

**2006 PORT TRANSPORTATION IMPROVEMENT PLAN**

**BUSINESS DEVELOPMENT DEPARTMENT**

**TRANSPORTATION PLANNING SECTION**

**Approved February 2006**



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 **INTRODUCTION**

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

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

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

Several recent studies have substantiated the importance of investing in the transportation system and linked those investments to the region and state's economic health. The *Cost of Congestion to the Economy of the Portland Region* sponsored by a consortium of public agencies and private businesses confirms the transportation dependency of the region's economy and affirmed that the region's competitiveness is largely dependent upon the role it plays as a gateway and distribution center. The study determined Improvements in the transportation system are an investment and produce a 2:1 return for the economy.

The *Commodity Flow Forecast Update* 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

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

investments to ensure access to them. The magnitude of regional transportation access investments and their financing are addressed in Metro's Regional Transportation Plan, Metro's Transportation Improvement Program (MTIP) and the State Transportation Improvement Plan (STIP).

Access needs critical to Port facilities are reflected in the Port Transportation Improvement Plan (PTIP).

 **GOAL AND OBJECTIVES**

The Port Transportation Improvement Plan is a multimodal compilation of marine terminal, road, rail, waterway, transit, bicycle, and pedestrian projects, normally identified through transportation and other studies managed by or in coordination with the Port. The plan also identifies transportation demand management programs 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 of the financial implications of transportation system investments, and integrate this long-range planning with the Port's 10-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 Port's partner jurisdictions know which projects will need cooperative efforts.

## PROJECT FUNDING

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

Funding for projects in the PTIP is expected from a number of sources, including the jurisdictions that have legal responsibility for the system and private interests that may benefit from the improvement. The project list and 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 for which the Port bears ultimate responsibility to 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 supports an array of transportation modes and present a wide range of project needs: marine terminal, road, rail, waterway, transit, bicycle and pedestrian improvements. The PTIP maps show surface transportation projects that improve or provide access to marine and aviation terminals. However, the ability of the marine and aviation terminals to provide the region's businesses with access to markets also depends on the transportation system within the terminal facilities themselves.

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

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

1. The project improves access to Port terminals or properties and is critical to Port strategic development either a) in next ten years, or b) in the next twenty years, but requires that aspects of the project 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.



<b>Port Priority Projects (Non-Rail) Involving Other Funding Sources, off Marine Terminals<sup>1</sup></b>	<b>Project Cost<sup>2</sup></b>	<b>Map #</b>
Air Cargo Access	\$8,460,000	3,4,5,7,8,12
Channel Deepening	\$150,573,000	51
Columbia Blvd. Northbound Ramps on I-5	\$34,000,000 – \$71,000,000	67
Columbia Blvd., Lombard St. Improvements at MLK	\$2,200,000 <sup>3</sup>	60
11 <sup>th</sup> /13 <sup>th</sup> Ave. Rail Overcrossings at Columbia Blvd.		65
East Columbia Blvd./Lombard St. Connector	\$33,669,034	61
Frontage Rd./Marine Dr. Ped/Bike Connection	\$502,000	28
Going St. Rail Overcrossing Improvement	\$5,000,000	58
I-205 Interchange Improvement (NB On-Ramp)	\$23,000,000	20
I-205 Interchange Improvement (SB Off-Ramp)	\$450,000	21
Intelligent Transportation System (ITS) Improvements	\$4,570,000	1,31,66,80-82
Kelly Point Park Access Trail/40 Mile Loop Trail	\$101,500	30
Leadbetter St. Extension/Overcrossing	\$10,776,600	38
257 <sup>th</sup> interchange at I-84 improvement	\$8,650,000	73
North Lombard St. Improvement	\$4,412,000	32
238 <sup>th</sup> Ave. Extension Study	\$150,000	77
223 <sup>rd</sup> Ave. Widening	\$6,200,000	72

Notes: 1. Projects are not listed in order of priority.  
 2. Refer to maps for funding break-out.  
 3. Costs for reconnaissance.

<b>Port Priority Rail Projects Involving Other Funding Sources<sup>1</sup></b>	<b>Project Cost<sup>2</sup></b>	<b>Map #</b>
Barnes to Terminal 4 Rail	\$3,000,000	46
Barnes Yard to Bonneville Yard Trackage	\$11,912,000 <sup>3</sup>	37
Kenton Rail Line Upgrade	\$25,382,000 <sup>3</sup>	64
Ramsey Rail Yard Complex	\$13,760,000 <sup>3</sup>	33
Rivergate Rail Yard Expansion Phase I	\$4,170,000	34
T-5 Unit Rail Loop #3	\$3,521,000	48
T-6 Intermodal Third Lead	\$5,627,093	44
Terminal 6 A + B Yards	\$2,859,000	49

Notes: 1. Projects are not listed in order of priority.  
 2. Refer to maps for funding break-out.  
 3. Project cost shown is per I-5 Rail Capacity Study (2003), not per independent Port estimate.

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

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

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

<b>Port Priority Marine Terminal Capital Projects Involving Other Funding Sources<sup>1</sup></b>	<b>Project Cost</b>	<b>Map #<sup>2</sup></b>
T-6 Container Crane Purchase	\$11,200,000	
T-6 Berth Improvement Study	\$650,000	
T-6 Computer System Upgrades	\$1,700,000	
T-6 Intermodal Third Lead	\$5,627,093	44
T-6 Berth Deepening and Scour Protection	\$3,400,000	
T-6 Crane Rail Improvements and Tie Backs	\$4,600,000	
T-6 Container Dock Extension	\$19,400,000	
T-6 Additional Post-Panamax Cranes	\$33,400,000	
T-6 Honda Facility Upgrade	\$7,600,000	
T-6 AWC Auto Terminal Expansion	\$9,700,000	
T-4 Pier 2 Rail Yard Improvements	\$5,400,000	
Cathedral Park Quiet Zone	\$3,500,000	
Mar Com North Facility	\$2,000,000	
T-4 Second Entrance	\$6,400,000	
T-4 Barge Facility Relocation	\$9,500,000	

Notes: 1. Projects are not listed in order of priority.  
 2. Where no map is referenced, the project is identified in the Marine Terminal project section.

 **COST ESTIMATE RATING**

When applicable, the project maps 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 (accuracy) and the level of effort expended to produce the desired estimate (engineering effort), the rating scale is designed to reflect both of these factors. Below are the definitions of each of these categories.

Scope Accuracy

- Level 1
- Level 2

**Project scope is defined.**

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

- Level 3

**Project scope has limited detail.**

Engineering Effort

- Level A

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

- Level B

**Conceptual engineering has been performed.** Technical information is available, rough engineering calculations may have been performed, or similar information from previous similar work is compared and used.

Contingency ranges between 20% and 30%.

- Level C

**No engineering has been performed.**

Limited technical information is available and/or limited analysis has been performed.


Contingency ranges between 40% and 50%.

Note: Projects that are the responsibility of a developer or are the responsibility of another agency generally are not given cost estimate ratings and are identified by N/A in the project list.


## PROJECT LISTS BY AREA

### PDX/PIC


Map #	JDE Project Number	Project Name	Project Description	Purpose	Time Frame (Yrs)	Total Cost	Committed Port Share	Forecasted Port Share
1	100680	PDX ITS	Intelligent Transportation Systems in the PDX area.	Improve traveler information and traffic/parking efficiency at PDX.	10	\$3,000,000	\$0	\$3,000,000
2	100691	Airport Way Terminal Entrance Roadway Relocation	Relocate and widen Airport Way northerly at Terminal entrance (to be scoped by PDX Master Plan).	Maintain adequate access and circulation in the terminal area.	5	\$4,000,000	\$0	\$4,000,000
3	810015	Airtrans Way/Cornfoot Rd. Intersection Improvement	Provide channelization, construct new traffic signal.	Retain efficient movement of traffic to PDX properties.	5	\$250,000	\$0	\$250,000
4	810020	Alderwood Rd./Columbia Blvd. Intersection Improvement	Widen and signalize intersection at Alderwood Rd. and Columbia Blvd.	Provide transportation link to the cargo area located within the south airport area.	5	\$1,460,000	\$0	\$0
5	810016	Alderwood Rd./Cornfoot Rd. Intersection Improvement	Improve Alderwood Rd./Cornfoot Rd. intersection. Add signal, improve turn lanes.	Provide efficient movement of traffic to PDX properties.	5	\$730,000	\$0	\$130,000
6	810018	Mt. St. Helens Ave. Connection	Provide a 725 foot North/South connection between Cascades Parkway and Alderwood Road in Portland International Center (PIC)	Provide efficient movement of traffic to developing PIC properties.	5	\$1,500,000	\$0	\$0

 **PDX/PIC (Continued)**


Map #	JDE Project Number	Project Name	Project Description	Purpose	Time Frame (Yrs)	Total Cost	Committed Port Share	Forecasted Port Share
7		47th Ave. (at Columbia Blvd.) Intersection and Roadway Improvements	Widen and channelize NE 47th Ave. intersection at NE Columbia Blvd. to facilitate truck turning movements.	Provide improved traffic flow to air cargo facilities located within the south airport area.	5	\$4,100,000	\$0	\$770,000
8		82nd Avenue/Alderwood Rd. Intersection improvement	Modify the traffic signal and provide additional channelization as necessary.	Provide efficient movement of traffic to PDX and PIC properties.	5	\$790,000	\$0	\$530,000
11		PDX Transportation Demand Management (TDM)	Implement strategies at PDX and PIC properties that reduce auto trips in the airport area. Programs to be undertaken with other area businesses/developers to maximize effectiveness; possible administration through a transportation management association (TMA). Costs will be ongoing operational costs, not capital costs.	Fulfill TDM requirements of PDX Master Plan approval. Implement TDM projects and programs recommended in the PDX Alternative Modes Study.	5	\$0	\$0	\$0
12	810011	82nd Ave./Columbia Blvd. Intersection Improvement	Construct additional through lane in each direction. Add a new turn lane. Signalize.	Mitigate PDX Growth Impacts.	10	\$1,130,000	\$0	\$1,130,000

 **PDX/PIC (Continued)**

Map #	JDE Project Number	Project Name	Project Description	Purpose	Time Frame (Yrs)	Total Cost	Committed Port Share	Forecasted Port Share
13		PIC Ped/Bike Network	Construct bike and pedestrian facilities as shown in the CS/PIC Plan District.	Improve bike/ped circulation in PIC.	10	\$240,000	\$0	\$0
14	100619	Airport Way East Terminal Access Link Roadway	Construct Airport Way East Terminal access link roadway (Terminal Access Study, project R6, to be scoped by PDX Master Plan).	Facilitates direct East Terminal access, preventing failure of Main Terminal Roadway.	10	\$8,000,000	\$0	\$8,000,000
15	100620	Airport Way Return and Exit Roadways	Relocate Airport Way exit roadway and construct new return roadway (Terminal Access Study, projects R4 and R5; to be scoped by PDX Master Plan).	Maintain adequate access and circulation in the terminal area.	10	\$14,000,000	\$0	\$14,000,000
16	100773	Widen Airport Way West of 82nd	Widen Airport Way from terminal to 82nd Ave.	Provide improved traffic flow to the PDX Terminal and the surrounding PDX properties.	10	\$10,000,000	\$0	\$10,000,000
17	100605	82nd Ave./Airport Way Grade Separation	Construct grade-separated overcrossing.	Provide efficient movement of traffic to PDX properties.	10	\$12,000,000	\$0	\$12,000,000
18		I-205 Auxiliary Lane	New auxiliary lane from I-84 to I-205 NB before Columbia Blvd.	Provide additional capacity for anticipated growth in area traffic.	20	\$5,000,000	\$0	\$0
19		I-205 Auxiliary Lane	New I-205 auxiliary lane from Airport Way to Columbia Blvd.	Provide additional capacity for anticipated growth in I-205 corridor.	20	\$20,000,000	\$0	\$0

 PDX/PIC (Continued)

Map #	Project PMS Number	Project Name	Project Description	Purpose	Time Frame (Yrs)	Total Cost	Committed Port Share	Forecasted Port Share
20		I-205 Interchange Improvement	New I-205 NB on-ramp at I-205/Airport Way interchange.	Provide additional capacity for anticipated growth in area traffic.	20	\$23,000,000	\$0	\$0
21		I-205 Interchange Improvement	Widen I-205 SB off-ramp at Airport Way.	Provide additional capacity for anticipated growth at interchange.	10	\$450,000	\$0	\$450,000
22	810017	92nd Ave (Columbia Blvd. to Alderwood Rd.)	Improve NE 92nd Ave. between Columbia and Alderwood to facilitate PIC circulation.	Provide movement of traffic to developing PIC properties.	5	\$2,500,700	\$0	\$1,056,000
23	100757	SW Quad Access	Provide street access from 33rd Ave. into SW Quad.	Provide efficient movement of traffic to developing PDX properties.	5	\$1,500,000	\$0	\$1,500,000
24	100662	Light Rail Station/Track Realignment	Realign light rail track into terminal building.	Accommodate terminal expansion plans.	10	\$14,450,000	\$0	\$14,450,000
25		Airport Way Braided Ramps	Construct braided ramps between the I-205 interchange and Cascade Interchange.	Maintain safety and capacity of Airport Way and interchanges.	20	\$30,000,000	\$0	\$0
26		Alternative Fuels Station	Construct a PDX alternative fuels station that will be accessible from both airside and landside.	Provide refueling capabilities for both airside and landside vehicles. Encourage airport businesses to convert to alternative fuels, thereby improving air quality.	5	\$1,000,000	\$0	\$0

 **PDX/PIC (Continued)**

Map #	JDE Project Number	Project Name	Project Description	Purpose	Time Frame (Yrs)	Total Cost	Committed Port Share	Forecasted Port Share
28	100561	Frontage Rd./Marine Dr. pedestrian and bicycle connection	Construct a mixed-use path to connect the east end of Frontage Rd. with the Marine Dr. trail at the old Lombard St. location.	Improve pedestrian and bicycle connectivity in vicinity.	5	\$502,000	\$0	\$502,000
29		122nd Ave./Airport Way Intersection Improvement	Add turn lanes, channelization and signal modifications. Construct additional right-of-way.	Mitigate PDX Growth Impacts.	10	\$490,000	\$0	\$490,000



## ✚ Marine Access/Rivergate

Map #	JDE Project Number	Project Name	Project Description	Purpose	Time Frame (Yrs)	Total Cost	Committed Port Share	Forecasted Port Share
30	100398	Kelly Point Park Access Trail/40 Mile Loop Trail	Bike/pedestrian trail along the north bank of the Columbia Slough.	Construct portion of 40 Mile Loop Trail in Rivergate.	5	\$101,500	\$0	\$101,500
31		Rivergate ITS	Intelligent Transportation System in Rivergate.	Improve traffic efficiency in Rivergate by connecting information about the roadway system to ODOT's Highway ITC systems.	5	\$770,000	\$0	\$0
32	100386	Widen Lombard- Purdy to Simmons	Widening North Lombard St. from 600 feet south of North Rivergate Blvd. to the Columbia Slough. Add signal at Ramsey St.	Increase road capacity to accommodate growth in surrounding development.	5	\$4,412,000	\$0	\$0
33	See Rail Projects list.							
34	See Rail Projects list.							
37		Barnes Yard to Bonneville Yard Trackage	Construct additional unit train trackage (approximately 16,000 linear feet) between Bonneville and Barnes rail yards.	Addresses limited Rivergate staging area for unit trains approaching or departing the marine terminals. Reduces switching bottlenecks, limits to terminal access and other operational conflicts in the Columbia Corridor.	5	\$11,912,000	\$0	\$0
38	100396	Leadbetter St. Extension/ Overcrossing	Complete Leadbetter St. loop to Marine Dr. (Pacific Gateway/T-6 intersection) and construct road bridge over rail line.	Provide access to developing properties. Eliminate rail/auto conflict at future intersection.	5	\$10,776,600	\$0	\$0

### ✚ Marine Access/Rivergate (Continued)

Map #	JDE Project Number	Project Name	Project Description	Purpose	Time Frame (Yrs)	Total Cost	Committed Port Share	Forecasted Port Share
39		Terminal 6 - Second Gate	Construct an elevated roadway between Marine Dr. and Terminal 6.	Construct second gate to provide secondary access to Terminal 6.	20	\$18,000,000	\$0	\$0
40		Marine Dr. Improvement Phase 2	Construct rail overcrossing on Marine Dr.	Separate rail at-grade crossing.	20	\$18,000,000	\$0	\$0
41		West Hayden Island Bridge and Access Rd.	Construct 4-lane bridge to West Hayden Island, west alignment with 90' clearance and associated ramp infrastructure.	Provide primary access to Port's marine development and secondary access to existing development of Hayden Island.	10	\$49,800,000	\$0	\$0
42	See Rail Projects list.							
43	See Rail Projects list.							
44	See Rail Projects list.							
45		Old Marine Dr. Habitat Restoration Loop Trail	Bike path and habitat restoration.	Construct portion of 40 Mile Loop Trail.	5	\$510,000	\$0	\$0
46	See Rail Projects list.							
47		Lombard St./St. Louis Ave./Ivanhoe St. Multimodal Improvements	Improvements could include restriping, curb extensions and other pedestrian and bicycle amenities on Lombard St. that do not impede truck movement, as well as intersection improvements at St. Louis Ave. and at Philadelphia Ave., such as realignment and signalization.	Maintain truck movement and minimize conflicts with bicycles and pedestrians between Philadelphia Ave. and Lombard St. at Pier Park.	5	\$1,129,821	\$0	0

### ✚ Marine Access /Rivergate (Continued)

Map #	JDE Project Number	Project Name	Project Description	Purpose	Time Frame (Yrs)	Total Cost	Committed Port Share	Forecasted Port Share
48				See Rail Projects list.				
49				See Rail Projects list.				
51	700000 700001	Channel Deepening	Deepening the Columbia River channel to 43 feet between mouth of Columbia River and Portland/Vancouver Harbor.	Serve panamax bulk vessels and post-Panamax container vessels.	5	\$150,573,000	\$0	\$0
52		Terminal 4 Second Access	Regrade hillslope to provide two-lane truck access.	Provide alternative access to Terminal 4.	5	\$6,410,000	\$0	\$0
53				See Rail Projects list.				
54				See Rail Projects list.				
55		Burgard Bridge Replacement	Upgrade structure.	Replace the bridge with a slab on grade.	5	\$1,445,000	\$0	\$0
79		Lombard Street Bridge	Replace or reinforce the structure to support ongoing heavy truck movement.	Protect the connection between north and south Rivergate for heavy trucks.	5	\$2,228,909	\$0	\$0

 **Swan Island/Columbia Corridor**

Map #	JDE Project Number	Project Name	Project Description	Purpose	Time Frame (Yrs)	Total Cost	Committed Port Share	Forecasted Port Share
56		Columbia Blvd./Portland Rd. Intersection Improvements	Redesign could include realignment of travel lanes, channelization, signalization, signing or new sidewalks and curbs.	Reinforce through truck movements on minor and major truck streets (Portland Rd. and Columbia Blvd. respectively), minimizing neighborhood cut-through traffic.	5	\$703,000	\$0	\$0
57	810019	Marx Dr. Extension	Extend Marx Dr. to 82nd Ave.	Provide efficient movement of traffic to PDX properties.	10	\$315,000	\$0	\$0
58		Going St. Rail-Overcrossing Improvement	Widen intersection and add additional eastbound lane on structure.	Provide through movement capacity for traffic entering and exiting Swan Island.	5	\$5,000,000	\$0	\$0
59		North Willamette Greenway Trail	Pedestrian and bicycle trail from the St. Johns Bridge to the Steel Bridge along the Willamette River.	Improve pedestrian and bicycle connectivity in North Portland.	20	City of Portland project. Scope to be determined.	\$0	\$0
60		Columbia Blvd. and Lombard St. Improvements at MLK	Improve freight movement between Columbia Blvd. and Lombard St.	Improve connectivity and distribute traffic between Columbia Blvd. and NE Portland Hwy. Utilize existing capacity on NE Portland Hwy. (a.k.a Lombard).	5	\$16,835,000	\$114,455	\$0
61	810001	East Columbia Blvd./Lombard St. Connector (NE 82nd Ave. - I-205)	Replace the existing Columbia/Lombard intersection with a safer, more efficient design at 87th. Project to include bike lanes and sidewalks.	Improve safety and connectivity. Efficiently distribute traffic between Columbia Blvd. and NE Portland Hwy. (a.k.a Lombard; Killingsworth). Improve Kenton mainline rail capacity.	5	\$33,669,034	\$0	\$2,457,680

**Swan Island/Columbia Corridor (Continued)**

Map #	JDE Project Number	Project Name	Project Description	Purpose	Time Frame (Yrs)	Total Cost	Committed Port Share	Forecasted Port Share
62		I-5 Delta Park Widening	Widen I-5 to 6 lanes (Victory Blvd. to Lombard).	Improve efficiency and safety on I-5 between Victory Blvd. and Lombard.	5	\$48,000,000-\$52,000,000	\$0	\$0
63	See Rail Projects list.							
64	See Rail Projects list.							
65	100474	11th/13th Ave. Rail Overcrossing or Closing (at Columbia Blvd. and Lombard St.)	Description: Construct a new three-lane roadway connecting Lombard and Columbia to include a rail overpass. Could include reconfiguration of local road network, resulting in street closure.	Improve freight mobility through double tracking and grade separation. Improve rail network performance.	10	Project cost not yet determined.	\$0	\$0
66		Columbia Blvd. Traffic Management	Install signal coordination, closed circuit TV cameras and variable message signs.	Provide efficient movement of traffic along Columbia Blvd.	10	\$800,000	\$0	\$0
67	81009	I-5/Columbia Blvd. Improvement	Construct a full interchange at Columbia Blvd. or the functional equivalent. Conceptual designs are being developed in the I-5 Delta Park widening EA (see Map 62)	Improve connections between Columbia Blvd. and I-5 for trucks.	10	\$34,000,000 -\$71,000,000	\$0	\$0
68		Columbia Blvd. Widening (82nd Ave. - 60th Ave.)	Widen Columbia Blvd. to five lanes.	Address system bottleneck along Columbia Blvd.	20	\$15,000,000	\$0	\$0

### Swan Island/Columbia Corridor (Continued)

Map #	JDE Project Number	Project Name	Project Description	Purpose	Time Frame (Yrs)	Total Cost	Committed Port Share	Forecasted Port Share
69		Reynolds Site Rail Access	Placeholder for potential rail improvements to serve Phase 2 industrial development. Actual project will be developed in coordination with stakeholders.	Provide improved rail access to the site.	10	\$20,000,000	\$0	\$0
70		Reynolds Site Road Access Phase I	Potential road improvements to serve Phase 1 industrial development.	Address off-site transportation impacts.	5	\$4,500,000	\$0	\$0
71		Reynolds Site Road Access Phase II	Placeholder for potential road improvements to serve Phase 2 industrial development. Actual project will be developed in coordination with stakeholders.	Address off-site transportation impacts.	10	\$15,500,000	\$0	\$0
72		223rd Avenue Widening	Widen to three lanes between Halsey St and Marine Drive.	Upgrade the facility to major collector urban street standards.	5	\$6,200,000	\$0	\$0
73		257th interchange at I-84 improvement	Improve function of split diamond interchange at 257th.	Improve access from north and south of the interchange to I-84.	10	\$8,650,000	\$105,000	\$0
74		Riverside Dr. Extension	Riverside Dr. Extension (190th to Sandy Blvd.); improve to collector standards.	To serve developing industrial parcels.	5	\$4,500,000	\$0	\$0
75		Sandy Blvd. Widening to 4 lanes	Sandy Blvd. widen to 4 lanes and center turn lane 167th - 203 Rd.	To improve E/W capacity and serve developing industrial property.	5	\$3,900,000	\$0	\$0

### Swan Island/Columbia Corridor (Continued)

Map #	JDE Project Number	Project Name	Project Description	Purpose	Time Frame (Yrs)	Total Cost	Committed Port Share	Forecasted Port Share
76		Sandy Blvd. Widening to 3 lanes	Sandy Blvd. widen to 3 lanes (207th to 238th).	To improve E/W capacity and serve adjacent developing industrial area.	5	\$7,900,000	\$0	\$0
77		238th Avenue Extension Study	Assess the cost, feasibility and traffic implications of extending 238th Ave. north to connect with Marine Dr. at Sundial Rd.	To improve access from developing industrial areas to the interstate.	10	\$150,000	\$0	\$0
78		I-5 Columbia River Crossing	Increase the number of lanes and add transit capacity across the river.	Increase multi-modal capacity across the Columbia River and relieve congestion.	10	\$1,200,000,000	\$0	\$0
80		PSU ITS Expansion	Expand PSU's existing web based ITS "count sensor" program beyond the freeway to some key arterials throughout the region.	To secure truck data but also flow and congestion info.	5	\$0	\$0	\$0
81		Freight data repository	Create a repository of freight data (primarily truck data) from the region's Freight Data Collection project.	Collect truck counts from jurisdictions in the region using a tool that standardizes reported data and makes it available for use by others.	5	\$0	\$0	\$0
82		ITS for rail delay	Create an advance message information system for rail delay that collects rail flow data.	To provide advance warning information to motorists and others	5	\$0	\$0	\$0

## Rail Projects

Map #	JDE Project Number	Project Name	Project Description	Purpose	Time Frame (Yrs)	Total Cost	Committed Port Share	Forecasted Port Share
33	100606, 100356	Ramsey Rail Yard Phase I and II	Construct six tracks and one main track and lead into/through the complex. Project adds 46,000 linear feet of rail storage and staging separate from main line tracks.	Improves regional heavy rail system capacity and efficiency while helping to solve capacity issues, bottlenecks. Identified as a major improvement to mainline capacity.	5	\$13,760,000	\$0	\$0
34	100352	Rivergate Rail Yard Expansion Phase I	Construct a second lead and two storage tracks in South Rivergate Yard.	Increase unit train capacity to Terminal 5 and other South Rivergate facilities.	5	\$4,170,000	\$300,000	\$0
37		Barnes Yard to Bonneville Yard Trackage	Construct additional unit train trackage (approximately 16,000 linear feet) between Bonneville and Barnes rail yards.	Addresses limited Rivergate staging area for unit trains approaching or departing the marine terminals. Reduces switching bottlenecks, limits to terminal access and other operational conflicts in the Columbia Corridor.	5	\$11,912,000	\$0	\$0
42		West Hayden Island Rail Access	Rail access to support West Hayden Island development.	Advance rail-dependent development.	20	\$3,000,000	\$0	\$0
43		West Hayden Island Rail Yard	Seven track rail yard connected to facility trackage.	Advance rail development on West Hayden Island.	20	\$9,500,000	\$0	\$0
44	100272, 810008	T-6 Intermodal Third Lead	Design, permit, and construct a dedicated lead for the Terminal 6 Intermodal Yard. Connect Track 4 in the BNSF's A+B Yard.	This project will remove a critical bottleneck at Terminal 6 for unit trains, automobile carriers, boxcars and tank cars.	5	\$5,627,093	\$4,777,093	\$0
46		Barnes to Terminal 4 Rail	Provide a new track from Barnes Yard to T-4.	Improve Rail Access to Terminal 4.	5	\$3,000,000	\$0	\$0



### ✚ Rail Projects (Continued)

Map #	Project PMS Number	Project Name	Project Description	Purpose	Time Frame (Yrs)	Total Cost	Committed Port Share	Forecasted Port Share
48	100466	T-5 Unit Rail Loop #3	Construct one additional loop track.	Increase rail storage and rail handling capability of existing bulk terminal.	5	\$3,521,000	\$0	\$0
49		Terminal 6 A+B Yard	Connect A and B Yard.	Increase Terminal 6 rail capacity.	10	\$2,859,000	\$0	\$0
53		Cathedral Park Quiet Zone	Address rail switching noise related to the Toyota operations at T-4 by improving multiple public rail crossings in the St. Johns Cathedral Park area.	To allow auto import operations to continue to grow in N. Portland and improve neighborhood livability.	5	\$3,500,000	\$0	\$0
54		Potential Future Slough Rail Bridge	Rail bridge.	Provide rail connection to south Rivergate from Terminal 6.	20	\$6,000,000	\$0	\$0
63		North Portland Junction	Upgrade railroad with revised crossovers, centralized traffic control tie-in and increased turning radius. Part of triangle project with ODOT.	Accommodate higher rail speeds at the junction which provides greater capacity.	10	\$9,160,000	\$0	\$0
64		Kenton Rail Line Upgrade	Upgrade existing track to second main track with new double track from Peninsula Junction to I-205 and increase track speeds between North Portland, Peninsula Junction, to Reynolds on UP's Kenton Line. Part of triangle project with ODOT.	Expands rail capacity and reduce delays for greater efficiency.	10	\$25,382,000	\$0	\$0

# 2006 Port of Portland Transportation Improvement Plan

## Primary Project Type

- Bike/Ped
- Rail
- Road
- Transit
- Waterway
- Other

Number refers to map number in document.

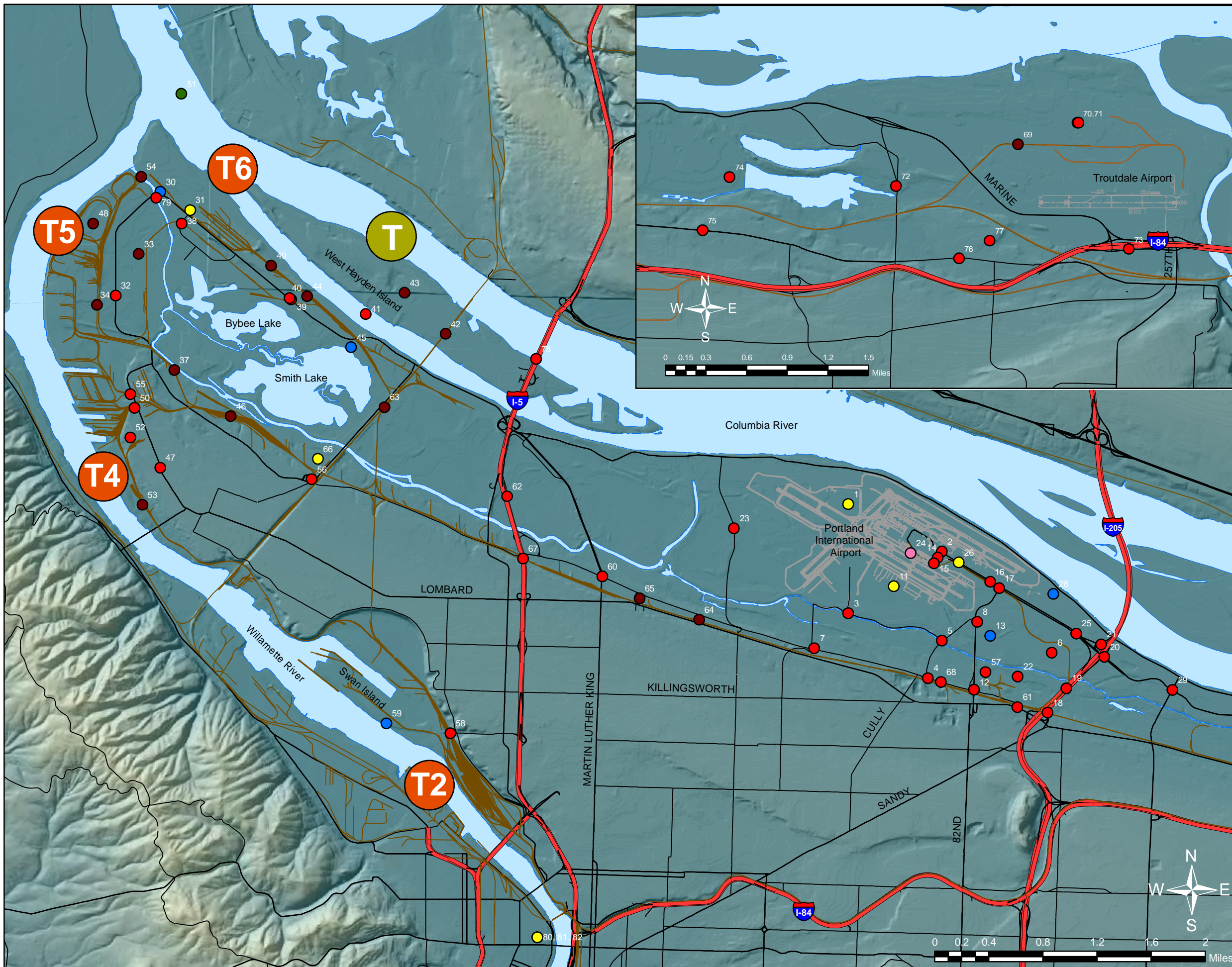
- Railroad
- Streets

T Marine Terminal

T Future Marine Terminal

Business Development Department  
 Transportation Planning Section  
 P.O. Box 3529  
 Portland, OR 97208  
 (503) 944-7613

PTIP2006map.mxd  
 Plot Date: January 25, 2006  
 Base Data Source: Metro  
 PTIP Data Source: Port



 **INDIVIDUAL PTIP PROJECT MAPS**

The following pages contain individual maps showing each project along with project information. The project information includes such details as a brief description, purpose, funding information, cost estimate rating, and time frame.

**Acronym Key:**

PIC	– Portland International Center
CS	– Cascade Station
PDX	– Portland International Airport

**Time Frame:**

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

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

# 2006 Port of Portland Transportation Improvement Plan

Project: PDX ITS

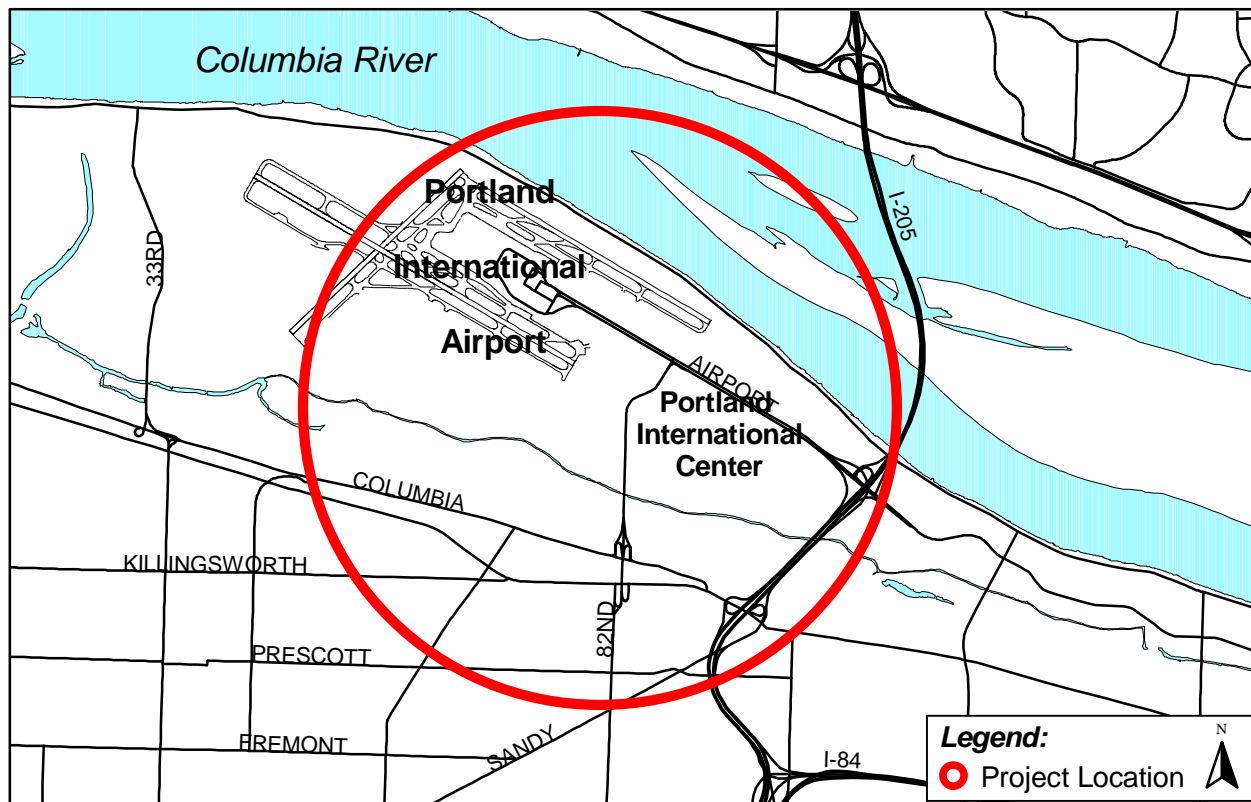
Description: Intelligent Transportation Systems in the PDX area.

Purpose: Improve traveler information and traffic/parking efficiency at PDX.

Total Estimated Cost: \$3,000,000 (2004 estimate)\*

Cost Estimate Rating: 3c

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted): \$3,000,000

Private:

Unfunded:

Conditioned Project

Project Identified in STIP

Project Identified in 2025 RTP (Illustrative)

Project Identified in 2025 RTP (Constrained)

Time Frame: 10 Yrs

Project #: 23692

JDE Project #: 100680

RTP#: 4029

Project most recently identified in:

Portland International Airport ITS Plan (2001)

# 2006 Port of Portland Transportation Improvement Plan

**Project:** Airport Way Terminal Entrance Roadway Relocation

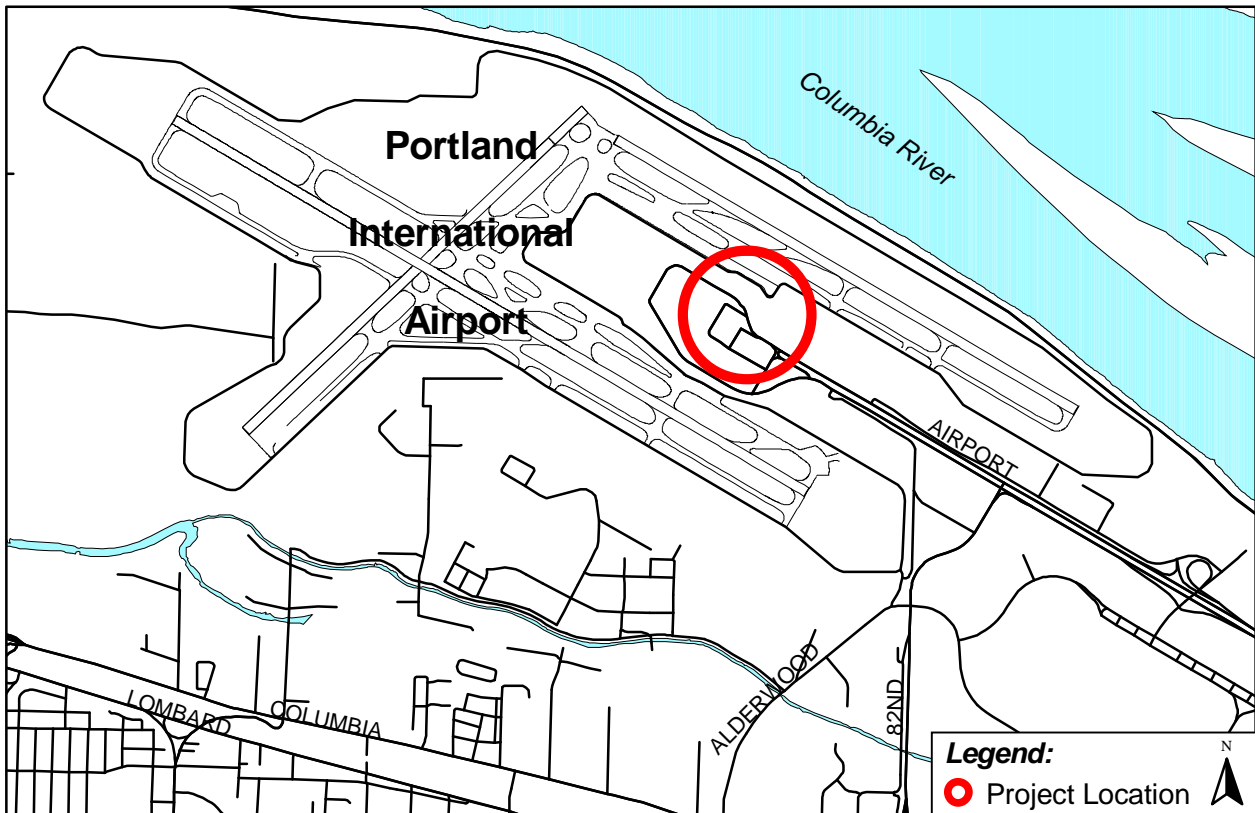
**Description:** Relocate and widen Airport Way northerly at Terminal entrance (to be scoped by PDX Master Plan).

**Purpose:** Maintain adequate access and circulation in the terminal area.

**Total Estimated Cost:** \$4,000,000 (2005 estimate)\*

**Cost Estimate Rating:** 3c

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted): \$4,000,000

Private:

Unfunded:

Conditioned Project

Project Identified in STIP

Project Identified in 2025 RTP (Illustrative)

Project Identified in 2025 RTP (Constrained)

Time Frame: 5 Yrs

Project #: 22433

JDE Project #: 100691

RTP #: 4032

Project most recently identified in:

Portland International Airport Terminal

Access Study (2005)

# 2006 Port of Portland Transportation Improvement Plan

Project: Airtrans Way/Cornfoot Rd. Intersection Improvement

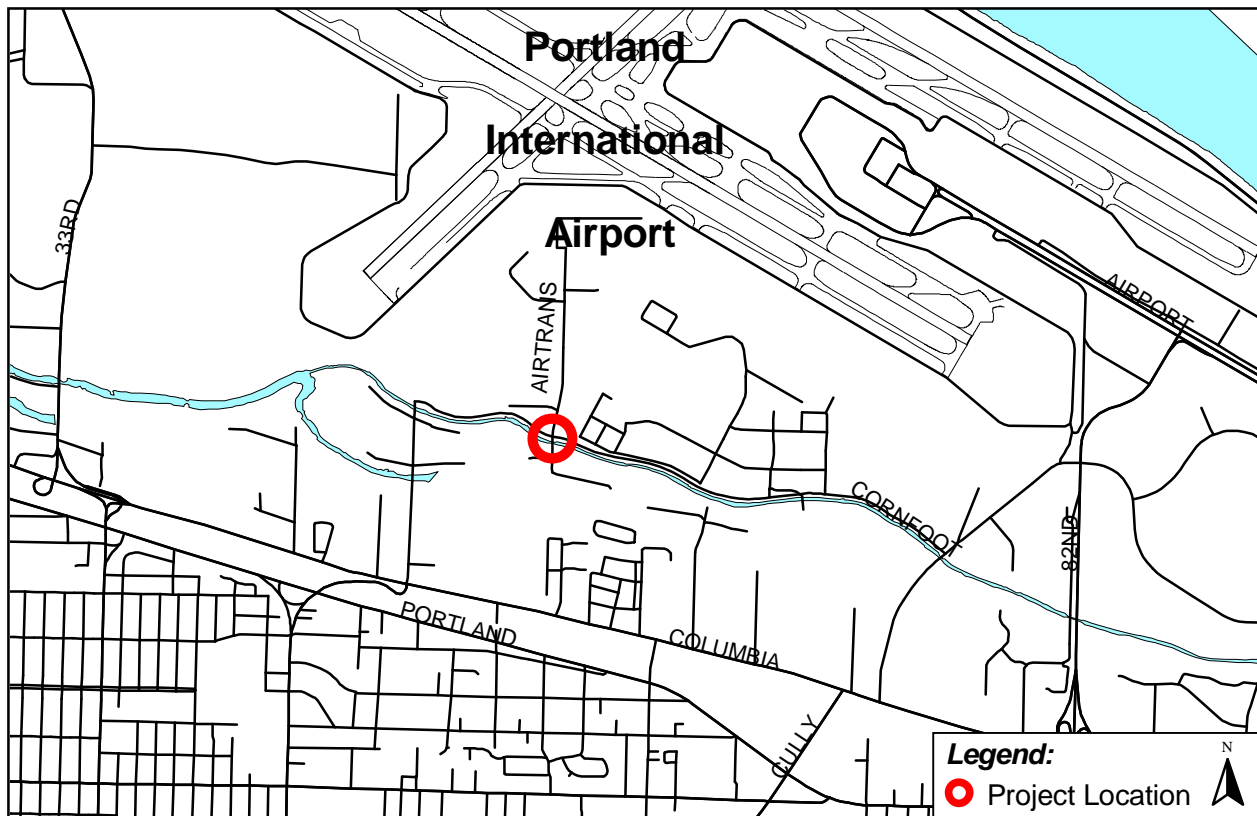
Description: Provide channelization, construct new traffic signal.

Purpose: Retain efficient movement of traffic to PDX properties.

Total Estimated Cost: \$250,000 (2002 estimate)\*

Cost Estimate Rating: 3c

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted): \$250,000

Private:

Unfunded:

Conditioned Project

Project Identified in STIP

Project Identified in 2025 RTP (Illustrative)

Project Identified in 2025 RTP (Constrained)

Time Frame: 5 Yrs

Project #: 23491

JDE Project #: 810015

RTP#: 4055

Project most recently identified in:

Portland International Airport Conditional Use

Master Plan (2003)

# 2006 Port of Portland Transportation Improvement Plan

**Project:** Alderwood Rd./Columbia Blvd. Intersection Improvement

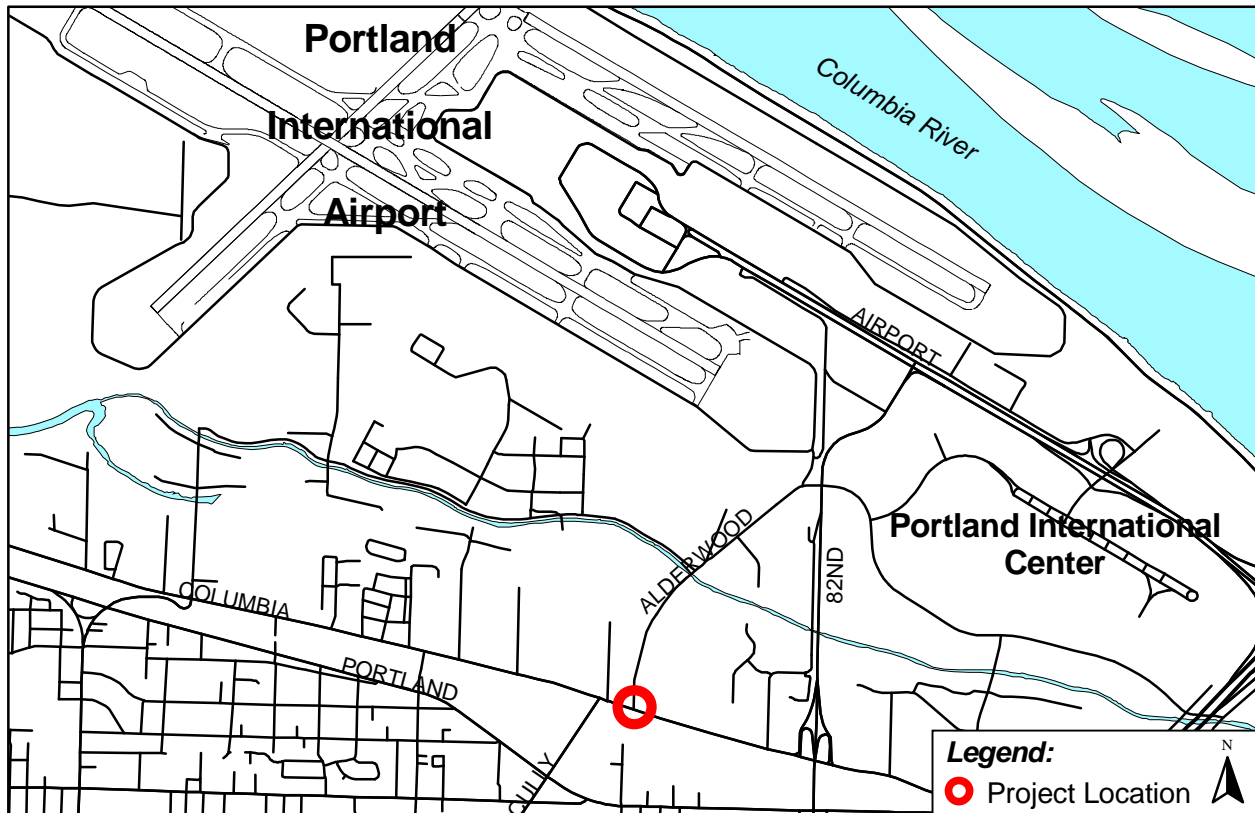
**Description:** Widen and signalize intersection at Alderwood Rd. and Columbia Blvd.

**Purpose:** Provide transportation link to the air cargo area within the south airport area.

**Total Estimated Cost:** \$1,460,000 (2002 estimate)\*

**Cost Estimate Rating:** 3c

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded: \$1,460,000

Conditioned Project

Project Identified in STIP

Project Identified in 2025 RTP (Illustrative)

Project Identified in 2025 RTP (Constrained)

Time Frame: 5 Yrs

Project #: 23313

JDE Project #: 810020

RTP#: 4041

Project most recently identified in:

Portland International Airport Conditional Use

Master Plan (2003)

# 2006 Port of Portland Transportation Improvement Plan

Project: Alderwood Rd./Cornfoot Rd. Intersection Improvement

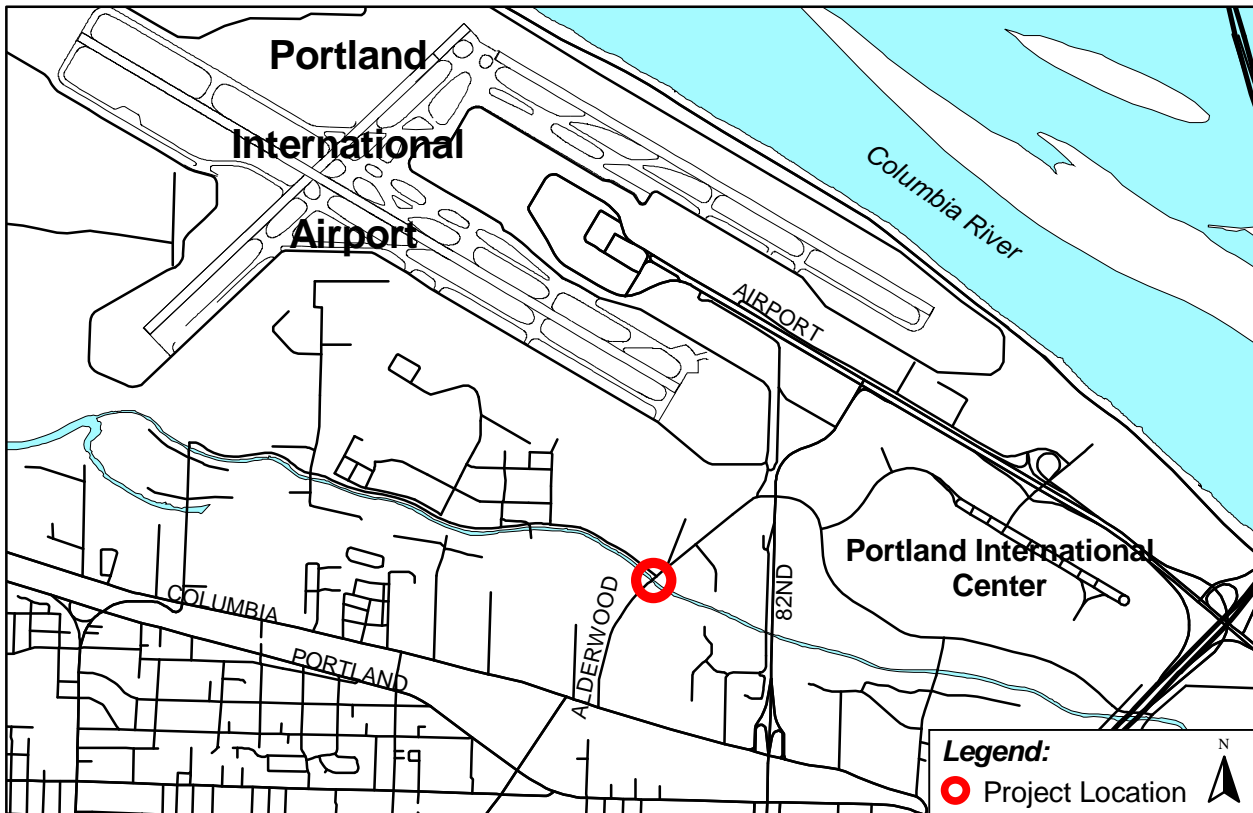
Description: Improve Alderwood Rd./Cornfoot Rd. intersection. Add signals, improve turn lanes.

Purpose: Provide efficient movement of traffic to PDX properties.

Total Estimated Cost: \$730,000 (2002 estimate)\*

Cost Estimate Rating: 3c

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State: \$600,000

City:

SDC:

Port (Committed):

Port (Forecasted): \$130,000

Private:

Unfunded:



Conditioned Project



Project Identified in STIP



Project Identified in 2025 RTP (Illustrative)



Project Identified in 2025 RTP (Constrained)

Time Frame: 5 Yrs

Project #: 23488

JDE Project #: 810016

RTP #: 4042

Project most recently identified in:

Portland International Airport Conditional Use

Master Plan (2003)



**PORT OF PORTLAND**



# 2006 Port of Portland Transportation Improvement Plan

Project: Mt. St. Helens Ave. Connection

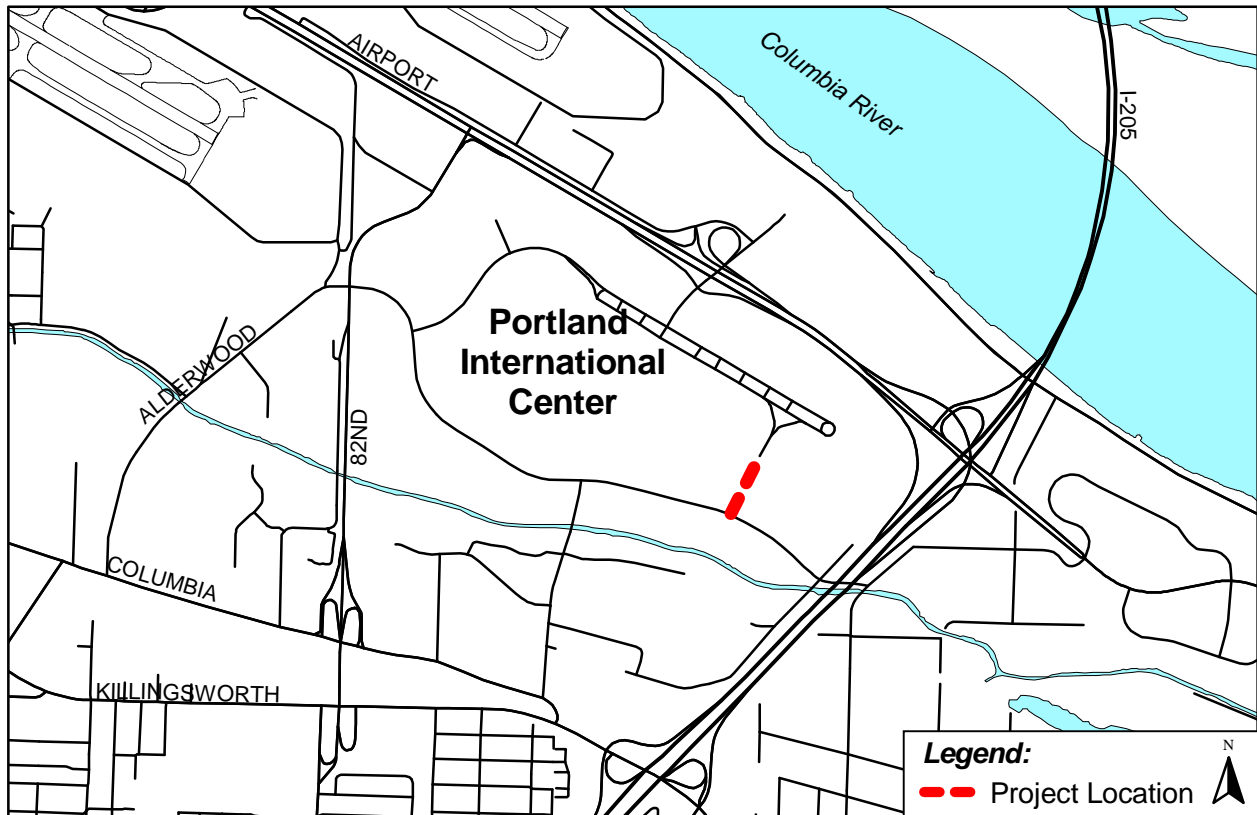
Description: Provide a 725 foot north/south connection between Cascades Parkway and Alderwood Road in Portland International Center (PIC).

Purpose: Provide efficient movement of traffic to developing PIC properties.

Total Estimated Cost: \$1,500,000 (1999 estimate)\*

Cost Estimate Rating: N/A

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted):

Private: \$1,500,000

Unfunded:

- Conditioned Project
- Project Identified in STIP
- Project Identified in 2025 RTP (Illustrative)
- Project Identified in 2025 RTP (Constrained)

Time Frame: 5 Yrs

Project #: 23314

JDE Project #: 810018

RTP #: 4026

This project is required per City of Portland Cascade Station/Portland International Center (CS/PIC) Plan District.

# 2006 Port of Portland Transportation Improvement Plan

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

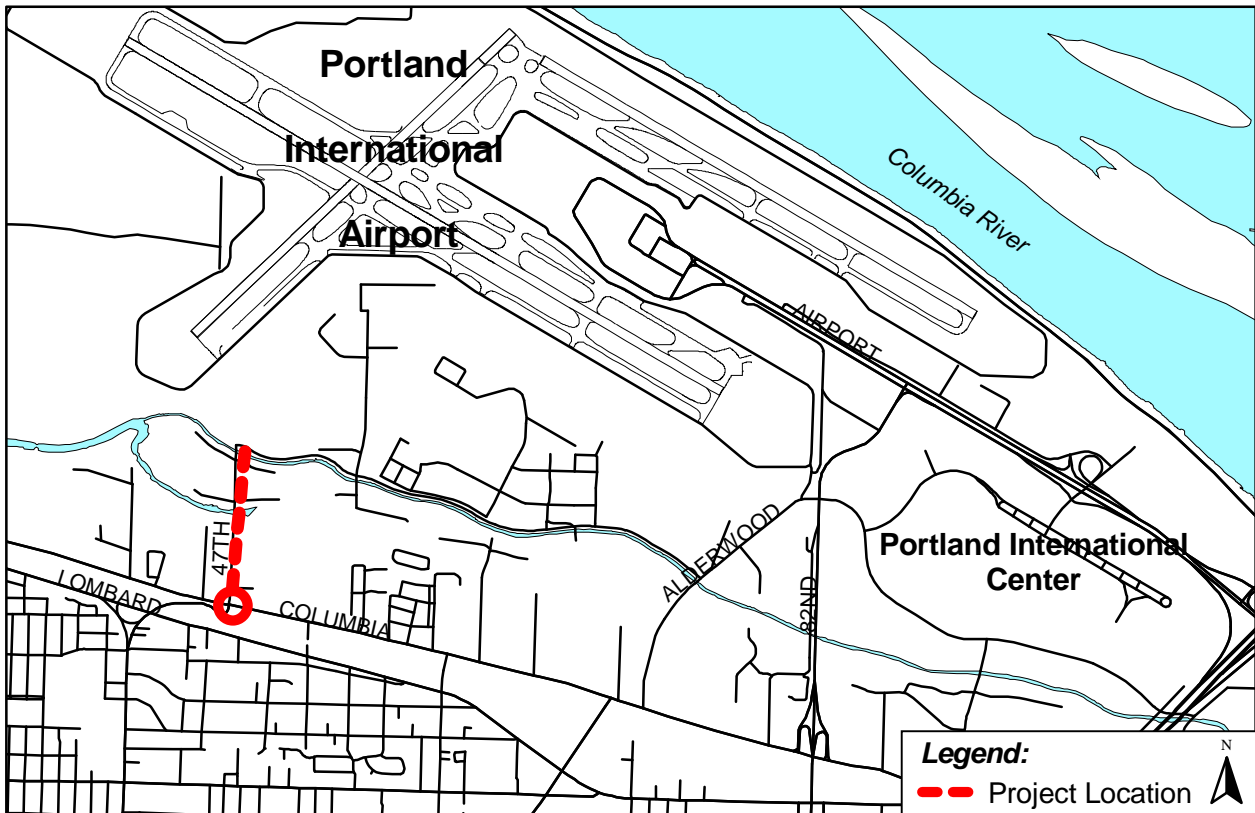
**Description:** Widen and channelize NE 47th Ave. intersection at NE Columbia Blvd. to facilitate truck turning movements.

**Purpose:** Provide improved traffic flow to air cargo facilities located within the south airport area.

**Total Estimated Cost:** \$4,100,000 (2002 estimate)\*

**Cost Estimate Rating:** 3c

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC: \$0\*

Port (Committed):

Port (Forecasted): \$770,000

Private:

Unfunded: \$3,330,000

- Conditioned Project
- Project Identified in STIP
- Project Identified in 2025 RTP (Illustrative)
- Project Identified in 2025 RTP (Constrained)

Time Frame: 5 Yrs

Project #: 21644

JDE Project #:

RTP #: 4040

Project most recently identified in:

Portland International Airport Conditional Use  
Master Plan (2003)

# 2006 Port of Portland Transportation Improvement Plan

Project: 82nd Ave./Alderwood Rd. Intersection Improvement

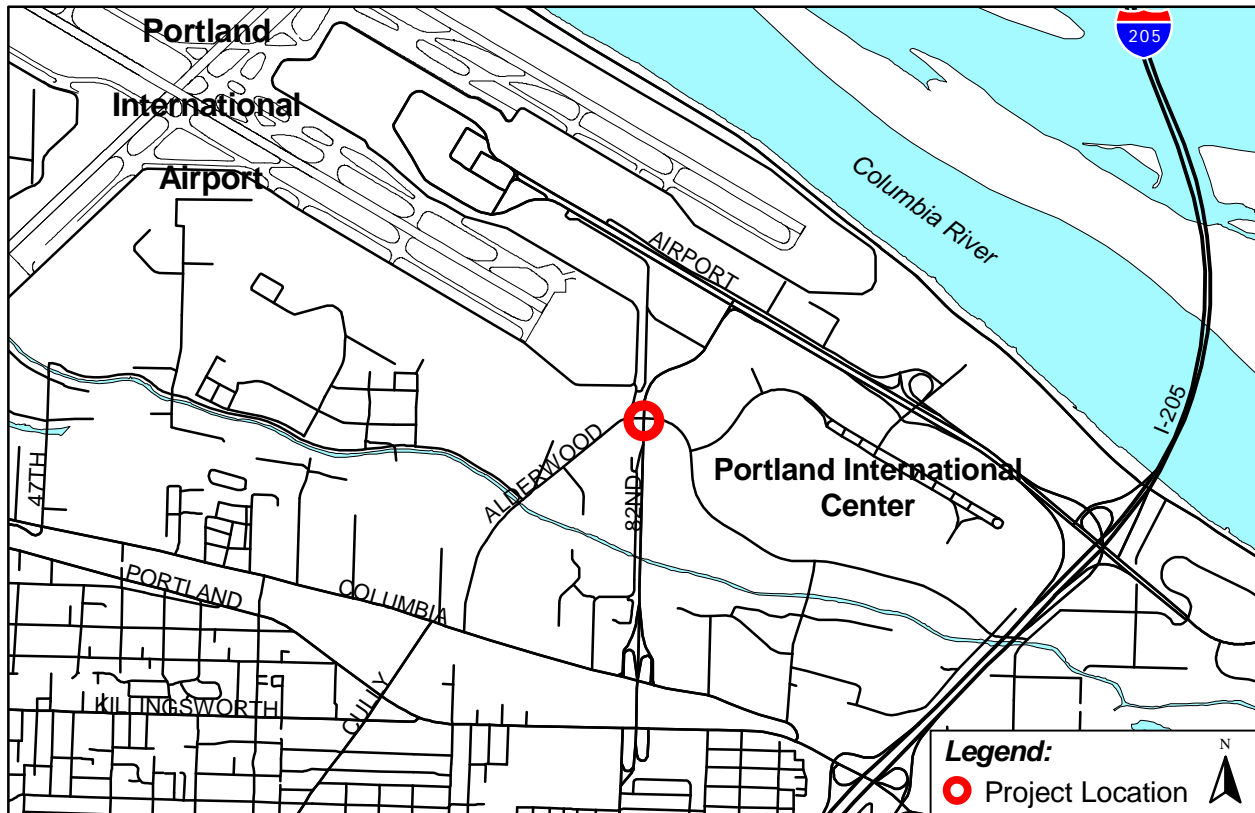
Description: Modify the traffic signal and provide additional channelization as necessary.

Purpose: Provide efficient movement of traffic to PDX and PIC properties.

Total Estimated Cost: \$790,000 (2002 estimate)\*

Cost Estimate Rating: 3c

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted): \$530,000

Private:

Unfunded: \$260,000



Conditioned Project



Project Identified in STIP



Project Identified in 2025 RTP (Illustrative)



Project Identified in 2025 RTP (Constrained)

Time Frame: 5 Yrs

Project #: 23490

JDE Project #:

RTP #: 4038

Project most recently identified in:

Portland International Airport Conditional Use

Master Plan (2003)



**PORT OF PORTLAND**

# 2006 Port of Portland Transportation Improvement Plan

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

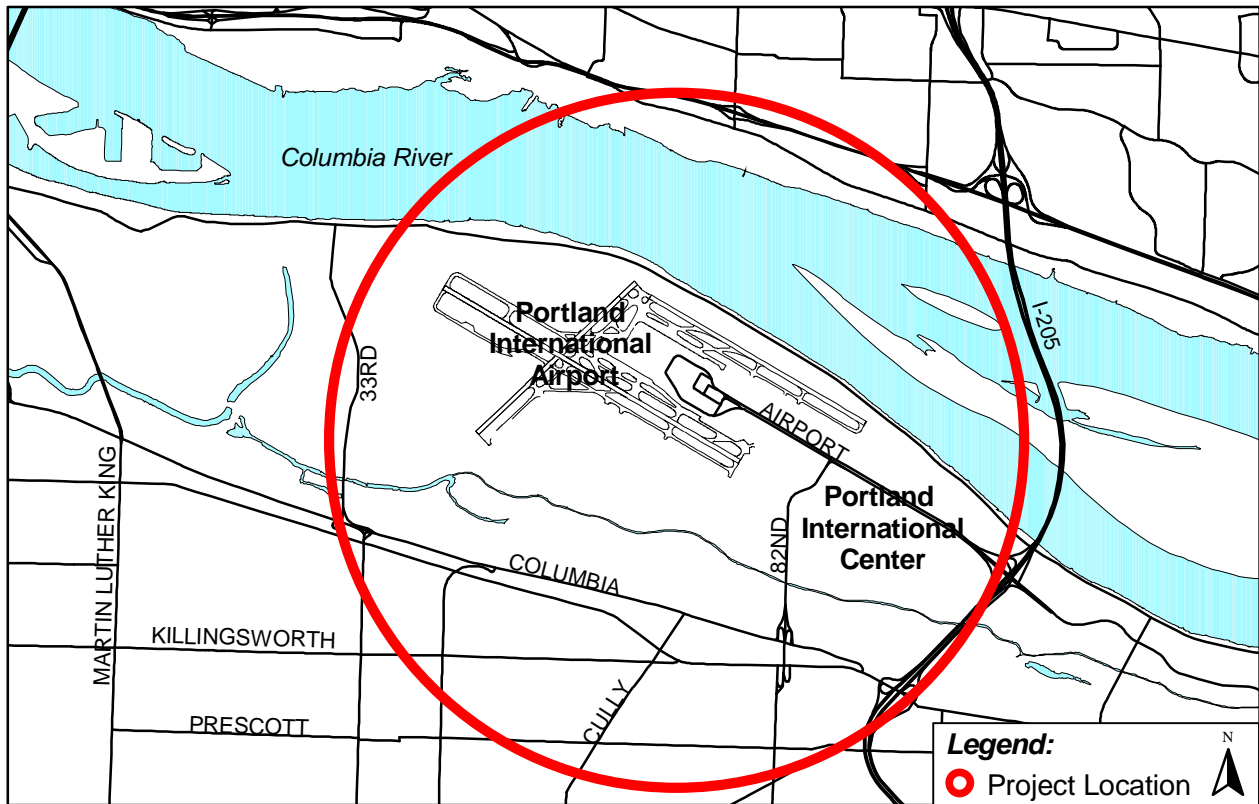
**Description:** Implement strategies at PDX and PIC properties that reduce auto trips in the airport area. Programs to be undertaken with other area businesses/developers to maximize effectiveness; possible administration through a transportation management association (TMA). Costs will be ongoing operational costs, not capital costs.

**Purpose:** Fulfill TDM requirements of PDX Master Plan approval. Implement TDM projects and programs recommended in the PDX Alternative Mode Study.

**Total Estimated Cost:** \$0\*

**Cost Estimate Rating:** N/A

\*Project is not expected to incur capital costs.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded:

Conditioned Project

Project Identified in STIP

Project Identified in 2025 RTP (Illustrative)

Project Identified in 2025 RTP (Constrained)

Time Frame: 5 Yrs

Project #:

JDE Project #:

RTP #:

Project most recently identified in:

PDX Employee TDM Program Study (2002)

# 2006 Port of Portland Transportation Improvement Plan

Project: 82nd Ave./Columbia Blvd. Intersection Improvement

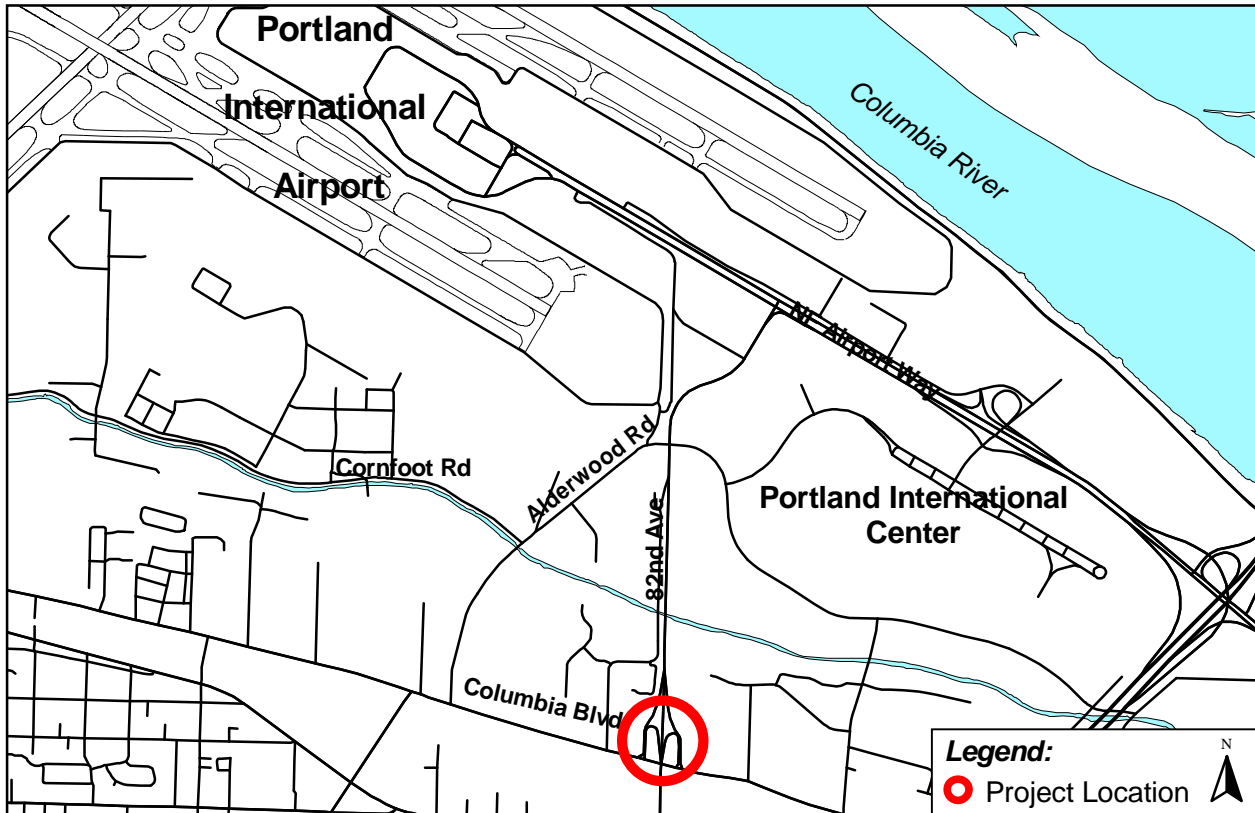
Description: Construct additional through lane in each direction. Add a new turn lane. Signalize.

Purpose: Mitigate PDX growth impacts.

Total Estimated Cost: \$1,130,000 (2002 estimate)\*

Cost Estimate Rating: 3c

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted): \$1,130,000

Private:

Unfunded:



Conditioned Project



Project Identified in STIP



Project Identified in 2025 RTP (Illustrative)



Project Identified in 2025 RTP (Constrained)

Time Frame: 10 Yrs

Project #: 24404

JDE Project #: 810011

RTP #: 4044

Project most recently identified in:

Portland International Airport Conditional Use

Master Plan (2003)



**PORT OF PORTLAND**

# 2006 Port of Portland Transportation Improvement Plan

Project: PIC Ped/Bike Network

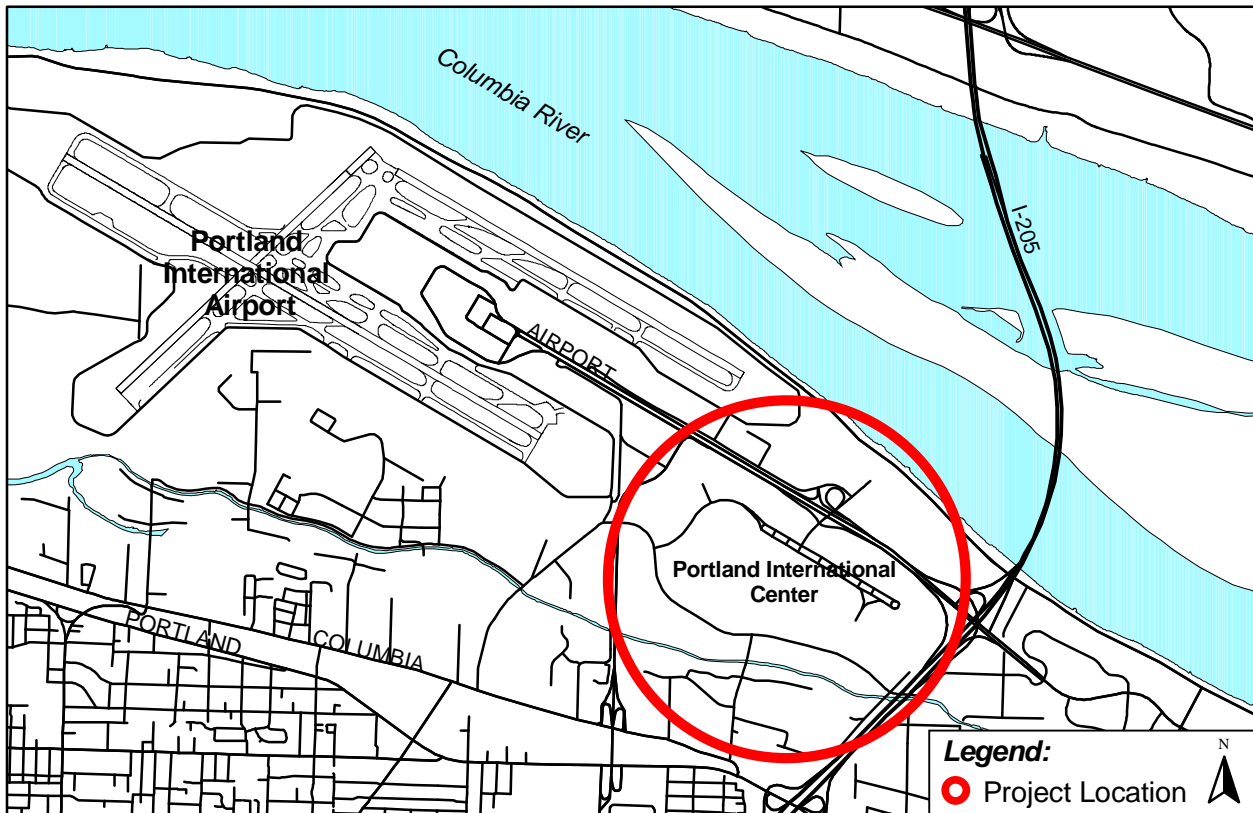
Description: Construct bicycle and pedestrian facilities as shown in the CS/PIC Plan District.

Purpose: Improve bike/ped circulation in PIC.

Total Estimated Cost: \$240,000 (2001 estimate)\*

Cost Estimate Rating: 3c

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded: \$240,000



Conditioned Project



Project Identified in STIP



Project Identified in 2025 RTP (Illustrative)



Project Identified in 2025 RTP (Constrained)

Time Frame: 10 Yrs

Project #:

JDE Project #:

RTP #: 4086

This project is required per City of Portland Cascade Station/Portland International Center (CS/PIC) Plan District.



**PORT OF PORTLAND**

# 2006 Port of Portland Transportation Improvement Plan

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

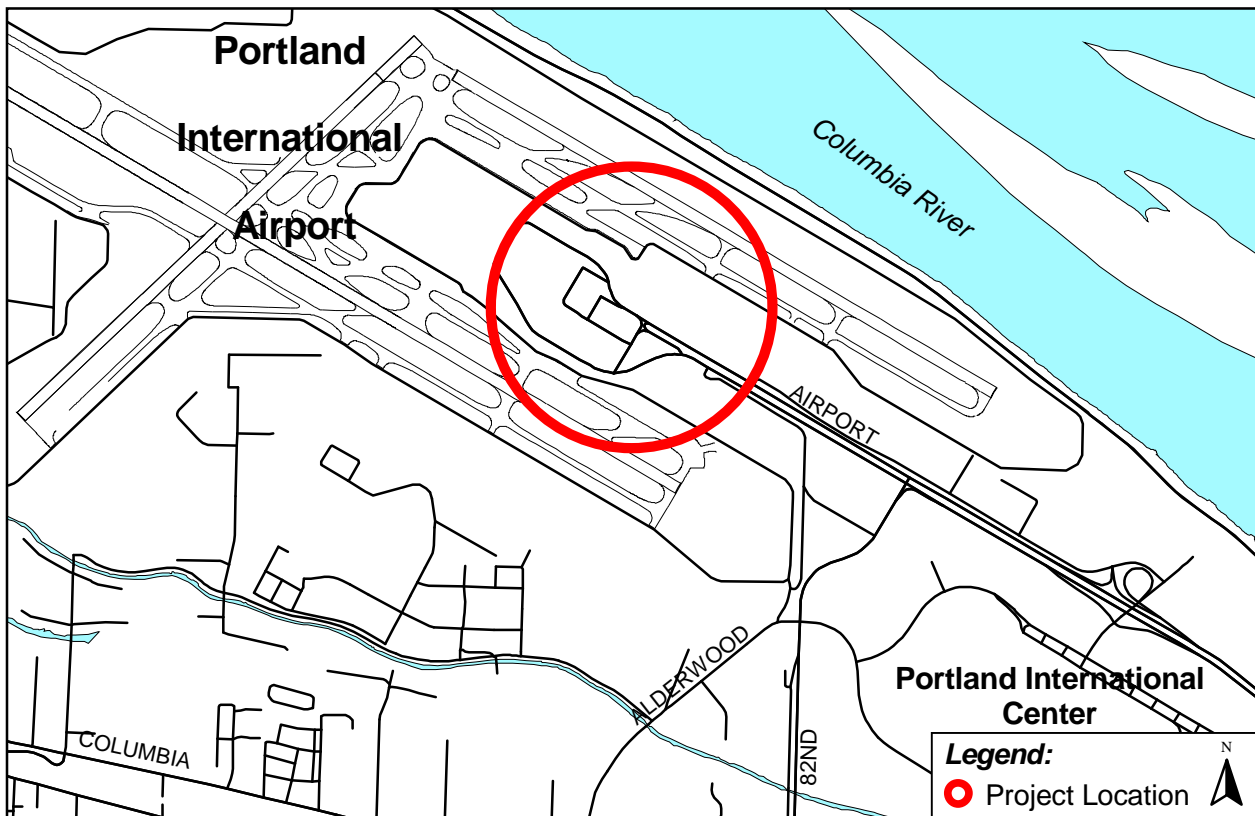
**Description:** Construct Airport Way East Terminal access link roadway (Terminal Access Study project R6; to be scoped by PDX Master Plan).

**Purpose:** Facilitate direct East Terminal access, preventing future failure of Main Terminal Roadway.

**Total Estimated Cost:** \$8,000,000 (1994 estimate)\*

**Cost Estimate Rating:** 3c

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted): \$8,000,000

Private:

Unfunded:



Conditioned Project



Project Identified in STIP



Project Identified in 2025 RTP (Illustrative)



Project Identified in 2025 RTP (Constrained)

Time Frame: 10 Yrs

Project #: 23434

JDE Project #: 100619

RTP #: 4033

Project most recently identified in:

Portland International Airport Terminal

Access Study (2005)



**PORT OF PORTLAND**

# 2006 Port of Portland Transportation Improvement Plan

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

**Description:** Relocate Airport Way exit roadway and construct new return roadway. (Terminal Access Study, projects R4 & R5; to be scoped by PDX Master Plan).

**Purpose:** Maintain adequate access and circulation in the terminal area.

**Total Estimated Cost:** \$14,000,000 (1994 estimate)\*

**Cost Estimate Rating:** 3c

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted): \$14,000,000

Private:

Unfunded:



Conditioned Project



Project Identified in STIP



Project Identified in 2025 RTP (Illustrative)



Project Identified in 2025 RTP (Constrained)

Time Frame: 10 Yrs

Project #: 22848

JDE Project #: 100620

RTP #: 4031

Project most recently identified in:

Portland International Airport Terminal

Access Study (2005)



**PORT OF PORTLAND**



# 2006 Port of Portland Transportation Improvement Plan

Project: Widen Airport Way West

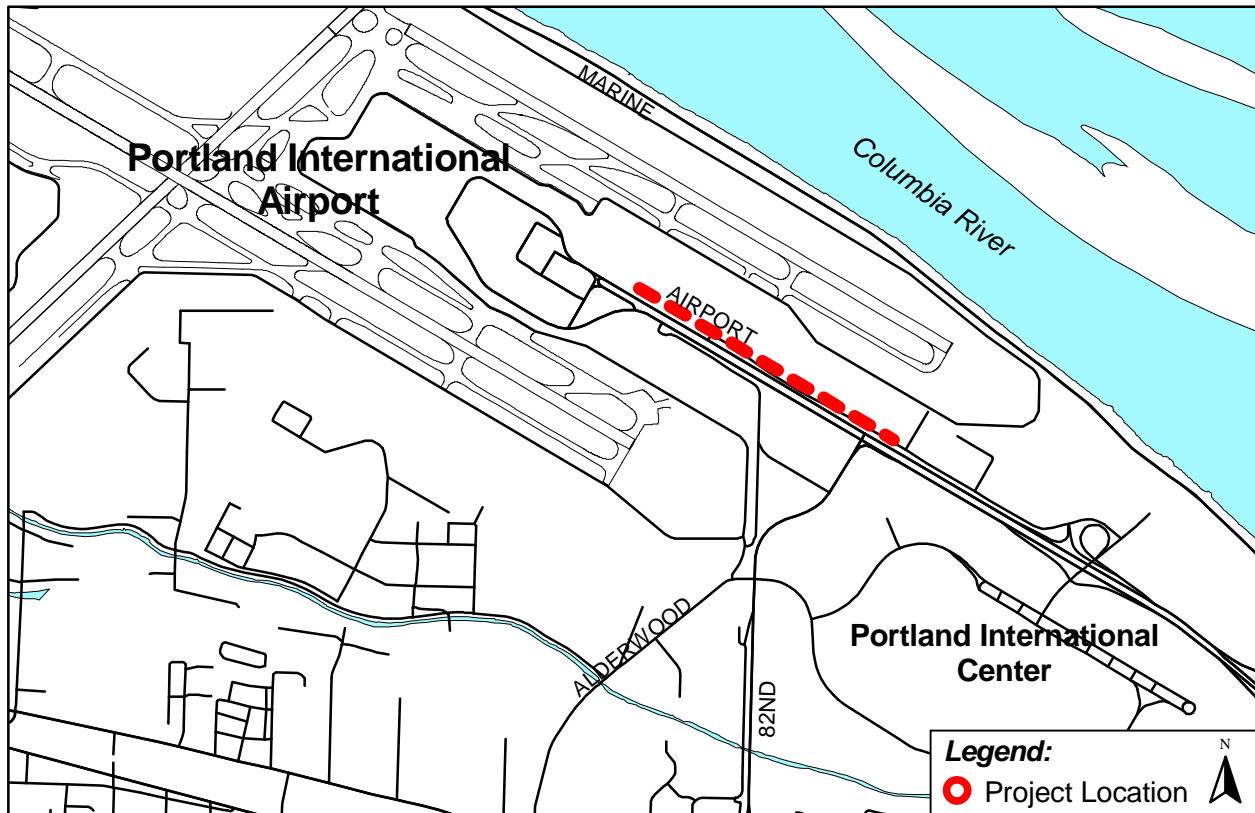
Description: Widen Airport Way from Terminal to 82nd Ave.

Purpose: Provide improved traffic flow to the PDX Terminal and the surrounding PDX properties.

Total Estimated Cost: \$10,000,000 (2000 estimate)\*

Cost Estimate Rating: 3c

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted): \$10,000,000

Private:

Unfunded:



Conditioned Project



Project Identified in STIP



Project Identified in 2025 RTP (Illustrative)



Project Identified in 2025 RTP (Constrained)

Time Frame: 10 Yrs

Project #: 23494

JDE Project #: 100773

RTP #: 4021

Project most recently identified in:

Portland International Airport Terminal

Access Study (2005)



**PORT OF PORTLAND**

# 2006 Port of Portland Transportation Improvement Plan

Project: 82nd Ave./Airport Way Grade Separation

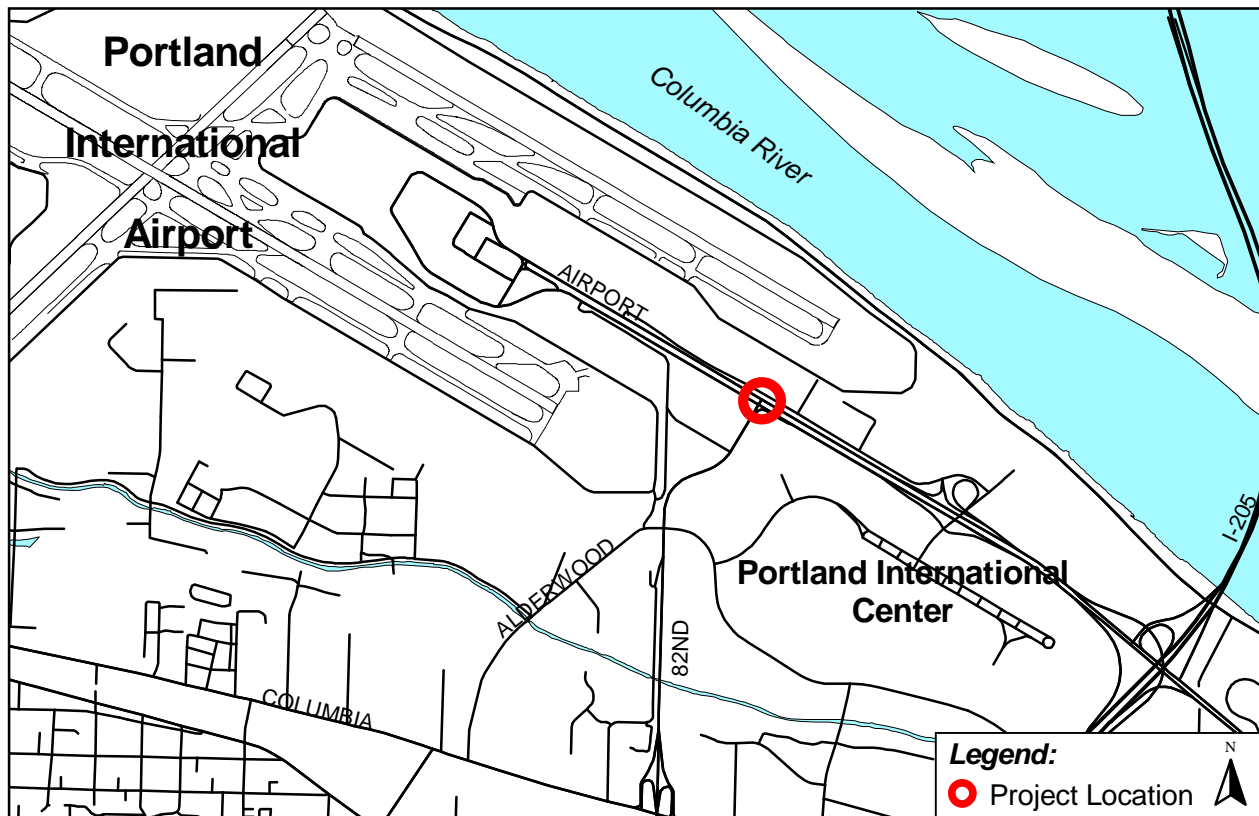
Description: Construct grade-separated overcrossing.

Purpose: Provide efficient movement of traffic to PDX properties.

Total Estimated Cost: \$12,000,000 (2000 estimate)\*

Cost Estimate Rating: 3c

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted): \$12,000,000

Private:

Unfunded:

- Conditioned Project
- Project Identified in STIP
- Project Identified in 2025 RTP (Illustrative)
- Project Identified in 2025 RTP (Constrained)

Time Frame: 10 Yrs

Project #: 23489

JDE Project #:

RTP #: 4028

Project most recently identified in:

East Airport Area Traffic Needs Study (1996)

Note: Other project needs are identified in PDX Terminal Study 2005



# 2006 Port of Portland Transportation Improvement Plan

Project: I-205 Auxillary Lane

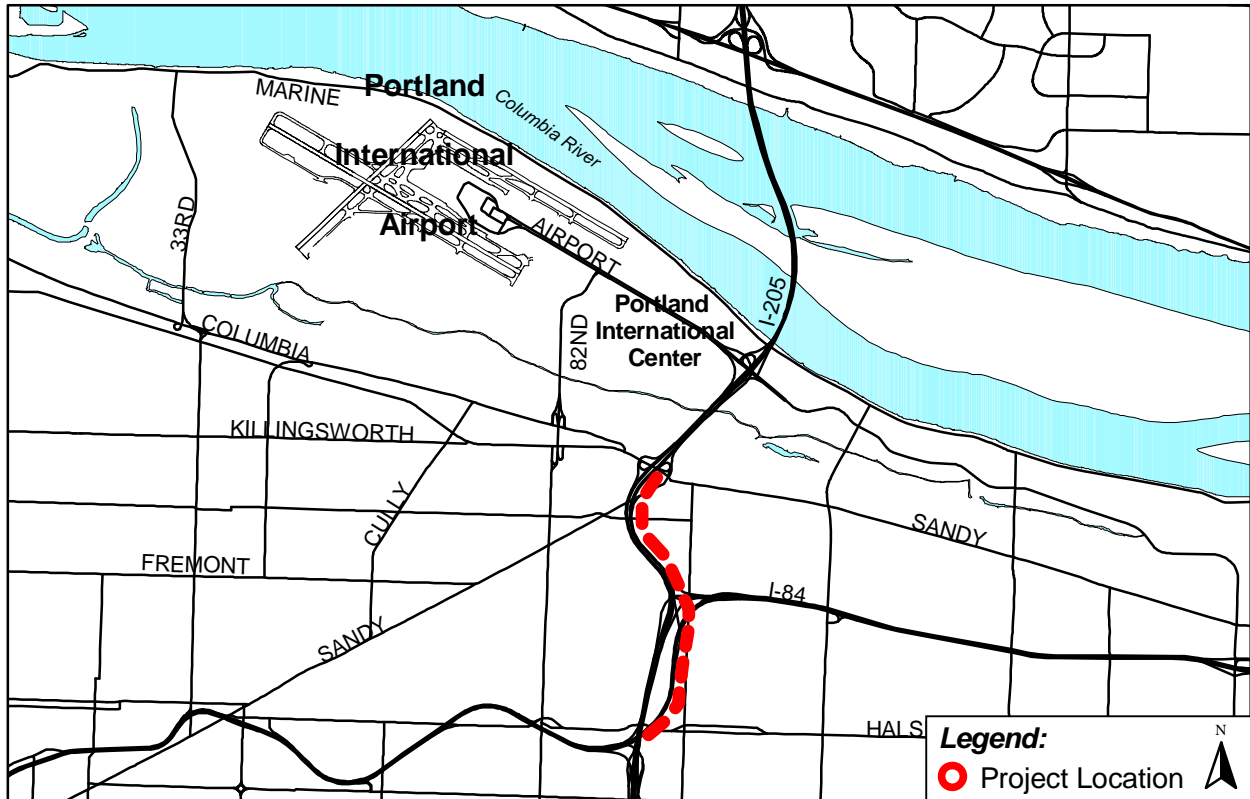
Description: New I-205 auxillary lane from I-84 to I-205 NB before Columbia Blvd.

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

Total Estimated Cost: \$5,000,000 (1998 estimate)\*

Cost Estimate Rating: 3c

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded: \$5,000,000

- Conditioned Project
- Project Identified in STIP
- Project Identified in 2025 RTP (Illustrative)
- Project Identified in 2025 RTP (Constrained)

Time Frame: 20 Yrs

Project #: 23842

JDE Project #:

RTP #: 2072

Project most recently identified in:

Airport Area Transportation Study (1998)

# 2006 Port of Portland Transportation Improvement Plan

Project: I-205 Auxillary Lane

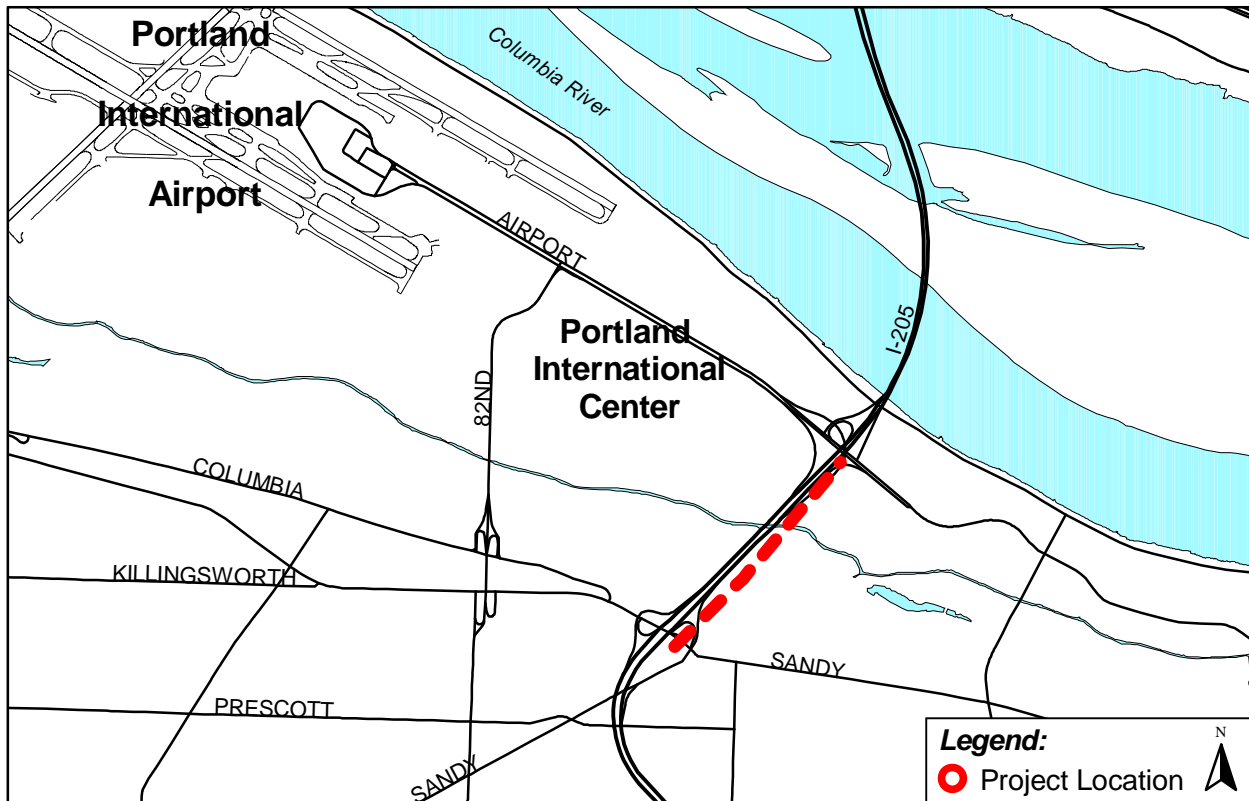
Description: New I-205 auxillary lane from Airport Way to Columbia Blvd.

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

Total Estimated Cost: \$20,000,000 (1998 estimate)\*

Cost Estimate Rating: 3c

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded: \$20,000,000

- Conditioned Project
- Project Identified in STIP
- Project Identified in 2025 RTP (Illustrative)
- Project Identified in 2025 RTP (Constrained)

Time Frame: 20 Yrs

Project #: 23843

JDE Project #:

RTP #: 2071

Project most recently identified in:

Airport Area Transportation Study (1998)

# 2006 Port of Portland Transportation Improvement Plan

Project: I-205 Interchange Improvement

Description: New I-205 NB on-ramp at I-205/Airport Way interchange.

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

Total Estimated Cost: \$23,000,000 (1998 estimate)\*

Cost Estimate Rating: 3c

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded: \$23,000,000

- Conditioned Project
- Project Identified in STIP
- Project Identified in 2025 RTP (Illustrative)
- Project Identified in 2025 RTP (Constrained)

Time Frame: 20 Yrs

Project #: 23844

JDE Project #:

RTP #: 2069

Project most recently identified in:

Cascade Station/Portland International Center Environmental Assessment Transportation Analysis (2004)

# 2006 Port of Portland Transportation Improvement Plan

Project: I-205 Interchange Improvement

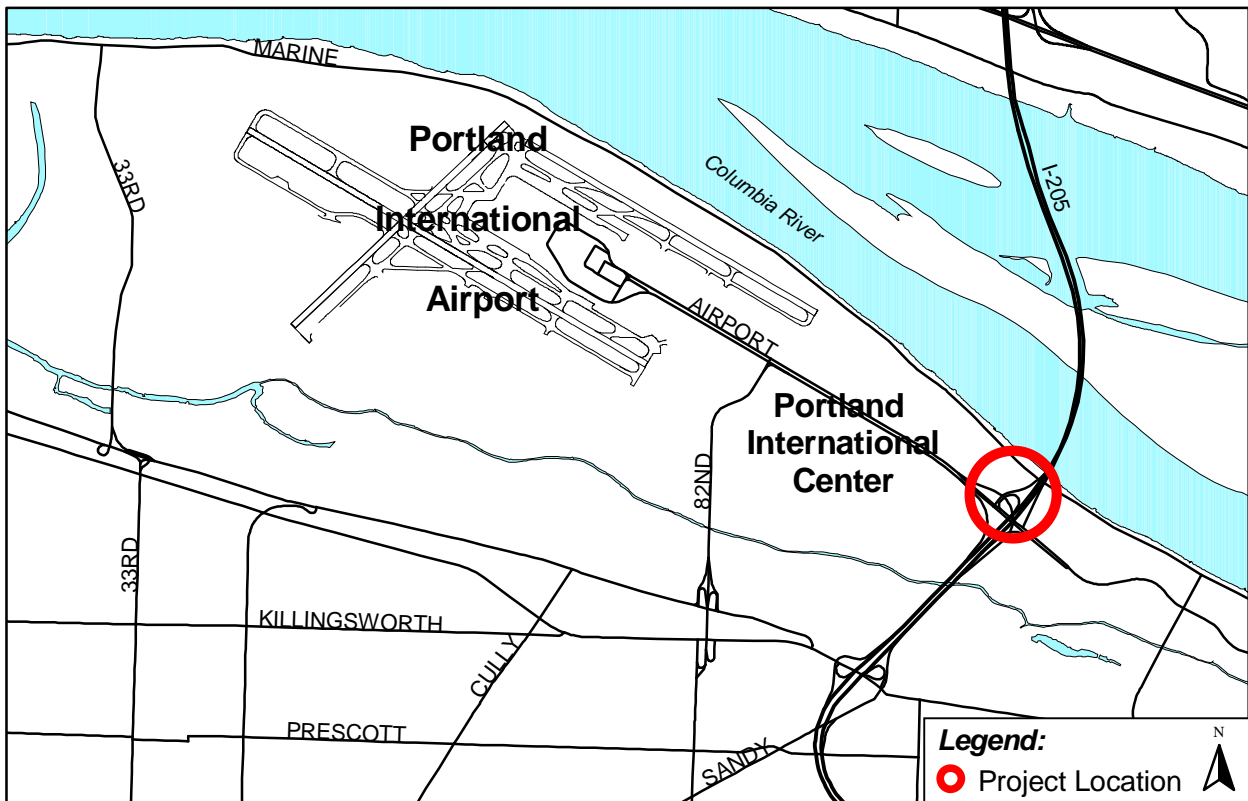
Description: Widen I-205 SB off-ramp at Airport Way.

Purpose: Provide additional capacity for anticipated growth at interchange.

Total Estimated Cost: \$450,000 (2002 estimate)\*

Cost Estimate Rating: 3c

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted): \$450,000

Private:

Unfunded:

- Conditioned Project
- Project Identified in STIP
- Project Identified in 2025 RTP (Illustrative)
- Project Identified in 2025 RTP (Constrained)

Project most recently identified in:

Portland International Airport Conditional Use  
Master Plan (2003)

Time Frame: 10 Yrs

Project #: 23845

JDE Project #:

RTP #: 2070

(The RTP mislabels this project as a widening of the on-ramp)

# 2006 Port of Portland Transportation Improvement Plan

Project: 92nd Ave. (Columbia Blvd. to Alderwood Rd.)

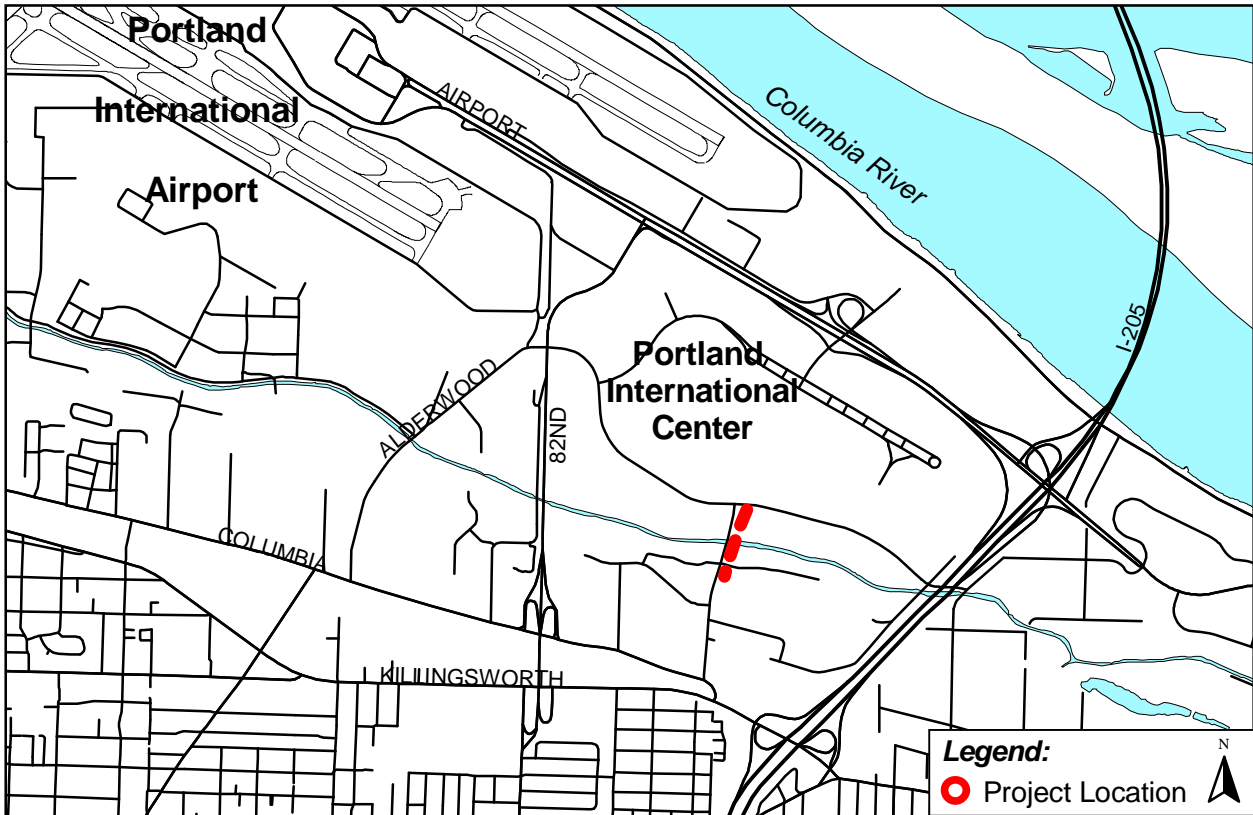
Description: Improve NE 92nd Ave. between Columbia and Alderwood to facilitate PIC circulation.

Purpose: Provide efficient movement of traffic to developing PIC properties.

Total Estimated Cost: \$2,500,700 (2005 estimate)\*

Cost Estimate Rating: 3c

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted): \$1,056,000

Private: \$1,444,700

Unfunded:



Conditioned Project



Project Identified in STIP



Project Identified in 2025 RTP (Illustrative)



Project Identified in 2025 RTP (Constrained)

Time Frame: 5 Yrs

Project #: 23492

JDE Project #: 810017

RTP #: 4039

This project is identified as part of the City of Portland Cascade Station/Portland International Center (CS/PIC) Plan District.



**PORT OF PORTLAND**

# 2006 Port of Portland Transportation Improvement Plan

Project: SW Quad Access

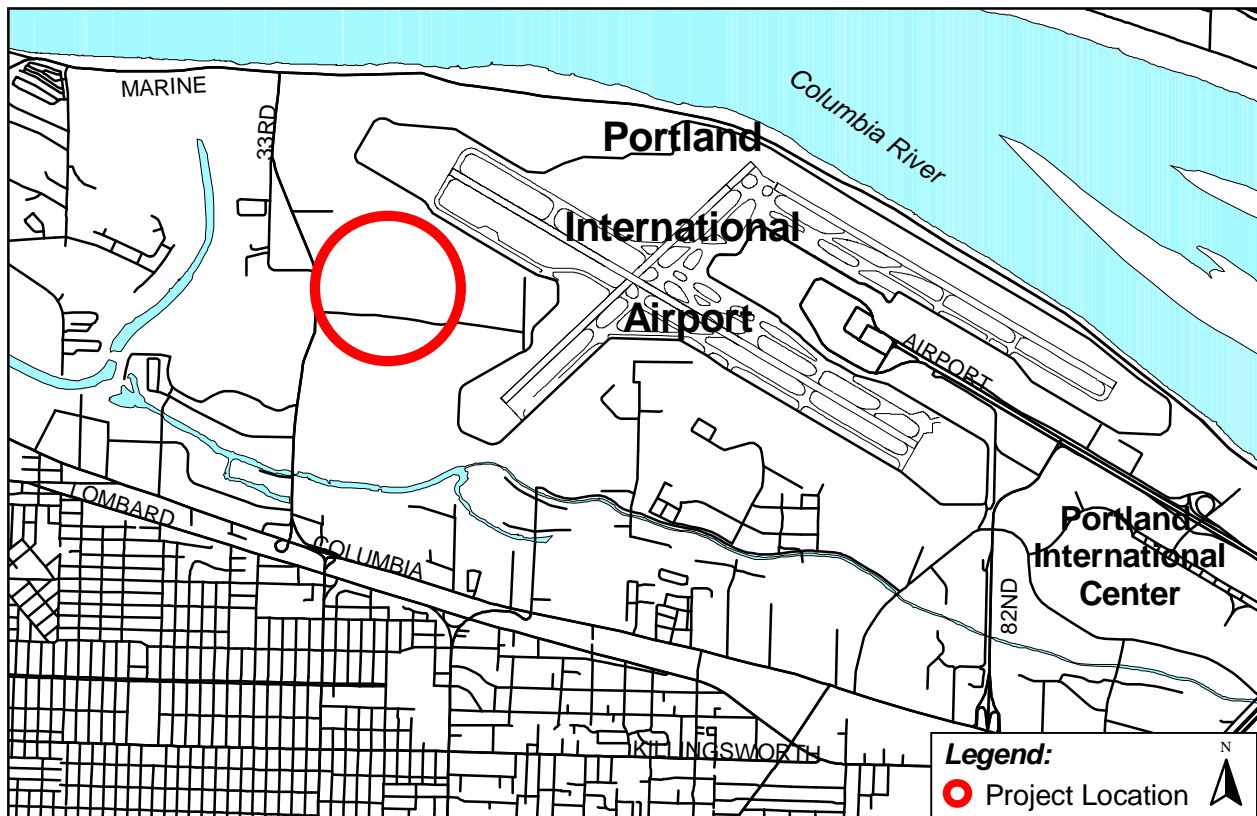
Description: Provide street access from 33rd Ave. into SW Quad.

Purpose: Provide effective movement of traffic to developing PDX properties.

Total Estimated Cost: \$1,500,000 (2002 estimate)\*

Cost Estimate Rating: 3c

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted): \$1,500,000

Private:

Unfunded:



Conditioned Project



Project Identified in STIP



Project Identified in 2025 RTP (Illustrative)



Project Identified in 2025 RTP (Constrained)

Time Frame: 5 Yrs

Project #: 23188

JDE Project #: 100757

RTP#: 4017

Project most recently identified in:

Portland International Airport

Conditional Use Master Plan (2003)



**PORT OF PORTLAND**



# 2006 Port of Portland Transportation Improvement Plan

Project: Light Rail Station/Track Realignment

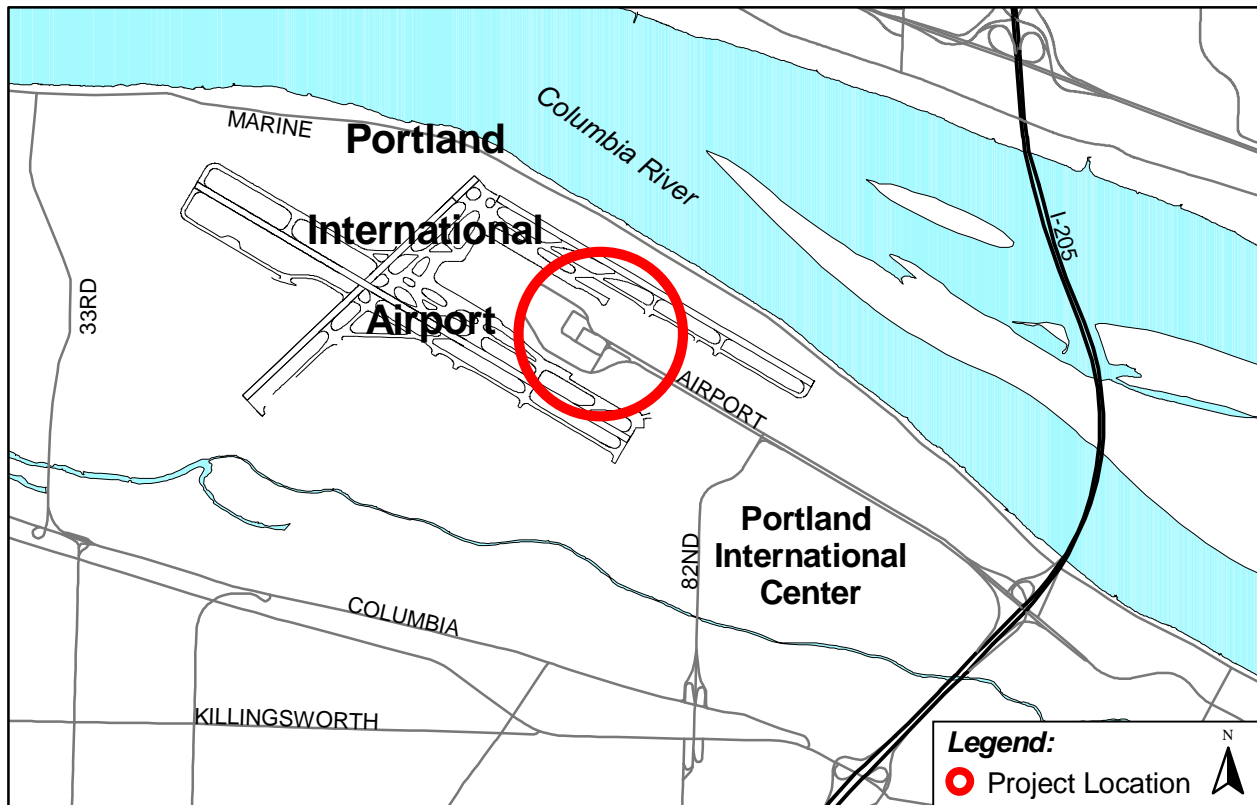
Description: Realign light rail track into terminal building.

Purpose: Accommodate terminal expansion plans.

Total Estimated Cost: \$14,450,000 (2005 estimate)\*

Cost Estimate Rating: 3c

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted): \$14,450,000

Private:

Unfunded:



Conditioned Project



Project Identified in STIP



Project Identified in 2025 RTP (Illustrative)



Project Identified in 2025 RTP (Constrained)

Time Frame: 10 Yrs

Project #: 23597

JDE Project #: 100662

RTP #: 4060

Project most recently identified in:

Portland International Airport Terminal

Access Study (2005)



**PORT OF PORTLAND**

# 2006 Port of Portland Transportation Improvement Plan

Project: Airport Way Braided Ramps

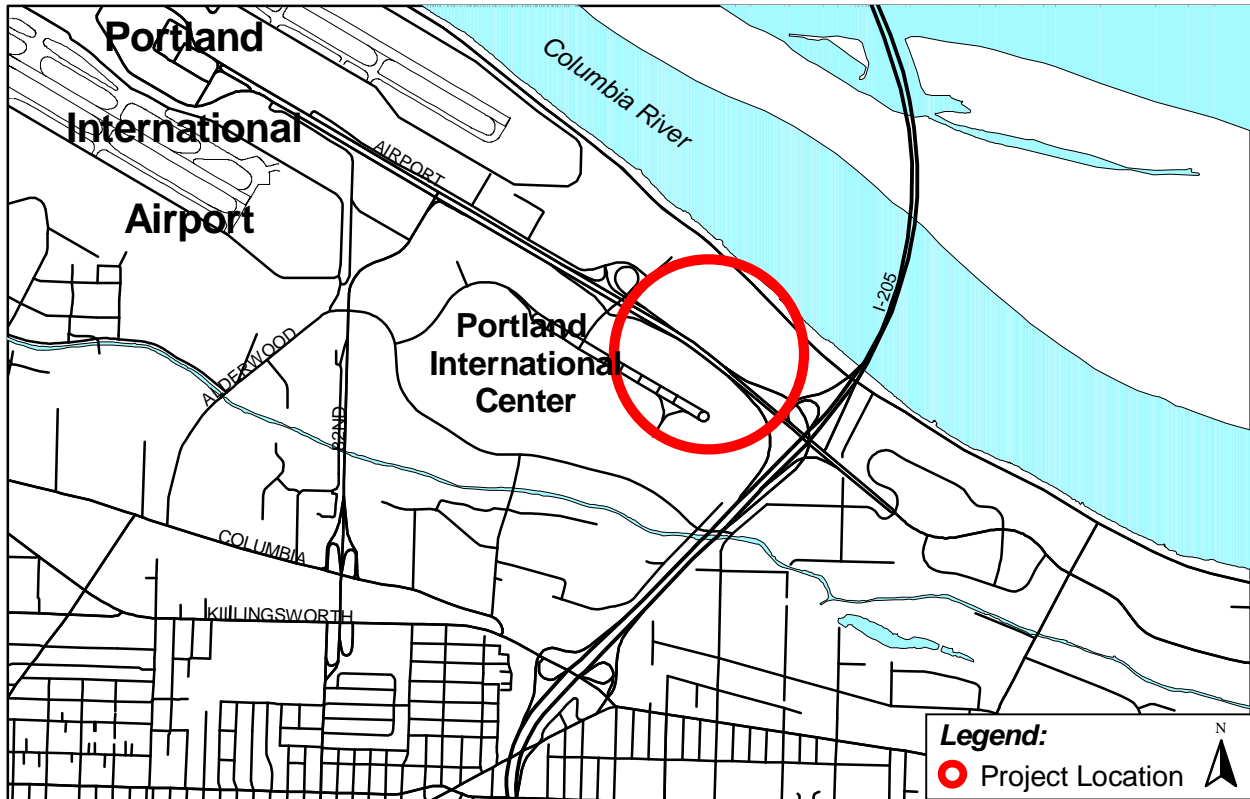
Description: Construct braided ramps between the I-205 and Cascade Interchange.

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

Total Estimated Cost: \$30,000,000 (1999 estimate)\*

Cost Estimate Rating: 3c

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded: \$30,000,000



Conditioned Project



Project Identified in STIP



Project Identified in 2025 RTP (Illustrative)



Project Identified in 2025 RTP (Constrained)

Time Frame: 20 Yrs

Project #:

JDE Project #:

RTP #:

Project most recently identified in:

Portland International Airport Airport Way

Right-of-Way (ROW) Concept Study (1999)

# 2006 Port of Portland Transportation Improvement Plan

Project: Alternative Fuels Station

Description: Construct a PDX alternative fuels station that will be accessible from both airside and landside.

Purpose: Provide refueling capabilities for both airside and landside vehicles. Encourage airport businesses to convert to alternative fuels, thereby improving air quality.

Total Estimated Cost: \$1,000,000 (2001 estimate)\*

Cost Estimate Rating: 3c

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded: \$1,000,000

- Conditioned Project
- Project Identified in STIP
- Project Identified in 2025 RTP (Illustrative)
- Project Identified in 2025 RTP (Constrained)

Time Frame: 5 Yrs

Project #:

JDE Project #:

RTP #:

# 2006 Port of Portland Transportation Improvement Plan

**Project:** Frontage Rd./Marine Dr. pedestrian and bicycle connection

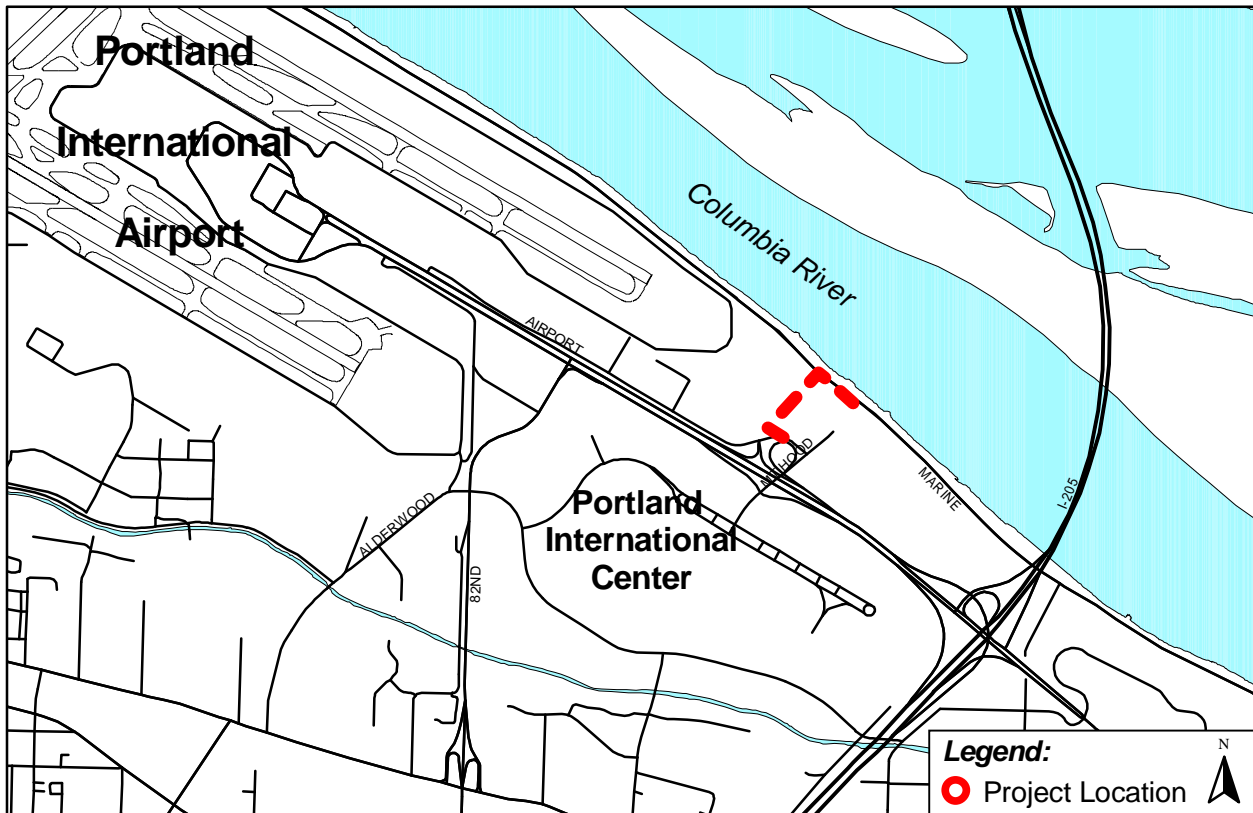
**Description:** Construct a mixed-use path to connect the east end of Frontage Rd. with the Marine Dr. trail at the old Lombard St. location.

**Purpose:** Improve pedestrian and bicycle connectivity in vicinity.

**Total Estimated Cost:** \$502,000 (2001 estimate)\*

**Cost Estimate Rating:** 2b

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted): \$502,000

Private:

Unfunded:

- Conditioned Project
- Project Identified in STIP
- Project Identified in 2025 RTP (Illustrative)
- Project Identified in 2025 RTP (Constrained)

Time Frame: 5 Yrs

Project #: 24362

JDE Project #: 100561

RTP #:

Project most recently identified in:

East Airport Area Pedestrian and

Bicycle Study (1999)

# 2005 Port of Portland Transportation Improvement Plan

Project: 122nd Ave./Airport Way Intersection Improvement

Description: Add turn lanes, channelization and signal modifications. Construct additional right-of-way.

Purpose: Mitigate PDX growth impacts.

Total Estimated Cost: \$490,000 (2002 estimate)\*

Cost Estimate Rating: 3c

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted): \$490,000

Private:

Unfunded:



Conditioned Project



Project Identified in STIP



Project Identified in 2025 RTP (Illustrative)



Project Identified in 2025 RTP (Constrained)

Time Frame: 10 Yrs

Project #: 24450

JDE Project #:

RTP #: 4045

Project most recently identified in:

Portland International Airport Conditional Use

Master Plan (2003)



**PORT OF PORTLAND**

# 2006 Port of Portland Transportation Improvement Plan

Project: Kelley Point Park Access Trail/40 Mile Loop Trail

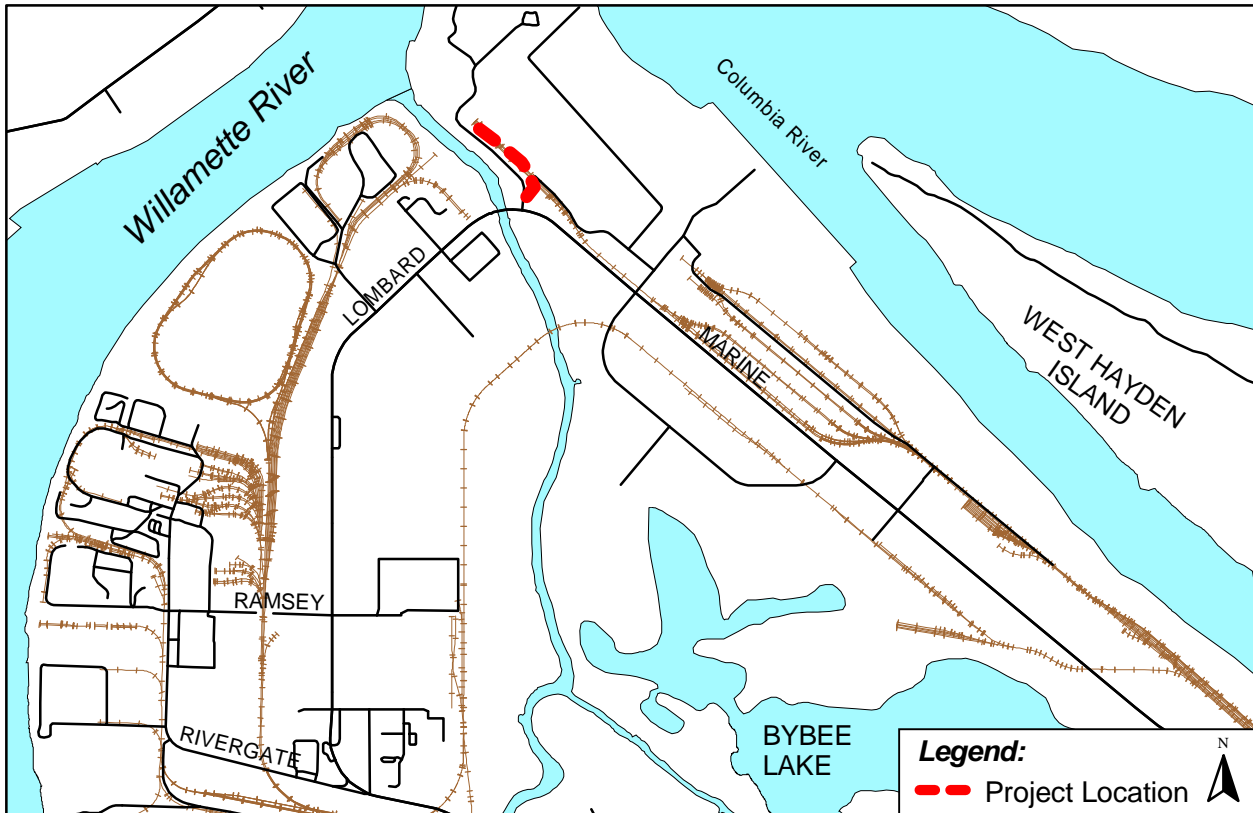
Description: Bike/pedestrian trail along the north bank of the Columbia Slough.

Purpose: Construct portion of 40 Mile Loop Trail in Rivergate.

Total Estimated Cost: \$101,500 (2005 estimate)\*

Cost Estimate Rating: 2b

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted): \$101,500

Private:

Unfunded:



Conditioned Project



Project Identified in STIP



Project Identified in 2025 RTP (Illustrative)



Project Identified in 2025 RTP (Constrained)

Time Frame: 5 Yrs

Project #: 22731

JDE Project #: 100398

RTP #: 4073



**PORT OF PORTLAND**

# 2006 Port of Portland Transportation Improvement Plan

**Project:** Rivergate ITS

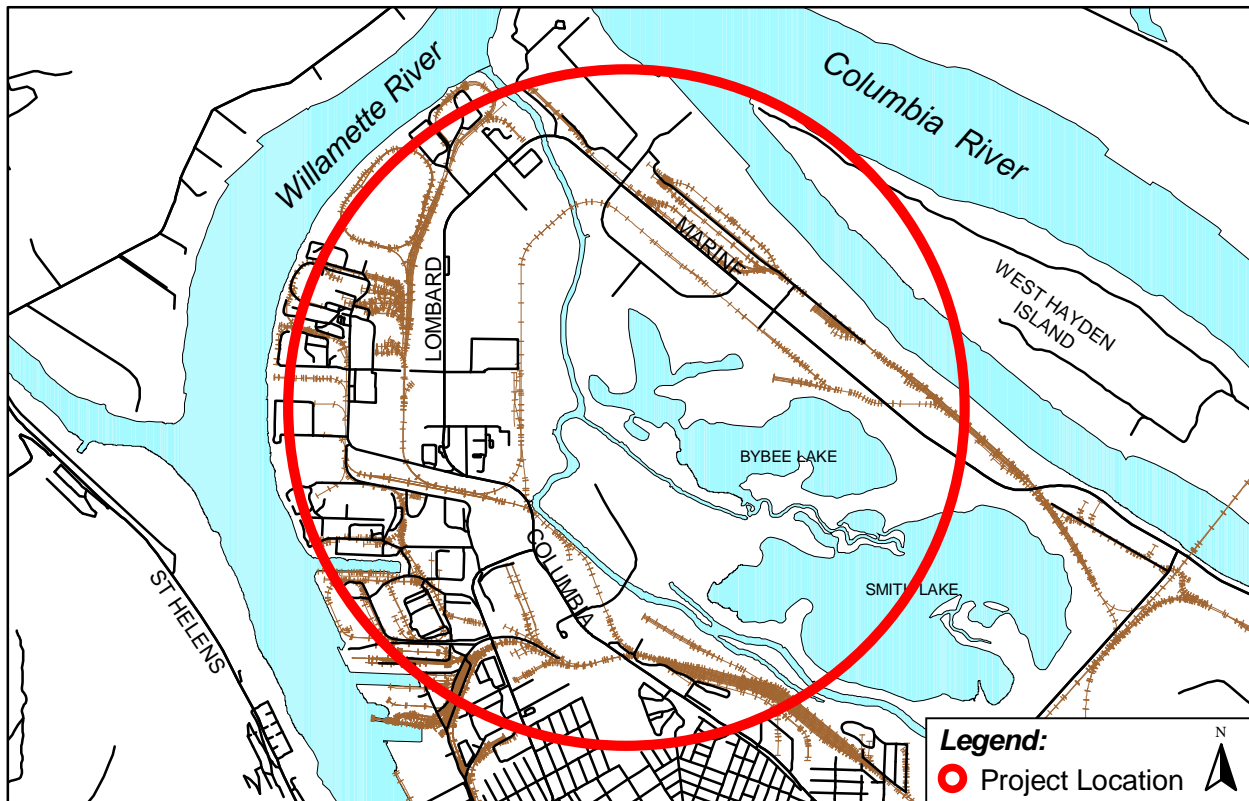
**Description:** Intelligent Transportation System in Rivergate.

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

**Total Estimated Cost:** \$770,000 (1999 estimate)\*

**Cost Estimate Rating:** 3c

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded: \$770,000



Conditioned Project



Project Identified in STIP



Project Identified in 2025 RTP (Illustrative)



Project Identified in 2025 RTP (Constrained)

Time Frame: 5 Yrs

Project #:

JDE Project #:

RTP #:



**PORT OF PORTLAND**

# 2006 Port of Portland Transportation Improvement Plan

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

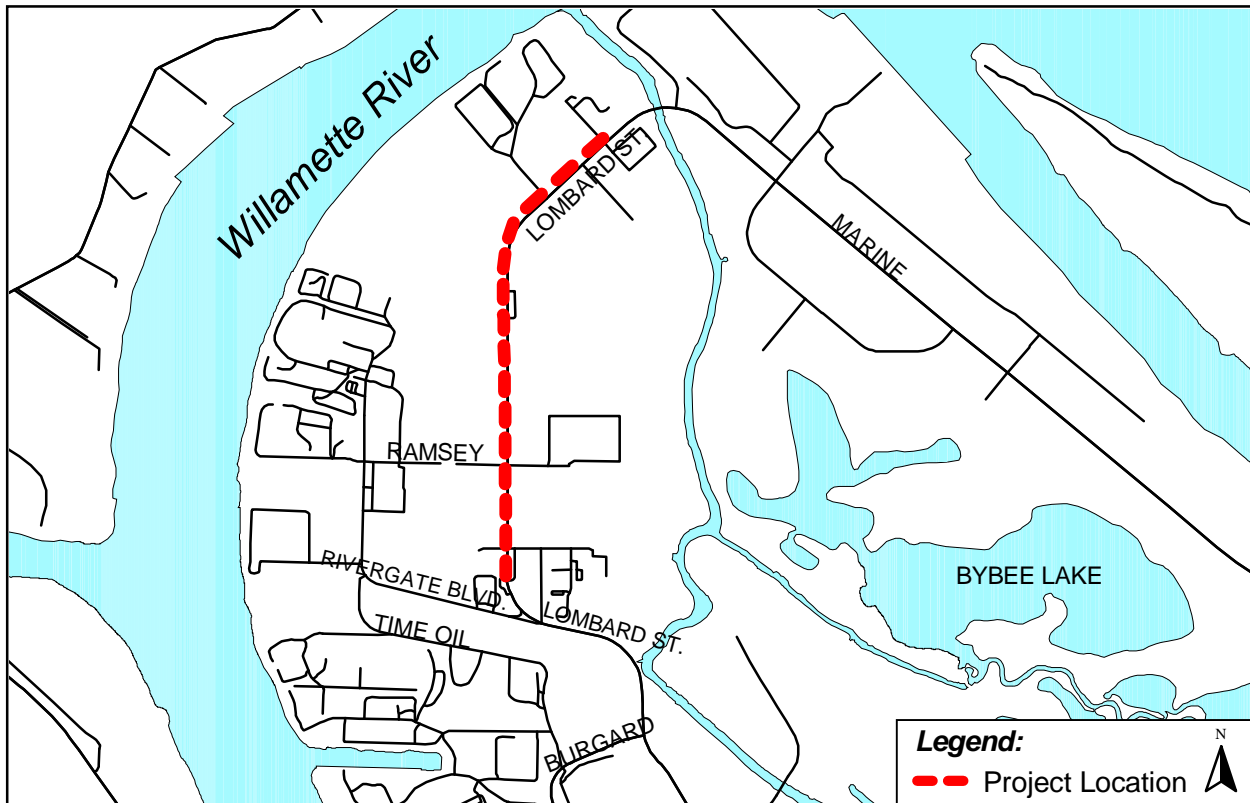
**Description:** Widening North Lombard St. from 600 feet south of North Rivergate Blvd. to the Columbia Slough. Add signal at Ramsey St.

**Purpose:** Increase road capacity to accommodate growth in surrounding development.

**Total Estimated Cost:** \$4,412,000 (2005 estimate)\*

**Cost Estimate Rating:** 2b

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State: \$3,610,000

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded: \$802,000



Conditioned Project



Project Identified in STIP



Project Identified in 2025 RTP (Illustrative)



Project Identified in 2025 RTP (Constrained)

Time Frame: 5 Yrs

Project #: 22909

JDE Project #: 100386

RTP #: 4063

Project most recently identified in:

Rivergate Transportation Analysis (1996)



**PORT OF PORTLAND**



# 2006 Port of Portland Transportation Improvement Plan

**Project:** Ramsey Rail Yard Phase I and II

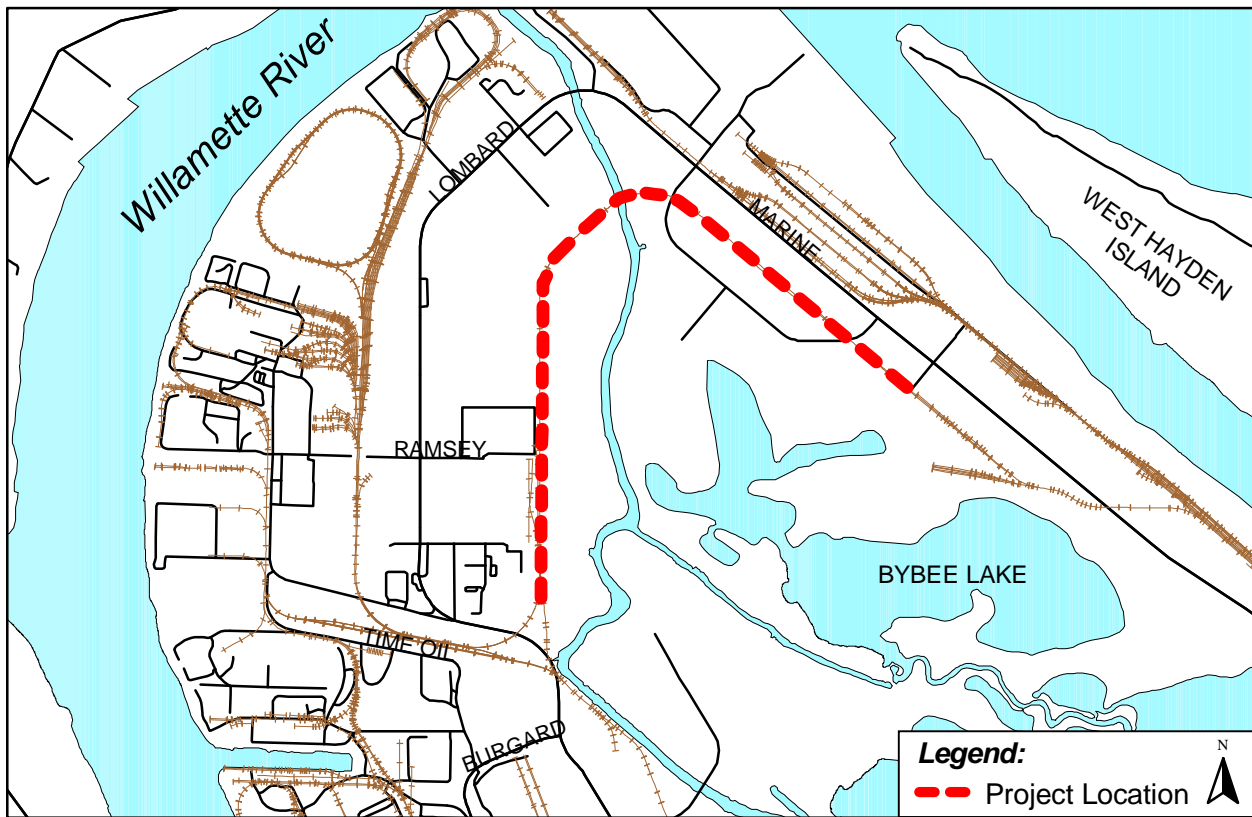
**Description:** Construct six tracks and one main track and lead into/through the complex. Project adds 46,000 linear feet of rail storage and staging separate from mainline tracks.

**Purpose:** Improves regional heavy rail system capacity and efficiency while helping to solve capacity issues, bottlenecks. Identified as a major improvement to mainline capacity\*.

**Total Estimated Cost:** \$13,760,000 (2005 estimate)\*

**Cost Estimate Rating:** 2b

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Funding Sources

Federal: \$7,143,400

State:

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded: \$6,616,600

## Project Details

- Conditioned Project
- Project Identified in STIP
- Project Identified in 2025 RTP (Illustrative)
- Project Identified in 2025 RTP (Constrained)

Time Frame: 5 Yrs

Project #: 23846

JDE Project #: 100356,  
100606

RTP #: 4082

Project most recently identified in:

I-5 Rail Capacity Study (2003)

# 2006 Port of Portland Transportation Improvement Plan

**Project:** Rivergate Rail Yard Expansion Phase I

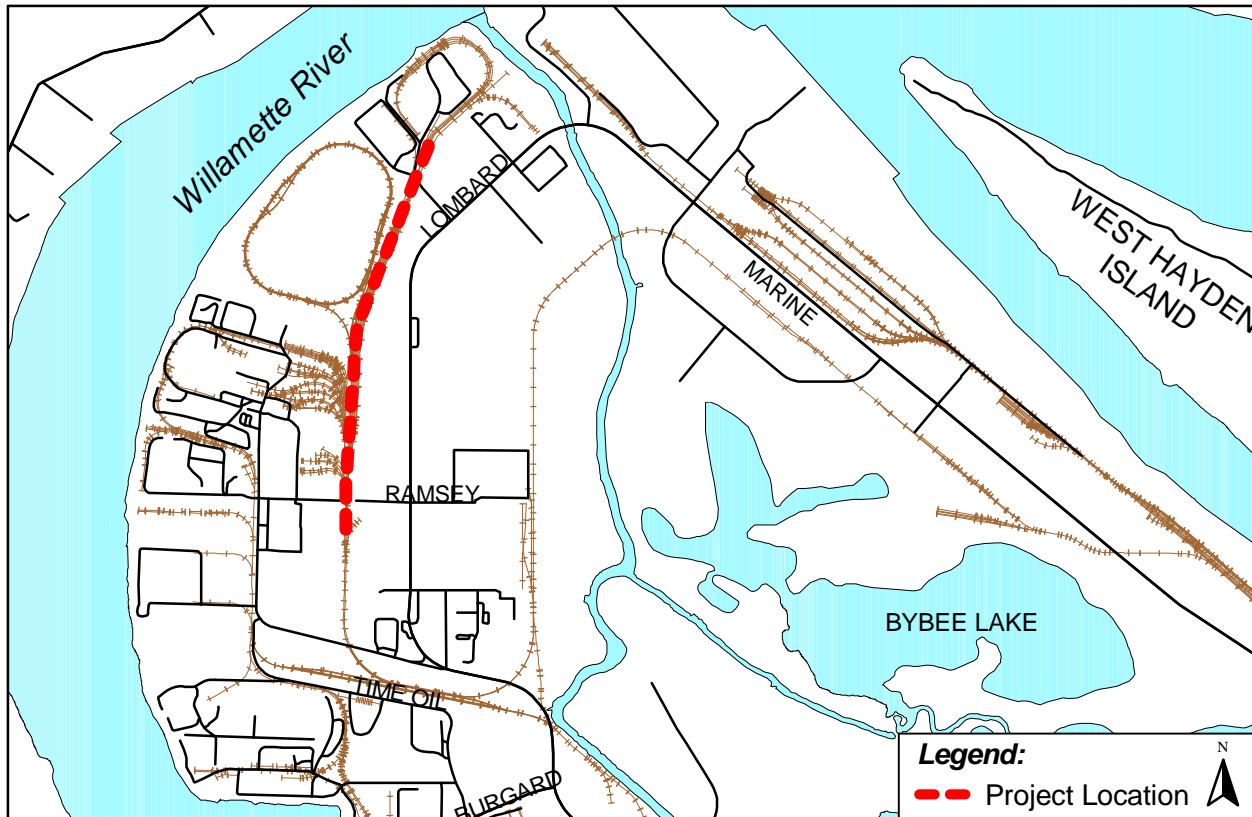
**Description:** Construct a second lead and two storage tracks in South Rivergate Yard.

**Purpose:** Increase unit train capacity to Terminal 5 and other South Rivergate facilities.

**Total Estimated Cost:** \$4,170,000 (2005 estimate)\*

**Cost Estimate Rating:** 2c

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed): \$300,000

Port (Forecasted):

Private:

Unfunded: \$3,870,000

- Conditioned Project
- Project Identified in STIP
- Project Identified in 2025 RTP (Illustrative)
- Project Identified in 2025 RTP (Constrained)

Time Frame: 5 Yrs

Project #:

JDE Project #: 100352

RTP#: 4068

Project most recently identified in:

Marine Terminal Master Plan 2020 (2003)

# 2006 Port of Portland Transportation Improvement Plan

Project: Barnes Yard to Bonneville Yard Trackage

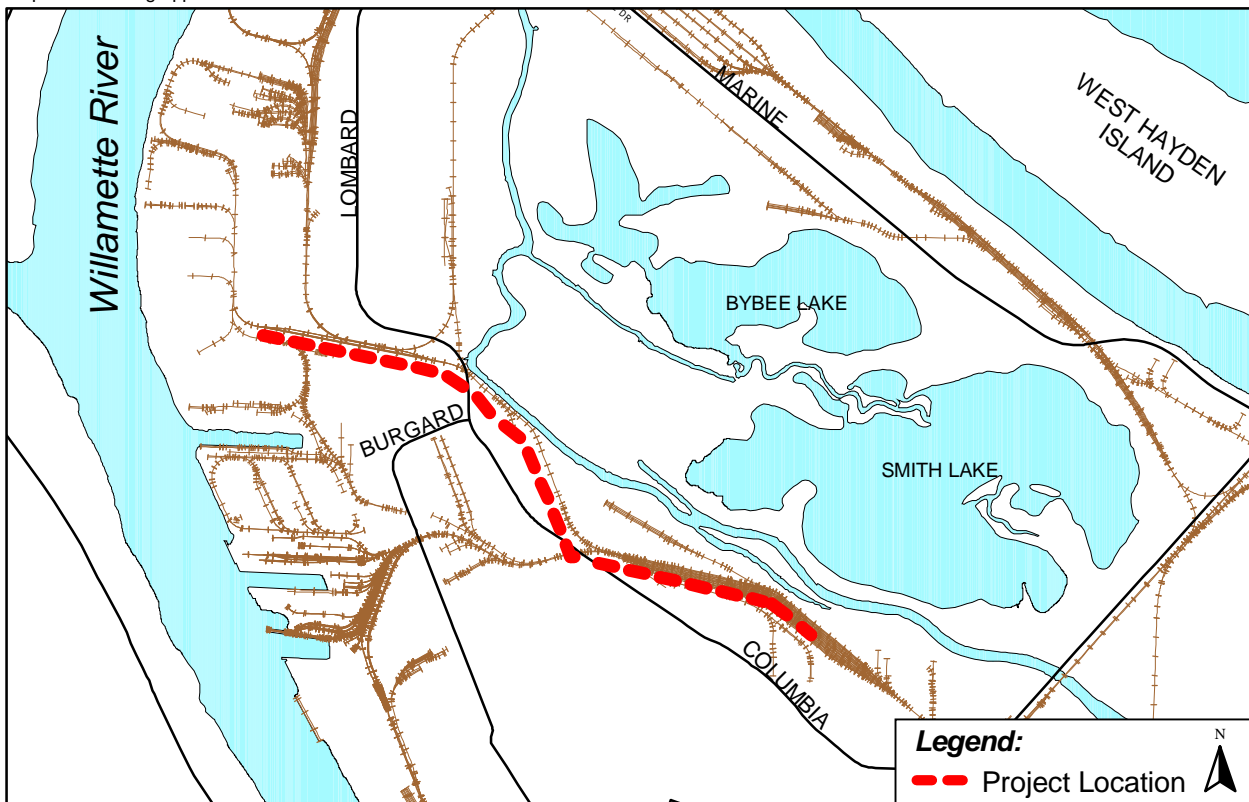
Description: Construct additional unit train trackage (approximately 16,000 linear feet) between Bonneville and Barnes rail yards.

Purpose: Addresses limited Rivergate staging area for unit trains approaching or departing the marine terminals. Reduces switching bottlenecks, limits to terminal access and other operational conflicts in the Columbia Corridor.

Total Estimated Cost: \$11,912,000 (2003 estimate)\*

Cost Estimate Rating: N/A

\* Per I-5 Rail Capacity Study (2003). Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded: \$11,912,000

## Project Details

- Conditioned Project
- Project Identified in STIP
- Project Identified in 2025 RTP (Illustrative)
- Project Identified in 2025 RTP (Constrained)

Time Frame: 5 Yrs

Project #:

JDE Project #:

RTP #: 4071

Project most recently identified in:

I-5 Rail Capacity Study (2003)

# 2006 Port of Portland Transportation Improvement Plan

Project: Leadbetter St. Extension/Overcrossing

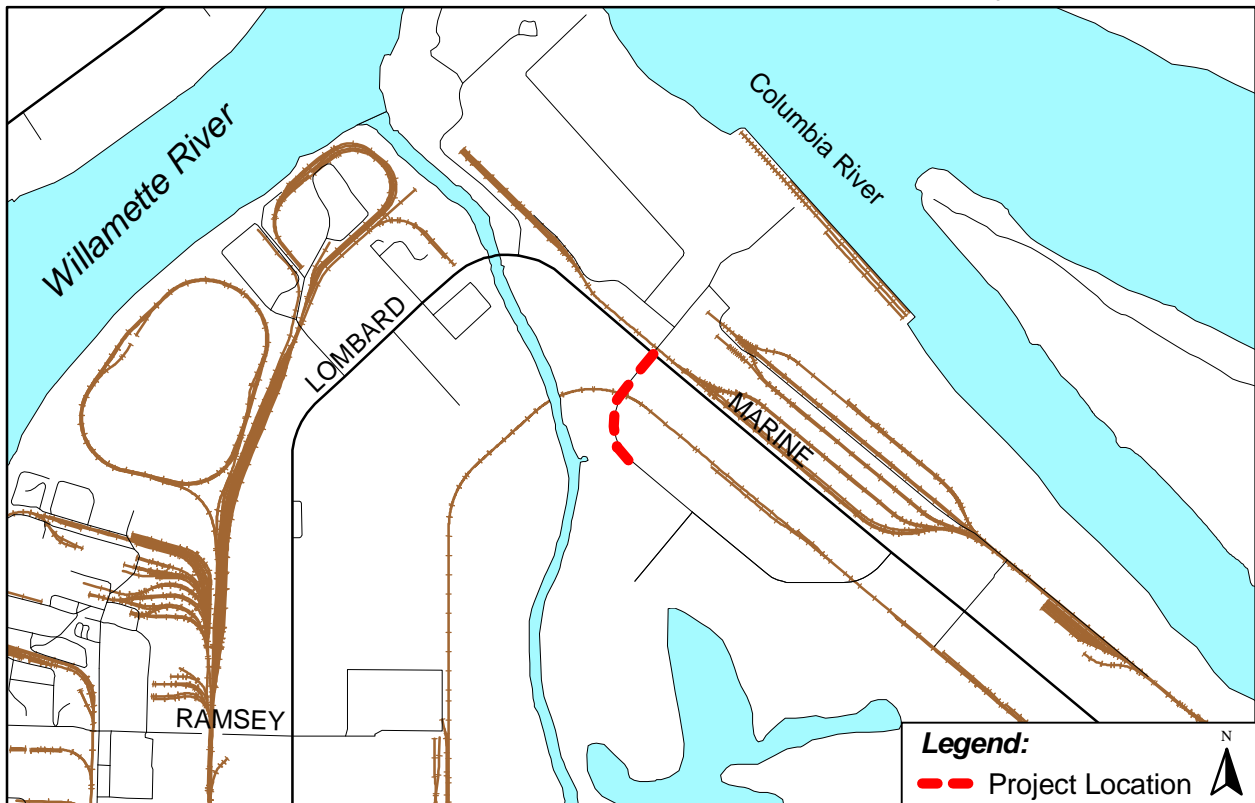
Description: Complete Leadbetter St. loop to Marine Dr. (Pacific Gateway/T-6 Intersection) and construct road bridge over rail line.

Purpose: Provide access to developing properties. Eliminate rail/auto conflict at future intersection.

Total Estimated Cost: \$10,776,600 (2004 estimate)\*

Cost Estimate Rating: 2b

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal: \$4,776,600

State: \$6,000,000

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded:



Conditioned Project



Project Identified in STIP



Project Identified in 2025 RTP (Illustrative)



Project Identified in 2025 RTP (Constrained)

Time Frame: 5 Yrs

Project #: 23659

JDE Project #: 100396

RTP #: 4087



**PORT OF PORTLAND**

# 2006 Port of Portland Transportation Improvement Plan

Project: Terminal 6 Second Gate

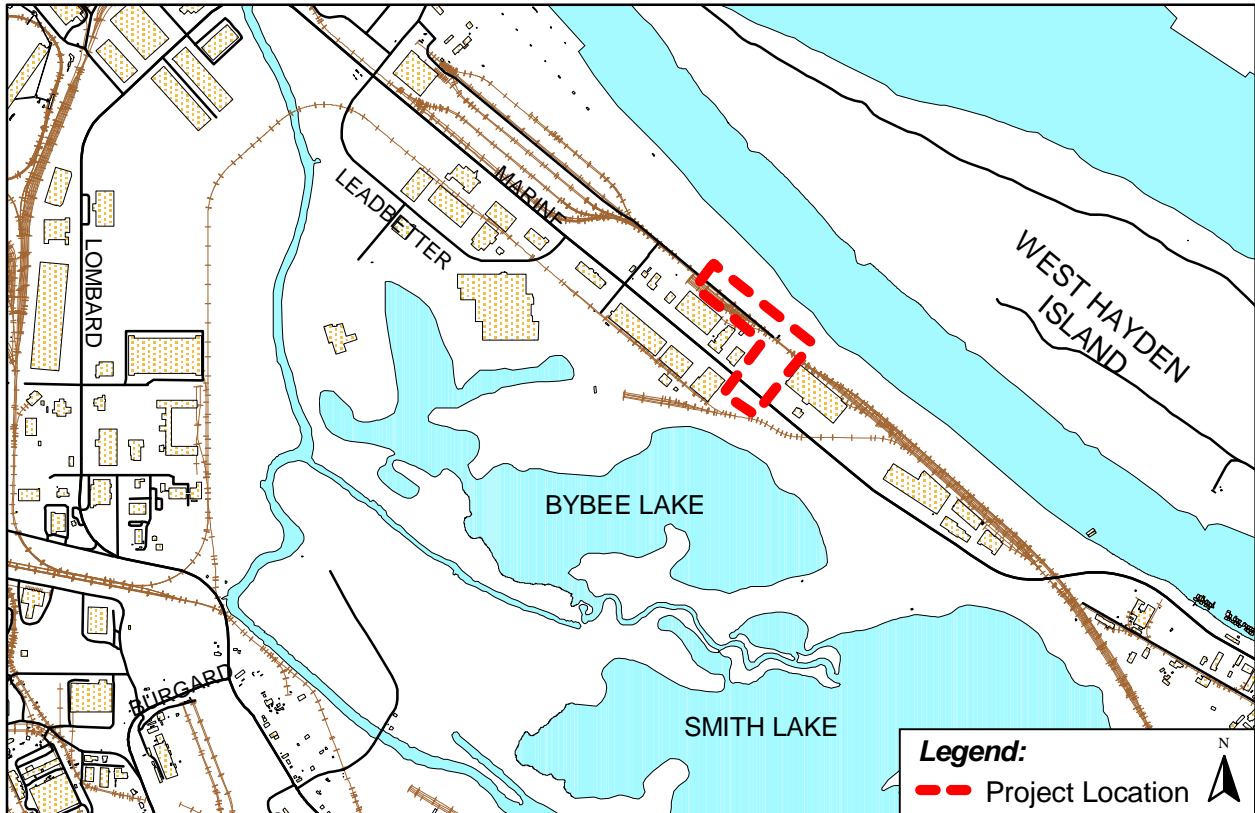
Description: Construct an elevated roadway between Marine Dr. and Terminal 6.

Purpose: Construct second gate to provide secondary access to Terminal 6.

Total Estimated Cost: \$18,000,000 (2003 estimate)\*

Cost Estimate Rating: 3c

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded: \$18,000,000



Conditioned Project



Project Identified in STIP



Project Identified in 2025 RTP (Illustrative)



Project Identified in 2025 RTP (Constrained)

Time Frame: 20 Yrs

Project #:

JDE Project #:

RTP #:

Project most recently identified in:

Marine Terminal Master Plan 2020 (2003)

# 2006 Port of Portland Transportation Improvement Plan

Project: Marine Dr. Improvement Phase 2

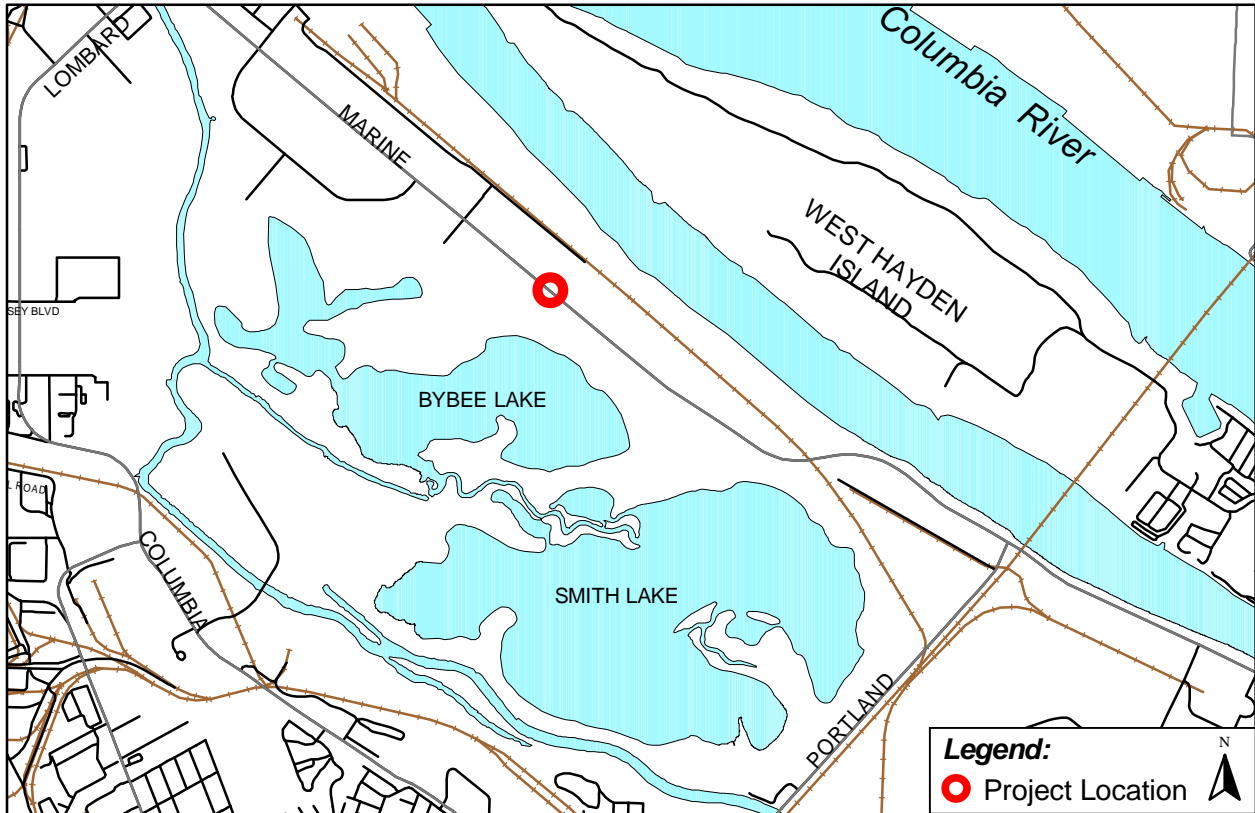
Description: Construct rail overcrossing on Marine Dr.

Purpose: Separate rail at-grade crossing.

Total Estimated Cost: \$18,000,000 (2003 estimate)\*

Cost Estimate Rating: 3c

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded: \$18,000,000

- Conditioned Project
- Project Identified in STIP
- Project Identified in 2025 RTP (Illustrative)
- Project Identified in 2025 RTP (Constrained)

Time Frame: 20 Yrs

Project #:

JDE Project #:

RTP #: 4064

# 2006 Port of Portland Transportation Improvement Plan

Project: West Hayden Island Bridge and Access Rd.

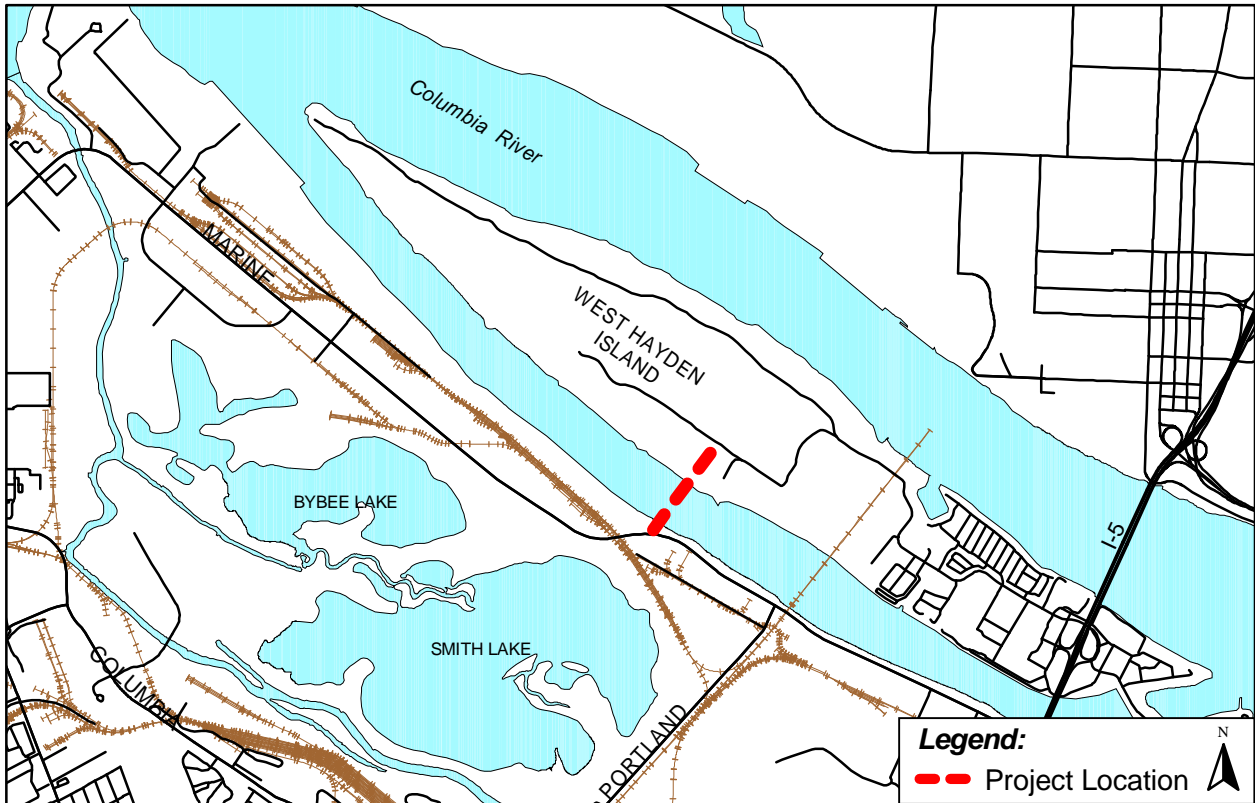
Description: Construct 4-lane bridge to West Hayden Island, west alignment with 90' clearance and associated ramp infrastructure.

Purpose: Provide primary access to Port's marine development and secondary access to existing development on Hayden Island.

Total Estimated Cost: \$49,800,000 (1998 estimate)\*

Cost Estimate Rating: 2b

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:  
 State:  
 City:  
 SDC:  
 Port (Committed):  
 Port (Forecasted):  
 Private:  
 Unfunded: \$49,800,000

- Conditioned Project
- Project Identified in STIP
- Project Identified in 2025 RTP (Illustrative)
- Project Identified in 2025 RTP (Constrained)

Time Frame: 20 Yrs  
 Project #: 22778  
 JDE Project #:  
 RTP #: 4061

Project most recently identified in:  
 West Hayden Island Marine Terminal Development  
 Plan Highway Transportation Analysis (1998)

# 2006 Port of Portland Transportation Improvement Plan

Project: West Hayden Island Rail Access

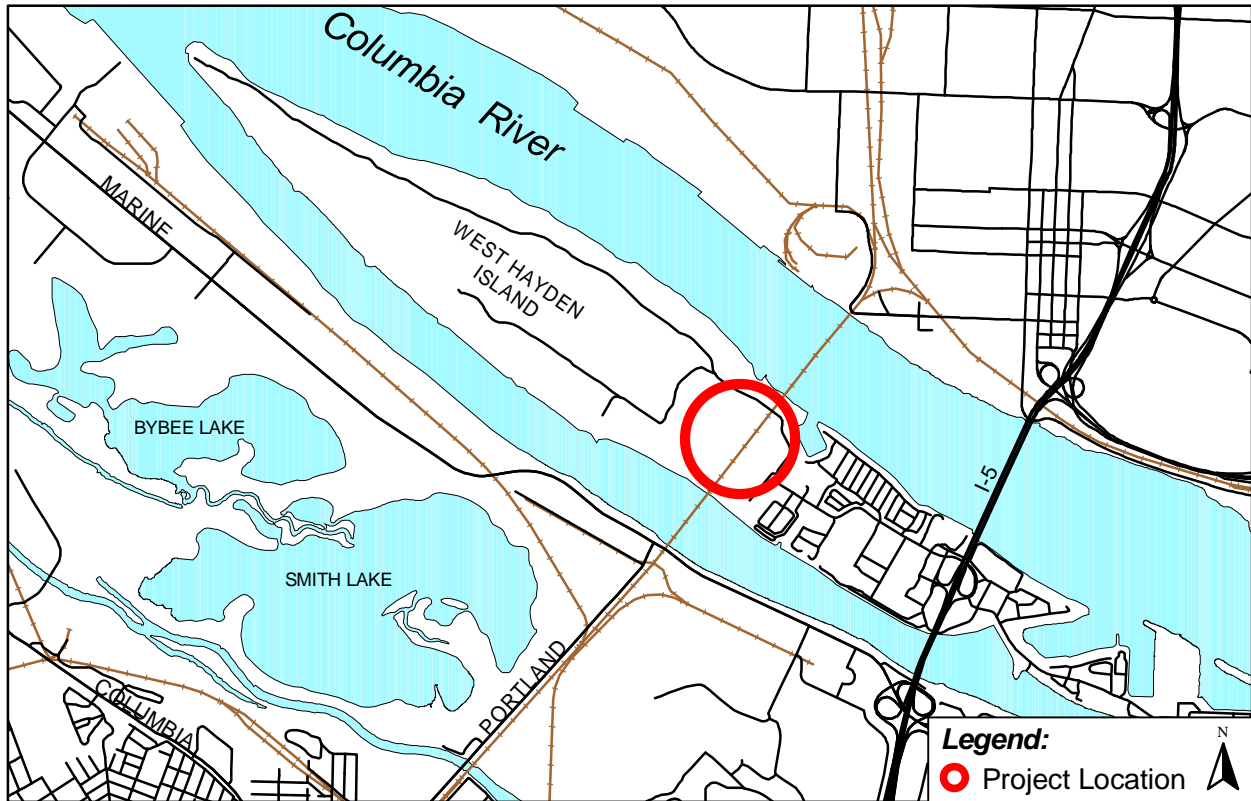
Description: Rail access to support West Hayden Island development.

Purpose: Advance rail-dependent development.

Total Estimated Cost: \$3,000,000 (1994 estimate)\*

Cost Estimate Rating: 1b

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded: \$3,000,000

- Conditioned Project
- Project Identified in STIP
- Project Identified in 2025 RTP (Illustrative)
- Project Identified in 2025 RTP (Constrained)

Time Frame: 20 Yrs

Project #: 23655

JDE Project #:

RTP#: 4069

Project most recently identified in:

West Hayden Island Rail Access Feasibility Study (1994)

When market forces dictate the need for this project, its implication for rail access will be evaluated as part of project development.



# 2006 Port of Portland Transportation Improvement Plan

Project: West Hayden Island Rail Yard

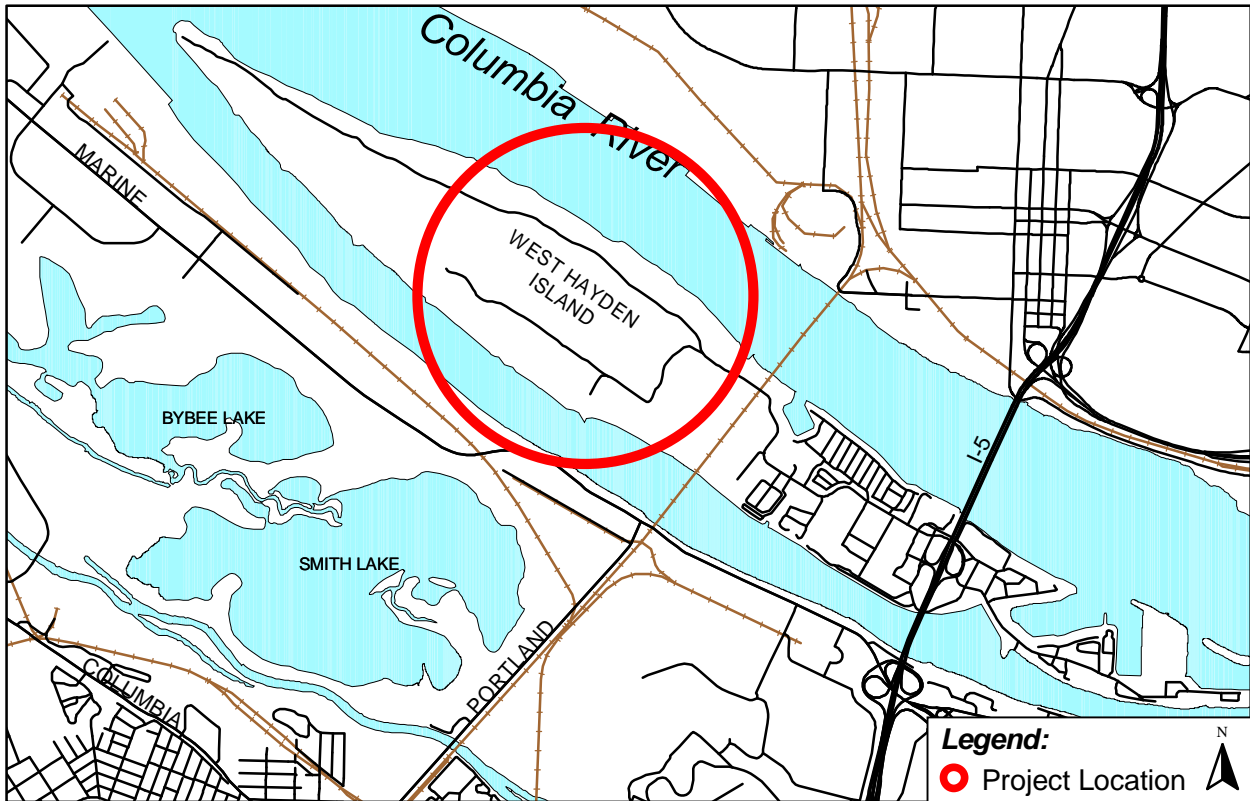
Description: Seven track rail yard connected to facility trackage.

Purpose: Advance rail development on West Hayden Island.

Total Estimated Cost: \$9,500,000 (1994 estimate)\*

Cost Estimate Rating: 2b

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded: \$9,500,000

- Conditioned Project
- Project Identified in STIP
- Project Identified in 2025 RTP (Illustrative)
- Project Identified in 2025 RTP (Constrained)

Time Frame: 20 Yrs

Project #:

JDE Project #:

RTP #: 4078

Project most recently identified in:

West Hayden Island Rail Access Feasibility Study (1994)

# 2006 Port of Portland Transportation Improvement Plan

Project: T-6 Intermodal Third Lead

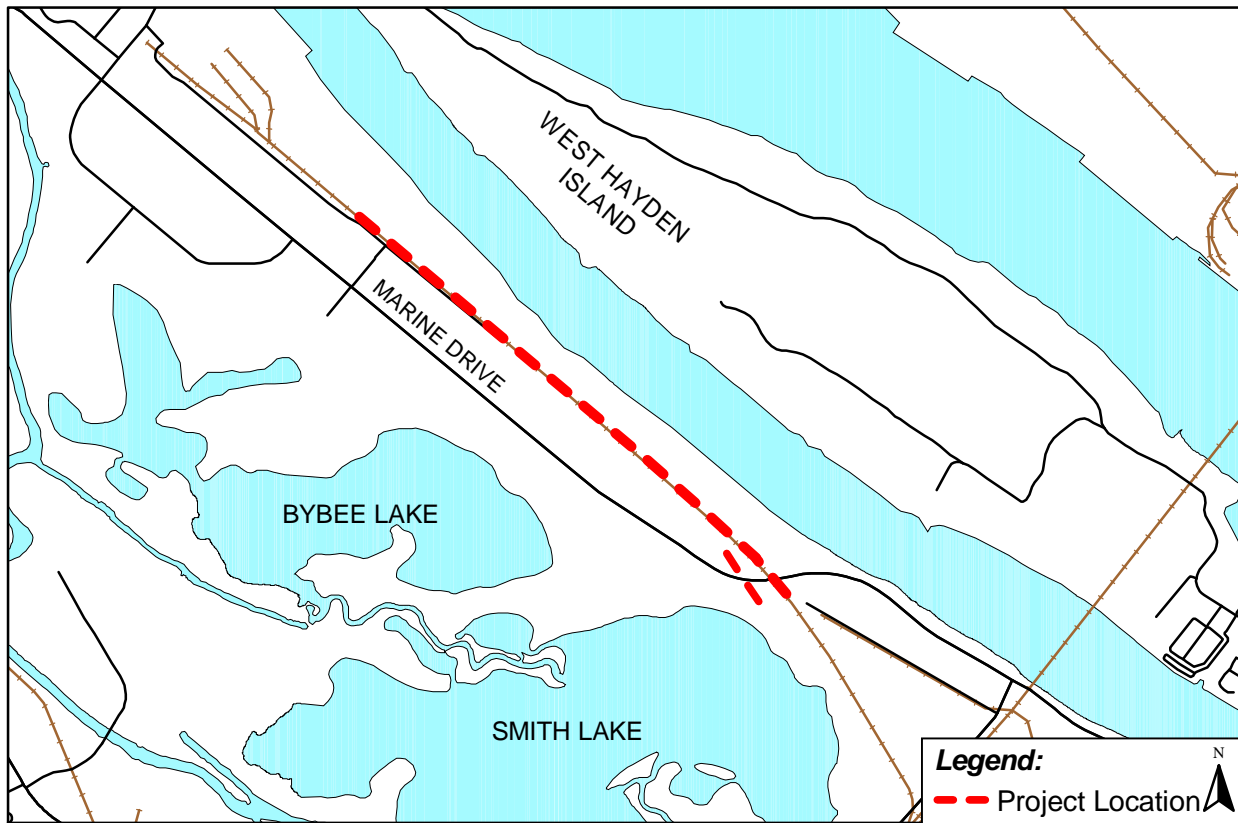
Description: Design, permit, and construct a dedicated lead for the Terminal 6 Intermodal Yard.

Connect Track 4 in the BNSF's A+B Yard.

Purpose: This project will remove a critical bottleneck at Terminal 6 for unit trains, automobile carriers, boxcars and tank cars.

Total Estimated Cost: \$5,627,093 (2005)

Cost Estimate Rating: N/A



## Project Details

### Funding Sources

Federal:

State: \$850,000

City:

SDC:

Port (Committed): \$4,777,093

Port (Forecasted):

Private:

Unfunded:

- Conditioned Project
- Project Identified in STIP
- Project Identified in 2025 RTP (Illustrative)
- Project Identified in 2025 RTP (Constrained)

Project is in progress

Time Frame: 5 Yrs

Project #: 23326

JDE Project #: 100272

810008

RTP #:

# 2006 Port of Portland Transportation Improvement Plan

Project: Old Marine Dr. Habitat Restoration Loop Trail

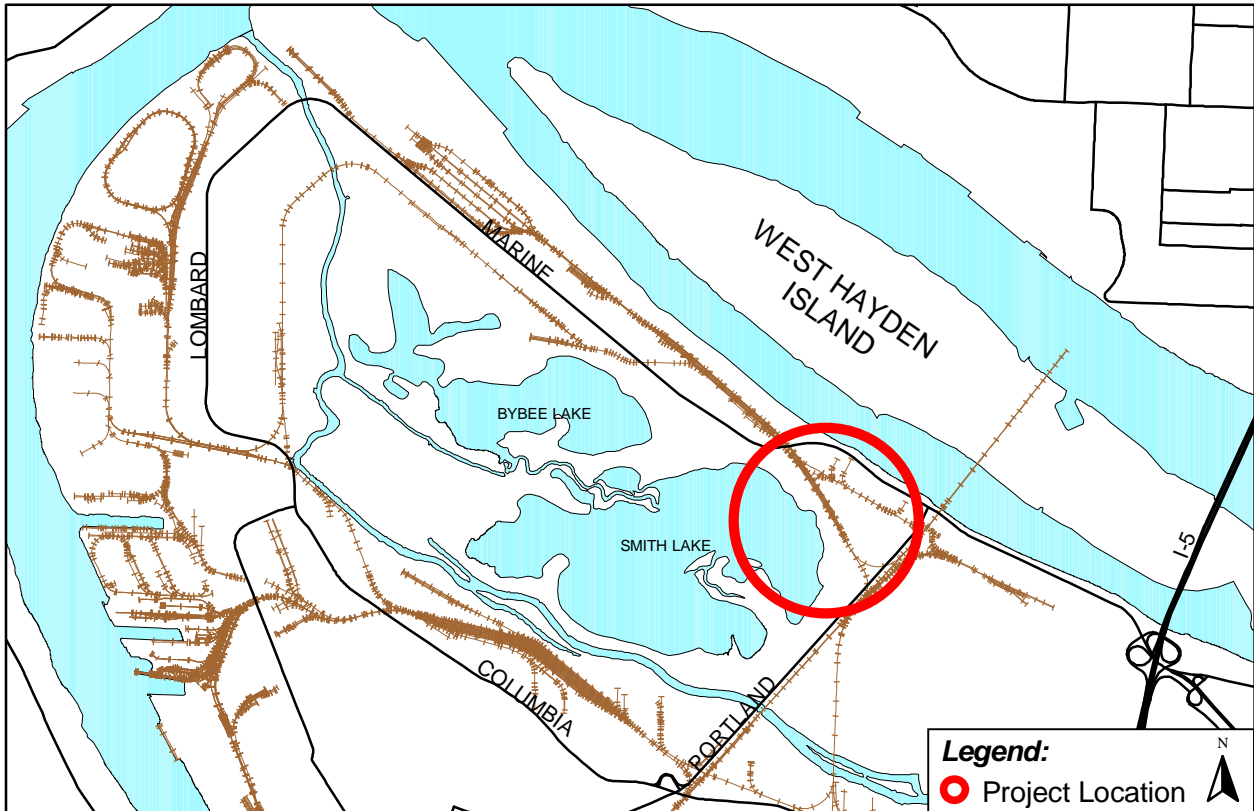
Description: Bike path and habitat restoration.

Purpose: Construct portion of 40 mile Loop Trail.

Total Estimated Cost: \$510,000 (2001 estimate)\*

Cost Estimate Rating: 1b

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded: \$510,000

- Conditioned Project
- Project Identified in STIP
- Project Identified in 2025 RTP (Illustrative)
- Project Identified in 2025 RTP (Constrained)

Time Frame: 5 Yrs

Project #:

JDE Project #:

RTP #: 4073

This project supports the Parks 2020 Vision (2001)

# 2006 Port of Portland Transportation Improvement Plan

Project: Barnes Yard to Terminal 4 Rail

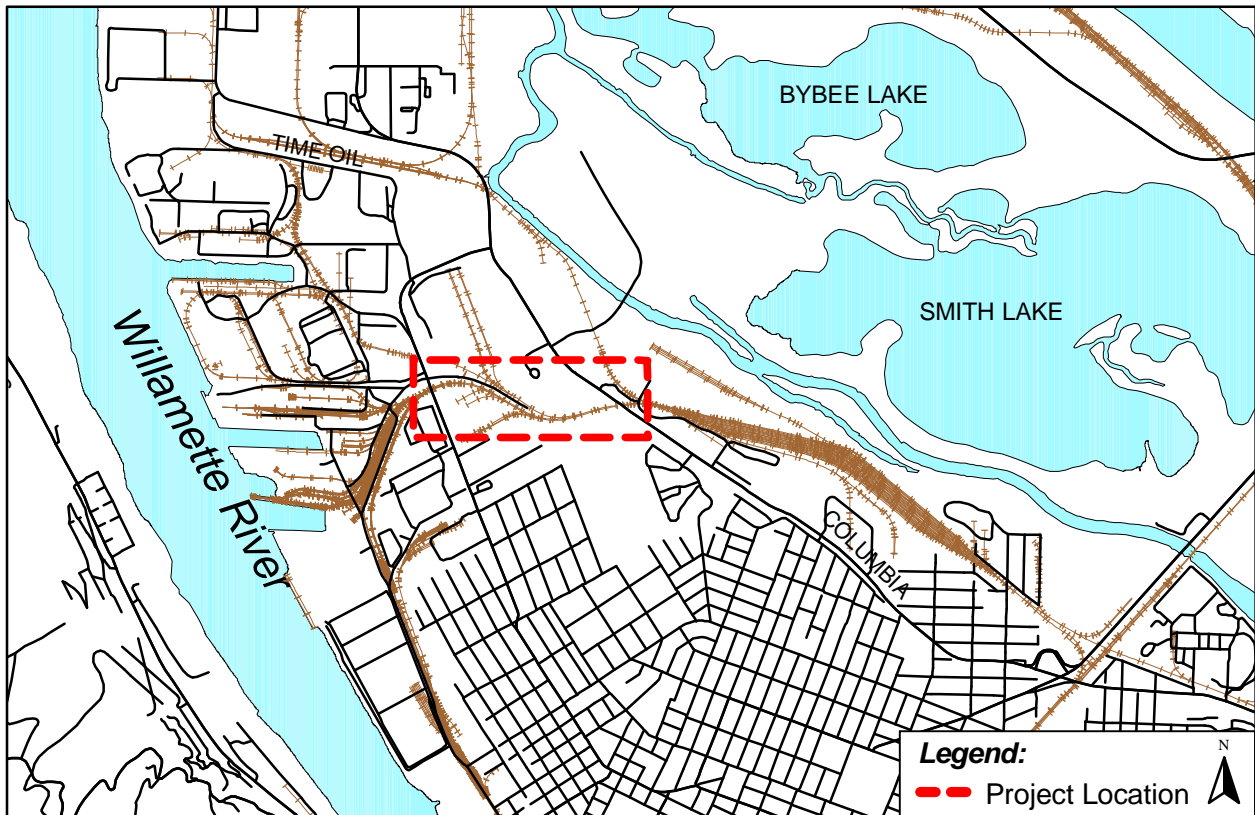
Description: Provide a new track from Barnes Yard to Terminal 4.

Purpose: Improve rail access to Terminal 4.

Total Estimated Cost: \$3,000,000 (2005 estimate)\*

Cost Estimate Rating: 2b

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded: \$3,000,000

- Conditioned Project
- Project Identified in STIP
- Project Identified in 2025 RTP (Illustrative)
- Project Identified in 2025 RTP (Constrained)

Time Frame: 5 Yrs

Project #:

JDE Project #:

RTP #:

Project most recently identified in:

Marine Terminal Master Plan 2020 (2003)

# 2006 Port of Portland Transportation Improvement Plan

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

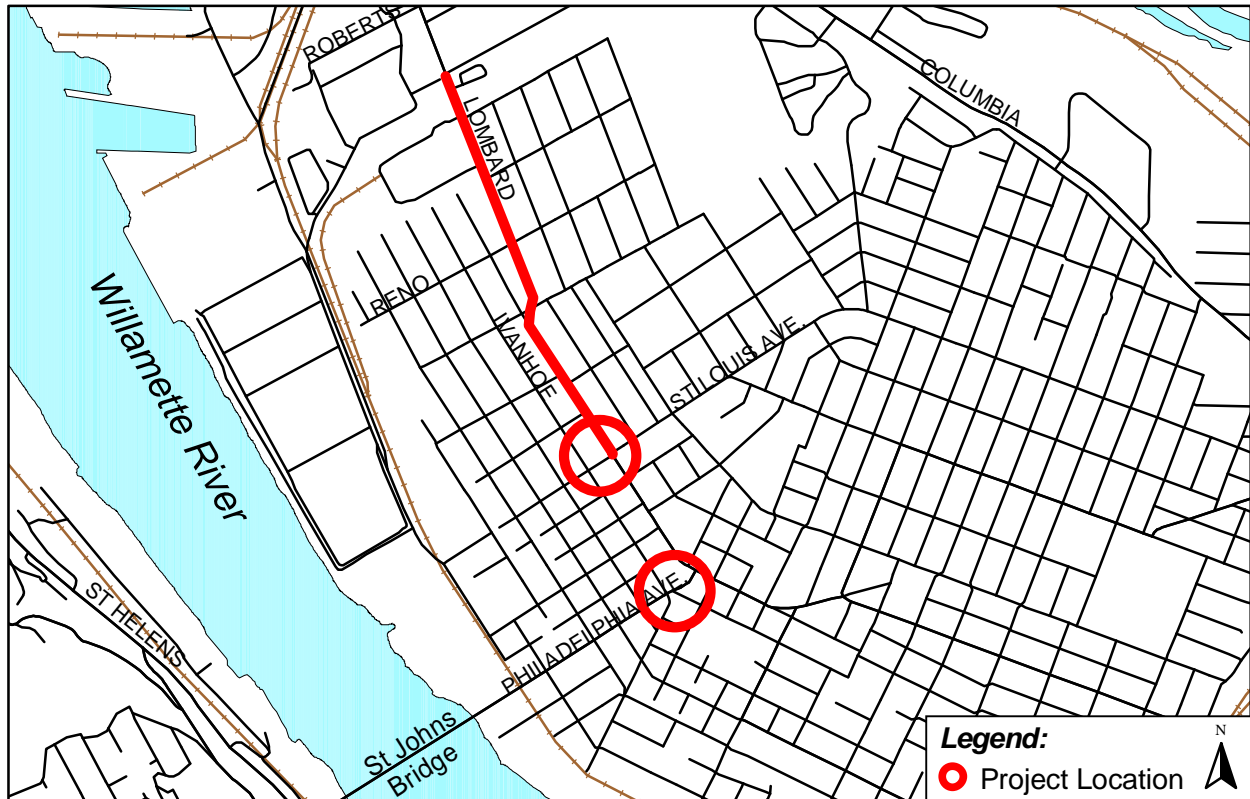
Description: Improvements could include restriping, curb extensions and other pedestrian and bicycle amenities on Lombard St. that do not impede truck movement, as well as intersection improvements at St. Louis Ave. and at Philadelphia Ave. such as realignment and signalization.

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

Total Estimated Cost: \$1,013,788 (2005 estimate)\*

Cost Estimate Rating: N/A

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal: \$1,013,788

State:

City: \$116,033

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded:

- Conditioned Project
- Project Identified in STIP
- Project Identified in 2025 RTP (Illustrative)
- Project Identified in 2025 RTP (Constrained)

Time Frame: 5 Yrs

Project #:

JDE Project #:

RTP #: 1137

Project most recently identified in:

St. Johns Truck Strategy Report and Recommendation (2001)

# 2006 Port of Portland Transportation Improvement Plan

Project: T-5 Unit Rail Loop #3

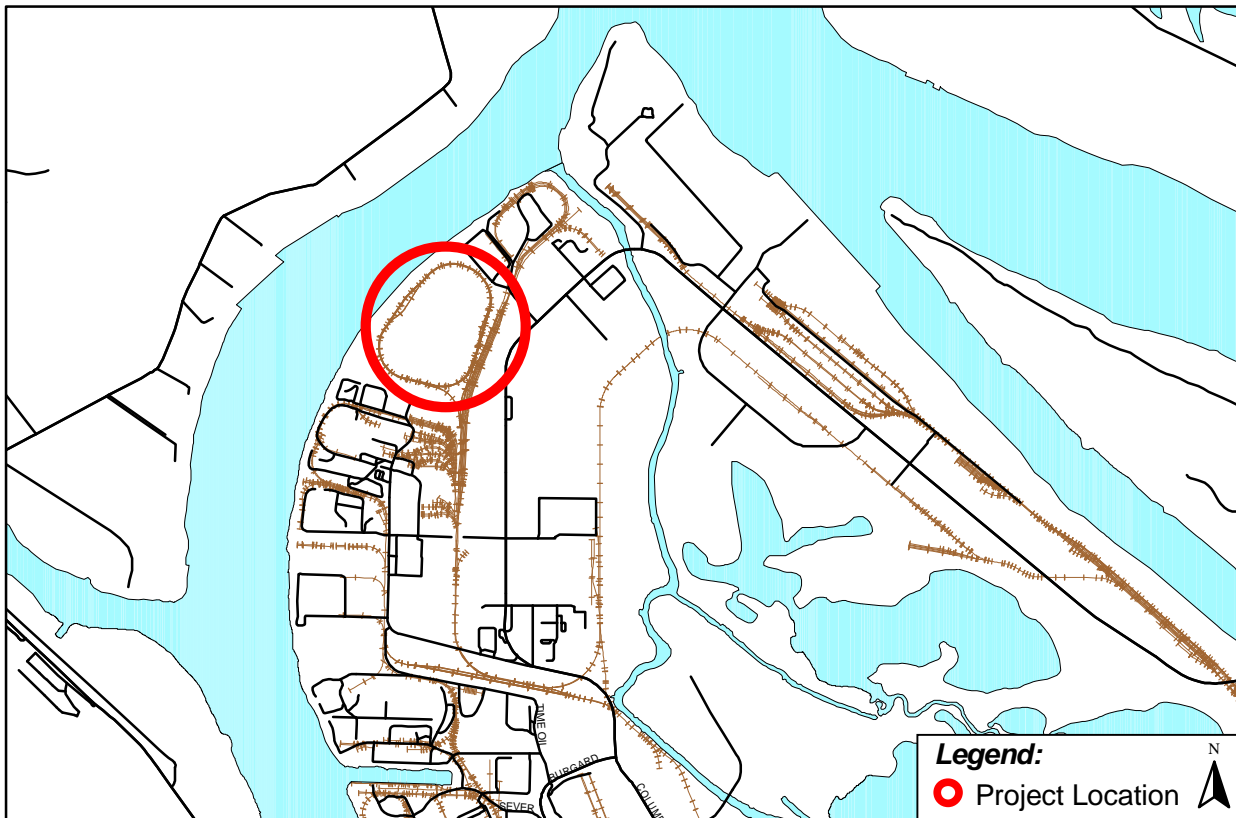
Description: Construct one additional loop track.

Purpose: Increase rail storage and rail handling capability of existing bulk terminal.

Total Estimated Cost: \$3,521,000 (2005)\*

Cost Estimate Rating: 2b

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded: \$3,521,000

- Conditioned Project
- Project Identified in STIP
- Project Identified in 2025 RTP (Illustrative)
- Project Identified in 2025 RTP (Constrained)

Time Frame: 5 Yrs

Project #:

JDE Project #: 100466

RTP #:

Project most recently identified in:

Marine Terminal Master Plan 2020 (2003)

# 2006 Port of Portland Transportation Improvement Plan

Project: Terminal 6 A+B Yard

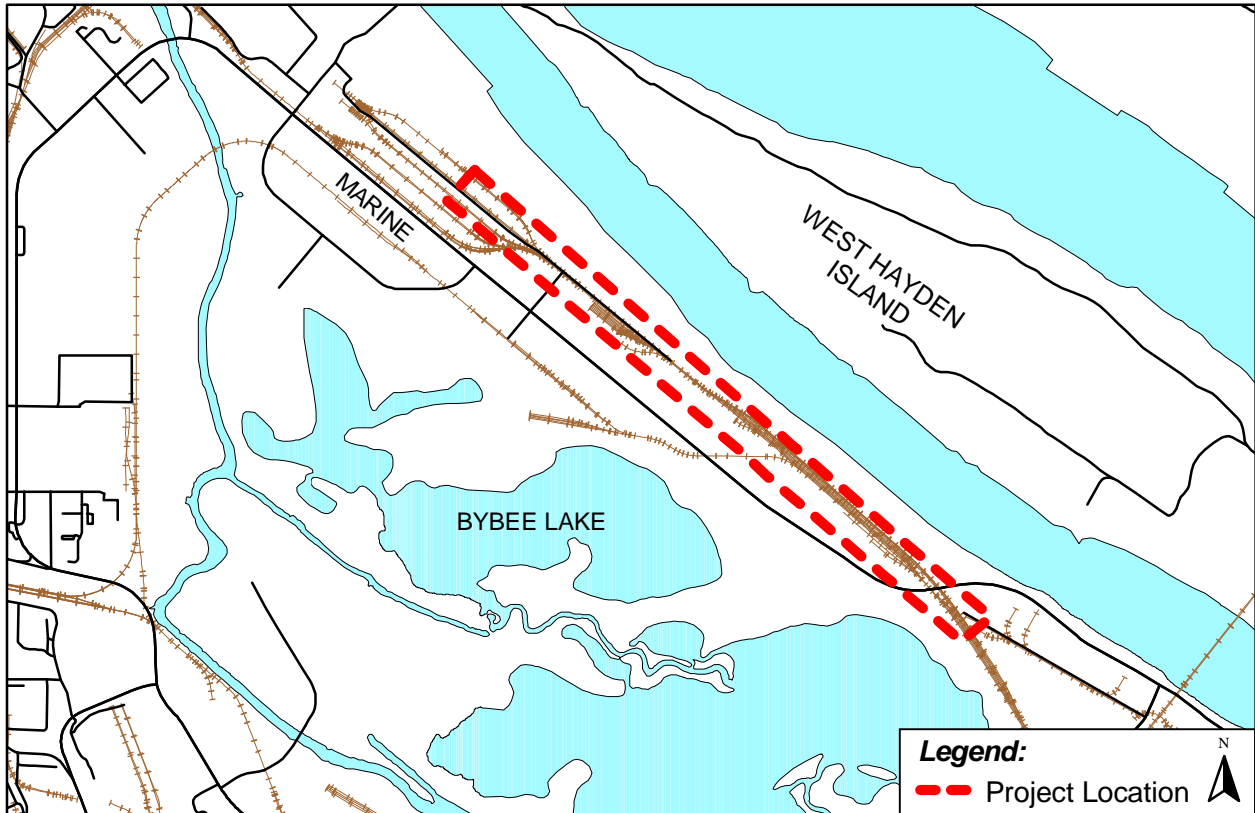
Description: Connect A and B Yard.

Purpose: Increase Terminal 6 rail capacity.

Total Estimated Cost: \$2,859,000 (2005 estimate)\*

Cost Estimate Rating: 3c

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded: \$2,859,000



Conditioned Project



Project Identified in STIP



Project Identified in 2025 RTP (Illustrative)



Project Identified in 2025 RTP (Constrained)

Time Frame: 10 Yrs

Project #:

JDE Project #:

RTP #:

Project most recently identified in:

Marine Terminal Master Plan 2020 (2003)

# 2006 Port of Portland Transportation Improvement Plan

Project: Terminal 4 Driveway Consolidation

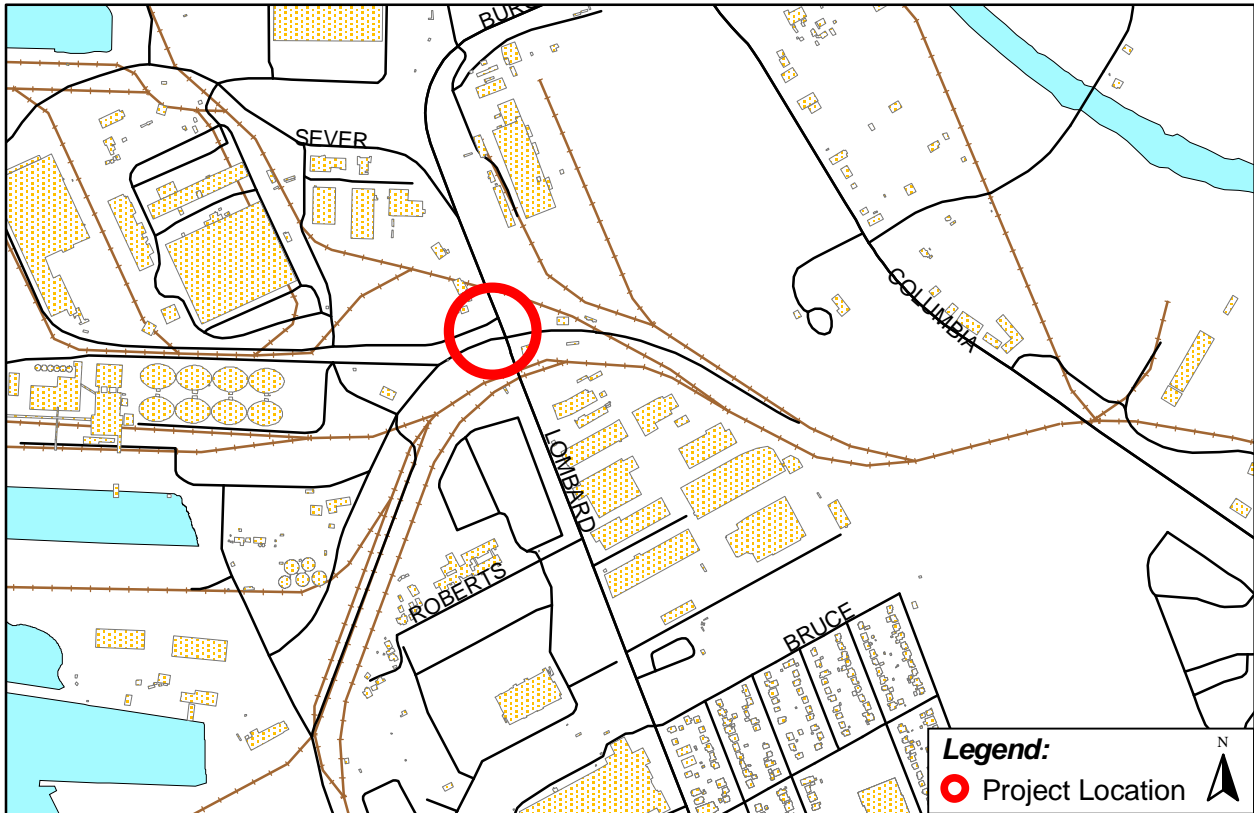
Description: Consolidate Port and Schnitzer driveways.

Purpose: Improve access to Schnitzer and Port properties.

Total Estimated Cost: \$1,000,000 (2003 estimate)\*

Cost Estimate Rating: 3c

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State: \$1,000,000

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded:



Conditioned Project



Project Identified in STIP



Project Identified in 2025 RTP (Illustrative)



Project Identified in 2025 RTP (Constrained)

Time Frame: 5 Yrs

Project #:

JDE Project #:

RTP #: 4088

Project most recently identified in:

Marine Terminal Master Plan 2020 (2003)



# 2006 Port of Portland Transportation Improvement Plan

Project: Channel Deepening

Description: Deepening the Columbia River channel to 43 ft between mouth of Columbia River and Portland/Vancouver harbor.

Purpose: Serve Panamax bulk vessels and post-Panamax container vessels.

Total Estimated Cost: \$150,573,000 (2004 estimate)

Cost Estimate Rating: 1b



## Project Details

### Funding Sources

Federal:

State:

City:

Port (Committed):

Port (Forecasted):

Private:

Other: \$150,573,000\*

Unfunded:

\* Comprised of funding from Federal, State, Private and Ports.

- Conditioned Project
- Project Identified in STIP
- Project Identified in 2025 RTP (Illustrative)
- Project Identified in 2025 RTP (Constrained)

Time Frame: 5 Yrs

Project #: 22768

JDE Project #: 700000,

700001

RTP #: 4067

# 2006 Port of Portland Transportation Improvement Plan

Project: Terminal 4 Second Access

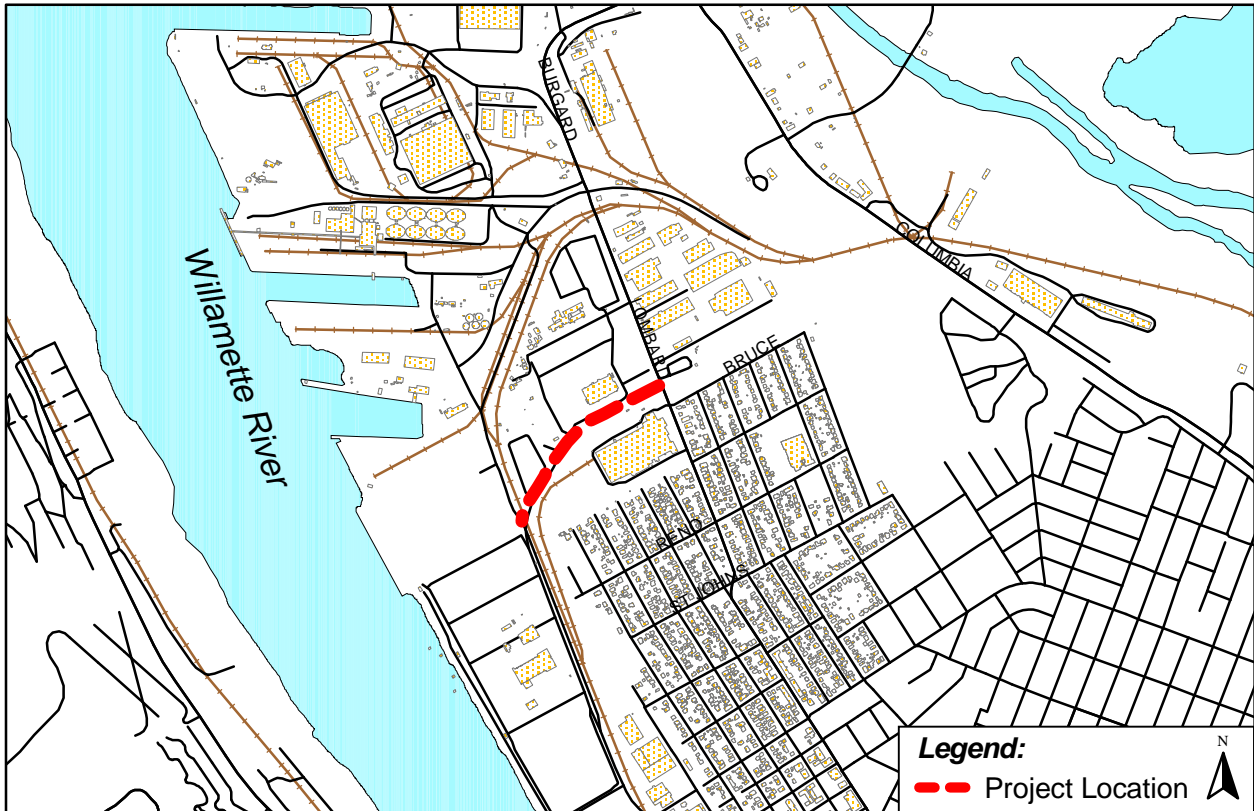
Description: Regrade hillslope to provide two-lane truck access.

Purpose: Provide alternative access to Terminal 4.

Total Estimated Cost: \$6,410,000 (2005 estimate)\*

Cost Estimate Rating: 2b

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded: \$6,410,000



Conditioned Project



Project Identified in STIP



Project Identified in 2025 RTP (Illustrative)



Project Identified in 2025 RTP (Constrained)

Time Frame: 5 Yrs

Project #:

JDE Project #:

RTP #:

Project most recently identified in:

Marine Terminal Master Plan 2020 (2003)



**PORT OF PORTLAND**

# 2006 Port of Portland Transportation Improvement Plan

Project: Cathedral Park Quiet Zone

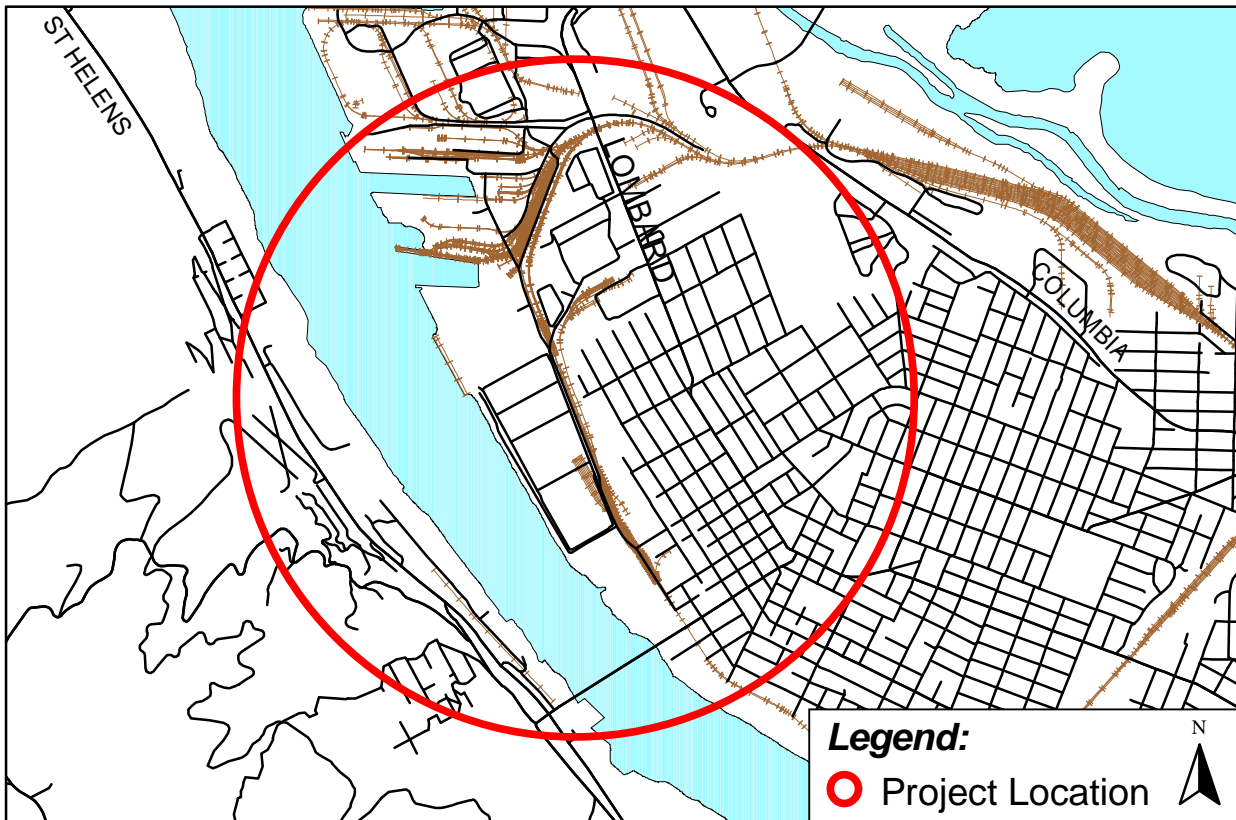
Description: Address rail switching noise related to the Toyota operations at T-4 by improving multiple public rail crossings in the St. Johns Cathedral Park area.

Purpose: To allow auto import operations to continue to grow in N. Portland and improve neighborhood livability.

Total Estimated Cost: \$3,500,000 (2005 estimate)\*

Cost Estimate Rating: N/A

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded: \$3,500,000

- Conditioned Project
- Project Identified in STIP
- Project Identified in 2025 RTP (Illustrative)
- Project Identified in 2025 RTP (Constrained)

Time Frame: 5 Yrs

Project #:

JDE Project #:

RTP #:

# 2006 Port of Portland Transportation Improvement Plan

Project: Potential Future Slough Rail Bridge

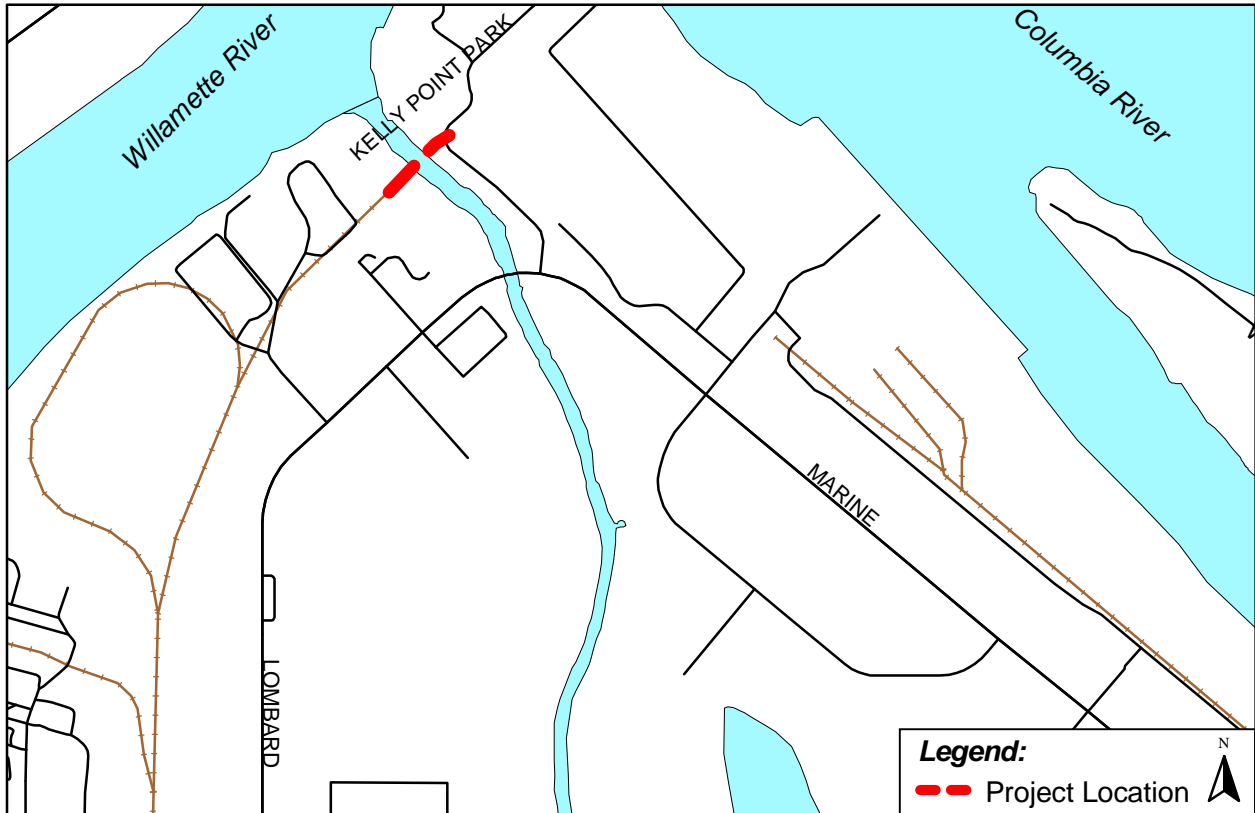
Description: Rail bridge.

Purpose: Provide rail connection to south Rivergate from Terminal 6.

Total Estimated Cost: \$6,000,000 (2003 estimate)\*

Cost Estimate Rating: 3c

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded: \$6,000,000



Conditioned Project



Project Identified in STIP



Project Identified in 2025 RTP (Illustrative)



Project Identified in 2025 RTP (Constrained)

Time Frame: 20 Yrs

Project #:

JDE Project #:

RTP #:

Project most recently identified in:

Marine Terminal Master Plan 2020 (2003)

# 2006 Port of Portland Transportation Improvement Plan

Project: Burgard Bridge Replacement

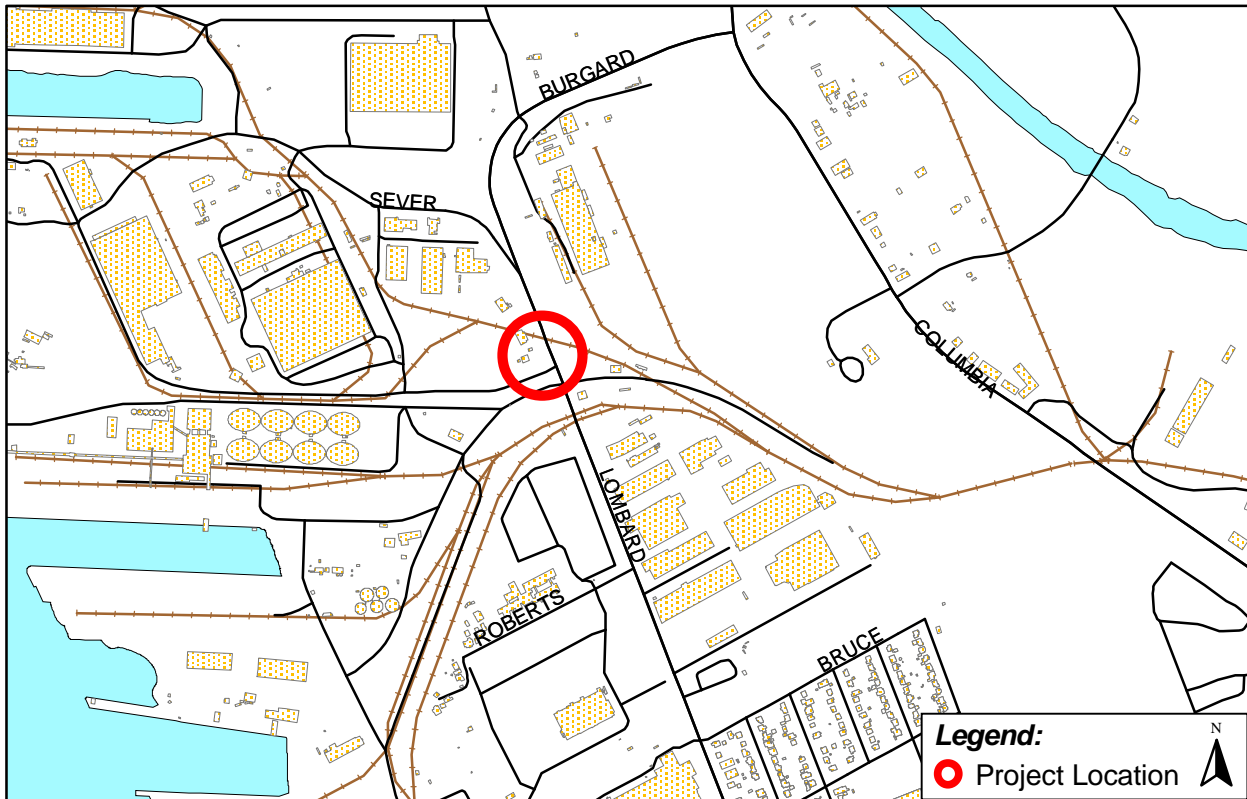
Description: Upgrade structure.

Purpose: Replace the bridge with a slab on grade.

Total Estimated Cost: \$1,445,000 (2004 estimate)\*

Cost Estimate Rating: N/A

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State: \$1,445,000

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded:

Conditioned Project

Project Identified in STIP

Project Identified in 2025 RTP (Illustrative)

Project Identified in 2025 RTP (Constrained)

Time Frame: 5 Yrs

Project #:

JDE Project #:

RTP #:

Project is a Local Bridge OTIA 3 project.

# 2006 Port of Portland Transportation Improvement Plan

Project: Columbia Blvd./Portland Rd. Intersection Improvements

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.

Total Estimated Cost: \$703,000 (2001 estimate)\*

Cost Estimate Rating: 3c

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded: \$703,000



Conditioned Project



Project Identified in STIP



Project Identified in 2025 RTP (Illustrative)



Project Identified in 2025 RTP (Constrained)

Time Frame: 5 Yrs

Project #:

JDE Project #:

RTP #:

Project most recently identified in:

St. Johns Truck Strategy Report and Recommendation (2001)



**PORT OF PORTLAND**

# 2006 Port of Portland Transportation Improvement Plan

Project: Marx Dr. Extension

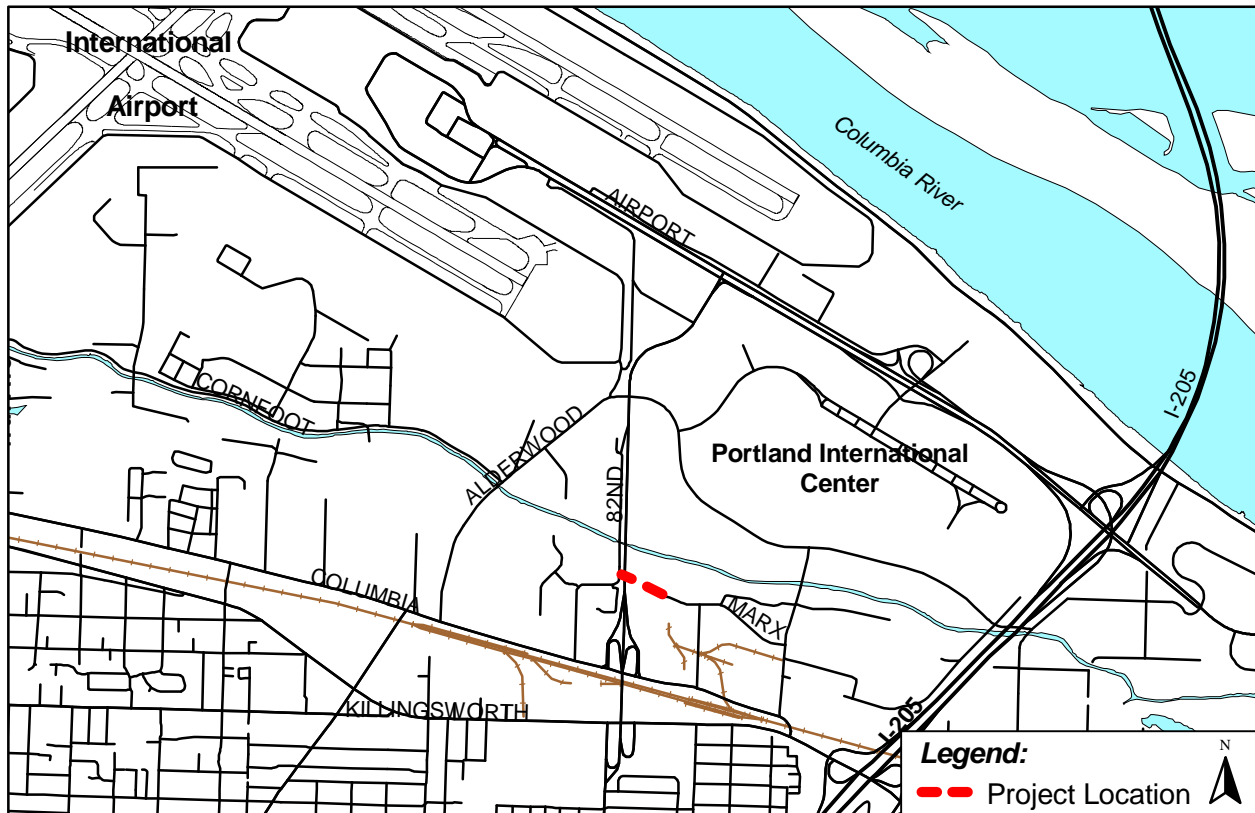
Description: Extend Marx Dr. to 82nd Ave.

Purpose: Provide efficient movement of traffic to PDX properties.

Total Estimated Cost: \$315,000 (1999 estimate)\*

Cost Estimate Rating: 3c

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded: \$315,000

Conditioned Project

Project Identified in STIP

Project Identified in 2025 RTP (Illustrative)

Project Identified in 2025 RTP (Constrained)

Time Frame: 10 Yrs

Project #: 23493

JDE Project #: 810019

RTP#: 4023

Project most recently identified in:

Columbia Corridor Transportation Study (1999)

# 2006 Port of Portland Transportation Improvement Plan

Project: Going St. Rail Overcrossing Improvements

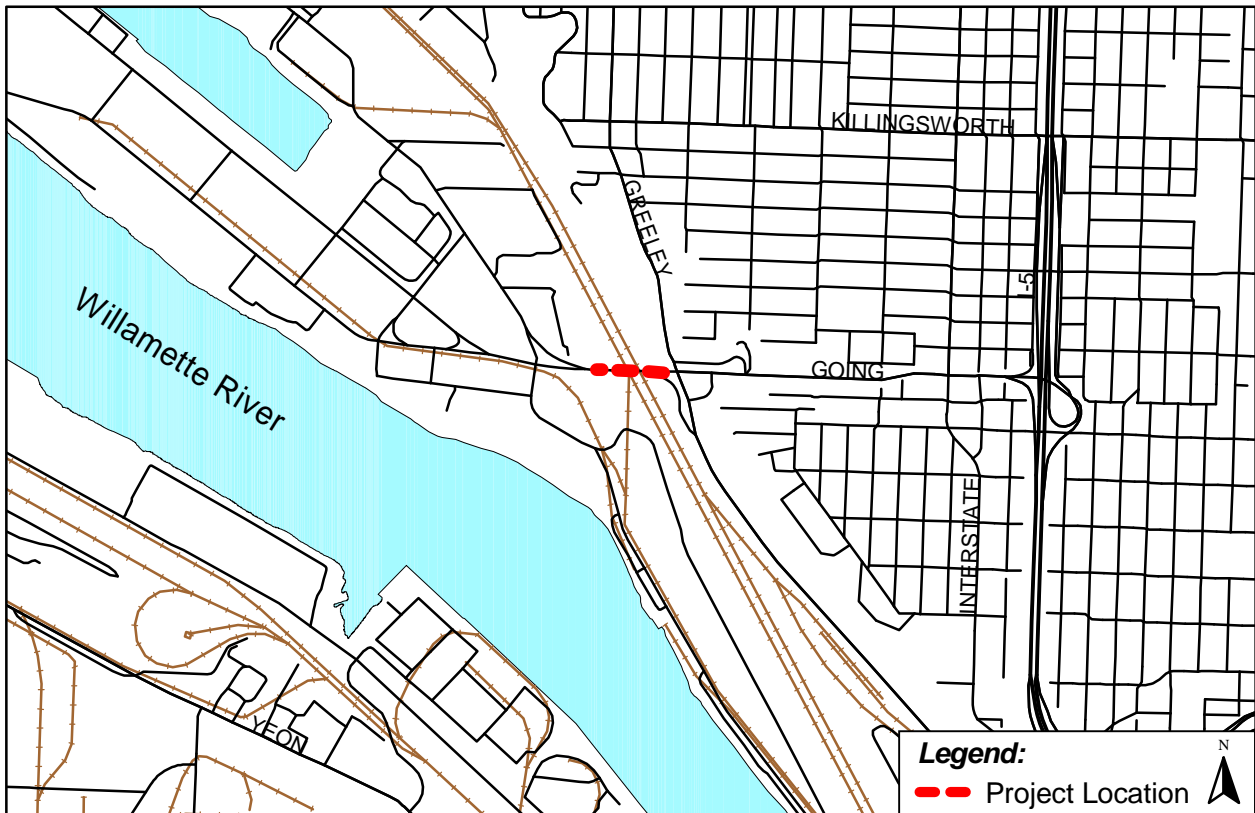
Description: Widen intersection and add additional eastbound lane on structure.

Purpose: Provide through movement capacity for traffic entering and exiting Swan Island.

Total Estimated Cost: \$5,000,000 (2004 estimate)\*

Cost Estimate Rating: N/A

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State: \$3,000,000

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded: \$2,000,000



Conditioned Project



Project Identified in STIP



Project Identified in 2025 RTP (Illustrative)



Project Identified in 2025 RTP (Constrained)

Time Frame: 5 Yrs

Project #: 23318

JDE Project #:

RTP #: 1109

Project most recently identified in:

Swan Island Transportation Analysis (1995)



**PORT OF PORTLAND**



# 2006 Port of Portland Transportation Improvement Plan

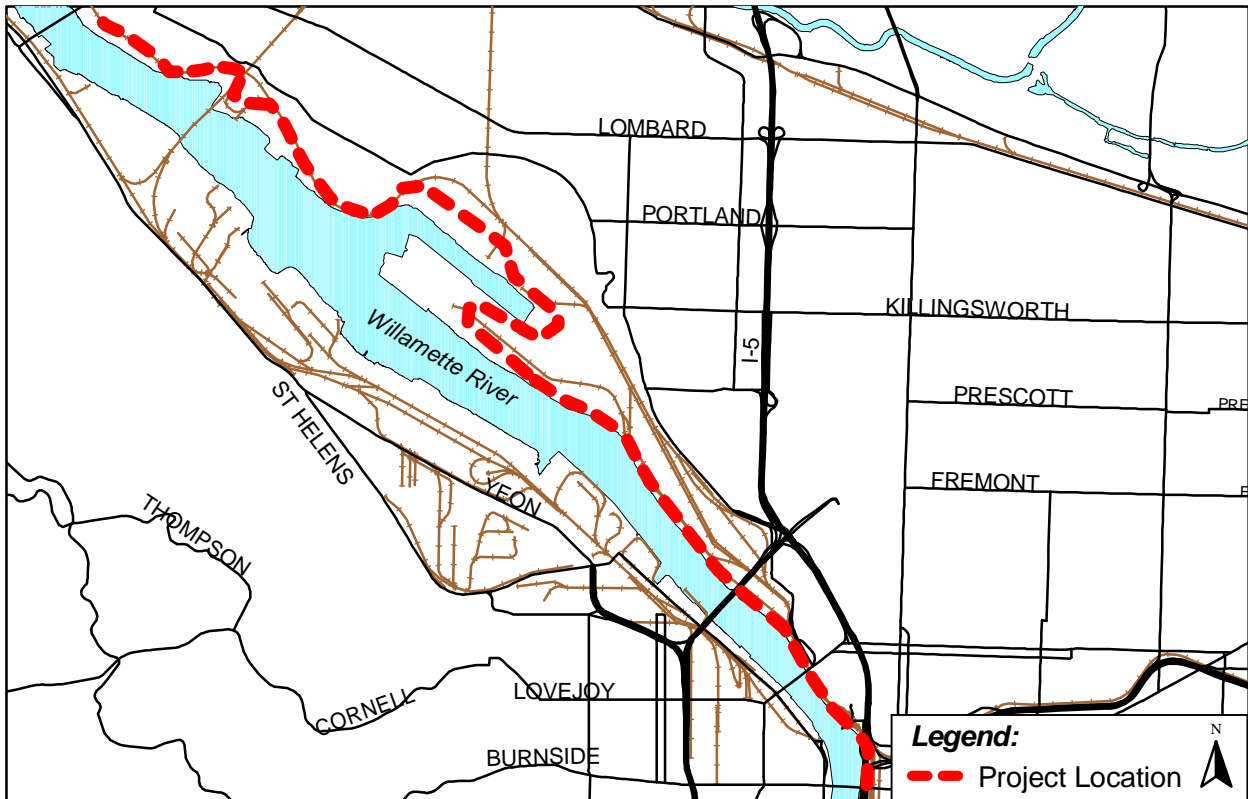
**Project:** North Willamette Greenway Trail

**Description:** Pedestrian and bicycle trail from the St. Johns Bridge to the Steel Bridge along the Willamette River.

**Purpose:** Improve pedestrian and bicycle connectivity in North Portland.

**Total Estimated Cost:** City of Portland project. Scope and alignment to be determined.

**Cost Estimate Rating:** N/A



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded:



Conditioned Project



Project Identified in STIP



Project Identified in 2025 RTP (Illustrative)



Project Identified in 2025 RTP (Constrained)

Time Frame: 20 Yrs

Project #:

JDE Project #:

RTP #: 1147, 1148



**PORT OF PORTLAND**

# 2006 Port of Portland Transportation Improvement Plan

**Project:** Columbia Blvd. and Lombard St. Improvements at MLK

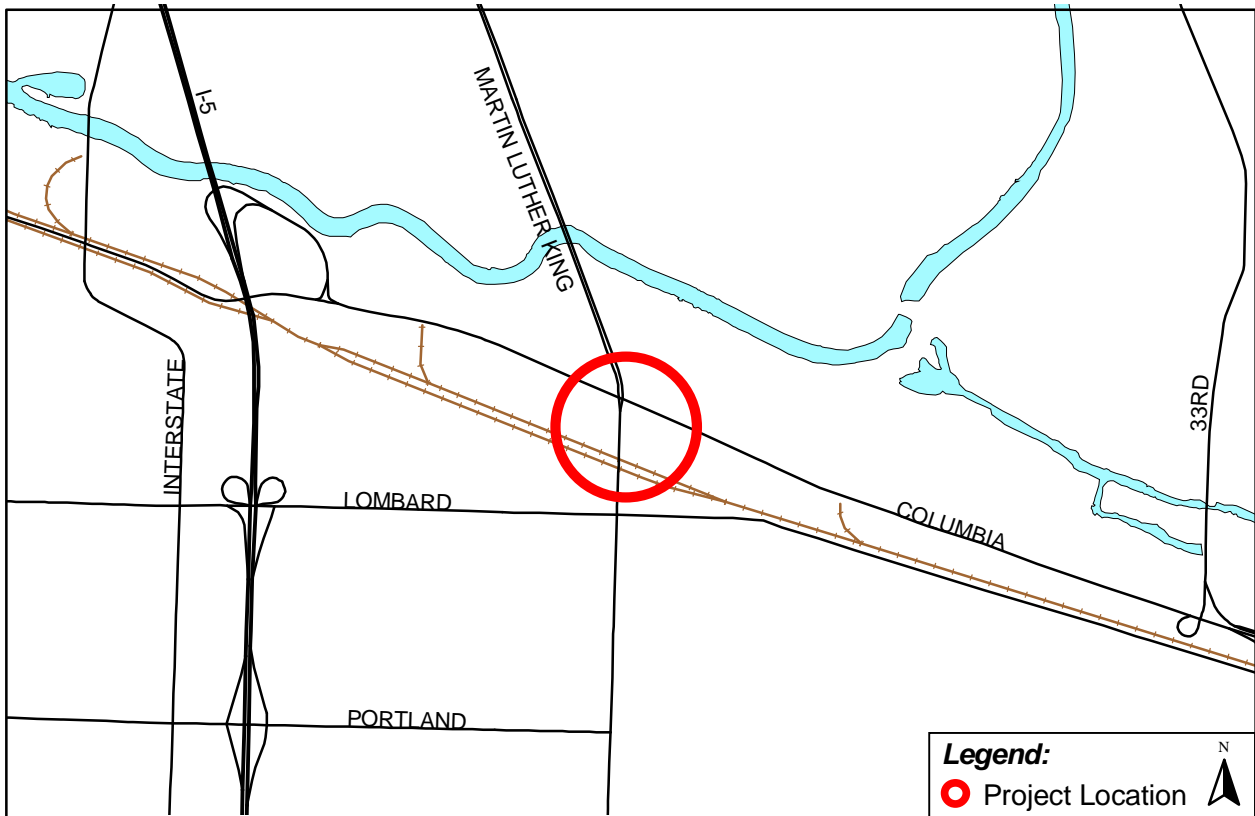
**Description:** Improve freight movement between Columbia Blvd. and Lombard St.

**Purpose:** Improve connectivity and distribute traffic between Columbia Blvd. and NE Portland Hwy. Utilize existing capacity on NE Portland Hwy. (a.k.a. Lombard St.)

**Total Estimated Cost:** \$16,835,000 (2004 estimate)\*

**Cost Estimate Rating:** N/A

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal: \$2,000,000

State:

City: \$114,455

SDC:

Port (Committed): \$114,455

Port (Forecasted):

Private:

Unfunded: \$14,606,090

- Conditioned Project
- Project Identified in STIP
- Project Identified in 2025 RTP (Illustrative)
- Project Identified in 2025 RTP (Constrained)

Time Frame: 5 Yrs

Project #:

JDE Project #:

RTP #: 4037

Project most recently identified in:

Columbia Corridor Transportation Study (1999)

# 2006 Port of Portland Transportation Improvement Plan

**Project:** East Columbia Blvd. - Lombard St. Connector (82nd Ave. - I-205)

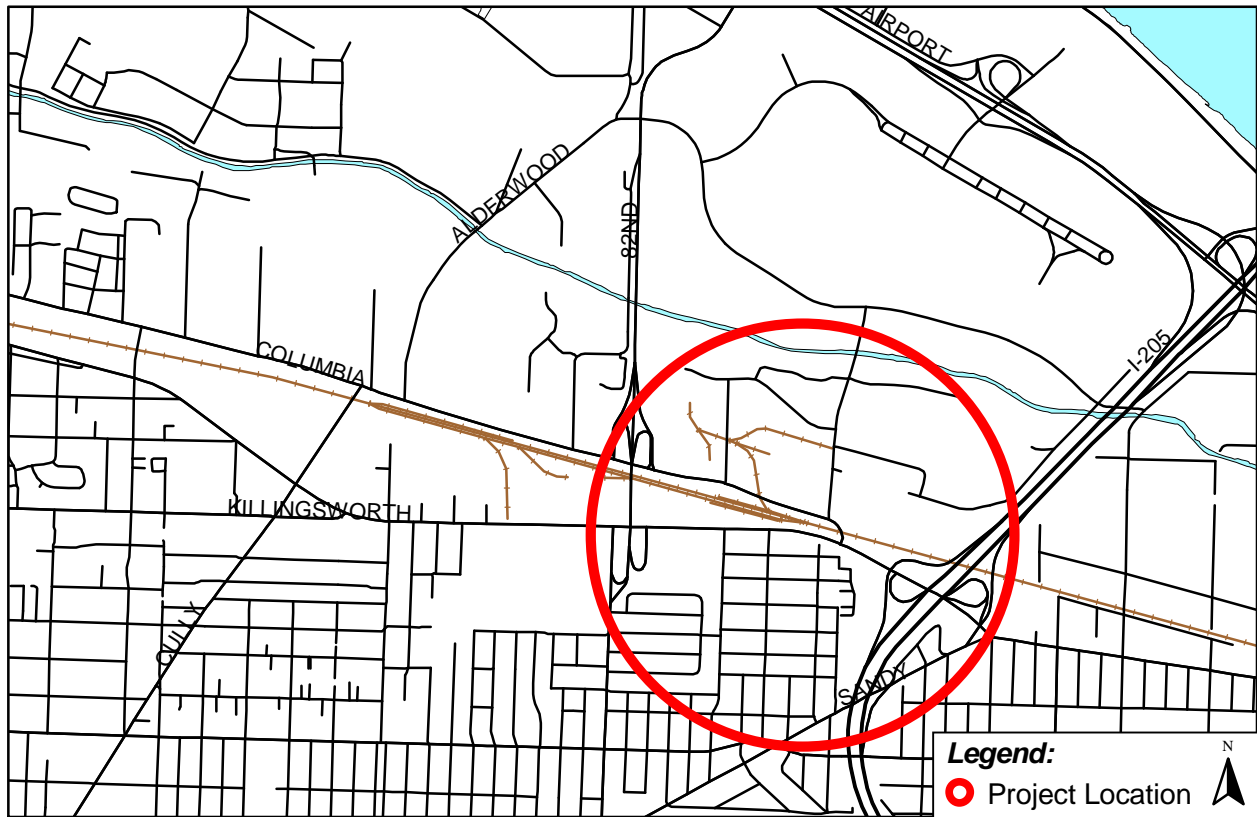
**Description:** Replace the existing Columbia/Lombard intersection with a safer, more efficient design at 87th Ave. Project to include bike lanes and sidewalks.

**Purpose:** Improve safety and connectivity. Efficiently distribute traffic between Columbia Blvd. and NE Portland Hwy. (a.k.a Lombard; Killingsworth). Improve Kenton mainline rail capacity.

**Total Estimated Cost:** \$33,669,034 (2004 estimate)\*

**Cost Estimate Rating:** N/A

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State: \$24,045,450

City:

SDC: \$5,418,904

Port (Committed):

Port (Forecasted): \$2,457,680

Private: \$1,747,000

Unfunded:

Conditioned Project

Project Identified in STIP

Project Identified in 2025 RTP (Illustrative)

Project Identified in 2025 RTP (Constrained)

Time Frame: 5 Yrs

Project #: 60048

JDE Project #: 810001

RTP #: 4022

This project has been funded through the Oregon Transportation Investment Acts (OTIA) I and II.

# 2006 Port of Portland Transportation Improvement Plan

Project: I-5 Delta Park Widening

Description: Widen I-5 to 6 lanes (Victory Blvd. to Lombard).

Purpose: Improve efficiency and safety on I-5 between Victory Blvd. and Lombard.

Total Estimated Cost: \$48,000,000 - \$52,000,000 (2005 estimate)\*

Cost Estimate Rating: N/A



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded: \$48,000,000 - \$52,000,000



Conditioned Project



Project Identified in STIP



Project Identified in 2025 RTP (Illustrative)



Project Identified in 2025 RTP (Constrained)

Time Frame: 5 Yrs

Project #: 23322

JDE Project #:

RTP #: 4005

\* An Environmental Assessment (EA) is in progress for this project.

The final EA will contain the most accurate cost estimate.



**PORT OF PORTLAND**

# 2006 Port of Portland Transportation Improvement Plan

Project: North Portland Junction

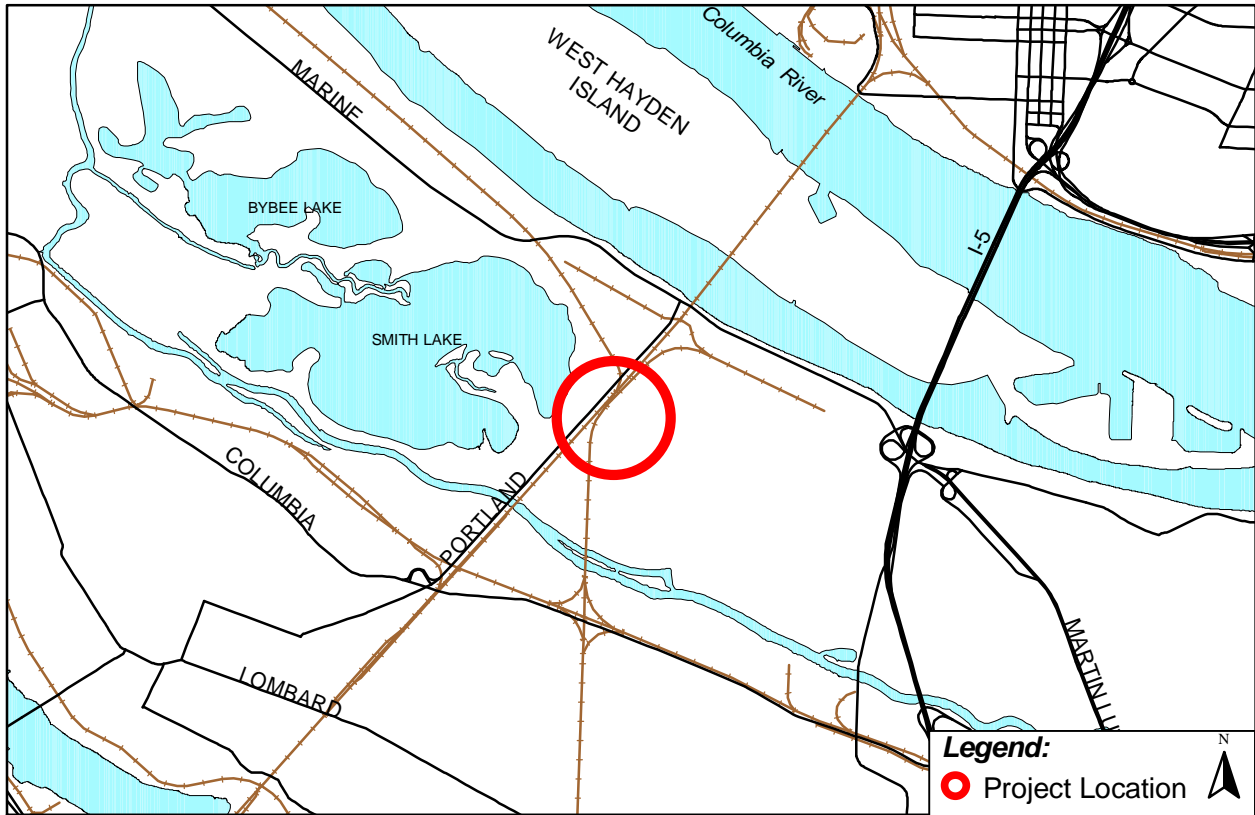
Description: Upgrade railroad with revised crossovers, centralized traffic control tie-in and increased turning radius. Part of triangle project with ODOT.

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

Total Estimated Cost: \$9,160,000 (2003 estimate)\*

Cost Estimate Rating: N/A

\* Per I-5 Rail Capacity Study (2003). Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded: \$9,160,000

- Conditioned Project
- Project Identified in STIP
- Project Identified in 2025 RTP (Illustrative)
- Project Identified in 2025 RTP (Constrained)

Time Frame: 10 Yrs

Project #:

JDE Project #:

RTP #: 4093

Project most recently identified in:

I-5 Rail Capacity Study (2003)

# 2006 Port of Portland Transportation Improvement Plan

Project: Kenton Rail Line Upgrade

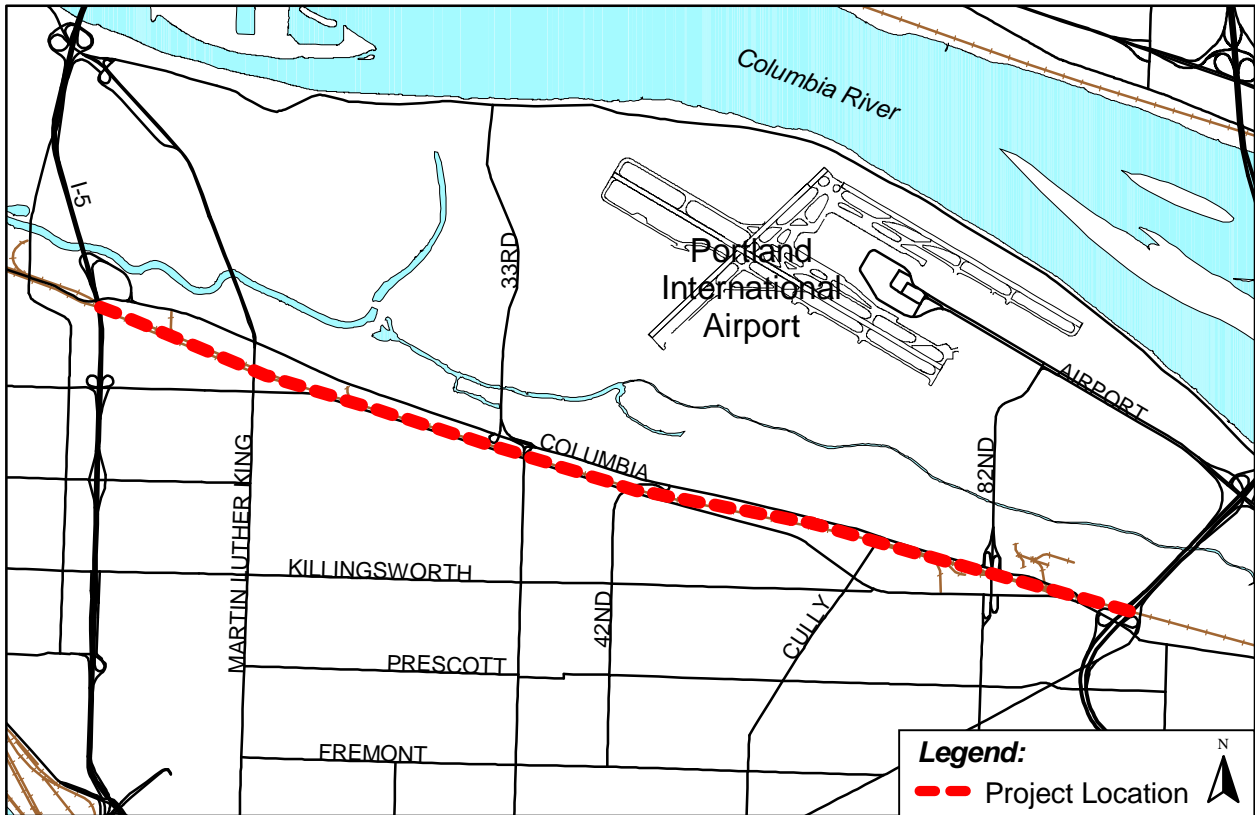
Description: Upgrade existing track to second main track with new double track from Peninsula Junction to I-205 and increase track speeds between North Portland, Peninsula Junction, to Reynolds on UP's Kenton Line. Part of triangle project with ODOT.

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

Total Estimated Cost: \$25,382,000 (2003 estimate)\*

Cost Estimate Rating: N/A

\* Per I-5 Rail Capacity Study (2003). Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:  
 State:  
 City:  
 SDC:  
 Port (Committed):  
 Port (Forecasted):  
 Private:  
 Unfunded: \$25,382,000

- Conditioned Project
- Project Identified in STIP
- Project Identified in 2025 RTP (Illustrative)
- Project Identified in 2025 RTP (Constrained)

Time Frame: 10 Yrs  
 Project #:  
 JDE Project #:  
 RTP #: 4070

Project most recently identified in:  
 I-5 Rail Capacity Study (2003)

# 2006 Port of Portland Transportation Improvement Plan

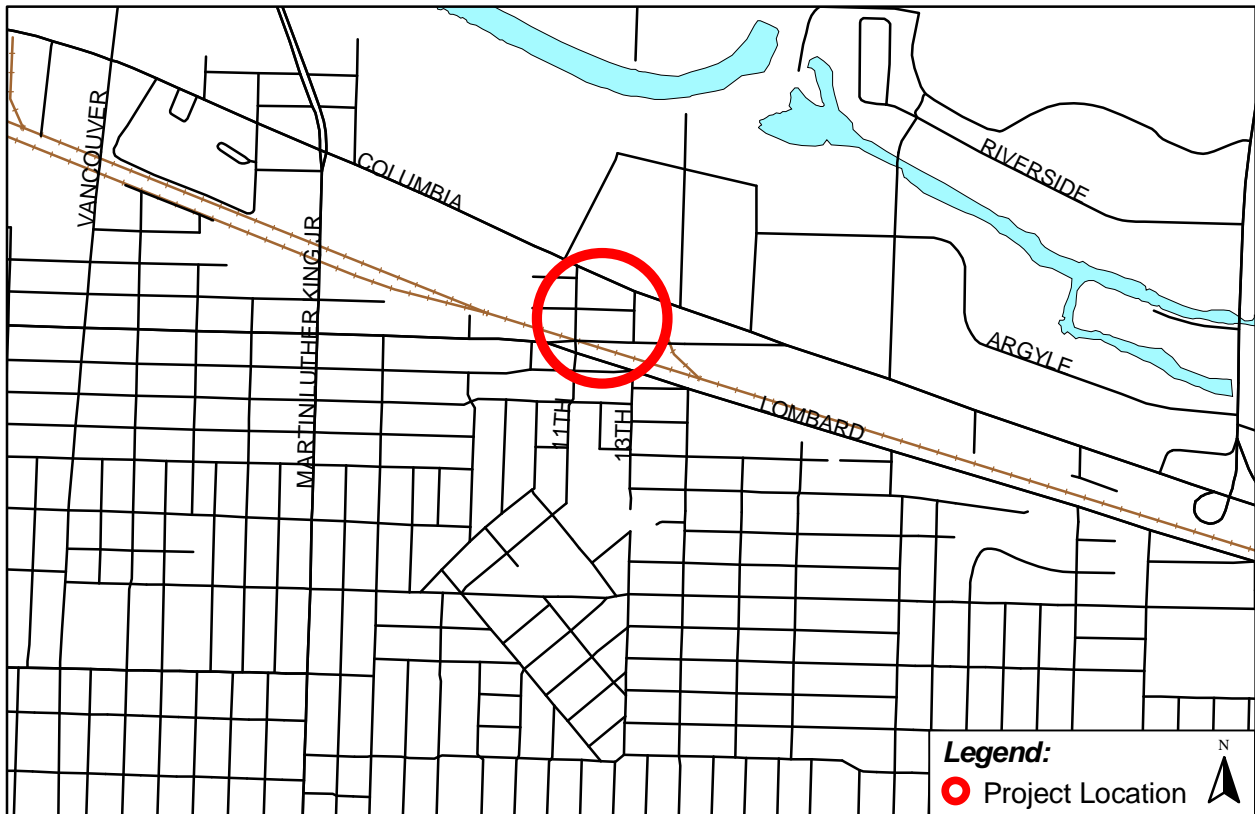
Project: 11th/13th Ave. Rail Overcrossing or Closing (at Columbia Blvd. and Lombard St.)

Description: Construct a new three-lane roadway connecting Lombard and Columbia to include a rail overpass. Could include reconfiguration of local road network, resulting in street closure.

Purpose: Improve freight mobility through double tracking and grade separation. Improve rail network performance.

Total Estimated Cost: Project cost not yet determined

Cost Estimate Rating: N/A



## Project Details

### Funding Sources

Federal:\*

State:

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded:

Conditioned Project

Project Identified in STIP

Project Identified in 2025 RTP (Illustrative)

Project Identified in 2025 RTP (Constrained)

Time Frame: 10 Yrs

Project #: 23321

JDE Project #: 100474

RTP #: 4037

Project most recently identified in:

Columbia Corridor Transportation Study (1999)

\*Federal funding shown in Map 60 includes a study to determine which one of two projects (project identified in Map 60 or this project) will be constructed.

# 2005 Port of Portland Transportation Improvement Plan

Project: Columbia Blvd. Traffic Management

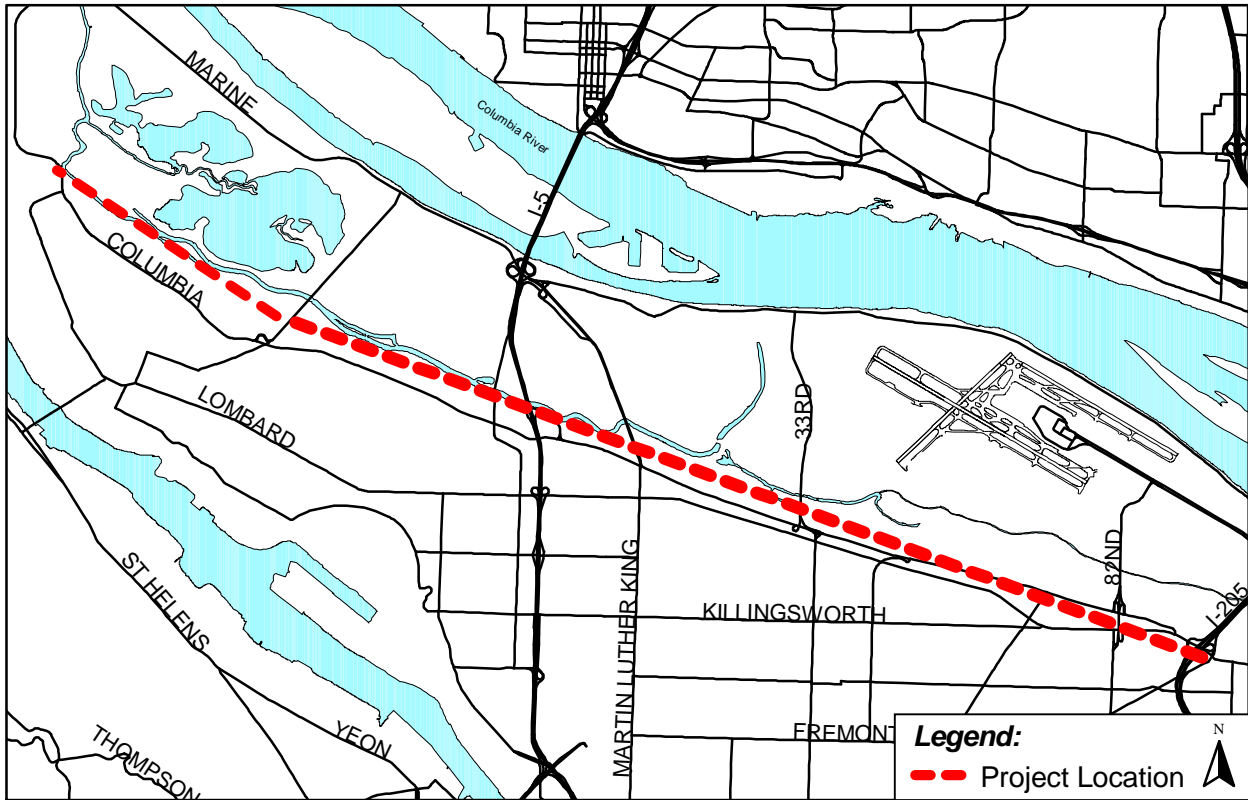
Description: Install signal coordination, closed circuit TV cameras and variable message signs.

Purpose: Provide efficient movement of traffic along Columbia Blvd.

Total Estimated Cost: \$800,000 (2003 estimate)\*

Cost Estimate Rating: 3c

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded: \$800,000



Conditioned Project



Project Identified in STIP



Project Identified in 2025 RTP (Illustrative)



Project Identified in 2025 RTP (Constrained)

Time Frame: 10 Yrs

Project #:

JDE Project #:

RTP #: 4056



**PORT OF PORTLAND**



# 2006 Port of Portland Transportation Improvement Plan

Project: I-5/Columbia Blvd. Improvement

Description: Construct a full interchange at Columbia Blvd. or the functional equivalent.

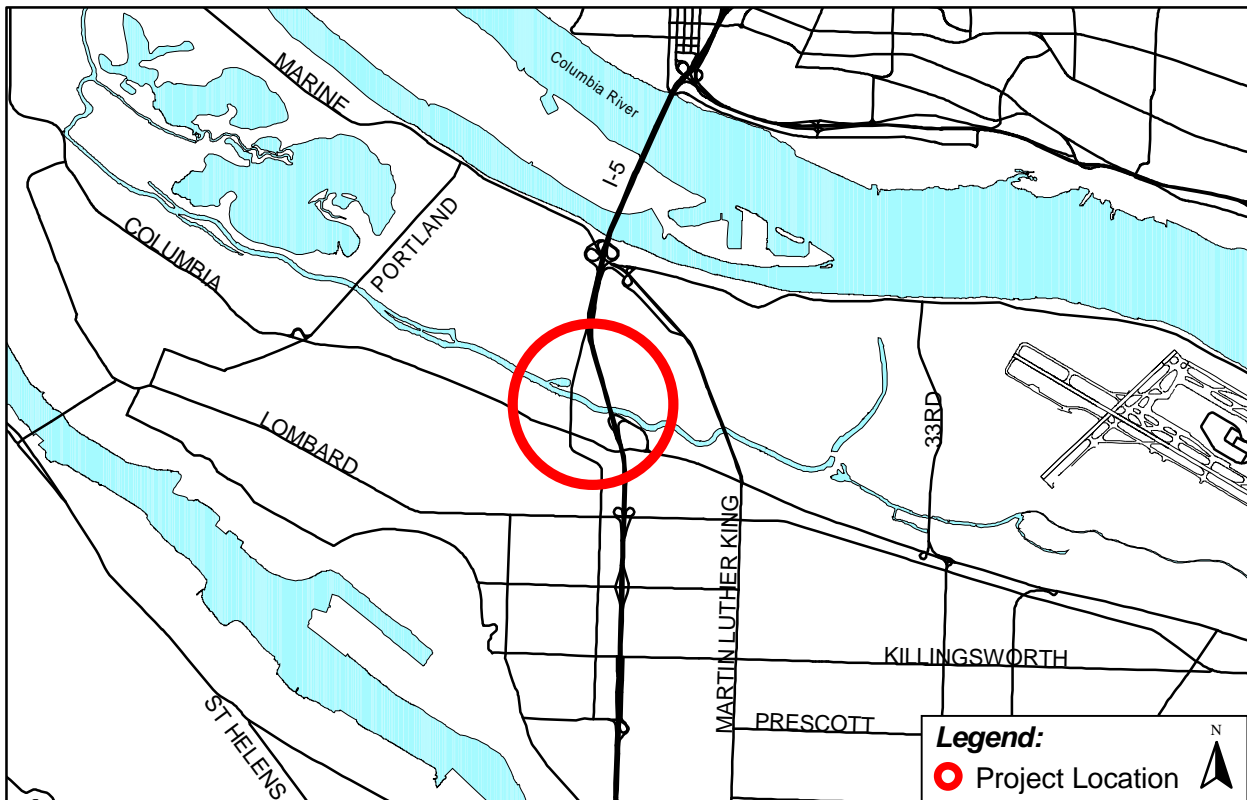
Conceptual designs are being developed in the I-5 Delta Park Widening EA (see Map 62)

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

Total Estimated Cost: \$34,000,000 - \$71,000,000 (2005 estimate)\*

Cost Estimate Rating: N/A

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded: \$34,000,000 - \$71,000,000

Conditioned Project

Project Identified in STIP

Project Identified in 2025 RTP (Illustrative)

Project Identified in 2025 RTP (Constrained)

Time Frame: 10 Yrs

Project #:

JDE Project #: 810009

RTP #: 4006

Environment Assessment currently underway  
for the I-5 Delta Park Widening project (see Map 62)

# 2006 Port of Portland Transportation Improvement Plan

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

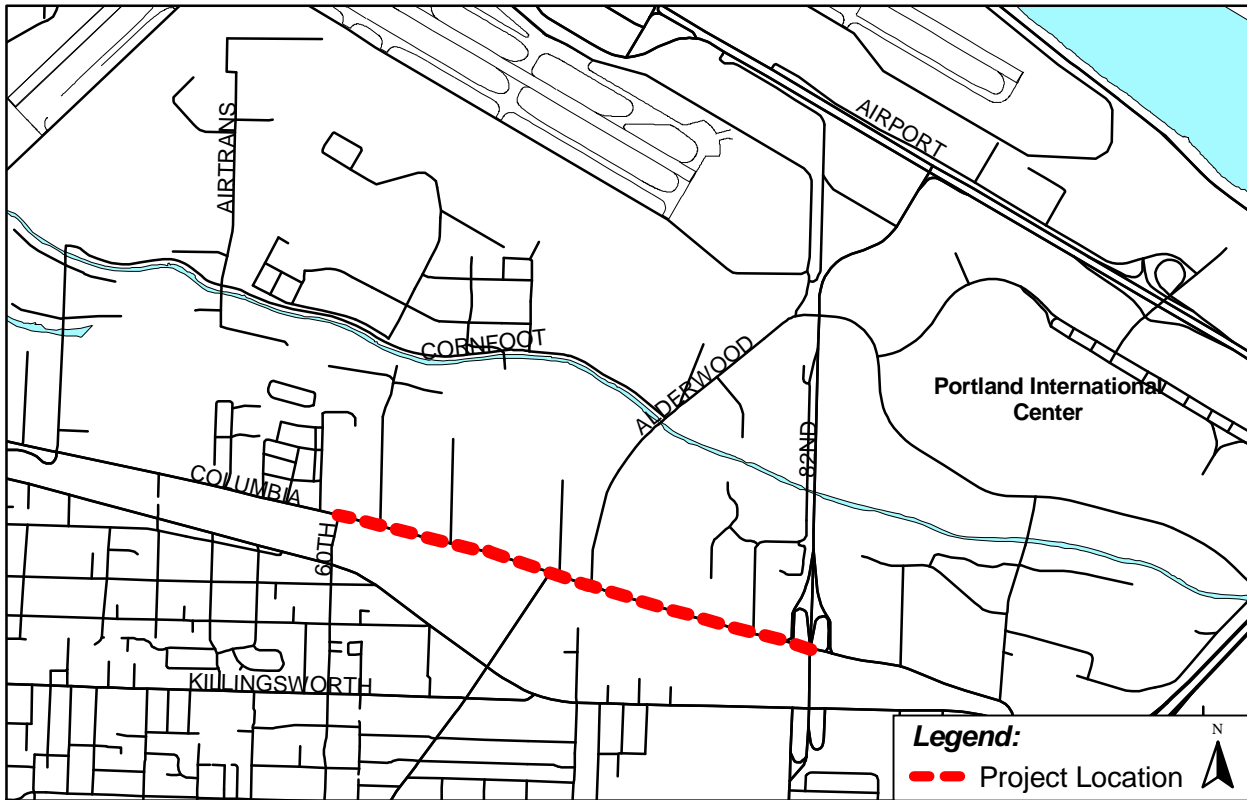
Description: Widen Columbia Blvd. to five lanes.

Purpose: Address system bottleneck along Columbia Blvd.

Total Estimated Cost: \$15,000,000 (2003 estimate)\*

Cost Estimate Rating: N/A

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded: \$15,000,000

Conditioned Project

Project Identified in STIP

Project Identified in 2025 RTP (Illustrative)

Project Identified in 2025 RTP (Constrained)

Time Frame: 20 Yrs

Project #:

JDE Project #:

RTP #:

Project most recently identified in:

East Columbia-Lombard Connector Study

Transportation Analysis (2000)

# 2006 Port of Portland Transportation Improvement Plan

Project: Reynolds Site Rail Access

Description: Placeholder for potential rail improvements to serve Phase 2 industrial development.

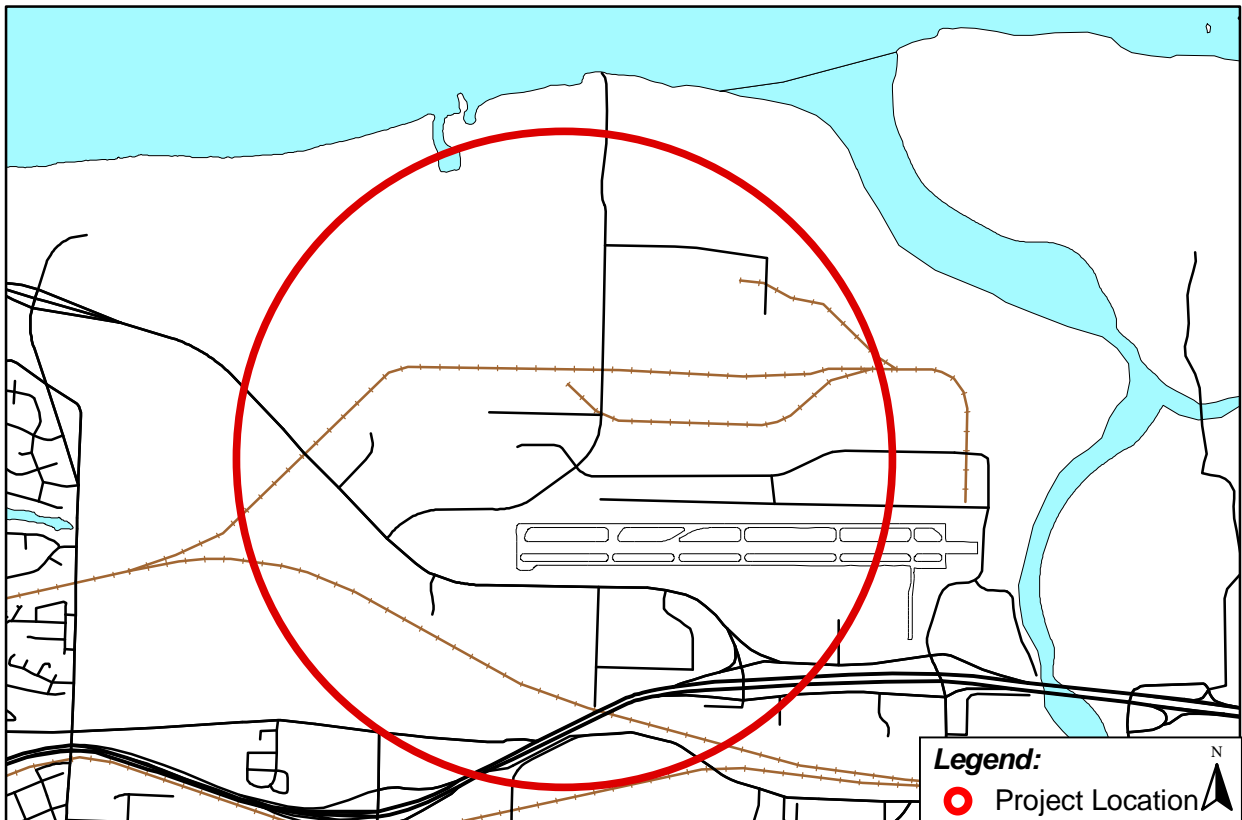
Actual project will be developed in coordination with stakeholders.

Purpose: Provide improved rail access to the site.

Total Estimated Cost: \$20,000,000 (2004 estimate)\*

Cost Estimate Rating: N/A

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded: \$20,000,000

- Conditioned Project
- Project Identified in STIP
- Project Identified in 2025 RTP (Illustrative)
- Project Identified in 2025 RTP (Constrained)

Time Frame: 10 Yrs

Project #:

JDE Project #:

RTP #:

# 2006 Port of Portland Transportation Improvement Plan

Project: Reynolds Site Road Access, Phase 1

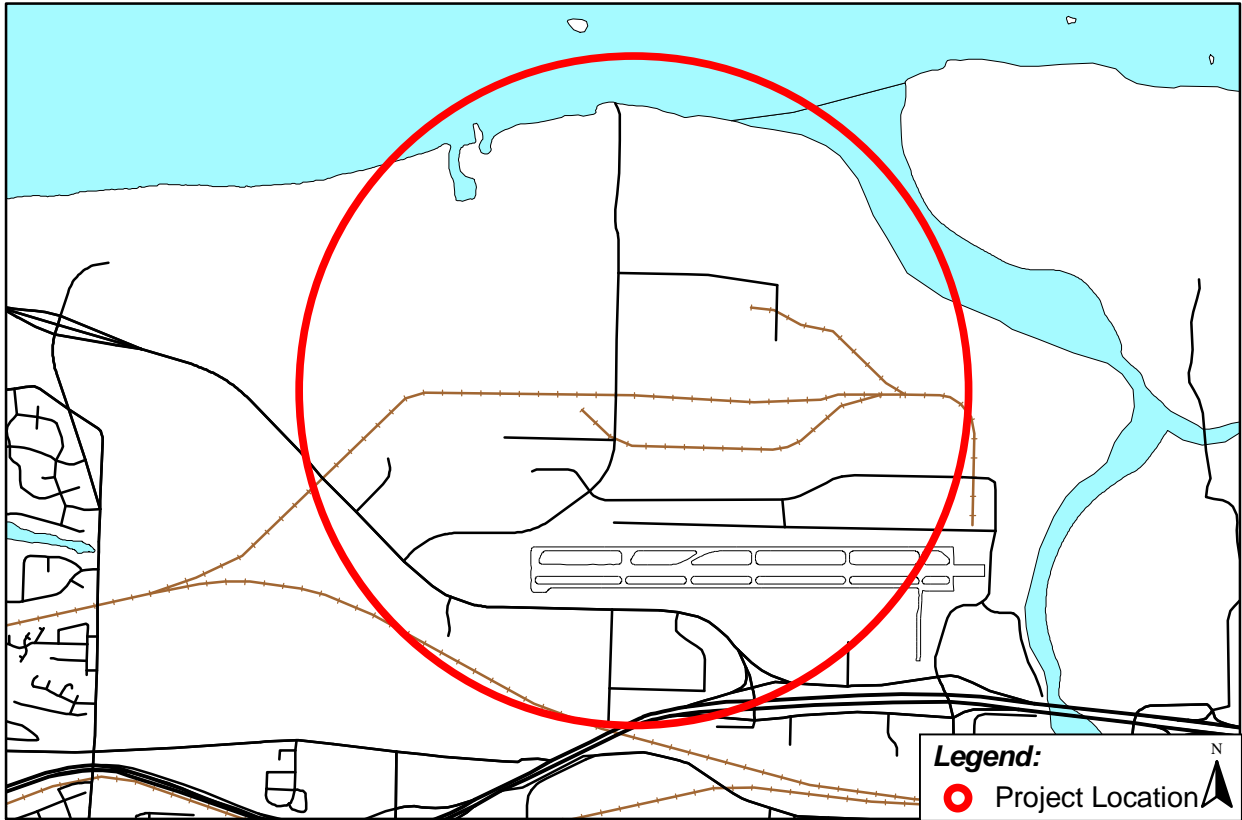
Description: Potential road improvements to serve Phase 1 industrial development.

Purpose: Address off-site transportation impacts.

Total Estimated Cost: \$4,500,000 (2004 estimate)\*

Cost Estimate Rating: N/A

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded: \$4,500,000

- Conditioned Project
- Project Identified in STIP
- Project Identified in 2025 RTP (Illustrative)
- Project Identified in 2025 RTP (Constrained)

Time Frame: 5 Yrs

Project #:

JDE Project #:

RTP #:

# 2006 Port of Portland Transportation Improvement Plan

Project: Reynolds Site Road Access, Phase 2

Description: Placeholder for potential road improvements to serve Phase 2 industrial development.

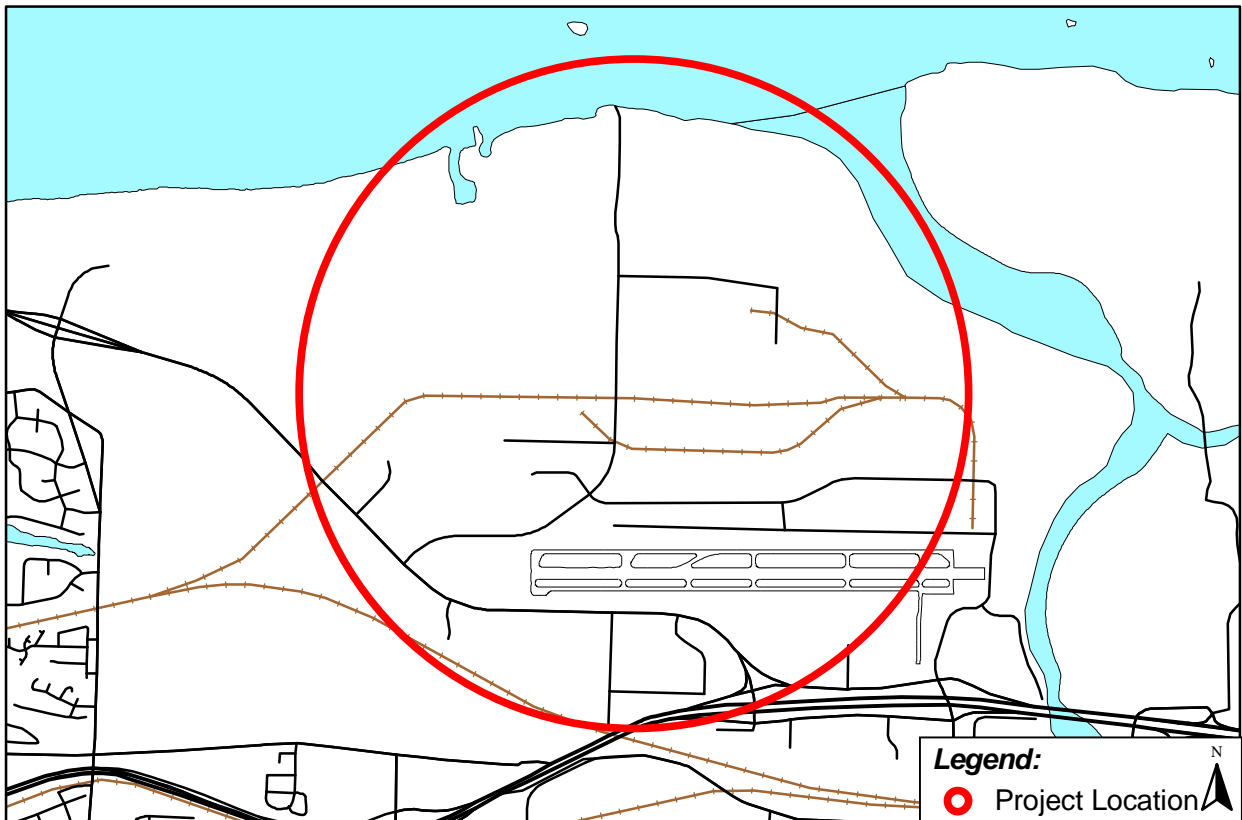
Actual project will be developed in coordination with stakeholders.

Purpose: Address off-site transportation impacts.

Total Estimated Cost: \$15,500,000 (2004 estimate)\*

Cost Estimate Rating: N/A

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded: \$15,500,000

- Conditioned Project
- Project Identified in STIP
- Project Identified in 2025 RTP (Illustrative)
- Project Identified in 2025 RTP (Constrained)

Time Frame: 10 Yrs

Project #:

JDE Project #:

RTP #:

# 2006 Port of Portland Transportation Improvement Plan

Project: 223rd Avenue Widening

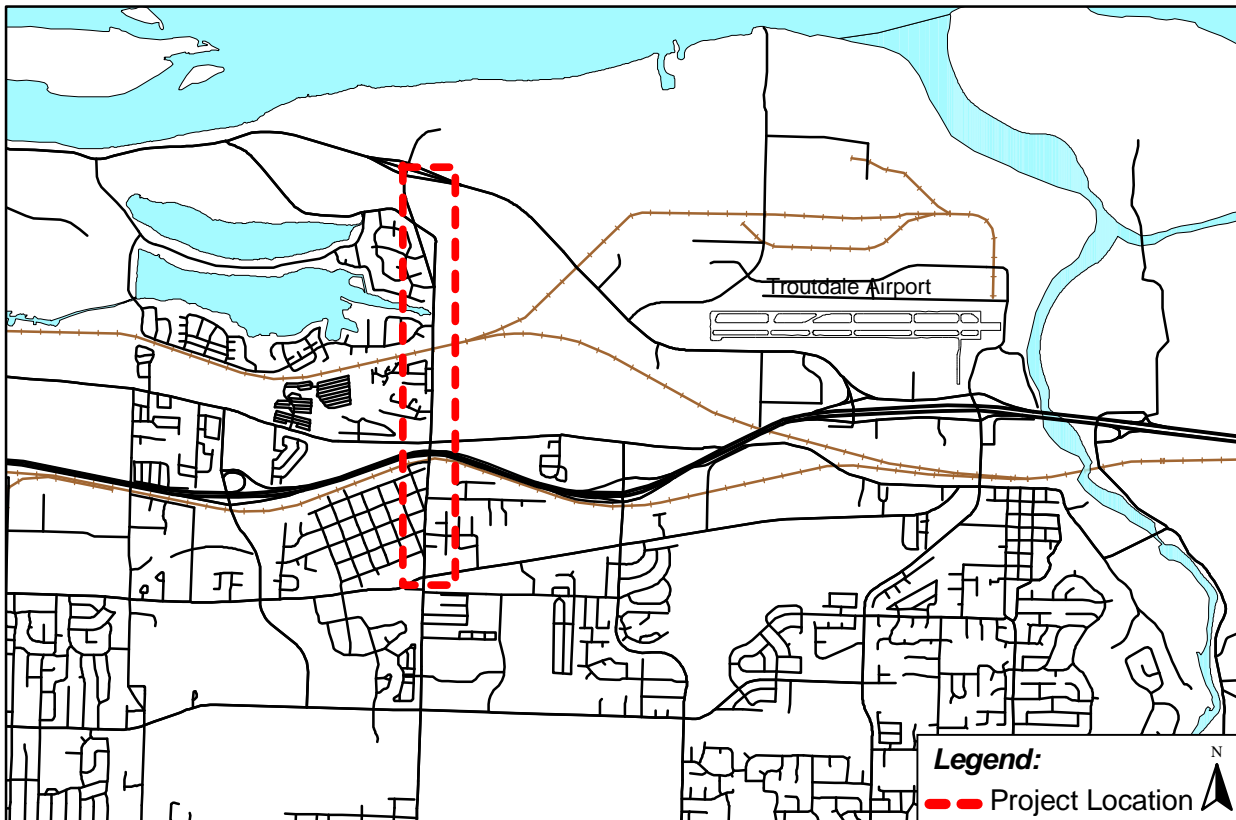
Description: Widen to three lanes between Halsey St and Marine Drive.

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

Total Estimated Cost: \$6,200,000\*

Cost Estimate Rating: N/A

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded: \$6,200,000

Conditioned Project

Project Identified in STIP

Project Identified in 2025 RTP (Illustrative)

Project Identified in 2025 RTP (Constrained)

Time Frame: 5 Yrs

Project #:

JDE Project #:

RTP #:

# 2006 Port of Portland Transportation Improvement Plan

Project: 257th interchange at I-84 improvement

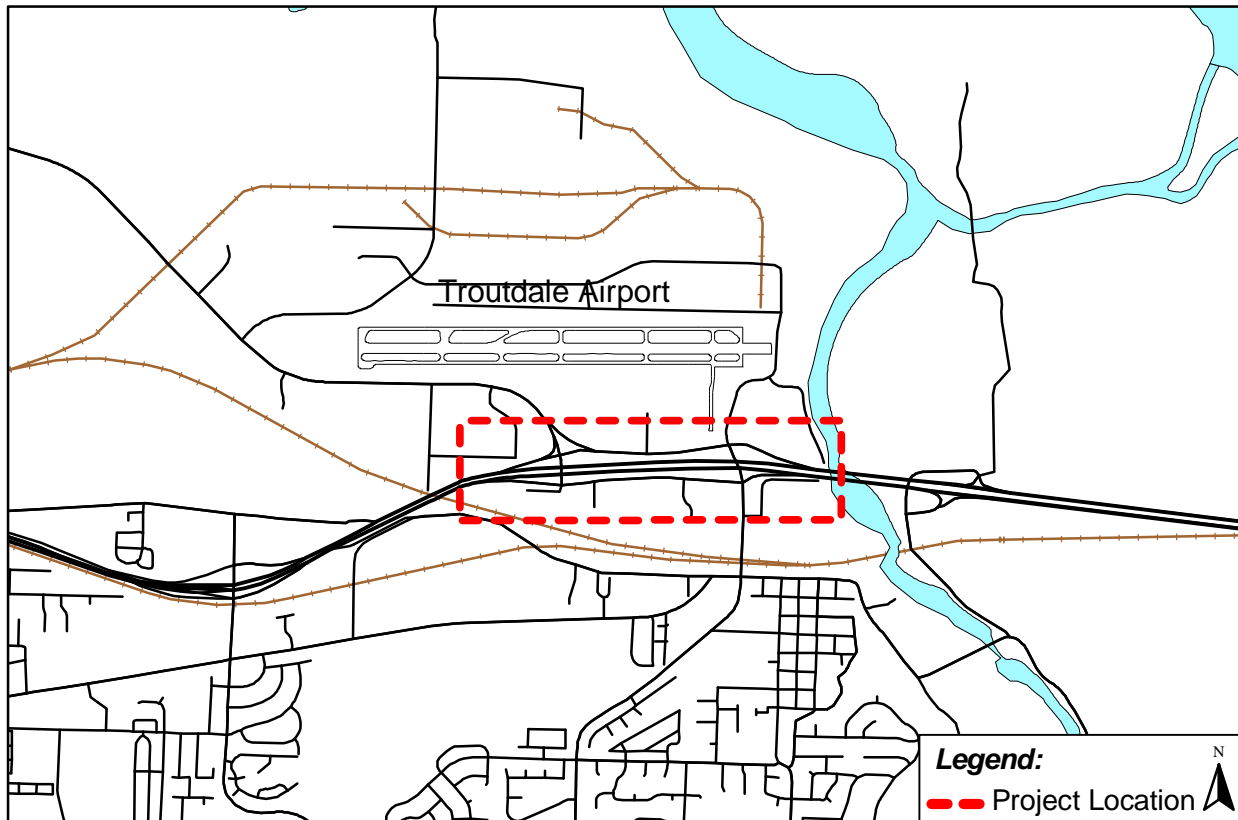
Description: Improve function of split diamond interchange at 257th.

Purpose: Improve access from north and south of the interchange to I-84.

Total Estimated Cost: \$8,650,000 (2005 estimate, Troutdale TSP)\*

Cost Estimate Rating: N/A

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal: \$920,000

State:

City:

SDC:

Port (Committed): \$105,000

Port (Forecasted):

Private:

Unfunded: \$7,625,000

- Conditioned Project
- Project Identified in STIP
- Project Identified in 2025 RTP (Illustrative)
- Project Identified in 2025 RTP (Constrained)

Time Frame: 10 Yrs

Project #:

JDE Project #:

RTP #: 2005

# 2006 Port of Portland Transportation Improvement Plan

Project: Riverside Dr. Extension

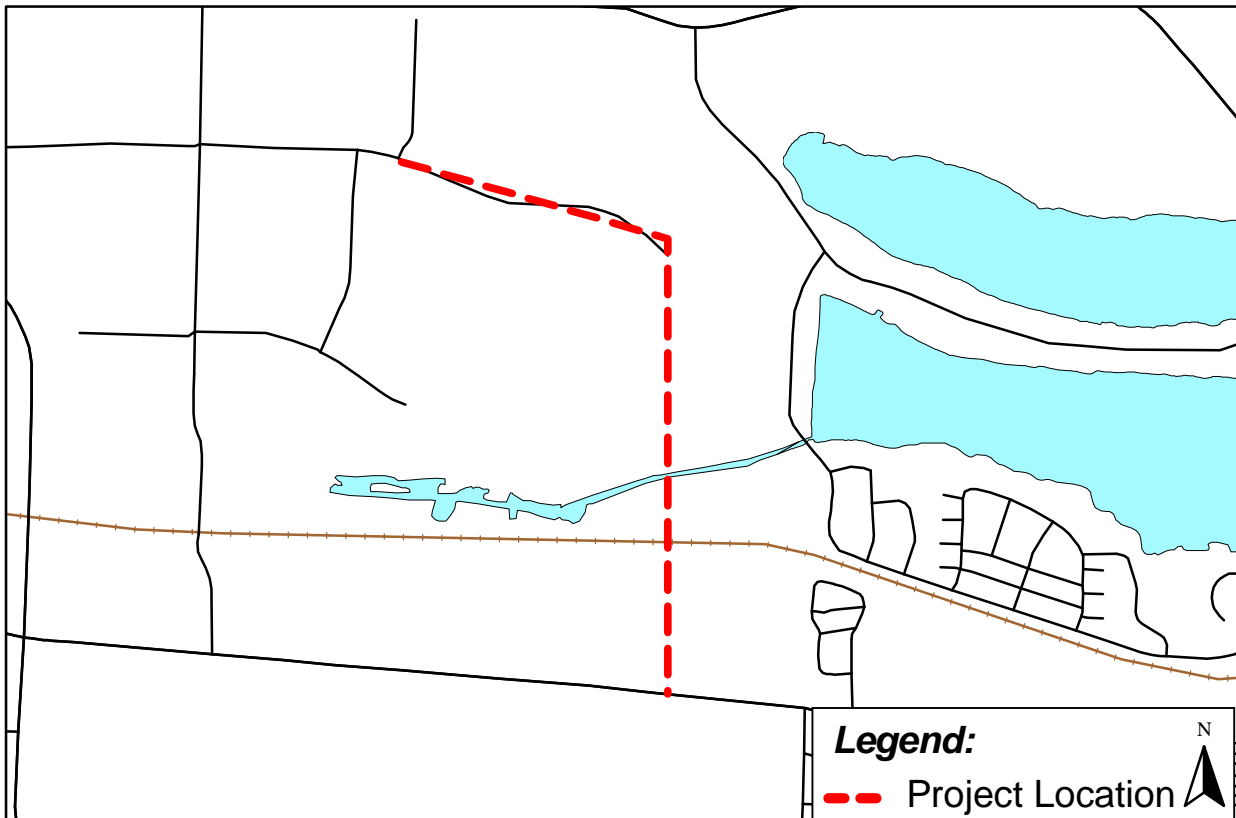
Description: Riverside Dr. Extension (190th to Sandy Blvd.); improve to collector standards.

Purpose: To serve developing industrial parcels.

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

Cost Estimate Rating: N/A

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded: \$4,500,000

- Conditioned Project
- Project Identified in STIP
- Project Identified in 2025 RTP (Illustrative)
- Project Identified in 2025 RTP (Constrained)

Time Frame: 5 Yrs

Project #:

JDE Project #:

RTP #:



# 2006 Port of Portland Transportation Improvement Plan

Project: Sandy Blvd. Widening to 4 lanes

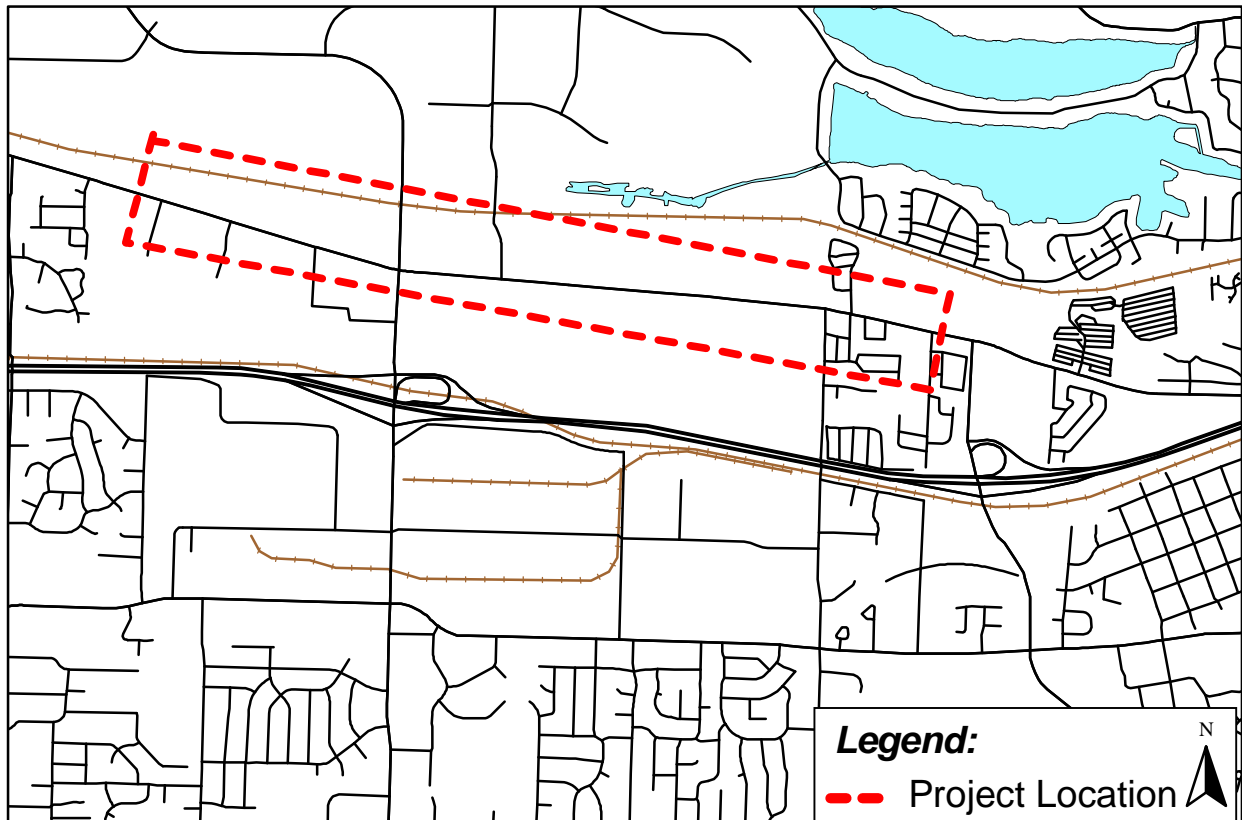
Description: Sandy Blvd. widen to 4 lanes and center turn lane 167th - 203 rd.

Purpose: To improve E/W capacity and serve developing industrial property.

Total Estimated Cost: \$3,900,000\*

Cost Estimate Rating: N/A

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded: \$3,900,000

Conditioned Project

Project Identified in STIP

Project Identified in 2025 RTP (Illustrative)

Project Identified in 2025 RTP (Constrained)

Time Frame: 5 Yrs

Project #:

JDE Project #:

RTP #: 2074

# 2006 Port of Portland Transportation Improvement Plan

Project: Sandy Blvd. Widening to 3 lanes

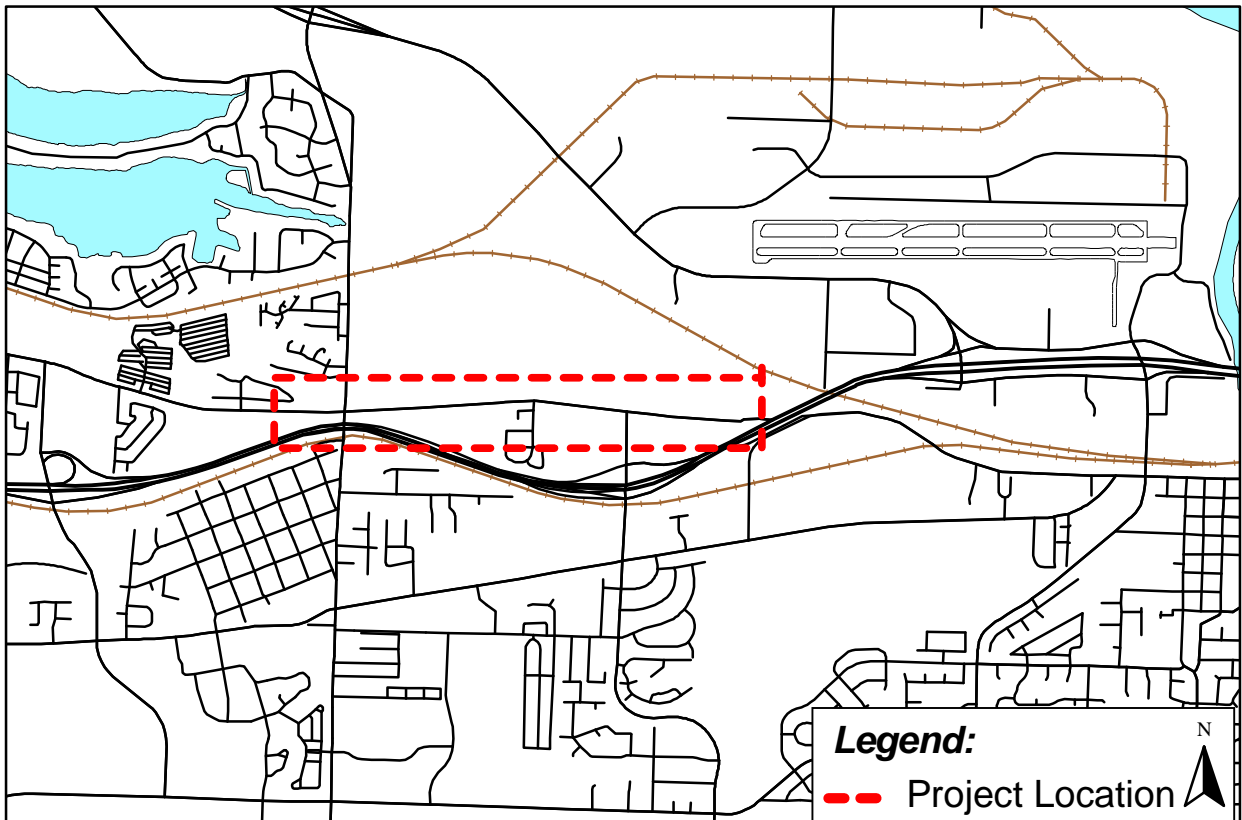
Description: Sandy Blvd. widen to 3 lanes (207th to 238th).

Purpose: To improve E/W capacity and serve adjacent developing industrial area.

Total Estimated Cost: \$7,900,000\*

Cost Estimate Rating: N/A

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded: \$7,900,000

Conditioned Project

Project Identified in STIP

Project Identified in 2025 RTP (Illustrative)

Project Identified in 2025 RTP (Constrained)

Time Frame: 5 Yrs

Project #:

JDE Project #:

RTP #: 2074

# 2006 Port of Portland Transportation Improvement Plan

Project: 238th Avenue Extension Study

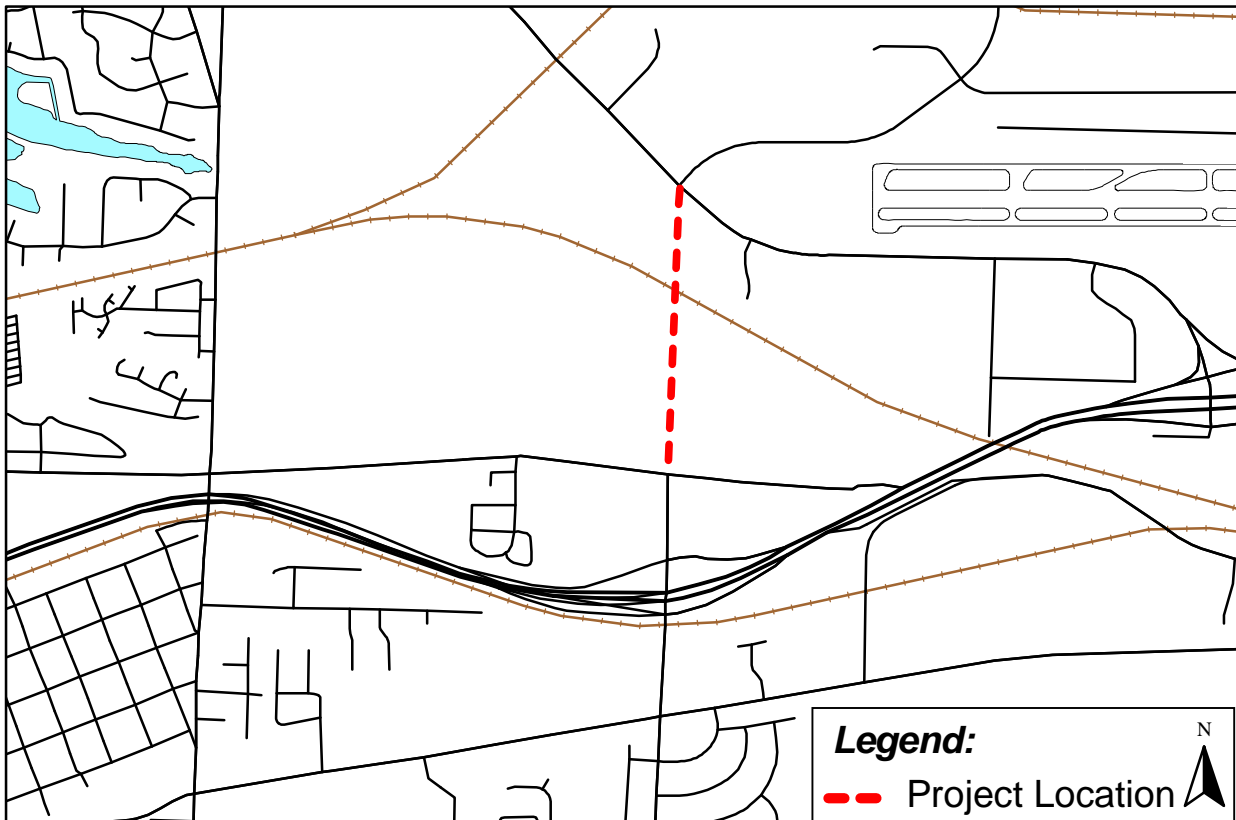
Description: Assess the cost, feasibility and traffic implications of extending 238th Ave. north to connect with Marine Dr. at Sundial Rd.

Purpose: To improve access from developing industrial areas to the interstate.

Total Estimated Cost: \$150,000 (2005 estimate)\*

Cost Estimate Rating: N/A

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded: \$150,000

Conditioned Project

Project Identified in STIP

Project Identified in 2025 RTP (Illustrative)

Project Identified in 2025 RTP (Constrained)

Time Frame: 10 Yrs

Project #:

JDE Project #:

RTP #:

# 2006 Port of Portland Transportation Improvement Plan

Project: I-5 Columbia River Crossing

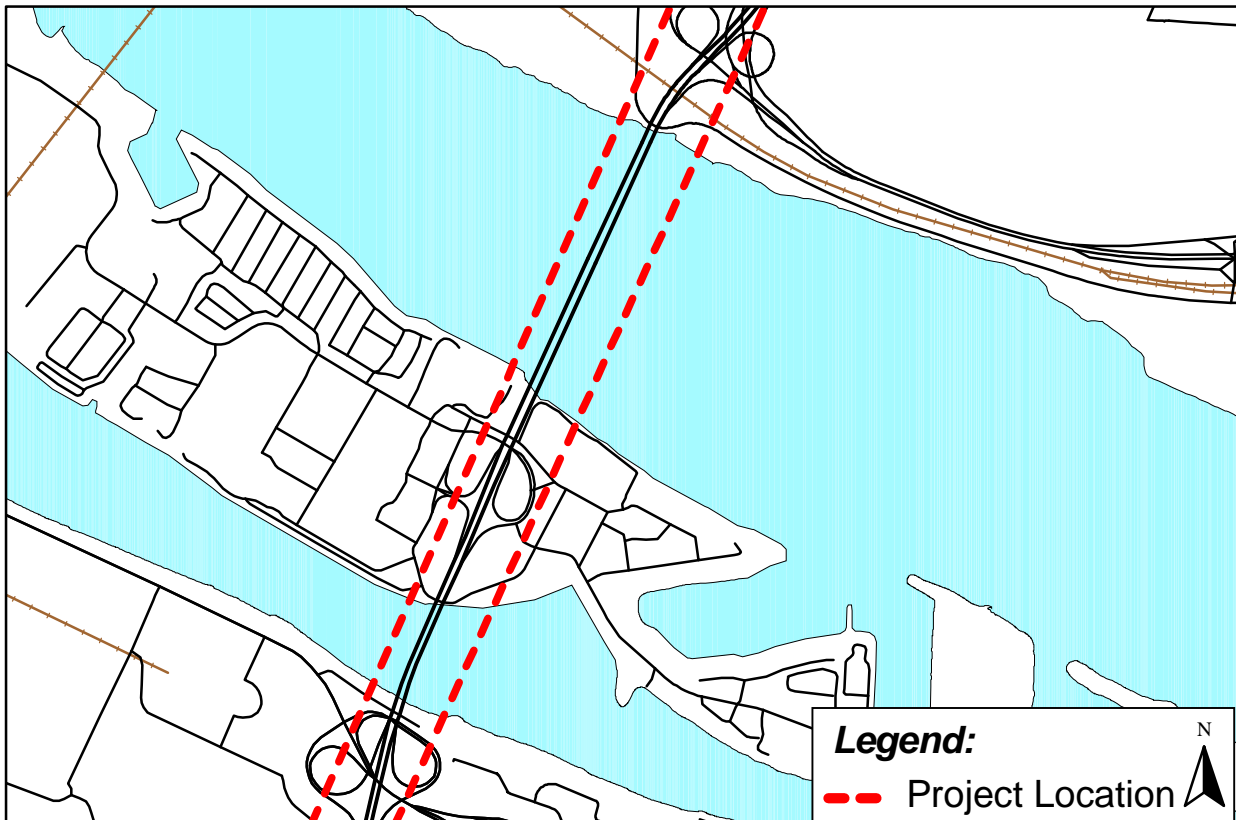
Description: Increase the number of lanes and add transit capacity across the river.

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

Total Estimated Cost: \$1,200,000,000 (2002 estimate)\*

Cost Estimate Rating: N/A

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded: \$1,200,000,000

Conditioned Project

Project Identified in STIP (EIS)

Project Identified in 2025 RTP (Illustrative)\*

Project Identified in 2025 RTP (Constrained)

Time Frame: 10 Yrs

Project #:

JDE Project #:

RTP #: 4003

\* Right-of-way acquisition only

Project most recently identified in the I-5 Transportation and Trade Partnership Final Strategic Plan (2002)

# 2006 Port of Portland Transportation Improvement Plan

Project: Lombard Street Bridge

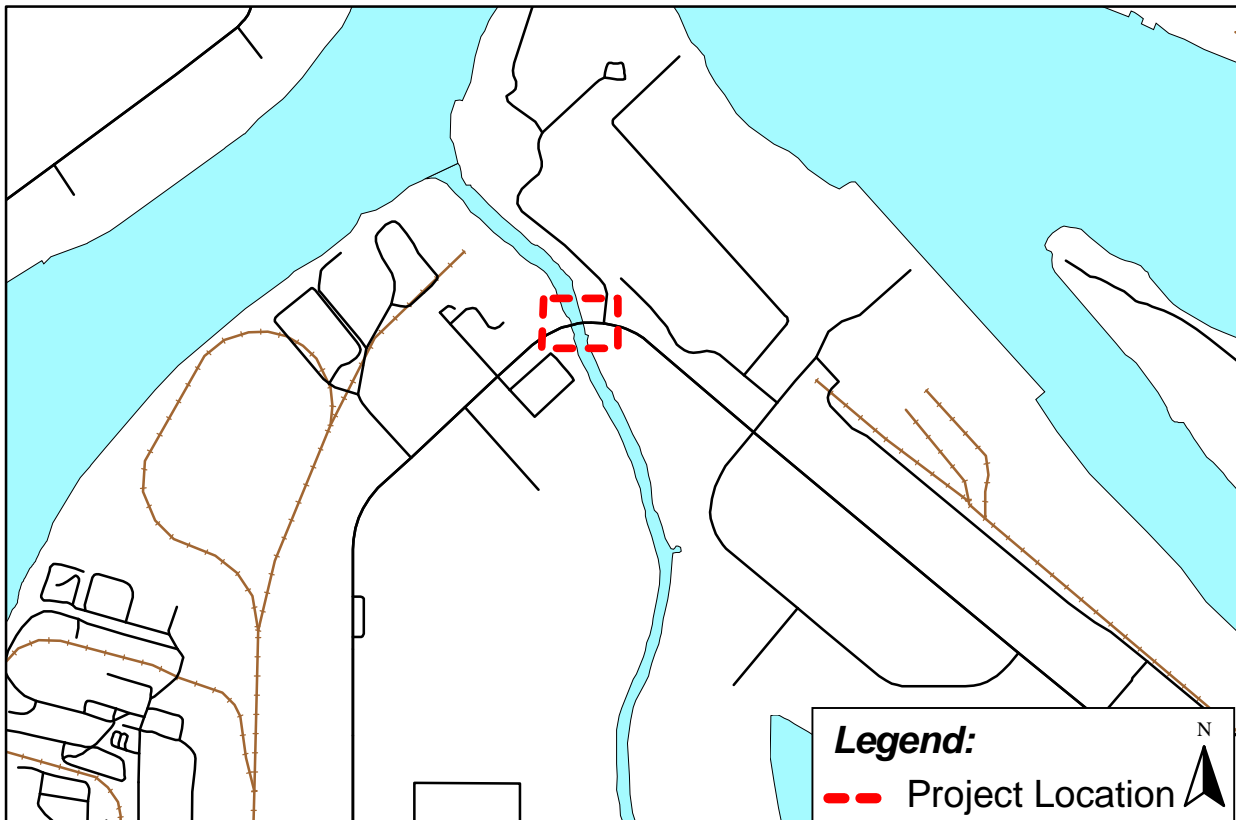
Description: Replace or reinforce the structure to support ongoing heavy truck movement.

Purpose: Protect the connection between north and south Rivergate for heavy trucks.

Total Estimated Cost: \$2,228,909 (2005 estimate)\*

Cost Estimate Rating: N/A

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal: \$2,000,000

State:

City: \$228,909

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded:

- Conditioned Project
- Project Identified in STIP
- Project Identified in 2025 RTP (Illustrative)
- Project Identified in 2025 RTP (Constrained)

Time Frame: 5 Yrs

Project #:

JDE Project #:

RTP #:

Project identified by the City of Portland  
based on a structural engineering analysis.

# 2006 Port of Portland Transportation Improvement Plan

Project: PSU ITS Expansion

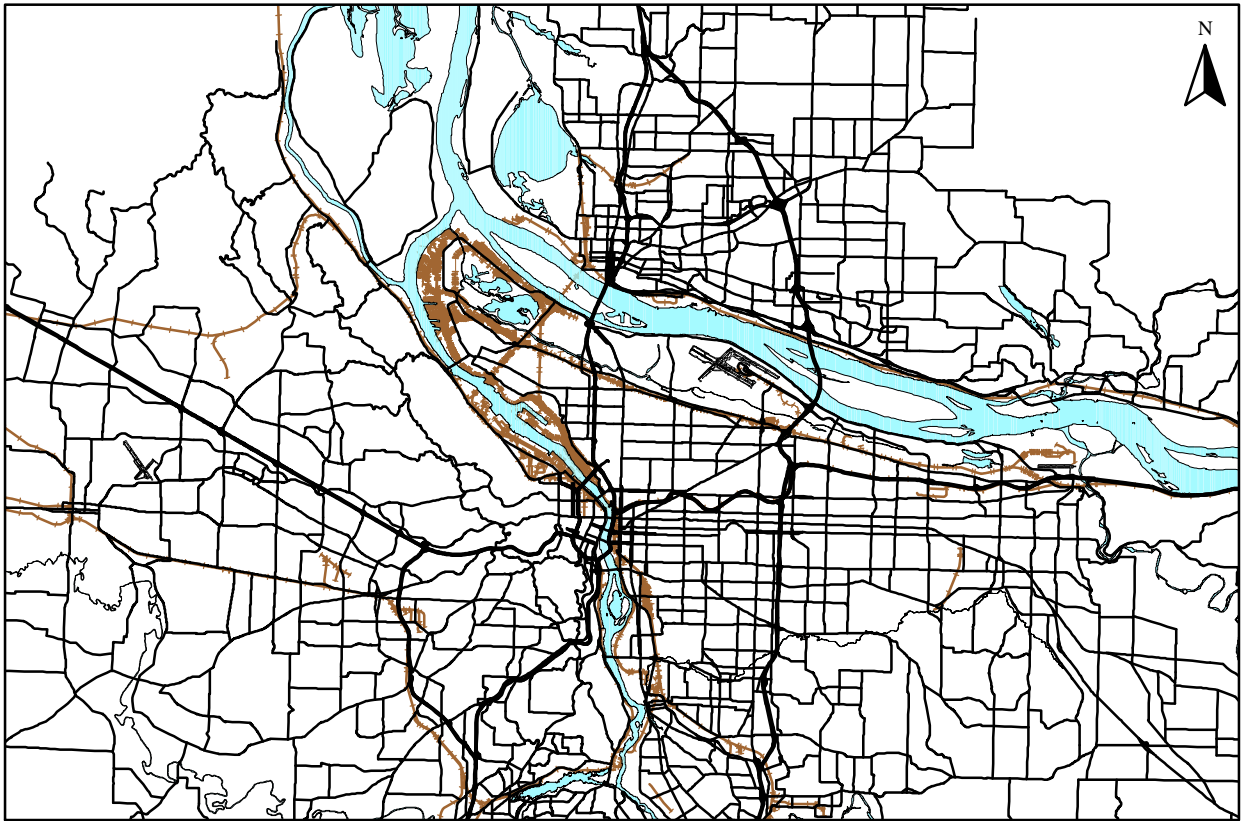
Description: Expand PSU's existing web based ITS "count sensor" program beyond the freeway to some key arterials throughout the region.

Purpose: To secure truck data but also flow and congestion info.

Total Estimated Cost: N/A\*

Cost Estimate Rating: N/A

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded:

Conditioned Project

Project Identified in STIP

Project Identified in 2025 RTP (Illustrative)

Project Identified in 2025 RTP (Constrained)

Time Frame: 5 Yrs

Project #:

JDE Project #:

RTP #:

Note: It is a regional project

# 2006 Port of Portland Transportation Improvement Plan

Project: Freight data repository

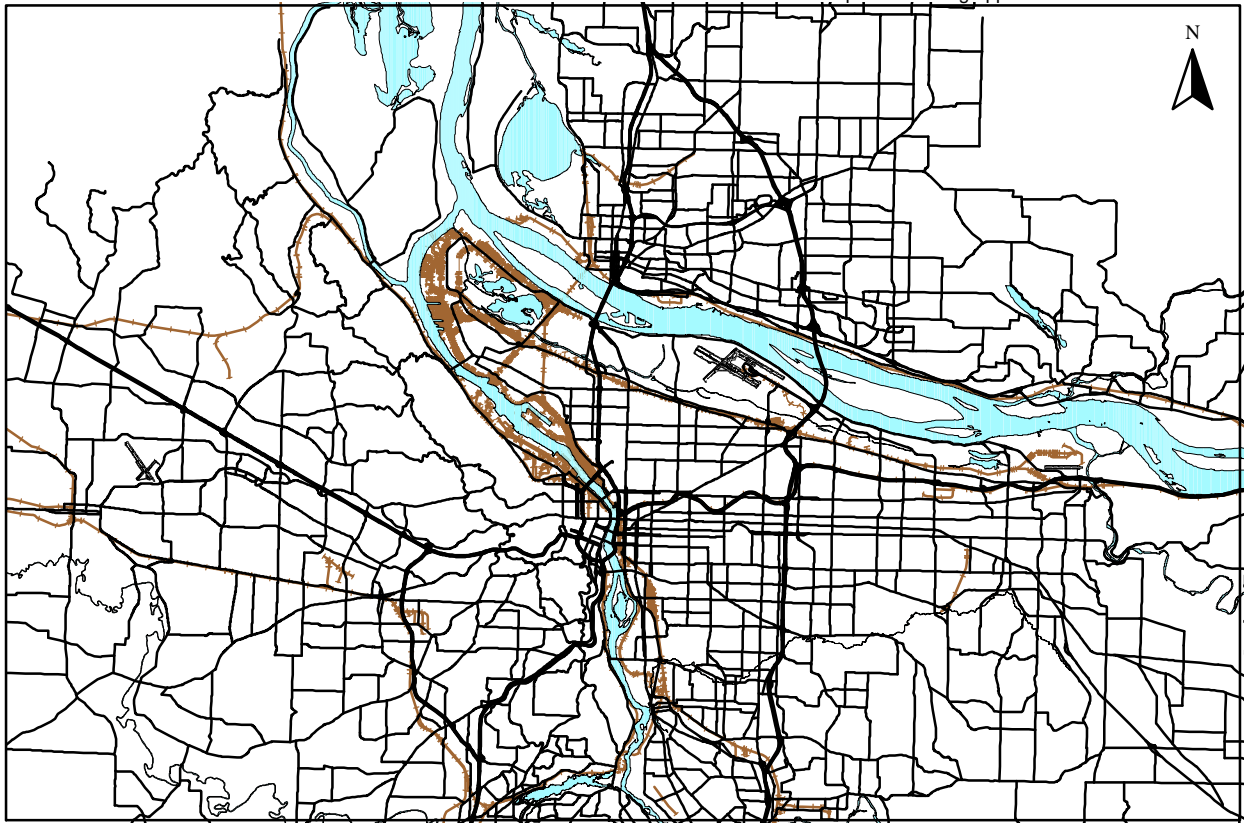
Description: Create a repository of freight data (primarily truck data) from the region's Freight Data Collection project.

Purpose: Collect truck counts from jurisdictions in the region using a tool that standardizes reported data and makes it available for use by others.

Total Estimated Cost: N/A\*

Cost Estimate Rating: N/A

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



Project Details

Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded:

Conditioned Project

Project Identified in STIP

Project Identified in 2025 RTP (Illustrative)

Project Identified in 2025 RTP (Constrained)

Time Frame: 5 Yrs

Project #:

JDE Project #:

RTP #:

Note: It is a regional project

# 2006 Port of Portland Transportation Improvement Plan

Project: ITS for rail delay

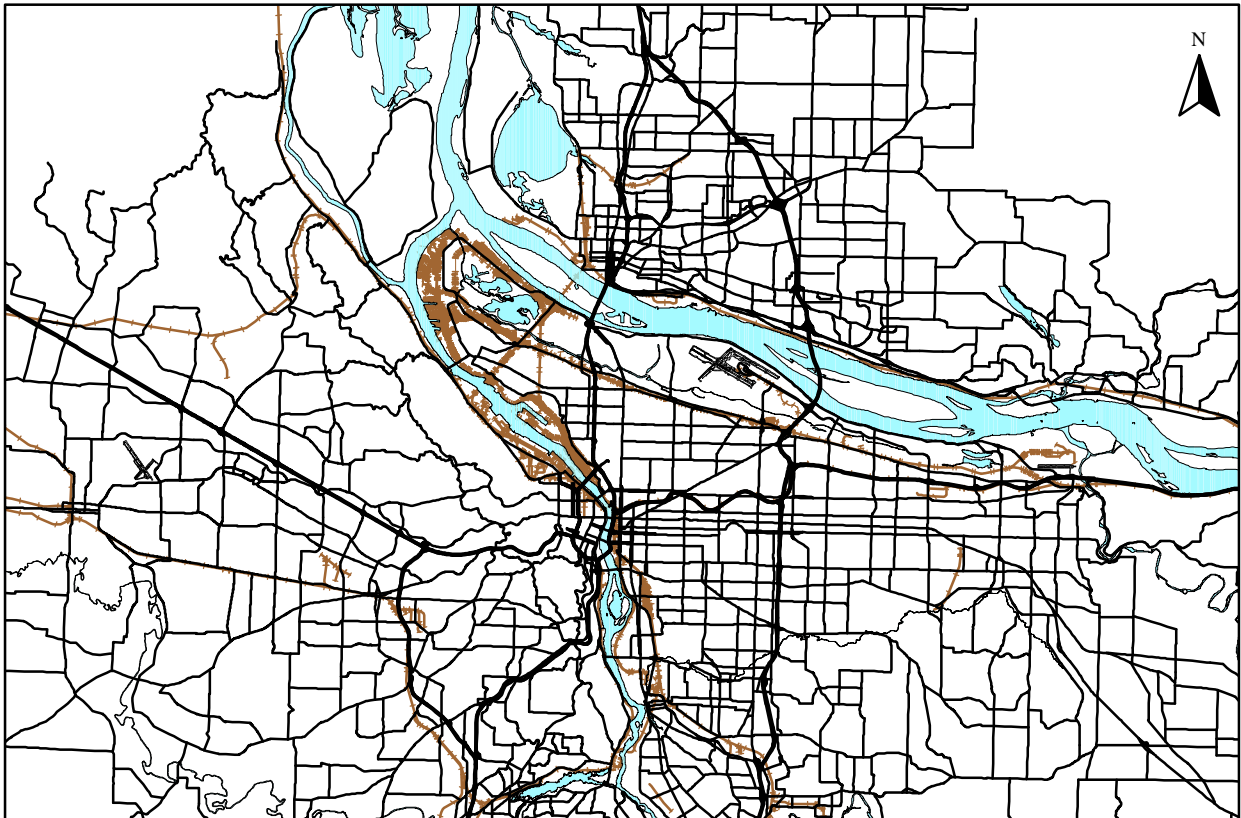
Description: Create an advance message information system for rail delay that collects rail flow data.

Purpose: To provide advance warning information to motorists and others.

Total Estimated Cost: N/A\*

Cost Estimate Rating: N/A

\* Cost estimates will be revised as new information becomes available and to reflect the terms of specific funding applications.



## Project Details

### Funding Sources

Federal:

State:

City:

SDC:

Port (Committed):

Port (Forecasted):

Private:

Unfunded:

Conditioned Project

Project Identified in STIP

Project Identified in 2025 RTP (Illustrative)

Project Identified in 2025 RTP (Constrained)

Time Frame: 5 Yrs

Project #:

JDE Project #:

RTP #:

Note: It is a regional project



## Priority Marine Terminal Capital Project List

Project	Description	Cost	Readiness	Strategic Impact
<b>Near-Term Projects at Terminal 6, the Port of Portland's Public Container Terminal</b>				
<b>Terminal 6 Container Crane Purchase</b>  <i>Project #(s): 100098, 100240</i>	Purchase of one post-panamax container crane to permit the efficient handling of larger container ships. Includes required electrical upgrades to the dock.	\$11.2 million	The crane is scheduled for delivery to Terminal 6 in March 2006.	\$800,000 annual operational savings per post-panamax service.  Critical to meeting customer requirements.  810 jobs generated per weekly container service.  Direct Portland service saves Oregon shippers more than \$50 million annually.
<b>Terminal 6 Berth Improvement Study</b>  <i>Project #(s): 100220</i>	Pre-design engineering of proposed improvements to Terminal 6 including: 1) extending wharf/crane rails 600+ feet east; 2) identifying improvements to the existing structure to safely support container cranes under all load conditions; 3) identifying modifications to the existing structure to extend 100-ft gauge crane supports/rails west to and over Berth 603; and 4) upgrading the electrical supply system.	\$650,000	Project is complete	Project allows the terminal to be modernized cost-effectively.  Terminal 6 container operations generate 1,200 direct jobs and save Oregon shippers more than \$50 million annually.
<b>Terminal 6 Intermodal Third Lead</b>  <i>Project #(s): 100272, 810008</i>	Design, permit, and construct a dedicated lead for the Terminal 6 intermodal yard and separation of the intermodal yard from the Hyundai auto facility leads. The project also includes construction of a track connecting the A and B yards.	\$5.6 million	This project is open and final design is complete.  Construction is scheduled to begin March 2006.	Key infrastructure improvement to improve Terminal 6 automobile and container rail operations.  Terminal 6 - container and auto operations combined - generates more than 1,600 direct jobs.
<b>Terminal 6 Computer System Upgrades</b>  <i>Project #(s): 100363, 100526</i>	Increase efficiency at the Terminal 6 container terminal by installing improved cargo tracking systems.	\$1.7 million	This project is open and in design.	The improvements will improve productivity and financial performance at Terminal 6. Expected payback will be one to two years.

Project	Description	Cost	Readiness	Strategic Impact
<p><b>Terminal 6 Berth Deepening and Scour Protection</b> <i>Project #(s): 100194</i></p>	<p>Provide the design, permitting, and construction of the scour protection and deepening of Terminal 6 container berths.</p>	<p>\$3.4 million</p>	<p>Design is complete, the project has been bid, and a contract for construction has been executed. Waiting for final permits. Construction to be completed by 2006.</p>	<p>This project is a key component of the Channel Improvement Project.</p>
<p><b>Other Projects at Terminal 6, the Port of Portland's Public Container Terminal</b></p>				
<p><b>T-6 Crane Rail Improvements and Tie Backs</b> <i>Project #(s): 100241</i></p>	<p>Design, permit, and construct additional crane rail tie-backs to B604 east and B605, and add 100' crane rail to B604 west.</p>	<p>\$4.6 million</p>	<p>This project is in the preliminary engineering phase (see Terminal 6 Berth Improvement Study). Project is scheduled for 2009 and beyond</p>	<p>This project will improve the strength of the dock and provide the crane rail necessary to handle two post-panamax vessels simultaneously, protecting existing investments and providing long-term access to markets to regional shippers.</p>
<p><b>Terminal 6 Container Dock Extension</b> <i>Project #(s): 100359</i></p>	<p>Extension of Berth 605 upstream by 600 feet or more to facilitate handling of longer container vessels. Also includes the extension of the 100-ft gauge crane rail.</p>	<p>\$19.4 million</p>	<p>Design, permitting, and construction for this project would occur over the 2006-2009 period. The pre-design for these improvements has been completed as part of the T-6 Berth Improvement Study.</p>	<p>Modern container vessels are deeper (channel deepening) and wider (post-panamax cranes). They are also longer. This project will lengthen the berths, preserving Terminal 6 as a three-berth facility capable of handling the longer vessels.</p>
<p><b>Terminal 6 Additional Post-Panamax Cranes</b> <i>Project #(s): 100364, 100365, 100366</i></p>	<p>Acquisition of three additional post-panamax cranes to make Terminal 6 a two-berth post-panamax facility</p>	<p>\$33.4 million</p>	<p>Purchase of the additional cranes will be phased according to business need and availability of funding.</p>	<p>This project would provide Portland with a two-berth post-panamax vessel capability. It anticipates the eventual need to serve multiple post-panamax vessel strings at Terminal 6.</p>

Other Public Infrastructure Projects				
Projects for Port Marine Tenants				
Project	Description	Cost	Readiness	Strategic Impact
<b>Terminal 6 Honda Facility Upgrade</b> <i>Project #(s): 100304, 100323, 100324</i>	This program will cover three distinct projects: 1) Berth 607 dock modifications; 2) rail ramp expansion; and 3) a type, size, and location study for a rail crossing at Terminal 6.	\$7.6 million	New lease with Honda approved by the Commission in October 2004. The dock project is currently open. Dock improvements to be completed by Spring 2006.	The project is needed to meet customer requirements.  Approximately 200 direct jobs are generated by the Honda operation. Overall Terminal 6 generates 1,500 direct jobs.
<b>Terminal 6 AWC Auto Terminal Expansion</b> <i>Project #(s): 100456</i>	46-acre expansion of the AWC auto terminal served by Berth 601, which is used to import Hyundai Motors vehicles. Includes porous and impervious paving, lighting, and security fencing.	\$9.7 million	Project is scheduled to begin construction in Spring 2006, with Phase 1 completion in June 2006 and Phase 2 completion in November 2006.	The existing AWC operation employs approximately 200 people. With additional volumes, approximately another 100 jobs would be added.
<b>Terminal 4 Pier 2 Rail Yard Improvements</b> <i>Project #(s): 100303</i>	The project will construct a new rail yard with the capacity for 200 loaded rail cars and 60 empty cars, replacing current capacity. The project will also provide storm water management for the rail yard and upgrade the vegetated riparian edge where it abuts the Willamette River.	\$5.4 million	This is an open project. Expected project completion date is November 2006.	The project is needed to meet customer rail requirements.  The project includes environmental improvements to the property (storm water management and riparian edge).  Facility activity generates 120 direct jobs.
<b>Cathedral Park Quiet Zone</b> <i>Project #(s): None assigned</i>	This project addresses rail switching noise related to the Toyota operations at Terminal 4 by improving multiple public rail crossings in the St. Johns Cathedral Park area such that the area can be designated a "Whistle Free Zone" by the FRA and the City of Portland.	\$3.5 million	This project is still in the conceptual design and planning stage. Preliminary design may proceed in CY 2006	This project is needed to allow auto import operations to continue to grow in North Portland and improve neighborhood livability.  The project will include several important public safety improvements that address existing rail crossings in public right-of-ways.

Project	Description	Cost	Readiness	Strategic Impact
<p><b>Mar Com North Facility</b> <i>Project #(s): 100233</i></p>	<p>Acquisition, design, permitting and development of the 6.54 acre brown field site property adjacent to Terminal 4 on the south. Would provide additional land to meet auto storage capacity needs of Toyota, in furtherance of the Port's automobile import line of business.</p>	<p>\$2.0 million</p>	<p>Transaction could close in Spring or Summer 2006.</p>	<p>Toyota employs 200+ persons.</p>
<p><b>Terminal 4 Second Entrance</b> <i>Project #(s): 100470</i></p>	<p>Design and construct a second entrance to Terminal 4.</p>	<p>\$6.4 million</p>	<p>Project could begin Spring 2006 pending lease with a new grain facility tenant.</p>	<p>The project is needed to resolve Terminal 4 rail-vehicle conflicts which would be caused by heavy rail traffic associated with the resumption of operations at the grain facility.</p> <p>The grain facility would generate approximately 160 direct jobs.</p> <p>Product from Oregon grain growers would be exported from Terminal 4.</p>
<p><b>Terminal 4 Barge Facility Relocation</b> <i>Project #(s): 100472</i></p>	<p>Design and construct a new barge receiving facility for the Terminal 4 grain facility. The project would utilize machinery and structures from the existing barge facility where possible.</p>	<p>\$9.5 million</p>	<p>The project would be needed in the event Slip 1 used as a confined disposal facility as part of the Terminal 4 Early Action Sediment Clean-up. The EPA will choose a cleanup method in early 2006. Construction of a new barge facility could begin in 2007, if needed.</p>	<p>Approximately 40 to 50 percent of all wheat and barley exported from the Columbia/Willamette river system is delivered to the export terminal by barge. This includes wheat grown by Oregon grain growers. A barge facility is a critical component to the operations of the Terminal 4 grain elevator.</p>