------</td>
<td>----------------------------------</td>
<td>--------------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------</td>
<td>--------------------</td>
<td>-----------------</td>
<td>----------</td>
<td>------------</td>
</tr>
<tr>
<td>39</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>$3,359,259</td>
<td></td>
<td>East County</td>
</tr>
<tr>
<td>40</td>
<td>Columbia Blvd. Improvements at MLK</td>
<td>Construct right turn lane on Columbia at MLK.</td>
<td>Improve connectivity for freight traffic between Columbia Blvd. and Rivergate.</td>
<td>5</td>
<td>$3,359,259</td>
<td></td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>41</td>
<td>I-5/Columbia Blvd. Improvement</td>
<td>Construct a full interchange at Columbia Blvd. or the functional equivalent. Includes three projects Delta Park Phase II and III and Argyle on the Hill.</td>
<td>Improve connections between Columbia Blvd. and I-5 for trucks.</td>
<td>10</td>
<td>$51,773,032</td>
<td></td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>42</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>43</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>44</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>$6,700,000</td>
<td></td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>45</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>$6,700,000</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>
</tr>
<tr>
<td>--------</td>
<td>-----------------------------------</td>
<td>--------------------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------</td>
<td>--------------------</td>
<td>-------------</td>
<td>----------</td>
<td>----------</td>
</tr>
<tr>
<td>46</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>47</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>48</td>
<td>Alternative Fuels Station</td>
<td>Construct a PDX alternative fuels station.</td>
<td>Provide refueling capabilities for 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>
<td>49</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>50</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>51</td>
<td>Deplaning Curbside Roadway Lanes</td>
<td>Add New Lane.</td>
<td>Provide additional capacity for anticipated growth in passenger traffic.</td>
<td>10</td>
<td>$2,976,000</td>
<td></td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>52</td>
<td>Deplaning Curbside Roadway Loading</td>
<td>Add New Lane.</td>
<td>Provide additional capacity for anticipated growth in passenger traffic.</td>
<td>10</td>
<td>$324,000</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>
</tr>
<tr>
<td>--------</td>
<td>--------------------------------------</td>
<td>----------------------------------------------------------</td>
<td>------------------------------------------------------------------------</td>
<td>--------------------</td>
<td>-------------</td>
<td>----------</td>
<td>------------</td>
</tr>
<tr>
<td>53</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>10</td>
<td>$1,080,000</td>
<td></td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>54</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>55</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>10</td>
<td>$1,104,000</td>
<td></td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>56</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>57</td>
<td>33rd Avenue/Marine Drive Intersection Improvements</td>
<td>Signalize the intersection of NE 33rd Avenue and Marine Drive.</td>
<td>Improve safety and access for 33rd Avenue. May incorporate bike and ped facilities as well.</td>
<td>5</td>
<td>$5,760,643</td>
<td></td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>58</td>
<td>Alderwood Street Bikeway</td>
<td>Provide bike lanes on Alderwood Road between Columbia Blvd. and the Alderwood Trail</td>
<td>Improve safety and provide better separation from motor vehicle traffic.</td>
<td>5</td>
<td>$561,200</td>
<td></td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>59</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>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>
<tr>
<td>--------</td>
<td>-----------------------------------</td>
<td>--------------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------</td>
<td>--------------------</td>
<td>------------</td>
<td>----------</td>
<td>----------</td>
</tr>
<tr>
<td>60</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>61</td>
<td>HIO Taxiway to NW Corporate Center</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 airside infrastructure.</td>
<td>5</td>
<td>$1,050,000</td>
<td></td>
<td>Hillsboro</td>
</tr>
<tr>
<td>62</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>63</td>
<td>North Portland Junction</td>
<td>Upgrade railroad with revised crossovers, centralized traffic control tie-in and increased turning radius.</td>
<td>Accommodate higher rail speeds at the junction which provides greater capacity.</td>
<td>10</td>
<td>$9,160,000</td>
<td></td>
<td>Rivergate</td>
</tr>
<tr>
<td>64</td>
<td>I-5 Columbia River Crossing</td>
<td>Increase the number of lanes and add transit capacity across the river.</td>
<td>Increase multi-modal capacity across the Columbia River and relieve congestion.</td>
<td>10</td>
<td>$2,982,000,000</td>
<td></td>
<td>Rivergate</td>
</tr>
<tr>
<td>65</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>66</td>
<td>West Hayden Island Rail Access</td>
<td>Rail access from the mainline to support West Hayden Island development.</td>
<td>Advance rail-dependent development.</td>
<td>10</td>
<td>$3,000,000</td>
<td></td>
<td>Rivergate</td>
</tr>
<tr>
<td>67</td>
<td>West Hayden Island Rail Yard</td>
<td>Construct rail yard connected to facility trackage.</td>
<td>Advance rail development on West Hayden Island.</td>
<td>10</td>
<td>$9,500,000</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>
</tr>
<tr>
<td>--------</td>
<td>--------------</td>
<td>---------------------</td>
<td>---------</td>
<td>--------------------</td>
<td>------------</td>
<td>----------</td>
<td>----------</td>
</tr>
<tr>
<td>68</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>
<td>Rivergate</td>
</tr>
<tr>
<td>69</td>
<td>St. Johns Pedestrian District</td>
<td>Improvements could include restriping, curb extensions and other pedestrian and bicycle amenities on Lombard St. that do not impede truck movement, as well as intersection improvements and signalization.</td>
<td>Maintain truck movement and minimize conflicts with bicycles and pedestrians between Philadelphia Ave. and Lombard St. at Pier Park.</td>
<td>5</td>
<td>$3,346,000</td>
<td></td>
<td>Rivergate</td>
</tr>
<tr>
<td>70</td>
<td>Lombard Bridge Replacement</td>
<td>Replace the bridge over the St. Johns Lead.</td>
<td>Replace with a modern bridge that will also allow for an additional rail lead to Terminal 4.</td>
<td>5</td>
<td>$6,000,000</td>
<td></td>
<td>Rivergate</td>
</tr>
<tr>
<td>71</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>
<td></td>
<td>Rivergate</td>
</tr>
<tr>
<td>72</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>
<td></td>
<td>Rivergate</td>
</tr>
<tr>
<td>73</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>74</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>
<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>
</tr>
<tr>
<td>--------</td>
<td>---------------------------------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------------------</td>
<td>--------------------</td>
<td>---------------</td>
<td>----------</td>
<td>----------</td>
</tr>
<tr>
<td>75</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>
<td></td>
<td>Rivergate</td>
</tr>
<tr>
<td>76</td>
<td>Columbia River Anchorage Improvements</td>
<td>Placement of up to seven stern buoys at different anchorages up and down the Columbia River.</td>
<td>Allow for the anchorage of ships in the river rather than at terminals that could otherwise be loading/unloading cargo.</td>
<td>5</td>
<td>$2,342,000</td>
<td></td>
<td>Rivergate</td>
</tr>
<tr>
<td>77</td>
<td>Terminal 6 Internal Overcrossing</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>
<td></td>
<td>Rivergate</td>
</tr>
<tr>
<td>78</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>
<td></td>
<td>Rivergate</td>
</tr>
<tr>
<td>79</td>
<td>T6 Development Project</td>
<td>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>This program is needed to upgrade the terminal to expand the capacity of the container terminal to 1 Million TEUs.</td>
<td>10</td>
<td>$80,000,000</td>
<td></td>
<td>Rivergate</td>
</tr>
<tr>
<td>80</td>
<td>T4 B416 Lay Berth Improvements</td>
<td>This project will design, permit and install electrical equipment upgrades necessary to allow vessels to lay berth at B416.</td>
<td>The project is needed to allow vessels to lay berth at B416. This will help the Port retain and grow key services and to be a leader in transportation infrastructure.</td>
<td>5</td>
<td>$1,000,000</td>
<td></td>
<td>Rivergate</td>
</tr>
<tr>
<td>81</td>
<td>T4 Stormwater Improvements</td>
<td>Install stormwater improvements.</td>
<td>Implement capital projects identified during stormwater master planning process.</td>
<td>5</td>
<td>$4,100,000</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>
</tr>
<tr>
<td>--------</td>
<td>--------------------------------------------------</td>
<td>--------------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>-------------------</td>
<td>-------------</td>
<td>----------</td>
<td>----------</td>
</tr>
<tr>
<td>82</td>
<td>Terminal 4 Automobile Yard Expansion</td>
<td>Design and construct six acres of porous pavement parking for the storage of imported automobiles.</td>
<td>The project will provide additional land to meet auto storage capacity needs of Toyota, supporting the Port’s automobile import business line.</td>
<td>10</td>
<td>$3,000,000</td>
<td></td>
<td>Rivergate</td>
</tr>
<tr>
<td>83</td>
<td>BNSF Fallbridge Double Tracking</td>
<td>Double-track the Fallbridge line to Washougal.</td>
<td>Increases capacity of the BNSF east-west mainline serving Port of Portland.</td>
<td>10</td>
<td>$72,000,000</td>
<td></td>
<td>Rivergate</td>
</tr>
<tr>
<td>84</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>$6,000,000</td>
<td></td>
<td>Rivergate</td>
</tr>
<tr>
<td>85</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>10</td>
<td>$2,000,000</td>
<td></td>
<td>Rivergate</td>
</tr>
<tr>
<td>86</td>
<td>Bonneville Rail Yard Build Out</td>
<td>Construct two interior yard tracks and complete the double track lead from the wye at the east end of the yard to Barnes Yard.</td>
<td>Add rail staging capacity for South Rivergate.</td>
<td>10</td>
<td>$3,600,000</td>
<td></td>
<td>Rivergate</td>
</tr>
<tr>
<td>87</td>
<td>Ramsey Yard Utilization</td>
<td>Connect existing set out track with industrial lead.</td>
<td>Improve unit train staging capabilities at Ramsey Rail Yard.</td>
<td>10</td>
<td>$1,700,000</td>
<td></td>
<td>Rivergate</td>
</tr>
<tr>
<td>88</td>
<td>Columbia River Underkeel Clearance Study</td>
<td>Underkeel clearance study for ships moving between the Columbia Bar and Portland, including Loadmax gauge augmentation project.</td>
<td>Understand vessel underclearance in Columbia River to optimize safety and payload.</td>
<td>10</td>
<td>$1,319,000</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>
</tr>
<tr>
<td>--------</td>
<td>-------------------------------</td>
<td>--------------------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------</td>
<td>--------------------</td>
<td>-------------</td>
<td>----------</td>
<td>----------------</td>
</tr>
<tr>
<td>89</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>90</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>
<td></td>
<td>T2/Swan Island</td>
</tr>
<tr>
<td>91</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>
<td></td>
<td>T2/Swan Island</td>
</tr>
<tr>
<td>92</td>
<td>T2 Storage Building Improvements</td>
<td>This project upgrades the existing warehouse buildings.</td>
<td>This project is needed to upgrade the existing terminal.</td>
<td>5</td>
<td>$1,000,000</td>
<td></td>
<td>T2/Swan Island</td>
</tr>
<tr>
<td>93</td>
<td>Portland Terminal Railroad Power Switches</td>
<td>Install Dispatcher Controlled Power Switches between Lake Yard and Terminal 2.</td>
<td>Will reduce time it takes for trains to travel from Lake Yard to Terminal 2, reducing blockage of mainline.</td>
<td>5</td>
<td>$10,805,000</td>
<td></td>
<td>T2/Swan Island</td>
</tr>
<tr>
<td>94</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>
</tr>
<tr>
<td>95</td>
<td>Sandy Blvd. Widening to 4 lanes</td>
<td>Sandy Blvd. widen to 4 lanes and center turn lane (181st-202nd) with sidewalks and bike lanes.</td>
<td>Improve east west capacity and serve developing industrial property.</td>
<td>10</td>
<td>$10,000,000</td>
<td></td>
<td>East County</td>
</tr>
<tr>
<td>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>
<tr>
<td>--------</td>
<td>----------------------------</td>
<td>-------------------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------</td>
<td>--------------------</td>
<td>--------------</td>
<td>----------</td>
<td>----------</td>
</tr>
<tr>
<td>96</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>
<td></td>
<td>East County</td>
</tr>
<tr>
<td>97</td>
<td>Sandy Blvd. Widening to 3</td>
<td>Sandy Blvd. widen to 3 lanes (207th to 238th), add sidewalks and bike lanes.</td>
<td>Improve east west capacity and serve adjacent developing industrial property.</td>
<td>10</td>
<td>$7,438,000</td>
<td></td>
<td>East County</td>
</tr>
<tr>
<td>98</td>
<td>NE Hogan at NE Stark Street</td>
<td>Add right turn lanes on all approaches and second northbound and southbound left turn lanes.</td>
<td>Address intersection capacity affecting access to Gresham Vista Business Park.</td>
<td>5</td>
<td>$1,908,431</td>
<td></td>
<td>East County</td>
</tr>
<tr>
<td>99</td>
<td>NE 223rd at Stark</td>
<td>Add eastbound and northbound right turn lanes and southbound left turn lanes.</td>
<td>Address intersection capacity affecting access to Gresham Vista Business Park.</td>
<td>5</td>
<td>$1,196,756</td>
<td></td>
<td>East County</td>
</tr>
<tr>
<td>100</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>101</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>
</tbody>
</table>
### Project Name: Alderwood and Columbia Blvd. Intersection

<table>
<thead>
<tr>
<th>Map ID: 1</th>
<th>Time Frame (Years): 5 years</th>
<th>Total Cost: $5,527,534</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Type: Road</td>
<td>Year of Cost Estimate: 2013</td>
<td></td>
</tr>
<tr>
<td>Operation Area PDX/PIC</td>
<td>Federal: $4,959,856</td>
<td></td>
</tr>
<tr>
<td>Project Description: Widen and signalize intersection on Columbia Boulevard at Alderwood Rd.</td>
<td>State:</td>
<td></td>
</tr>
<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>City:</td>
<td></td>
</tr>
<tr>
<td>JDE NUM: 810020</td>
<td>SDC:</td>
<td></td>
</tr>
<tr>
<td>RTP Related: 10336</td>
<td>Port Share Committed: $567,678</td>
<td></td>
</tr>
<tr>
<td>Recent Study: Airport Futures Transportation Impact Study (2010)</td>
<td>Port Share Forecasted:</td>
<td></td>
</tr>
<tr>
<td>Port Strategic Area: Retain and Grow Key Services</td>
<td>Other:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Unfunded:</td>
<td></td>
</tr>
<tr>
<td>RTP 2040 Illustrative</td>
<td>Conditioned Project</td>
<td>Estimate Rating: 2b</td>
</tr>
<tr>
<td>RTP 2040 Constrained</td>
<td>Identified in STIP</td>
<td></td>
</tr>
</tbody>
</table>

### Project Name: Cully Blvd. and Columbia Blvd. Intersection

<table>
<thead>
<tr>
<th>Map ID: 2</th>
<th>Time Frame (Years): 5 years</th>
<th>Total Cost: $6,575,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Type: Road</td>
<td>Year of Cost Estimate: 2013</td>
<td></td>
</tr>
<tr>
<td>Operation Area PDX/PIC</td>
<td>Federal:</td>
<td></td>
</tr>
<tr>
<td>Project Description: Widen and signalize intersection on Columbia Boulevard at Cully Blvd.</td>
<td>State:</td>
<td></td>
</tr>
<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>City:</td>
<td></td>
</tr>
<tr>
<td>JDE NUM:</td>
<td>SDC:</td>
<td></td>
</tr>
<tr>
<td>RTP Related: 10336</td>
<td>Port Share Committed:</td>
<td></td>
</tr>
<tr>
<td>Recent Study: Airport Futures Transportation Impact Study (2010)</td>
<td>Port Share Forecasted:</td>
<td></td>
</tr>
<tr>
<td>Port Strategic Area: Retain and Grow Key Services</td>
<td>Other:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Unfunded: $6,575,000</td>
<td></td>
</tr>
<tr>
<td>RTP 2040 Illustrative</td>
<td>Conditioned Project</td>
<td>Estimate Rating: 2b</td>
</tr>
<tr>
<td>RTP 2040 Constrained</td>
<td>Identified in STIP</td>
<td></td>
</tr>
</tbody>
</table>
### Project Name: **PDX Northside Redevelopment**

<table>
<thead>
<tr>
<th>Map ID: 3</th>
<th>Time Frame (Years): 5 years</th>
<th>Total Cost: $5,800,000</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Project Type:</strong> Aviation</td>
<td><strong>Year of Cost Estimate:</strong> 2013</td>
<td></td>
</tr>
<tr>
<td><strong>Operation Area:</strong> PDX/PIC</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Project Description:</strong> Redevelop the landside and airside properties north of Airport Way for commercial aviation, business aviation and PDX ancillary and support services.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Purpose:</strong> Align these properties with current market conditions.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>JDE NUM:</strong> 101460</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>RTP Related:</strong> 11650</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Recent Study:</strong> Airport Futures</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Port Strategic Area:</strong> Retain and Grow Key Services</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- [ ] RTP 2040 Illustrative
- [ ] Conditioned Project
- [ ] RTP 2040 Constrained
- [ ] Identified in STIP

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

<table>
<thead>
<tr>
<th>Map ID: 4</th>
<th>Time Frame (Years): 10 years</th>
<th>Total Cost: $1,163,835</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Project Type:</strong> Bike/Ped</td>
<td><strong>Year of Cost Estimate:</strong> 2007</td>
<td></td>
</tr>
<tr>
<td><strong>Operation Area:</strong> PDX/PIC</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Project Description:</strong> Construct bike and pedestrian facilities as shown in the CS/PIC Plan District.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Purpose:</strong> Improve bike/ped circulation in PIC.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>JDE NUM:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>RTP Related:</strong> 10368</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Recent Study:</strong> 2014 Airport Bike and Pedestrian Master Plan</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Port Strategic Area:</strong> Regional Leadership in Industrial Land</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- [ ] RTP 2040 Illustrative
- [ ] Conditioned Project
- [ ] RTP 2040 Constrained
- [ ] Identified in STIP

---

**2016 Port Transportation Improvement Plan**

Page 27
**Project Name:** 82nd Ave/Airport Way Grade Separation

- **Map ID:** 5
- **Time Frame (Years):** 10 years
- **Total Cost:** $75,000,000
- **Year of Cost:** 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

- **Port Share Committed:**
- **Port Share Forecasted:** $50,000,000
- **Private:**
- **Other:**
- **Unfunded:** $25,000,000

**Estimate Rating:** 3c

**Project Name:** Cornfoot Road Multimodal Safety Improvements

- **Map ID:** 6
- **Time Frame (Years):** 5 years
- **Total Cost:** $3,626,000
- **Year of Cost:** 2013
- **Project Type:** Bike/Ped
- **Operation Area:** PDX/PIC
- **Project Description:** Provide a separated multi-use path on the north side of NE Cornfoot Road.

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

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

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

- **RTP 2040 Illustrative**
- **Conditioned Project**
- **RTP 2040 Constrained**
- **Identified in STIP**

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

**Map ID:** 7  **Time Frame (Years):** 5 years  **Total Cost:** $391,000

**Project Type:** Aviation  **Year of Cost:** 2014

**Operation Area:** Hillsboro  **Federal:**

**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:**

**Port Share Committed:**

**Port Share Forecasted:**

**Private:**

**Other:**

**Unfunded:** $391,000

**Estimate Rating:**

---

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

**Map ID:** 8  **Time Frame (Years):** 5 years  **Total Cost:** $1,886,560

**Project Type:** Aviation  **Year of Cost:** 2008

**Operation Area:** Hillsboro  **Federal:**

**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

**SDC:**

**Port Share Committed:**

**Port Share Forecasted:**

**Private:**

**Other:**

**Unfunded:** $1,886,560

**Estimate Rating:**
The project will increase the reliability of cargo handling equipment, and provide more reliable service to customers.

Purpose:
The purpose of this project is to relocate 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.

Project Name: **HiQ Relocate Taxiway AA**

**Map ID:** 9  
**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

- RTP 2040 Illustrative
- RTP 2040 Constrained
- Conditioned Project
- Identified in STIP

**Unfunded:** $4,700,000

---

The project will increase operating efficiencies and improve safety on Cranes 6373, 6374, 6375, and 6379.

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

**Map ID:** 10  
**Time Frame (Years):** 5 years  
**Total Cost:** $3,634,260  
**Year of Cost Estimate:** 2012  
**Project Type:** Marine  
**Operation Area:** Rivergate  
**Project Description:** The project will increase operating efficiencies and improve safety on Cranes 6373, 6374, 6375, and 6379.

**Purpose:** The purpose of this project is to modernize the container cranes, improving operating efficiencies and safety for customers and employees.

**JDE NUM:** 700111

**RTP Related:** 11207

**Recent Study:**

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

- RTP 2040 Illustrative
- RTP 2040 Constrained
- Conditioned Project
- Identified in STIP

**Unfunded:**

**Estimate Rating:**

---
Project Name: **Terminal 6 Crane Drive Electronics**

Map ID: 11  Time Frame (Years): 5 years  Total Cost: $2,000,000

Project Type: Marine  Year of Cost Estimate: 2011

Operation Area: Rivergate  Federal:

Project Description: Crane management system upgrades for Cranes 6373 and 6374.

Purpose: Improve operational efficiencies for the container cranes.

JDE NUM: 101740  State:

RTP Related: 11207  City:

Recent Study: SDC:

Port Share Committed:

Port Share Forecasted:

Private:

Other:

Unfunded: $2,000,000

Port Strategic Area: Retain and Grow Key Services

- [ ] RTP 2040 Illustrative
- [ ] Conditioned Project
- [ ] RTP 2040 Constrained
- [ ] Identified in STIP

Project Name: **T6 Crane Drives for Cranes 6380 and 6381**

Map ID: 12  Time Frame (Years): 5 years  Total Cost: $2,000,000

Project Type: Marine  Year of Cost Estimate: 2014

Operation Area: Rivergate  Federal:

Project Description: Crane management system upgrades for Cranes 6380 and 6381.

Purpose: Improve operational efficiencies for the container cranes.

JDE NUM:

RTP Related: 11207  State:

Recent Study: City:

Port Share Committed:

Port Share Forecasted:

Private:

Other:

Unfunded: $2,000,000

Port Strategic Area: Retain and Grow Key Services

- [ ] RTP 2040 Illustrative
- [ ] Conditioned Project
- [ ] RTP 2040 Constrained
- [ ] Identified in STIP
**Project Name:** Barnes to Terminal 4 Rail

- **Map ID:** 13  
- **Time Frame (Years):** 5 years  
- **Total Cost:** $4,543,000

**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.

**JDE NUM:** 100658  
**RTP Related:** 11355  
**Recent Study:** Marine Terminal Master Plan 2020 (2003)

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

- **RTP 2040 Illustrative:**  
- **RTP 2040 Constrained:**  
- **Conditioned Project:**  
- **Identified in STIP:**

**Estimate Rating:** 2b

---

**Project Name:** Kenton Rail Line Upgrade

- **Map ID:** 14  
- **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.

**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 2040 Illustrative:**  
- **RTP 2040 Constrained:**  
- **Conditioned Project:**  
- **Identified in STIP:**

**Estimate Rating:**
### Project Name: Rivergate ITS

- **Map ID:** 15
- **Time Frame (Years):** 5 years
- **Project Type:** ITS
- **Operation Area:** Rivergate
- **Project Description:** Intelligent Transportation System in Rivergate.
- **Purpose:** Improve traffic efficiency in Rivergate by connecting information about the roadway system to ODOT’s Highway information systems.

#### Estimate Rating: 3c

<table>
<thead>
<tr>
<th>Port Share Committed:</th>
<th>Port Share Forecasted:</th>
<th>Private:</th>
<th>Other:</th>
<th>Unfunded: $480,000</th>
</tr>
</thead>
</table>

#### JDE NUM: 10373

#### Time Frame (Years): 5 years

#### Total Cost: $480,000

#### Year of Cost: 2007

### Project Name: Terminal 6 Stormwater System

- **Map ID:** 16
- **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.

#### Estimate Rating: 3c

<table>
<thead>
<tr>
<th>Port Share Committed:</th>
<th>Port Share Forecasted:</th>
<th>Private:</th>
<th>Other:</th>
<th>Unfunded: $5,000,000</th>
</tr>
</thead>
</table>

#### JDE NUM: 101653

#### Time Frame (Years): 5 years

#### Total Cost: $5,000,000

#### Year of Cost: 2012

#### Federal: | State: | City: | SDC: |
Project Name: **Auto Import /Export Expansion**

- **Map ID:** 17  
- **Time Frame (Years):** 5 years  
- **Total Cost:** $6,700,000  
- **Year of Cost Estimate:** 2015  
- **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, throughput will be increased.
  - **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:** 810048, 810049  
  - **RTP Related:** Retain and Grow Key Services  
  - **Recent Study:**  
  - **Port Strategic Area:** Retain and Grow Key Services  
  - **RTP 2040 Illustrative:** Conditioned Project  
  - **RTP 2040 Constrained:** Identified in STIP  
  - **Estimate Rating:** 2b  
  - **Federal:**  
  - **State:**  
  - **City:**  
  - **SDC:**  
  - **Port Share Committed:**  
  - **Port Share Forecasted:**  
  - **Private:**  
  - **Other:**  
  - **Unfunded:** $6,700,000

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

- **Map ID:** 18  
- **Time Frame (Years):** 5 years  
- **Total Cost:** $34,000,000  
- **Year of Cost Estimate:** 2012  
- **Project Type:** Marine  
- **Operation Area:** Rivergate  
- **Project Description:** Remove Berths 405 and 408, the grain leg platform and tower, and the grain elevator 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 2040 Illustrative:**  
  - **RTP 2040 Constrained:**  
  - **Identified in STIP:**  
  - **Estimate Rating:**  
  - **Federal:**  
  - **State:**  
  - **City:**  
  - **SDC:**  
  - **Port Share Committed:**  
  - **Port Share Forecasted:**  
  - **Private:**  
  - **Other:**  
  - **Unfunded:** $34,000,000
**Project Name:** Marine Drive ITS Improvement  
**Map ID:** 19  
**Time Frame (Years):** 10 years  
**Total Cost:** $200,000  
**Year of Cost:** 2007  
**Estimate Rating:**  
**Project Type:** ITS  
**Operation Area:** Rivergate  
**Project Description:** Install a CCTV at Portland Road and changeable message signs at N. Portland Road, North Vancouver Way and NE 189th Drive.  
**Purpose:** Improve traffic efficiency in the Columbia Corridor.  
**JDE NUM:**  
**RTP Related:** 10346  
**Recent Study:** Columbia Multimodal Corridor Study 2012  
**Port Strategic Area:** Regional Leadership in Transportation  
**Port Share Committed:**  
**Port Share Forecasted:**  
**Private:**  
**Other:**  
**Unfunded:** $200,000  

**Project Name:** T5 Berth 503 Terminal Expansion  
**Map ID:** 20  
**Time Frame (Years):** 5 years  
**Total Cost:** $150,000,000  
**Year of Cost:**  
**Estimate Rating:**  
**Project Type:** Rail  
**Operation Area:** Rivergate  
**Project Description:** Construct a rail 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:**  
**Recent Study:**  
**Port Strategic Area:** Retain and Grow Key Services  
**Port Share Committed:**  
**Port Share Forecasted:**  
**Private:** $150,000,000  
**Other:**  
**Unfunded:**  

---

*Note: The estimate rating is marked as 3c, indicating a high priority for funding.*
### Project Name: Terminal 5 Entrance Road

<table>
<thead>
<tr>
<th>Map ID: 21</th>
<th>Time Frame (Years): 5 years</th>
<th>Total Cost: $2,000,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Type: Road</td>
<td>Year of Cost Estimate: 2015</td>
<td></td>
</tr>
<tr>
<td>Operation Area: Rivergate</td>
<td>Federal:</td>
<td></td>
</tr>
<tr>
<td>Project Description: Provide improvements on the south side of the roadway as well as rail crossing improvements.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

**JDE NUM:** 101716

**RTP Related:**
- [ ] RTP 2040 Illustrative
- [ ] Conditioned Project
- [ ] RTP 2040 Constrained
- [ ] Identified in STIP

**Estimate Rating:** 3c

**Port Share Committed:**

**Port Share Forecasted:**

**Unfunded:** $2,000,000

---

### Project Name: Terminal 6 Wharf Optimization

<table>
<thead>
<tr>
<th>Map ID: 22</th>
<th>Time Frame (Years): 5 years</th>
<th>Total Cost: $1,500,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Type: Marine</td>
<td>Year of Cost Estimate: 2011</td>
<td></td>
</tr>
<tr>
<td>Operation Area: Rivergate</td>
<td>Federal:</td>
<td></td>
</tr>
<tr>
<td>Project Description: Crane management system upgrades for Crane 6375. Crane travel improvements for Cranes 6380 and 6381.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

**JDE NUM:** 101740

**RTP Related:**
- [ ] RTP 2040 Illustrative
- [ ] Conditioned Project
- [ ] RTP 2040 Constrained
- [ ] Identified in STIP

**Estimate Rating:**

**Port Share Committed:** $300,000

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

- **Map ID:** 23  
- **Time Frame (Years):** 5 years  
- **Total Cost:** $75,000,000  
- **Year of Cost Estimate:** 2012  
- **Project Type:** Marine  
- **Operation Area:** Rivergate  
- **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 2040 Illustrative  
- RTP 2040 Constrained  
- Conditioned Project  
- Identified in STIP

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

<table>
<thead>
<tr>
<th>Box</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>☑️</td>
<td>RTP 2040 Illustrative</td>
</tr>
<tr>
<td>☑️</td>
<td>RTP 2040 Constrained</td>
</tr>
<tr>
<td>☑️</td>
<td>Conditioned Project</td>
</tr>
<tr>
<td>☑️</td>
<td>Identified in STIP</td>
</tr>
</tbody>
</table>

#### Estimate Rating:

<table>
<thead>
<tr>
<th>Port Share Committed</th>
<th>Port Share Forecasted</th>
<th>Private</th>
<th>Other</th>
<th>Unfunded</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$75,000,000</td>
</tr>
</tbody>
</table>

### Project Name: **Time Oil Road Reconstruction**

- **Map ID:** 24  
- **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.  

#### JDE NUM:
- RTP 2040 Illustrative  
- RTP 2040 Constrained  
- 11654  
- Recent Study:

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

<table>
<thead>
<tr>
<th>Box</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>☑️</td>
<td>RTP 2040 Illustrative</td>
</tr>
<tr>
<td>☑️</td>
<td>RTP 2040 Constrained</td>
</tr>
<tr>
<td>☑️</td>
<td>Conditioned Project</td>
</tr>
<tr>
<td>☑️</td>
<td>Identified in STIP</td>
</tr>
</tbody>
</table>

#### Estimate Rating:

<table>
<thead>
<tr>
<th>Port Share Committed</th>
<th>Port Share Forecasted</th>
<th>Private</th>
<th>Other</th>
<th>Unfunded</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$9,000,000</td>
</tr>
</tbody>
</table>
### Project Name: Rivergate Boulevard Overcrossing

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Map ID:</td>
<td>25</td>
</tr>
<tr>
<td>Time Frame (Years):</td>
<td>5 years</td>
</tr>
<tr>
<td>Project Type:</td>
<td>Road</td>
</tr>
<tr>
<td>Operation Area</td>
<td>Rivergate</td>
</tr>
<tr>
<td>Project Description:</td>
<td>Grade separate the South Rivergate Lead at Rivergate Blvd.</td>
</tr>
<tr>
<td>Purpose:</td>
<td>Improve rail and vehicle traffic flow in Rivergate Industrial District.</td>
</tr>
<tr>
<td>JDE NUM:</td>
<td>11659</td>
</tr>
<tr>
<td>RTP Related:</td>
<td>11659</td>
</tr>
<tr>
<td>Recent Study:</td>
<td>RTP 2040 Constrained</td>
</tr>
<tr>
<td>Port Strategic Area:</td>
<td>Regional Leadership in Transportation</td>
</tr>
<tr>
<td></td>
<td>RTP 2040 Illustrative</td>
</tr>
<tr>
<td></td>
<td>Conditioned Project</td>
</tr>
<tr>
<td></td>
<td>Identified in STIP</td>
</tr>
<tr>
<td>Port Share Committed:</td>
<td></td>
</tr>
<tr>
<td>Port Share Forecasted:</td>
<td></td>
</tr>
<tr>
<td>Private:</td>
<td></td>
</tr>
<tr>
<td>Other:</td>
<td></td>
</tr>
<tr>
<td>Unfunded:</td>
<td></td>
</tr>
<tr>
<td>Total Cost:</td>
<td>$18,000,000</td>
</tr>
<tr>
<td>Year of Cost:</td>
<td>2015</td>
</tr>
<tr>
<td>Estimate Rating:</td>
<td>2b</td>
</tr>
</tbody>
</table>

### Project Name: Terminal 2 Crane Upgrades

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Map ID:</td>
<td>26</td>
</tr>
<tr>
<td>Time Frame (Years):</td>
<td>5 years</td>
</tr>
<tr>
<td>Project Type:</td>
<td>Marine</td>
</tr>
<tr>
<td>Operation Area</td>
<td>T2/Swan Island</td>
</tr>
<tr>
<td>Project Description:</td>
<td>The project will modify and upgrade Cranes 2371 and 2372, located at Terminal 2. The improvements will increase the suitability and efficiency of the crane to handle bulk cargoes.</td>
</tr>
<tr>
<td>Purpose:</td>
<td>The improvements will increase the suitability and efficiency of the cranes to handle bulk cargoes.</td>
</tr>
<tr>
<td>JDE NUM:</td>
<td>101496</td>
</tr>
<tr>
<td>RTP Related:</td>
<td>11649</td>
</tr>
<tr>
<td>Recent Study:</td>
<td></td>
</tr>
<tr>
<td>Port Strategic Area:</td>
<td>Retain and Grow Key Services</td>
</tr>
<tr>
<td></td>
<td>RTP 2040 Constrained</td>
</tr>
<tr>
<td></td>
<td>Identified in STIP</td>
</tr>
<tr>
<td>Port Share Committed:</td>
<td></td>
</tr>
<tr>
<td>Port Share Forecasted:</td>
<td></td>
</tr>
<tr>
<td>Private:</td>
<td></td>
</tr>
<tr>
<td>Other:</td>
<td></td>
</tr>
<tr>
<td>Unfunded:</td>
<td></td>
</tr>
<tr>
<td>Total Cost:</td>
<td>$2,750,000</td>
</tr>
<tr>
<td>Year of Cost:</td>
<td>2015</td>
</tr>
<tr>
<td>Estimate Rating:</td>
<td>2b</td>
</tr>
</tbody>
</table>
### PSU ITS Expansion

**Project Name:** PSU ITS Expansion  
**Map ID:** 27 \n**Time Frame (Years):** 5 years \n**Project Type:** ITS \n**Operation Area:** T2/Swan Island \n**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. \n**Purpose:** To secure truck flow and congestion data. 

### Terminal 2 Rail Improvement

**Project Name:** Terminal 2 Rail Improvement  
**Map ID:** 28 \n**Time Frame (Years):** 5 years \n**Project Type:** Rail \n**Operation Area:** T2/Swan Island \n**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. \n**Purpose:** Increase rail capacity and operating efficiencies at Terminal 2. 

---

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

---

**Port Strategic Area:** Retain and Grow Key Services  
**Estimate Rating:** 3c
### Project Name: Dredge Oregon Pipe, Scows and Pontoons

<table>
<thead>
<tr>
<th>Map ID: 29</th>
<th>Time Frame (Years): 5 years</th>
<th>Total Cost: $10,200,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Type: Marine</td>
<td></td>
<td>Year of Cost Estimate: 2014</td>
</tr>
<tr>
<td>Operation Area: T2/Swan Island</td>
<td></td>
<td>Federal:</td>
</tr>
<tr>
<td>Project Description: Acquire 2,000 feet of dredge pipe, pontoons, anchor scows and anchors.</td>
<td></td>
<td>State:</td>
</tr>
<tr>
<td>Purpose: Allow Dredge Oregon to make full use of recent repower and pump material 14,000 feet.</td>
<td></td>
<td>City:</td>
</tr>
<tr>
<td>JDE NUM: 102271</td>
<td></td>
<td>SDC:</td>
</tr>
<tr>
<td>RTP Related:</td>
<td></td>
<td>Port Share Committed:</td>
</tr>
<tr>
<td>Recent Study:</td>
<td></td>
<td>Port Share Forecasted:</td>
</tr>
<tr>
<td>Port Strategic Area: Regional Leadership in Transportation</td>
<td></td>
<td>Private:</td>
</tr>
<tr>
<td>Port Unfunded: $10,200,000</td>
<td></td>
<td>Other:</td>
</tr>
<tr>
<td>Estimate Rating: 3c</td>
<td></td>
<td>Unfunded:</td>
</tr>
</tbody>
</table>

- RTP 2040 Illustrative
- RTP 2040 Constrained
- Conditioned Project
- Identified in STIP

### Project Name: New Dredge Tender

<table>
<thead>
<tr>
<th>Map ID: 30</th>
<th>Time Frame (Years): 5 years</th>
<th>Total Cost: $7,600,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Type: Marine</td>
<td></td>
<td>Year of Cost Estimate: 2014</td>
</tr>
<tr>
<td>Operation Area: T2/Swan Island</td>
<td></td>
<td>Federal:</td>
</tr>
<tr>
<td>Project Description: Replace the existing vintage tugboat W.L. Williams with a newly constructed modern work-boat vessel. Repower tugboat Clackamas.</td>
<td></td>
<td>State:</td>
</tr>
<tr>
<td>Purpose: Improve operational support for Dredge Oregon dredging operations and improve environmental performance</td>
<td></td>
<td>City:</td>
</tr>
<tr>
<td>JDE NUM: 101349, 102077</td>
<td></td>
<td>SDC:</td>
</tr>
<tr>
<td>RTP Related:</td>
<td></td>
<td>Port Share Committed:</td>
</tr>
<tr>
<td>Recent Study:</td>
<td></td>
<td>Port Share Forecasted:</td>
</tr>
<tr>
<td>Port Strategic Area: Regional Leadership in Transportation</td>
<td></td>
<td>Private:</td>
</tr>
<tr>
<td>Port Unfunded: $7,600,000</td>
<td></td>
<td>Other:</td>
</tr>
<tr>
<td>Estimate Rating: 3c</td>
<td></td>
<td>Unfunded:</td>
</tr>
</tbody>
</table>

- RTP 2040 Illustrative
- RTP 2040 Constrained
- Conditioned Project
- Identified in STIP
### Project Name: **T2 Crane Drives and Cabs for Cranes 2371 and 2372**

<table>
<thead>
<tr>
<th>Map ID</th>
<th>Project Type</th>
<th>Operation Area</th>
<th>Project Description</th>
<th>Purpose</th>
<th>Total Cost</th>
<th>Year of Cost</th>
<th>Estimate Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>31</td>
<td>Marine</td>
<td>T2/Swan Island</td>
<td>Crane management system and cab upgrades for Cranes 2371 and 2372.</td>
<td>Improve operational efficiencies for the cargo handling cranes.</td>
<td>$2,600,000</td>
<td>2015</td>
<td></td>
</tr>
</tbody>
</table>

**JDE NUM:** 101496  
**RTP Related:** Yes  
**Recent Study:** Yes  
**Port Strategic Area:** Retain and Grow Key Services  
**Unfunded:** $2,600,000

### Project Name: **Dredge Oregon Support Equipment**

<table>
<thead>
<tr>
<th>Map ID</th>
<th>Project Type</th>
<th>Operation Area</th>
<th>Project Description</th>
<th>Purpose</th>
<th>Total Cost</th>
<th>Year of Cost</th>
<th>Estimate Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>32</td>
<td>Marine</td>
<td>T2/Swan Island</td>
<td>Repower or replace navigation equipment including support vessels and landside equipment such as bulldozers.</td>
<td>Improve productivity and environmental performance.</td>
<td>$2,000,000</td>
<td>2015</td>
<td></td>
</tr>
</tbody>
</table>

**JDE NUM:** 101496  
**RTP Related:** Yes  
**Recent Study:** Yes  
**Port Strategic Area:** Portwide Environmental Strategy  
**Unfunded:** $2,000,000

---

**Note:** This project is illustrated in both RTP 2040 and the 2016 Port Transportation Improvement Plan.
### Project Name: Swigert Way Extension

<table>
<thead>
<tr>
<th>Map ID: 33</th>
<th>Time Frame (Years): 5 years</th>
<th>Total Cost: $2,500,000</th>
<th>Year of Cost: 2013</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Type: Road</td>
<td>Operation Area: East County</td>
<td>Estimate: Federal: State: City:</td>
<td>$2,220,000</td>
</tr>
<tr>
<td>Purpose: Improve access to Troutdale Reynolds Industrial Park.</td>
<td>Port Share Committed: $280,000</td>
<td>Port Share Forecasted: Private: Other:</td>
<td>Unfunded:</td>
</tr>
<tr>
<td>JDE NUM: 101633</td>
<td>Recent Study: RTP 2040 Constrained Identified in STIP</td>
<td>Estimate Rating: 1a</td>
<td></td>
</tr>
<tr>
<td>RTP Related: 11231</td>
<td>Port Strategic Area: Regional Leadership in Industrial Lands</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Project Description: Extend Swigert Way from its existing terminus to Graham Road.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Project Name: Graham Road

<table>
<thead>
<tr>
<th>Map ID: 34</th>
<th>Time Frame (Years): 5 years</th>
<th>Total Cost: $10,000,000</th>
<th>Year of Cost: 2013</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Type: Road</td>
<td>Operation Area: East County</td>
<td>Estimate: Federal: State: City:</td>
<td>$7,780,000</td>
</tr>
<tr>
<td>Purpose: Improve access to Troutdale Reynolds Industrial Park Phase 2.</td>
<td>Port Share Committed: $1,120,000</td>
<td>Port Share Forecasted: Private: Other:</td>
<td>Unfunded:</td>
</tr>
<tr>
<td>JDE NUM: 101633</td>
<td>Recent Study:</td>
<td>Estimate Rating: 1a</td>
<td></td>
</tr>
<tr>
<td>RTP Related: 11232, 11130</td>
<td>Port Strategic Area: Regional Leadership in Industrial Lands</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Project Description: Reconstruct and/or widen Graham Road along and near Troutdale Reynolds Industrial Park frontage.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Project Name: TTD Reconstruct runway 7-25

- Map ID: 35
- Time Frame (Years): 5 years
- Total Cost: $12,534,000
- Year of Cost Estimate: 2010
- Project Type: Aviation
- Operation Area: East County
- Project Description: Reconstruct existing 150' x 5400' runway; narrow to 75' wide, relocated/reconstruct edge lighting, construct required drainage improvements.
- Purpose: Project identified in 2004 TTD Master Plan.
- JDE NUM: 101039
- RTP Related: Identified in STIP
- Recent Study: Conditioned Project
- Port Strategic Area: Retain and Grow Key Services
- Unfunded: $12,534,000
- Estimate Rating:

Project Name: TTD Rehabilitate Taxiway A

- Map ID: 36
- Time Frame (Years): 5 years
- Total Cost: $10,100,000
- Year of Cost Estimate: 2010
- Project Type: Aviation
- Operation Area: East County
- Project Description: Rehabilitation of full-length parallel taxiway A including lighting and markings.
- Purpose: Project recommended in 2004 Master Plan and verified by Port assessment of pavement condition and expected remaining life.
- JDE NUM: 101038
- RTP Related: Identified in STIP
- Recent Study: Conditioned Project
- Port Strategic Area: Retain and Grow Key Services
- Unfunded: $10,100,000
- Estimate Rating:
**Project Name:** 40 Mile Loop Trail: Blue Lake Park to Sundial Rd.

- **Map ID:** 37  
- **Time Frame (Years):** 5 years  
- **Total Cost:** $3,424,073  
- **Year of Cost Estimate:** 2014
- **Federal:** $3,072,421  
- **State:** $117,217  
- **City:** $2
- **Private:** $2,435  
- **Other:**
- **Unfunded:**

<table>
<thead>
<tr>
<th>Port Share</th>
<th>Committed</th>
<th>Forecasted</th>
<th>Other</th>
<th>Unfunded</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port Share</td>
<td>$234,435</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

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

**JDE NUM:** 102069

**RTP Related:** 10408

**Recent Study:**

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

- **RTP 2040 Illustrative**
- **RTP 2040 Constrained**
- **Identified in STIP**

---

**Project Name:** Sundial Road Improvements

- **Map ID:** 38  
- **Time Frame (Years):** 5 years  
- **Total Cost:** $3,200,000  
- **Year of Cost Estimate:** 2013
- **Federal:** $2,900,000  
- **State:** $300,000  
- **City:**
- **SDC:**

**Project Description:** Widen Sundial Road north of Swigert Way.

- **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 2040 Illustrative**
- **Conditioned Project**
- **RTP 2040 Constrained**
- **Identified in STIP**

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

Map ID: 39  Time Frame (Years): 10 years

Project Type: Road
Operation Area: East County

Project Description: Road improvements to serve Phase 3 industrial development. Actual project will be developed in coordination with stakeholders.

Purpose: Address off-site transportation impacts.

JDE NUM: 100909
RTP Related: 11231, 11232
Recent Study:

Port Strategic Area: Regional Leadership in Industrial Lands

☐ RTP 2040 Illustrative  ☐ Conditioned Project
☐ RTP 2040 Constrained  ✔ Identified in STIP

Total Cost: Year of Cost

Estimate:

Federal:
State:
City:

SDC:

Port Share
Committed:

Port Share
Forecasted:

Private:
Other:

Unfunded:

Estimate Rating:
### Project Name: Columbia Blvd. Improvements at MLK

<table>
<thead>
<tr>
<th>Map ID: 40</th>
<th>Time Frame (Years): 5 years</th>
<th>Total Cost: $3,359,259</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Type: Road</td>
<td>Year of Cost</td>
<td>2011</td>
</tr>
<tr>
<td>Operation Area: PDX/PIC</td>
<td>Estimate Rating:</td>
<td></td>
</tr>
<tr>
<td>Project Description: Construct right turn lane on Columbia at MLK.</td>
<td>Federal:</td>
<td>$3,014,263</td>
</tr>
<tr>
<td>Purpose: Improve connectivity for freight traffic between Columbia Blvd. and Rivergate.</td>
<td>State:</td>
<td></td>
</tr>
<tr>
<td>JDE NUM: 810030</td>
<td>City:</td>
<td>$230,541</td>
</tr>
<tr>
<td>RTP Related: 10208</td>
<td>SDC:</td>
<td></td>
</tr>
<tr>
<td>Recent Study: Columbia Corridor Transportation Study (1999)</td>
<td>Port Share Committed:</td>
<td>$114,455</td>
</tr>
<tr>
<td>Port Strategic Area: Regional Leadership in Transportation</td>
<td>Port Share Forecasted:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Private:</td>
<td></td>
</tr>
<tr>
<td>Unfunded:</td>
<td>Other:</td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Map ID: 41</th>
<th>Time Frame (Years): 10 years</th>
<th>Total Cost: $51,773,032</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Type: Road</td>
<td>Year of Cost</td>
<td>2006</td>
</tr>
<tr>
<td>Operation Area: PDX/PIC</td>
<td>Estimate Rating:</td>
<td></td>
</tr>
<tr>
<td>Project Description: Construct a full interchange at Columbia Blvd. or the functional equivalent. Includes three projects Delta Park Phase II and III and Argyle on the Hill.</td>
<td>Federal:</td>
<td></td>
</tr>
<tr>
<td>Purpose: Improve connections between Columbia Blvd. and I-5 for trucks.</td>
<td>State:</td>
<td></td>
</tr>
<tr>
<td>JDE NUM:</td>
<td>City:</td>
<td></td>
</tr>
<tr>
<td>RTP Related: 10219, 10874</td>
<td>SDC:</td>
<td></td>
</tr>
<tr>
<td>Recent Study: I-5 Delta Park Environmental Assessment (2006)</td>
<td>Port Share Committed:</td>
<td></td>
</tr>
<tr>
<td>Port Strategic Area: Regional Leadership in Transportation</td>
<td>Port Share Forecasted:</td>
<td>$51,773,032</td>
</tr>
<tr>
<td></td>
<td>Private:</td>
<td></td>
</tr>
<tr>
<td>Unfunded:</td>
<td>Other:</td>
<td></td>
</tr>
</tbody>
</table>
### Project Name: **11th/13th (at Columbia Blvd.): Crossing Elimination**

**Map ID:** 42  
**Time Frame (Years):** 5 years  
**Total Cost:** $1,000,000  
**Year of Cost Estimate:** 2007  
**Project Type:** Rail  
**Operation Area:** PDX/PIC  
**Project Description:** If feasible, eliminate the at-grade crossing and improve alternate roadway access.  
**Purpose:** Improve Kenton Mainline operation and eliminate a modal conflict.  
**JDE NUM:** 10334  
**RTP Related:** 10334  
**Recent Study:**  

<table>
<thead>
<tr>
<th>Port Strategic Area</th>
<th>Unfunded</th>
<th>Federal</th>
<th>State</th>
<th>City</th>
<th>SDC</th>
<th>Port Share Committed</th>
<th>Port Share Forecasted</th>
<th>Port Share</th>
<th>Private</th>
<th>Other</th>
<th>Estimate Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional Leadership in Transportation</td>
<td>$1,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- RTP 2040 Illustrative
- Conditioned Project
- Identified in STIP

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

**Map ID:** 43  
**Time Frame (Years):** 20 years  
**Total Cost:** $15,000,000  
**Year of Cost Estimate:** 2003  
**Project Type:** Road  
**Operation Area:** PDX/PIC  
**Project Description:** Widen Columbia Blvd. to five lanes.  
**Purpose:** Address system bottleneck along Columbia Blvd.  
**JDE NUM:** 10376  
**RTP Related:** 10376  
**Recent Study:** East Columbia-Lombard Connector Study  
Transportation Analysis (2000)  

<table>
<thead>
<tr>
<th>Port Strategic Area</th>
<th>Unfunded</th>
<th>Federal</th>
<th>State</th>
<th>City</th>
<th>SDC</th>
<th>Port Share Committed</th>
<th>Port Share Forecasted</th>
<th>Port Share</th>
<th>Private</th>
<th>Other</th>
<th>Estimate Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional Leadership in Transportation</td>
<td>$15,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- RTP 2040 Illustrative
- Conditioned Project
- Identified in STIP
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: PDX Transportation Demand Management (TDM)

Map ID: 44  Time Frame (Years): 5 years  Total Cost: 
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.

JDE NUM: 810022
RTP Related: 11398
Recent Study: PDX Employee TDM Program Study (2002)

Port Strategic Area: Regional Leadership in Transportation

Project Name: I-205 Auxiliary Lane NB

Map ID: 45  Time Frame (Years): 20 years  Total Cost: $6,700,000
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: 11398
Recent Study: ODOT Bottleneck Study (2013)

Port Strategic Area: Regional Leadership in Transportation

<table>
<thead>
<tr>
<th>RTP 2040 Illustrative</th>
<th>Conditioned Project</th>
<th>Identified in STIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unfunded</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Estimate Rating:</th>
<th>Port Share Committed:</th>
<th>Port Share Forecasted:</th>
<th>Port Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Conditional Project</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Estimate Rating:</th>
<th>Port Share Committed:</th>
<th>Port Share Forecasted:</th>
<th>Port Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Conditioned Project</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Estimate Rating:</th>
<th>Port Share Committed:</th>
<th>Port Share Forecasted:</th>
<th>Port Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Identified in STIP</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Estimate Rating:</th>
<th>Port Share Committed:</th>
<th>Port Share Forecasted:</th>
<th>Port Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unfunded</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Estimate Rating:</th>
<th>Port Share Committed:</th>
<th>Port Share Forecasted:</th>
<th>Port Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Identified in STIP</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Estimate Rating:</th>
<th>Port Share Committed:</th>
<th>Port Share Forecasted:</th>
<th>Port Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unfunded</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Estimate Rating:</th>
<th>Port Share Committed:</th>
<th>Port Share Forecasted:</th>
<th>Port Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Identified in STIP</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### SW Quad Access

**Project Name:** SW Quad Access  
**Map ID:** 46  
**Time Frame (Years):** 10  
**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.

---

<table>
<thead>
<tr>
<th>Port Strategic Area</th>
<th>Regional Leadership in Industrial Land</th>
</tr>
</thead>
<tbody>
<tr>
<td>JDE NUM</td>
<td>100757</td>
</tr>
<tr>
<td>RTP Related</td>
<td>10363</td>
</tr>
<tr>
<td>Recent Study</td>
<td>PDX Conditional Use Master Plan (2003)</td>
</tr>
</tbody>
</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

---

### Airport Way Braided Ramps

**Project Name:** Airport Way Braided Ramps  
**Map ID:** 47  
**Time Frame (Years):** 20  
**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.

---

<table>
<thead>
<tr>
<th>Port Strategic Area</th>
<th>Retain and Grow Key Services</th>
</tr>
</thead>
<tbody>
<tr>
<td>JDE NUM</td>
<td>101227</td>
</tr>
<tr>
<td>RTP Related</td>
<td>10371</td>
</tr>
<tr>
<td>Recent Study</td>
<td>PDX Airport Way ROW Concept (1999)</td>
</tr>
</tbody>
</table>

**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

- **Map ID:** 48
- **Time Frame (Years):** 5 years
- **Total Cost:** $1,000,000

**Project Description:** Construct a PDX alternative fuels station.

**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 Related:**
- **Recent Study:**
- **Port Strategic Area:** Portwide Environmental Strategy
- **Conditioned Project**
- **Identified in STIP**

### Project Name: SW Quad Drainage Improvements

- **Map ID:** 49
- **Time Frame (Years):** 5 years
- **Total Cost:** $1,250,000

**Project Description:** Drainage improvements in SW Quad through modifications to the existing drainage channels and increasing the capacity of the Broadmoor Pump Station.

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

- **JDE NUM:** 101625
- **RTP Related:**
- **Recent Study:**
- **Port Strategic Area:** Regional Leadership in Industrial Land

- **Conditioned Project**
- **Identified in STIP**
**Project Name:** Widen APW Outbound East of 82nd

<table>
<thead>
<tr>
<th>Map ID: 50</th>
<th>Time Frame (Years): 10 years</th>
<th>Total Cost: $3,335,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Type: Road</td>
<td></td>
<td>Year of Cost Estimate: 2010</td>
</tr>
<tr>
<td>Operation Area: PDX/PIC</td>
<td></td>
<td>Federal:</td>
</tr>
<tr>
<td>Project Description: Add New Lane.</td>
<td></td>
<td>State:</td>
</tr>
<tr>
<td>Purpose: Provide additional capacity for anticipated growth in passenger traffic.</td>
<td></td>
<td>City:</td>
</tr>
<tr>
<td>JDE NUM: 101228</td>
<td></td>
<td>SDC:</td>
</tr>
<tr>
<td>RTP Related:</td>
<td></td>
<td>Port Share Committed:</td>
</tr>
<tr>
<td>Recent Study: PDX Airport Futures 2010 Master Plan</td>
<td></td>
<td>Port Share Forecasted: $3,335,000</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:</td>
<td></td>
<td>Estimate Rating: 3c</td>
</tr>
</tbody>
</table>

**Project Name:** Deplaning Curbside Roadway Lanes

<table>
<thead>
<tr>
<th>Map ID: 51</th>
<th>Time Frame (Years): 10 years</th>
<th>Total Cost: $2,976,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Type: Road</td>
<td></td>
<td>Year of Cost Estimate: 2010</td>
</tr>
<tr>
<td>Operation Area: PDX/PIC</td>
<td></td>
<td>Federal:</td>
</tr>
<tr>
<td>Project Description: Add New Lane.</td>
<td></td>
<td>State:</td>
</tr>
<tr>
<td>Purpose: Provide additional capacity for anticipated growth in passenger traffic.</td>
<td></td>
<td>City:</td>
</tr>
<tr>
<td>JDE NUM: 101466</td>
<td></td>
<td>SDC:</td>
</tr>
<tr>
<td>RTP Related: 11657</td>
<td></td>
<td>Port Share Committed:</td>
</tr>
<tr>
<td>Recent Study: PDX Airport Futures 2010 Master Plan</td>
<td></td>
<td>Port Share Forecasted: $2,976,000</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:</td>
<td></td>
<td>Estimate Rating:</td>
</tr>
</tbody>
</table>
**Project Name:** Deplaning Curbside Roadway Loading

**Map ID:** 52  
**Time Frame (Years):** 10 years  
**Total Cost:** $324,000

**Project Type:** Road  
**Operation Area:** PDX/PIC  
**Project Description:** Add New Lane.

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

**JDE NUM:** 101467  
**RTP Related:** 11657  
**Recent Study:** PDX Airport Futures 2010 Master Plan

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

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

---

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

**Map ID:** 53  
**Time Frame (Years):** 10 years  
**Total Cost:** $1,080,000

**Project Type:** Road  
**Operation Area:** PDX/PIC  
**Project Description:** Add New Lane.

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

**JDE NUM:** 101471  
**RTP Related:** 11656  
**Recent Study:** PDX Airport Futures 2010 Master Plan

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

**Estimate Rating:**
- Conditioned Project
- Identified in STIP
### Project Name: Terminal Exit Roadway at P. O. Curves

<table>
<thead>
<tr>
<th>Map ID</th>
<th>54</th>
<th>Time Frame (Years)</th>
<th>10 years</th>
<th>Total Cost</th>
<th>$1,500,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Type</td>
<td>Road</td>
<td>Project Type</td>
<td>Road</td>
<td>Operation Area</td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>Project Description</td>
<td>Add New Lane.</td>
<td>Purpose</td>
<td>Provide additional capacity for anticipated growth in passenger traffic.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>JDE NUM</th>
<th>101472</th>
<th>Recent Study</th>
<th>PDX Airport Futures 2010 Master Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTP Related</td>
<td>11655</td>
<td>Recent Study</td>
<td>PDX Airport Futures 2010 Master Plan</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Port Strategic Area</th>
<th>Retain and Grow Key Services</th>
<th>Unfunded:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port Share</td>
<td>Committed:</td>
<td>Port Share</td>
</tr>
<tr>
<td>Federal:</td>
<td></td>
<td>State:</td>
</tr>
<tr>
<td>City:</td>
<td></td>
<td>SDC:</td>
</tr>
<tr>
<td>Port Share</td>
<td>Committed:</td>
<td>Port Share</td>
</tr>
<tr>
<td>Private:</td>
<td></td>
<td>Other:</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Map ID</th>
<th>55</th>
<th>Time Frame (Years)</th>
<th>10 years</th>
<th>Total Cost</th>
<th>$1,104,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Type</td>
<td>Road</td>
<td>Project Type</td>
<td>PDX/PIC</td>
<td>Operation Area</td>
<td>PDX/PIC</td>
</tr>
<tr>
<td>Project Description</td>
<td>Add New Lane.</td>
<td>Purpose</td>
<td>Provide additional capacity for anticipated growth in passenger traffic.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>JDE NUM</th>
<th>101473</th>
<th>Recent Study</th>
<th>PDX Airport Futures 2010 Master Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTP Related</td>
<td>11655</td>
<td>Recent Study</td>
<td>PDX Airport Futures 2010 Master Plan</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Port Strategic Area</th>
<th>Retain and Grow Key Services</th>
<th>Unfunded:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port Share</td>
<td>Committed:</td>
<td>Port Share</td>
</tr>
<tr>
<td>Federal:</td>
<td></td>
<td>State:</td>
</tr>
<tr>
<td>City:</td>
<td></td>
<td>SDC:</td>
</tr>
<tr>
<td>Port Share</td>
<td>Committed:</td>
<td>Port Share</td>
</tr>
<tr>
<td>Private:</td>
<td></td>
<td>Other:</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Unfunded:</th>
<th></th>
<th>Estimate Rating:</th>
</tr>
</thead>
</table>
**Project Name:** Mitigation Land Bank

- **Map ID:** 56
- **Time Frame (Years):** 5 years
- **Total Cost: **
  - **Year of Cost:**
  - **Estimate:**
  - **Federal:**
  - **State:**
  - **City:**
  - **SDC:**
- **Port Share**
  - **Committed:**
- **Port Share**
  - **Forecasted:**
- **Private:**
  - **Other:**
- **Unfunded:**
- **JDE NUM:**
- **RTP Related:**
- **Recent Study:**
- **Port Strategic Area:** Portwide Environmental Strategy

**Purpose:** Provide a site for environmental mitigation for Port transportation and other development projects.

**Project Name:** 33rd Avenue/Marine Drive Intersection Improvements

- **Map ID:** 57
- **Time Frame (Years):** 5 years
- **Total Cost:** $5,760,643
- **Year of Cost:** 2013
- **Estimate:**
  - **Federal:**
  - **State:**
  - **City:**
  - **SDC:**
- **Port Share**
  - **Committed:**
- **Port Share**
  - **Forecasted:**
- **Private:**
- **Other:**
- **Unfunded:** $5,760,643
- **JDE NUM:**
- **RTP Related:** 10337
- **Recent Study:** PDX Airport Futures 2010 Master Plan
- **Port Strategic Area:** Regional Leadership in Transportation

**Project Description:** Signalize the intersection of NE 33rd Avenue and Marine Drive.

**Purpose:** Improve safety and access for 33rd Avenue. May incorporate bike and ped facilities as well.
Project Name: Alderwood Street Bikeway

Map ID: 58  Time Frame (Years): 5 years  Total Cost: $561,200
Project Type: Bike/Ped  Year of Cost 2013
Operation Area PDX/PIC

Project Description: Provide bike lanes on Alderwood Road between Columbia Blvd. and the Alderwood Trail

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

JDE NUM:
RTP Related: 10338
Recent Study: 2014 Airport Bike and Pedestrian Master Plan

Port Strategic Area: Regional Leadership in Transportation

☐ RTP 2040 Illustrative  ☐ Conditioned Project  Estimate Rating:
☐ RTP 2040 Constrained  ☐ Identified in STIP  Unfunded: $561,200

Port Share
Committed:
Forecasted:
Private:
Other:

Federal:
State:
City:
SDC:
HIO AREA PROJECTS
2016 PORT TRANSPORTATION IMPROVEMENT PLAN

10 MAP ID #

ROAD

PRIORIT

NON-PRIORITY

AVIATION

HILLSBORO

US 26

NW CORNELL RD

NW EVERGREEN PARKWAY

PORT OF PORTLAND

2016 PORT TRANSPORTATION IMPROVEMENT PLAN

MAP: GIS PROGRAM OFFICE

Page 57
Project Name: **Brookwood Parkway/Hwy 26 Interchange Improvements**

- **Map ID:** 59  
- **Time Frame (Years):** 5 years  
- **Total Cost:** $45,000,000  
- **Year of Cost Estimate:** 2009  
- **Project Type:** Road  
- **Operation Area:** Hillsboro  
- **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:** 11178  
- **RTP Related:**  
- **Recent Study:**  
- **Port Strategic Area:** Regional Leadership in Transportation  
- **Unfunded:**  
- **Port Share Committed:**  
- **Port Share Forecasted:**  
- **Private:**  
- **Other:**  
- **SDC:**  
- **conditioned Project**  
- **Identified in STIP**  
- **Estimate Rating:**  

Project Name: **HIO Wash Racks**

- **Map ID:** 60  
- **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  
- **RTP Related:**  
- **Recent Study:**  
- **Port Strategic Area:** Portwide Environmental Strategy  
- **Unfunded:** $620,100  
- **Port Share Committed:**  
- **Port Share Forecasted:**  
- **Private:**  
- **Other:**  
- **SDC:**  
- **conditioned Project**  
- **Identified in STIP**  
- **Estimate Rating:** 
Project Name: HiO Taxiway to NW Corporate Center

Map ID: 61  Time Frame (Years): 5 years  Total Cost: $1,050,000
Project Type: Aviation  Year of Cost: 2009
Operation Area: Hillsboro  Estimate:

Purpose: New tenant development in the area behind the HiO ATCT will require airside infrastructure.

JDE NUM: 100657  Port Share Committed:
RTP Related:  Port Share Forecasted:
Recent Study:  Private:

Port Strategic Area: Retain and Grow Key Services  Other:

☐ RTP 2040 Illustrative  ☐ Conditioned Project  Estimate Rating:
☐ RTP 2040 Constrained  ☐ Identified in STIP

Unfunded: $1,050,000
### Cathedral Park Quiet Zone

<table>
<thead>
<tr>
<th>Map ID: 62</th>
<th>Time Frame (Years): 5 years</th>
<th>Total Cost: $8,200,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Type: Rail</td>
<td>Year of Cost Estimate: 2007</td>
<td></td>
</tr>
<tr>
<td>Operation Area: Rivergate</td>
<td>Federal:</td>
<td></td>
</tr>
<tr>
<td>Project Description: Address rail switching noise by improving multiple public railroad crossings in the St. Johns Cathedral Park area.</td>
<td>State:</td>
<td></td>
</tr>
<tr>
<td>Purpose: To allow auto import operations to continue to grow in N. Portland and improve neighborhood livability.</td>
<td>City:</td>
<td></td>
</tr>
<tr>
<td>JDE NUM: 810051</td>
<td>SDC:</td>
<td></td>
</tr>
<tr>
<td>RTP Related: 10375</td>
<td>Port Share Committed:</td>
<td></td>
</tr>
<tr>
<td>Recent Study: Cathedral Park Whistle Free Zone Strategic Options, Parametrix (2007)</td>
<td>Port Share Forecasted:</td>
<td></td>
</tr>
<tr>
<td>Port Strategic Area: Retain and Grow Key Services</td>
<td>Private:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Other:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Unfunded: $8,200,000</td>
<td></td>
</tr>
</tbody>
</table>

### North Portland Junction

<table>
<thead>
<tr>
<th>Map ID: 63</th>
<th>Time Frame (Years): 10 years</th>
<th>Total Cost: $9,160,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Type: Rail</td>
<td>Year of Cost Estimate: 2003</td>
<td></td>
</tr>
<tr>
<td>Operation Area: Rivergate</td>
<td>Federal:</td>
<td></td>
</tr>
<tr>
<td>Project Description: Upgrade railroad with revised crossovers, centralized traffic control tie-in and increased turning radius.</td>
<td>State:</td>
<td></td>
</tr>
<tr>
<td>Purpose: Accommodate higher rail speeds at the junction which provides greater capacity.</td>
<td>City:</td>
<td></td>
</tr>
<tr>
<td>JDE NUM:</td>
<td>SDC:</td>
<td></td>
</tr>
<tr>
<td>RTP Related:</td>
<td>Port Share Committed:</td>
<td></td>
</tr>
<tr>
<td>Recent Study: I-5 Rail Capacity Study (HDR, 2003)</td>
<td>Port Share Forecasted:</td>
<td></td>
</tr>
<tr>
<td>Port Strategic Area: Regional Leadership in Transportation</td>
<td>Private:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Other:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Unfunded: $9,160,000</td>
<td></td>
</tr>
</tbody>
</table>
## Project Name: I-5 Columbia River Crossing

**Map ID:** 64  
**Time Frame (Years):** 10 years  
**Total Cost:** $2,982,000,000

**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:**  
**RTP Related:** 10893  
**Recent Study:** I-5 Transportation and Trade Partnership Final Strategic Plan (2002)  
**Port Strategic Area:** Regional Leadership in Transportation

- [ ] RTP 2040 Illustrative  
- [ ] Conditioned Project  
- [x] Identified in STIP  
**Estimate Rating:**

---

## Project Name: N. Hayden Island Drive

**Map ID:** 65  
**Time Frame (Years):** 10 years  
**Total Cost:** $12,000,000

**Project Type:**  
**Operation Area:** Rivergate  
**Project Description:** Reconstruct N. Hayden Island Drive.

**Purpose:** Provide improved access to West Hayden Island.

**JDE NUM:** 102151  
**RTP Related:** 11632  
**Recent Study:** West Hayden Island Concept Plan 2012  
**Port Strategic Area:** Retain and Grow Key Services

- [ ] RTP 2040 Illustrative  
- [ ] Conditioned Project  
- [ ] Identified in STIP  
**Estimate Rating:**

---
Project Name: West Hayden Island Rail Access

Map ID: 66  Time Frame (Years): 10 years  Total Cost: $3,000,000
Project Type: Rail  Year of Cost: $3,000,000
Operation Area: Rivergate  Estimate Rating:
Project Description: Rail access from the mainline to support West Hayden Island development.

Purpose: Advance rail-dependent development.

JDE NUM: 100348
RTP Related: 11353
Recent Study: West Hayden Island Concept Plan 2012

Port Strategic Area: Retain and Grow Key Services

Project Name: West Hayden Island Rail Yard

Map ID: 67  Time Frame (Years): 10 years  Total Cost: $9,500,000
Project Type: Rail  Year of Cost: $9,500,000
Operation Area: Rivergate  Estimate Rating:
Project Description: Construct rail yard connected to facility trackage.

Purpose: Advance rail development on West Hayden Island.

JDE NUM: 100348
RTP Related: 11354
Recent Study: West Hayden Island Concept Plan 2012

Port Strategic Area: Retain and Grow Key Services

Unfunded: $3,000,000  Other: $9,500,000
**Project Name:** West Hayden Island Interior Access Road

<table>
<thead>
<tr>
<th>Map ID: 68</th>
<th>Time Frame (Years): 10 years</th>
<th>Total Cost: $13,600,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Type:</td>
<td></td>
<td>Year of Cost: 2012</td>
</tr>
<tr>
<td>Operation Area: Rivergate</td>
<td></td>
<td>Federal:</td>
</tr>
<tr>
<td>Project Description: Construct interior roadway including rail overpass and berth access.</td>
<td></td>
<td>State:</td>
</tr>
<tr>
<td>Purpose: Provide roadway for new West Hayden Island terminal.</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: West Hayden Island Concept Plan 2012</td>
<td></td>
<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>Unfunded: $13,600,000</td>
<td></td>
<td>Other:</td>
</tr>
</tbody>
</table>

**Project Name:** St. Johns Pedestrian District

<table>
<thead>
<tr>
<th>Map ID: 69</th>
<th>Time Frame (Years): 5 years</th>
<th>Total Cost: $3,346,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Type: Road</td>
<td></td>
<td>Year of Cost: 2005</td>
</tr>
<tr>
<td>Operation Area: Rivergate</td>
<td></td>
<td>Federal:</td>
</tr>
<tr>
<td>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.</td>
<td></td>
<td>State:</td>
</tr>
<tr>
<td>Purpose: Maintain truck movement and minimize conflicts with bicycles and pedestrians between Philadelphia Ave. and Lombard St. at Pier Park.</td>
<td></td>
<td>City:</td>
</tr>
<tr>
<td>JDE NUM:</td>
<td></td>
<td>SDC:</td>
</tr>
<tr>
<td>RTP Related: 10182</td>
<td></td>
<td>Port Share Committed:</td>
</tr>
<tr>
<td>Port Strategic Area: Regional Leadership in Transportation</td>
<td></td>
<td>Private:</td>
</tr>
<tr>
<td>Unfunded:</td>
<td></td>
<td>Other:</td>
</tr>
</tbody>
</table>

**Recent Study:** St. Johns Truck Strategy Report & Recommendation (2001)
### Lombard Bridge Replacement

**Project Name:** Lombard Bridge Replacement  
**Map ID:** 70  
**Time Frame (Years):** 5 years  
**Total Cost:** $6,000,000  
**Year of Cost:** 2006

#### Project Description:
Replace the bridge over the St. Johns Lead.

#### Purpose:
Replace with a modern bridge that will also allow for an additional rail lead to Terminal 4.

#### JDE NUM:
Conditions:
- Identified in STIP

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

**Map ID:** 71  
**Time Frame (Years):** 5 years  
**Total Cost:** $1,214,000  
**Year of Cost:** 2006

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

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

#### JDE NUM:
Conditions:
- Identified in STIP

---

*Note: The table above contains details of various transportation improvement projects including project names, maps, time frames, costs, and purposes.*
Project Name: **North Burgard/Lombard Street Improvements**

- **Map ID:** 72  
- **Time Frame (Years):** 5 years  
- **Total Cost:** $14,588,000
- **Purpose:** Improve freight mobility, safety and industrial site access.

**Project Description:** Widen Burgard to 3 Lanes with bike lanes and sidewalks from UPRR bridge to Columbia.

- **JDE NUM:**
- **RTP Related:** 10214
- **Recent Study:**
- **Port Strategic Area:** Regional Leadership in Transportation

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

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

- **Map ID:** 73  
- **Time Frame (Years):** 20 years  
- **Total Cost:** $13,644,200
- **Purpose:** Avoid road/rail conflict.

**Project Description:** Construct rail overcrossing on Marine Dr.

- **JDE NUM:**
- **RTP Related:** 10379
- **Recent Study:**
- **Port Strategic Area:** Regional Leadership in Transportation

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

---

**2016 Port Transportation Improvement Plan**

**2016 Port Transportation Improvement Plan**

**Port of Portland**

**Port of Portland**

---

**Page 66**
## Project Name: Willamette River Channel Deepening

- **Map ID:** 74
- **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.

### Total Cost:
$200,000,000

### Year of Cost Estimate:
- **Federal:**
- **State:**
- **City:**
- **SDC:**
- **Port Share Committed:**
- **Port Share Forecasted:**
- **Private:**
- **Other:**

### Unfunded:
$200,000,000

### Estimate Rating:
- **Conditioned Project:**

### Project Name: Terminal 6 Honda Rail Extension

- **Map ID:** 75
- **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.

### Total Cost:
$1,000,000

### Year of Cost Estimate:
- **Federal:**
- **State:**
- **City:**
- **SDC:**
- **Port Share Committed:**
- **Port Share Forecasted:**
- **Private:**
- **Other:**

### Unfunded:
$1,000,000

### Estimate Rating:
- **Conditioned Project:**
### Columbia River Anchorage Improvements

**Map ID:** 76  
**Time Frame (Years):** 5 years  
**Total Cost:** $2,342,000  
**Year of Cost Estimate:** 2009  
**Federal:** $1,728,500  
**State:**  
**City:**  
**SDC:**  
**Port Share Committed:**  
**Port Share Forecasted:**  
**Private:**  
**Other:** $460,100  
**Unfunded:**  
**JDE NUM:**  
**RTP Related:**  
**Recent Study:** Feasibility Study  
**Port Strategic Area:** Regional Leadership in Transportation  
**Feasibility Study Conditioned Project Identified in STIP:**  

**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.

### Terminal 6 Internal Overcrossing

**Map ID:** 77  
**Time Frame (Years):** 5 years  
**Total Cost:** $3,649,084  
**Year of Cost Estimate:** 2006  
**Federal:**  
**State:**  
**City:**  
**SDC:**  
**Port Share Committed:**  
**Port Share Forecasted:** $3,649,084  
**Private:**  
**Other:**  
**Unfunded:**  
**JDE NUM:**  
**RTP Related:**  
**Recent Study:** Marine Terminal Master Plan 2020 (2003)  
**Port Strategic Area:** Retain and Grow Key Services  
**Feasibility Study Conditioned Project Identified in STIP:**  

**Project Description:** Construct a rail overcrossing at Terminal 6.  
**Purpose:** Increase efficient movement for rail and Terminal 6 tenants.
Project Name: **T6 Suttle Road Entrance**

- **Project Description:** Construct access road from terminus of Suttle Road.
- **Purpose:** To support development of east end of T6.
- **Total Cost:** $3,000,000
- **Year of Cost:** 2008
- **Estimate Rating:** 3c

**JDE NUM:**
- **RTP Related:** 11307
- **Recent Study:** Suttle Road Improvement Options (2008)

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

- **RTP 2040 Illustrative**
- **RTP 2040 Constrained**
- **Conditioned Project**
- **Identified in STIP**

---

Project Name: **T6 Development Project**

- **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.
- **Purpose:** This program is needed to upgrade the terminal to expand the capacity of the container terminal to 1 Million TEUs.
- **Total Cost:** $80,000,000
- **Year of Cost:** 2015
- **Estimate Rating:** 3c

**JDE NUM:**
- **RTP Related:** 11357, 11207

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

- **RTP 2040 Illustrative**
- **RTP 2040 Constrained**
- **Conditioned Project**
- **Identified in STIP**

---
Project Name: **T4 B416 Lay Berth Improvements**

- **Map ID:** 80
- **Time Frame (Years):** 5 years
- **Total Cost:** $1,000,000
- **Year of Cost Estimate:** 2015
- **Project Type:** Marine
- **Operation Area:** Rivergate
- **Project Description:** This project will design, permit and install electrical equipment upgrades necessary 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.
- **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.
- **JDE NUM:**
- **RTP Related:**
- **Recent Study:**
- **Port Strategic Area:** Retain and Grow Key Services
- **Unfunded:** $1,000,000
- **Conditioned Project**
- **Identified in STIP**
- **Estimate Rating:**

---

Project Name: **T4 Stormwater Improvements**

- **Map ID:** 81
- **Time Frame (Years):** 5 years
- **Total Cost:** $4,100,000
- **Year of Cost Estimate:** 2012
- **Project Type:** Marine
- **Operation Area:** Rivergate
- **Project Description:** Install stormwater improvements.
- **Purpose:** Implement capital projects identified during stormwater master planning process.
- **JDE NUM:** 101668
- **RTP Related:**
- **Recent Study:**
- **Port Strategic Area:** Portwide Environmental Strategy
- **Unfunded:** $4,100,000
- **Conditioned Project**
- **Identified in STIP**
- **Estimate Rating:**
### Project Name: Terminal 4 Automobile Yard Expansion

- **Map ID:** 82  
- **Time Frame (Years):** 10 years  
- **Total Cost:** $3,000,000

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

#### Project Description:
Design and construct six acres of porous pavement parking for the storage of imported automobiles.

- **JDE NUM:** 100769
- **RTP Related:**
- **Recent Study:**

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

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

### Project Name: BNSF Fallbridge Double Tracking

- **Map ID:** 83  
- **Time Frame (Years):** 10 years  
- **Total Cost:** $72,000,000

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

#### Project Description:
Double-track the Fallbridge line to Washougal.

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

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

<table>
<thead>
<tr>
<th>Conditioned Project</th>
<th>Identified in STIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>☐</td>
<td></td>
</tr>
</tbody>
</table>
Project Name: **T4 Berth 410, 411 Rail Yard Improvements**

- **Map ID:** 84
- **Time Frame (Years):** 5 years
- **Total Cost:** $6,000,000
- **Year of Cost Estimate:** 2015
- **Project Type:** Rail
- **Operation Area:** Rivergate
- **Project Description:** Construct additional rail track in the Berth 410 and 411 Rail Yard.

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

- **JDE NUM:** 102052
- **RTP Related:**
- **Recent Study:**
- **Port Strategic Area:** Retain and Grow Key Services
- **Port Share Committed:**
- **Port Share Forecasted:**
- **Private:**
- **Other:**

**Estimate Rating:** 3c

**Unfunded:** $6,000,000

---

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

- **Map ID:** 85
- **Time Frame (Years):** 10 years
- **Total Cost:** $2,000,000
- **Year of Cost Estimate:** 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:**
- **Recent Study:**
- **Port Strategic Area:** Retain and Grow Key Services
- **Port Share Committed:**
- **Port Share Forecasted:**
- **Private:**
- **Other:**

**Estimate Rating:**

**Unfunded:** $2,000,000
### Project Name: Bonneville Rail Yard Build Out

- **Map ID:** 86  
- **Time Frame (Years):** 10 years  
- **Total Cost:** $3,600,000

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

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

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

**JDE NUM:**
- RTP Related: 11652
- Recent Study: Port Rail Plan

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

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

**Unfunded:** $3,600,000

**Estimate Rating:** 3c

### Project Name: Ramsey Yard Utilization

- **Map ID:** 87  
- **Time Frame (Years):** 10 years  
- **Total Cost:** $1,700,000

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

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

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

**JDE NUM:**
- RTP Related: 11653
- Recent Study: Port Rail Plan

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

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

**Unfunded:** $1,700,000

**Estimate Rating:** 3c
### Project Name: Columbia River Underkeel Clearance Study

<table>
<thead>
<tr>
<th>Project ID: 88</th>
<th>Time Frame (Years): 10 years</th>
<th>Total Cost: $1,319,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Type: Marine</td>
<td></td>
<td>Year of Cost Estimate: 2013</td>
</tr>
<tr>
<td>Operation Area: Rivergate</td>
<td></td>
<td>Federal:</td>
</tr>
<tr>
<td>Project Description: Underkeel clearance study for ships moving between the Columbia Bar and Portland, including Loadmax gauge augmentation project.</td>
<td></td>
<td>State: $949,608</td>
</tr>
<tr>
<td>Purpose: Understand vessel underclearance in Columbia River to optimize safety and payload.</td>
<td></td>
<td>City:</td>
</tr>
<tr>
<td>JDE NUM:</td>
<td>Port Share Committed: $65,000</td>
<td></td>
</tr>
<tr>
<td>RTP Related:</td>
<td>Port Share Forecasted:</td>
<td></td>
</tr>
<tr>
<td>Recent Study:</td>
<td>Private:</td>
<td></td>
</tr>
<tr>
<td>Port Strategic Area: Regional Leadership in Transportation</td>
<td>Other: $304,392</td>
<td></td>
</tr>
<tr>
<td>Unfunded:</td>
<td>Estimate Rating:</td>
<td></td>
</tr>
</tbody>
</table>
### North Willamette Greenway Trail

<table>
<thead>
<tr>
<th>Map ID:</th>
<th>89</th>
<th>Time Frame (Years):</th>
<th>20 years</th>
<th>Total Cost:</th>
<th>$500,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Type:</td>
<td>Bike/Ped</td>
<td>Project Description:</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>Purpose:</td>
<td>Improve pedestrian and bicycle connectivity in North Portland. Coordinate implementation with the City of Portland.</td>
</tr>
<tr>
<td>Operation Area</td>
<td>T2/Swan Island</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>JDE NUM:</td>
<td></td>
<td></td>
<td></td>
<td>Port Share Committed:</td>
<td></td>
</tr>
<tr>
<td>RTP Related:</td>
<td>10355</td>
<td></td>
<td></td>
<td>Port Share Forecasted:</td>
<td></td>
</tr>
<tr>
<td>Recent Study:</td>
<td></td>
<td></td>
<td></td>
<td>Private:</td>
<td></td>
</tr>
<tr>
<td>Port Strategic Area:</td>
<td>Regional Leadership in Transportation</td>
<td></td>
<td></td>
<td>Unfunded:</td>
<td>$500,000</td>
</tr>
</tbody>
</table>

### Graham Line Connection

<table>
<thead>
<tr>
<th>Map ID:</th>
<th>90</th>
<th>Time Frame (Years):</th>
<th>5 years</th>
<th>Total Cost:</th>
<th>$15,000,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Type:</td>
<td>Rail</td>
<td>Project Description:</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>Purpose:</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>
</tr>
<tr>
<td>Operation Area</td>
<td>T2/Swan Island</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>JDE NUM:</td>
<td></td>
<td></td>
<td></td>
<td>Port Share Committed:</td>
<td></td>
</tr>
<tr>
<td>RTP Related:</td>
<td></td>
<td></td>
<td></td>
<td>Port Share Forecasted:</td>
<td></td>
</tr>
<tr>
<td>Recent Study:</td>
<td>I-5 Rail Capacity Study (HDR, 2003)</td>
<td></td>
<td></td>
<td>Private:</td>
<td></td>
</tr>
<tr>
<td>Port Strategic Area:</td>
<td>Regional Leadership in Transportation</td>
<td></td>
<td></td>
<td>Unfunded:</td>
<td>$15,000,000</td>
</tr>
</tbody>
</table>
### Project Name: **Terminal 2 Stormwater Improvements**

<table>
<thead>
<tr>
<th>Map ID</th>
<th>Time Frame (Years)</th>
<th>Total Cost</th>
<th>Year of Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>91</td>
<td>5</td>
<td>$1,500,000</td>
<td>2011</td>
</tr>
</tbody>
</table>

**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:** Retain and Grow Key Services  
**Recent Study:**  

**Port Strategic Area:** Retain and Grow Key Services  
- **RTP 2040 Illustrative:** Conditioned Project  
- **RTP 2040 Constrained:** Identified in STIP  

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

### Project Name: **T2 Storage Building Improvements**

<table>
<thead>
<tr>
<th>Map ID</th>
<th>Time Frame (Years)</th>
<th>Total Cost</th>
<th>Year of Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>92</td>
<td>5</td>
<td>$1,000,000</td>
<td>2012</td>
</tr>
</tbody>
</table>

**Project Type:** Marine  
**Operation Area:** T2/Swan Island  
**Project Description:** This project upgrades the existing warehouse buildings.

**Purpose:** This project is needed to upgrade the existing terminal.

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

**Port Strategic Area:** Retain and Grow Key Services  
- **RTP 2040 Illustrative:** Conditioned Project  
- **RTP 2040 Constrained:** Identified in STIP  

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

- **Map ID:** 93
- **Time Frame (Years):** 5
- **Total Cost:** $10,805,000
- **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
- **Port Strategic Area:** Regional Leadership in Transportation
- **Port Share Committed:**
- **Port Share Forecasted:**
- **Private:**
- **Other:**
- **Unfunded:** $10,805,000
- **Estimate Rating:** 3c

---

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

- **Map ID:** 94
- **Time Frame (Years):** 10
- **Total Cost:** $8,900,000
- **Project Type:** Rail
- **Operation Area:** T2/Swan Island
- **Project Description:** Construct rail loop and support siding.
- **Purpose:** Increase rail capacity at Terminal 2.
- **JDE NUM:**
- **RTP Related:** 11651
- **Recent Study:** Port Rail Plan
- **Port Strategic Area:** Retain and Grow Key Services
- **Port Share Committed:**
- **Port Share Forecasted:**
- **Private:**
- **Other:**
- **Unfunded:** $8,900,000
- **Estimate Rating:** 3c
Project Name: **Sandy Blvd. Widening to 4 lanes**

- **Map ID:** 95
- **Time Frame (Years):** 10
- **Total Cost:** $10,000,000
- **Year of Cost:**
  - **Federal:**
  - **State:**
  - **City:**
  - **SDC:**
  - **Port Share Committed:**
  - **Port Share Forecasted:**
  - **Private:**
  - **Other:**
  - **Unfunded:** $10,000,000

**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

**RTP Related:**
- Conditioned Project
- Identified in STIP

---

Project Name: **Riverside Drive Extension**

- **Map ID:** 96
- **Time Frame (Years):** 5
- **Total Cost:** $10,975,110
- **Year of Cost:**
  - **Federal:**
  - **State:**
  - **City:**
  - **SDC:**
  - **Port Share Committed:**
  - **Port Share Forecasted:**
  - **Private:**
  - **Other:**
  - **Unfunded:** $10,975,110

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

**Purpose:** Serve developing industrial parcels.

**JDE NUM:**
- **RTP Related:** 10515

**RTP Related:**
- Conditioned Project
- Identified in STIP
### Project Name: **Sandy Blvd. Widening to 3 lanes**

- **Map ID:** 97
- **Time Frame (Years):** 10 years
- **Total Cost:** $7,438,000

**Project Type:** Road  
**Operation Area:** East County  
**Project Description:** Sandy Blvd. widen to 3 lanes (207th to 238th), add sidewalks and bike lanes.  
**Purpose:** Improve east west capacity and serve adjacent developing industrial property.

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

- **Map ID:** 98
- **Time Frame (Years):** 5 years
- **Total Cost:** $1,908,431

**Project Type:** Road  
**Operation Area:** East County  
**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.

---

For more information, please refer to the Port of Portland's 2016 Port Transportation Improvement Plan.
Project Name: **NE 223rd at Stark**

- **Map ID:** 99
- **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

**Total Cost:** $1,196,756

**Year of Cost**
- **Estimate:** 2007

**Federal:**
- **Committed:**
- **Forecasted:**
- **Private:**
- **Other:**
- **Unfunded:** $1,196,756

---

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

- **Map ID:** 100
- **Time Frame (Years):** 5 years
- **Project Type:** Road
- **Operation Area:** East County
- **Project Description:** Construct improvements for freight by modifying road curvature. Also adds improvements for bikes and pedestrians.

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

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

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

- **RTP 2040 Illustrative**
- **Conditioned Project**
- **RTP 2040 Constrained**
- **Identified in STIP**

**Total Cost:** $9,769,340

**Year of Cost**
- **Estimate:** 2012

**Federal:**
- **Committed:** $9,769,340
- **Forecasted:**
- **Private:**
- **Other:**
- **Unfunded:**

---
Project Name: 223rd Avenue Widening

Map ID: 101  Time Frame (Years): 5 years  Total Cost: $3,667,000
Project Type: Road  Year of Cost: Estimate: Federal:
Operation Area: East County  State:
Project Description: Widen to three lanes between Halsey St and Marine Drive.
City:

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

JDE NUM:
Port Share
RTP Related: 10388, 10389
Committed:
Recent Study:
Forecasted:
Private:
Other:
Unfunded: $3,667,000

Port Strategic Area: Regional Leadership in Transportation

☐ RTP 2040 Illustrative  ☐ Conditioned Project  Estimate Rating: N/A
☐ RTP 2040 Constrained  ☐ Identified in STIP