
Thursday, March 02, 2023

6:45 PM – 8:30 PM

Zoom Link:

<https://clackamascounty.zoom.us/j/88617288805?pwd=Q0N0Vzk2WWRBQkd6eW9Kb1FVcXRRQT09>

Telephone: 1 (669) 444-9171

AGENDA

6:45 p.m. **Pledge of Allegiance**

Welcome & Introductions

Chair Paul Savas & Mayor Brian Hodson, Co-Chairs

Housekeeping

- Approval of February 02, 2023 C4 Minutes

Page 04

6: 50 p.m. **C4 Retreat**

Presenting: Trent Wilson, ClackCo Government Affairs

Save the date – June 2-3, 2023

6:55 p.m. **R1ACT City Appointments (Cities Caucus)**

Facilitating: Trent Wilson, C4 | County Government Affairs

7:00 p.m. **RTP Call for Projects Approval (Action Item)**

Presenting: Stephen Williams, Clackamas Sr. Transportation Planner

- DRAFT Recommended Letter
- Materials

Page 06

Page 07

7:15 p.m. **I-205 Tolling Environmental Analysis (EA) Briefing**

Presenting: Della Mosier, ODOT UMO Deputy Director; Mandy Putney, ODOT UMO Strategic Initiatives Director

- EA Fact Sheet
- [ODOT EA Landing Page](#)
- [DRAFT EA](#)

Page 30

8:20 p.m. **Updates/Other Business**

- JPACT/MPAC Updates
- Climate Action Plan Task Force Update
- Other Business

8:30 p.m. **Adjourn**

General Information



Current Voting Membership

		C4 Exec	C4 Metro	C4 Rural	JPACT	MPAC	R1ACT
Clackamas County	Commissioner Paul Savas	●	●	●	●		●
Clackamas County	Commissioner Mark Shull		●	●		●	
Canby	Mayor Brian Hodson	●		●			●
CPOs	Martin Meyers (Redland CPO)	●	●	●			
Estacada	Mayor Sean Drinkwine			●			
Fire Districts	Matthew Silva (Estacada Fire District)	●					
Gladstone	Mayor Michael Milch	●	●				
Hamlets	Kenny Sernach (Beavercreek Hamlet)			●			
Happy Valley	Council Brett Sherman		●		●	●	
Johnson City	Vacant						
Lake Oswego	Mayor Joe Buck		●		●	●	
Milwaukie	Councilor Rebecca Stavenjord		●			●	
Molalla	Mayor Scott Keyser			●			
Oregon City	Commissioner Adam Marl		●			●	
Portland	Vacant						
Rivergrove	Councilor Doug McLean		●				
Sandy	Mayor Stan Pulliam			●			
Sanitary Districts	Paul Gornick (Oak Lodge Water Services)	●					
Tualatin	Councilor Valerie Pratt		●				
Water Districts	Sherry French (Clackamas Water District)		●			●	●
West Linn	Mayor Rory Bialostosky		●				
Wilsonville	Mayor Julie Fitzgerald		●				

Current Ex-Officio Membership

MPAC Citizen Rep	Ed Gronke
Metro Council	Councilor Christine Lewis
Port of Portland	Emerald Bogue
Rural Transit	Todd Wood (Canby Area Transit)
Urban Transit	Dwight Brashear (SMART)

Frequently Referenced Acronyms and Short-forms:

Related to the Clackamas County Coordinating Committee (C4)

C4 Metro Subcommittee

C4 I-205 Diversion Subcommittee

CTAC: Clackamas Transportation Advisory Committee (C4 Transportation TAC)

Related to Metro and Metro Committees

JPACT: Joint Policy Advisory Committee on Transportation (Metro)

MPAC: Metro Policy Advisory Committee (Metro)

TPAC: Transportation Policy Advisory Committee (JPACT TAC)

MTAC: Metro Technical Advisory Committee (MPAC TAC)

Related to the Oregon Department of Transportation (ODOT) and Tolling

OTC Oregon Transportation Commission (ODOT policy decision body)

Region 1: ODOT's geographic designation for the metro area + Hood River

R1ACT: ODOT Region 1 Advisory Committee on Transportation

UMO: ODOT's Urban Mobility Office

RTAC: ODOT's Regional Tolling Advisory Committee

STRAC: ODOT's State Tolling Rules Advisory Committee

EMAC: ODOT's Equity Mobility Advisory Committee (for tolling)

General Transportation Acronyms

STIP: State Transportation Improvement Plan (ODOT)

RTP: Regional Transportation Plan (Metro)

TSP: Transportation System Plan (Local – county and cities)

HCT: High Capacity Transit

UPWP: Urban Planning Work Program

General Housing and Land Use Acronyms

H3S: Clackamas County's Health, Housing, and Human Services Department

HACC: Housing Authority of Clackamas County

SHS: Supportive Housing Services (Regionally approved funds for housing services)

OHCS: Oregon Housing and Community Services

LCDC: Land Conservation and Development Commission

DLCD: Department of Land Conservation and Development

UGB: Urban Growth Boundary

UGMA: Urban Growth Management Agreement

Thursday, February 02, 2023
Development Services Building
 Main Floor Auditorium, Room 115
 150 Beaver Creek Road, Oregon City, OR 97045

Attendance:

Members: **Canby:** Brian Hodson; **Clackamas County:** Paul Savas, Mark Shull; **CPOs:** Martin Meyers; **Gladstone:** Michael Milch; **Happy Valley:** Brett Sherman; **Lake Oswego:** Joe Buck; **Metro:** Christine Lewis; **Molalla:** Scott Keyser; **MPAC Citizen:** Ed Gronke; **Oregon City:** Adam Marl; **Rivergrove:** Doug McLean; **Sewer District:** Paul Gornick; **Transit:** Dwight Brashear (SMART, Urban); Todd Woods (Canby, Rural Transit); **Tualatin:** Valerie Pratt; **Water District:** Sherry French (CRW); **West Linn:** Rory Bialostosky; **Wilsonville:** Julie Fitzgerald, Caroline Berry (Alt.)

Staff: Trent Wilson (PGA); Chris Lyons (PGA)

Guests: Jamie Stasny (DTD); Neelam Dorman (ODOT); John Serra (TriMet); Dayna Webb (Oregon City); Jaimie Lorenzini (Happy Valley); Rick Cook (Stafford); Junie Brown (community); Charlie Lumb (community); Dan Johnson (DTD); Alex Lopez (Rep. Chavez-DeRemer); Nick Fazio (ODOT)

The C4 Meeting was recorded and the audio is available on the County's website at <http://www.clackamas.us/c4/meetings> . Minutes document action items approved at the meeting.

<u>Agenda Item</u>	<u>Action</u>
Approval of January 05, 2023 C4 Minutes	Approved
Legislative Update	<p>ClackCo's Government Affairs Manager shared the status of 2023 State Legislative Session, which began on January 17. Legislative leadership is prioritizing housing and semi-conductor/land use issues in the first 60-90 days. At the time of the meeting, roughly 2,000 bills have been introduced, with more expected.</p> <p>Members were interested in legislative capacity to address tolling on I-205. Staff shared there is a large appetite, but many people have many ideas. Staff recommended C4 allow legislative concepts to develop before taking a more formal position.</p>
RTP Call For Projects Update	The Clackamas Transportation Advisory Committee (CTAC) has been working to collect known projects that will be

	<p>included in the next iteration of the Regional Transportation Plan. The C4 Metro Subcommittee will be review the initial draft cities and county list, and from there the C4 Metro Subcommittee and staff will propose a final list and draft letter that will come to C4 at the March 2 meeting for approval.</p> <p>Process update only, no questions.</p>
<p>Regional Appointments (R1ACT and RTAC)</p>	<p>County staff supported a cities discussion to select the following appointments:</p> <p>R1ACT – Tualatin Councilor Valerie Pratt recommended to sit in for vacant term that ends in June 2025. HV Councilor Brett Sherman willing to observe R1ACT meeting to consider vacancy that ends in June 2023.</p> <p>RTAC – WL Mayor Bialostosky to serve as primary member. Canby Mayor Hodson to serve as alternate.</p>
<p>C4 Retreat and Year Ahead (discussion)</p>	<p>C4 staff shared possible dates for C4 retreat based on resort availability. C4 voiced preference for first Friday and Saturday in June. C4 staff to reserve that space and return in March with costs and more discussion on agenda topics.</p>
<p>I-205 Tolling Update and Upcoming Milestones</p>	<p>ClackCo Transportation Staff shared updates on the proposed I-205 tolling project.</p> <p>Staff was very clear. ODOT is advancing a toll program, and the county is not, but sharing with C4 what is known and what to expect with the coming release of the Draft Environmental Analysis. ODOT to visit in March.</p> <p>Presentation to be shared via email in follow up email.</p>
<p>Updates/Other Business</p> <ul style="list-style-type: none"> • JPACT/MPAC Updates • Climate Action Plan Task Force Update • Other Business 	<p>JPACT/MPAC – JPACT covered the RTP update, the Urban Planning Work Program, the High Capacity Transit study, and carbon reduction goals. MPAC covered High Capacity Transit and updates on the supportive housing services.</p> <p>Climate Action Plan Task Force Update – One meeting left and draft plan to be released in coming months.</p> <p>Other business – None.</p>

Adjourned at 9:05 p.m.



March **DRAFT**, 2023

Kim Ellis, Principal Transportation Planner
Metro Regional Center
600 NE Grand Ave
Portland, OR 97232-2736

Ms. Ellis:

On behalf of the Clackamas County Coordinating Committee (C4), attached is the Clackamas County coordinated project list for the 2023 Regional Transportation Plan (RTP) for your use in modeling and evaluation. C4 unanimously reviewed and endorsed this countywide project list at our March 2, 2023 C4 meeting.

This project list represents the regionally significant investments in transportation infrastructure in Clackamas County and its jurisdictions in the urban area, and should match the projects submitted by the local jurisdictions into the Metro Project Hub.

Please feel free to contact Karen Buehrig or Steve Williams if you have any questions regarding the Clackamas County coordinated project list.

Sincerely,

DRAFT

Paul Savas, Commissioner
Clackamas County
C4 Co-Chair
R1ACT Vice Chair

DRAFT

Brian Hodson, Mayor
City of Canby
C4 Co-Chair
R1ACT Member

C4 Membership: Clackamas County; the Clackamas Cities of Canby, Estacada, Gladstone, Happy Valley, Lake Oswego, Milwaukie, Molalla, Oregon City, Rivergrove, Sandy, Tualatin, West Linn, Wilsonville; Clackamas CPOs, Hamlets, and Special Districts; Ex Officio Members including Metro, MPAC Citizen, Port of Portland, Urban and Rural Transit

To: Clackamas County Coordinating Committee (C4)
From: Karen Buehrig and Steve Williams, Clackamas County
Date: March 2, 2023 Subject: 2023 Regional Transportation Plan Call for Projects – C4 Endorsement

Clackamas County, city and agency staff have been working together over the past several months to update the local projects for Metro’s 2023 Regional Transportation Plan (2023 RTP) update. Metro requires the countywide list of projects be endorsed by the C4 and submitted to Metro staff. Through the Clackamas Transportation Advisory Committee (CTAC), staff has coordinated on these projects to make sure that the overall project costs did not exceed the revenues across three categories (Fiscally Constrained 2024-2030; Fiscally Constrained 2031-2045; and Strategic).

The attached Project List are the projects submitted by each jurisdiction/agency into the Metro Project Hub. The total costs for the projects balance across the total amount of revenue that is anticipated to flow through the Clackamas Sub-region in the 2024-2045 time period.

Recommended Actions at the March 2, 2023 C4 Meeting

There are two actions necessary by C4 at the March 2, 2023 meeting.

- a. Review of the draft Project List – The draft Project List that has been developed as described above is attached to this memorandum.
- b. Approve Letter of Endorsement – Metro requires that each of the coordinating committees provide a letter documenting the committee’s endorsement of the project list for inclusion in the 2023 RTP. A draft letter of endorsement is attached for consideration by C4.

BACKGROUND:

As the designated Metropolitan Planning Organization for the Portland Metropolitan Area, it is Metro’s responsibility to develop and maintain a Regional Transportation Plan (RTP). The RTP identifies the transportation needs of the designated Metropolitan Planning Area, the improvements that are necessary and the manner in which Federal funds will be expended to address those transportation needs. All expenditures of Federal funds by a city, county, special district, regional entity, state or Federal agency are required to be included in the RTP. If a portion a transportation project such as preliminary engineering, environmental review, final design or right-of-way acquisition is accomplished using Federal funds than the project is “federalized” and is required to be included in the RTP. If a project is not included in the RTP, but after the RTP is adopted the decision is made to include Federal funding for the project, the adopted RTP must be amended to include that project. The RTP is not required to address the use of non-Federal funds for transportation improvements such as projects that are funded from local funds such as city or county revenue or state funds such as the Road Use Tax.

Due to these Federal requirements the update of the RTP includes development of a comprehensive update of the RTP Project list to include all projects that have previously received Federal funds, are currently receiving Federal funds, or are expected to receive Federal funds in the future. Given the size and complexity of the Portland region, Metro works through other organizations to coordinate the preparation of the project list. Clackamas County is the designated to coordinate the preparation of the project list for the area of the county that is within the metropolitan planning area. The following briefly

describes the steps in the development of the project list and the coordination that has occurred as part of that process.

Revenue Forecasts

Last fall Metro with assistance from DKS developed revenue forecasts for all the agencies within the metropolitan planning area portion of Clackamas County. The agencies included Clackamas County, Gladstone, Happy Valley, Lake Oswego, Milwaukie, North Clackamas Parks and Recreation District (NCPRD), Oregon City, West Linn, and Wilsonville. All of the agencies listed have different sources of revenue that can be spent for transportation system improvements, so each of the revenue forecasts is unique. Upon completion the revenue forecasts from DKS/Metro were supplied to Clackamas County and each of the cities for review. That review often allowed the local governments to identify revenue sources available to the agencies that were not correct or other revenue sources that they had not previously identified. As an example, the County Vehicle Registration Fee revenue was incorrect for all of the agencies in the DKS estimate. Clackamas County provided an updated estimate for the VRF that was based on the agreed upon method of sharing those revenues which increased the VRF funds projected to be available for all of the cities.

Project Cost Estimates

A new aspect of the RTP project list development in this cycle is that both project costs and agency revenues have been estimated including inflation. In past RTP updates, the revenues and project costs were estimated only for the base year. In this update the annual revenue forecasts for the agencies have been estimated to grow annual based on the rate of inflation and project costs have been estimated for a Year of Expenditure. The projects in this RTP update have been grouped based on into two time periods, 2024 to 2030, and 2031 to 2045. To estimate the project costs and available revenues all projects in the 2024 to 2030 time period are assumed to be carried out in 2027 and all projects in the 2031 to 2045 time period are assumed to be carried out in 2038. Projects in the 2024 to 2030 time period can only proposed to be developed with funds that are available for that period. Projects in the 2031 to 2045 period can be developed with funds carried over from the 2024 to 2030 time period and funds from the 2031 to 2045 time period.

The cost targets are divided into three sub-targets: 1) Cost constrained projects to be implemented between 2024-203, 2) Cost constrained projects to be implemented between 2031-2045, and 3) Projects that are not cost constrained, referred to as strategic projects, are proposed to be implemented in the 2031-2045 time period. The table below shows the revenues for each of the eligible agencies for each of the funding periods from local and state sources.

Agency	Fiscally Constrained 2024-2030 Revenues	Fiscally Constrained 2031-2045 Revenues	Strategic 2031- 2045 Revenues
Clackamas County	\$ 70,268,110	\$ 135,560,491	\$ 205,828,601
Gladstone	\$ 4,707,348	\$ 11,821,406	\$ 16,528,754
Happy Valley	\$ 85,085,826	\$ 127,028,021	\$ 212,113,848
Lake Oswego	\$ 43,570,713	\$ 116,563,166	\$ 160,133,878

Milwaukie	\$ 48,482,080	\$ 35,840,311	\$ 84,322,392
NCPRD	\$ 338,197	\$ 954,515	\$ 1,292,712
Oregon City	\$ 39,619,559	\$ 106,623,924	\$ 146,243,484
West Linn	\$ 51,208,106	\$ 126,824,863	\$ 178,032,969
Wilsonville	\$ 80,176,497	\$ 106,076,403	\$ 186,252,900
Share of Discretionary Funding	\$ 80,668,192	\$ 259,985,347	\$ 340,653,539
Total:	\$ 504,124,628	\$ 1,027,278,448	\$ 1,531,403,076

It should be noted that the revenues are NOT guaranteed to the agencies above, but have been established for planning purposes. Regional, State and Federal Funds are typically awarded through competitive processes that supply funding to projects that address regional needs.

Identification of Projects

Based on the expected revenue, each jurisdiction was asked to identify projects to be proposed for inclusion in the project list for the 2023 RTP. As a reminder, to be included in the RTP, project must:

- a. Be located on the designated regional transportation system.
- b. Help achieve regional vision, goals and policies for the transportation system.
- c. Have a total project cost of at least \$2 million or be bundled with similar projects to meet the cost threshold.
- d. Come from adopted plans or strategies developed through a planning process conducted by one or more of the eligible agencies that identified the project to address a transportation need on the regional transportation system.
- e. Have been identified through a public process that met requirements for public involvement, including providing opportunities for public comment, with specific efforts to engage communities of color, people with low-incomes, and people with limited English proficiency.

All of the eligible agencies were asked to identify projects and submit those projects for consideration for inclusion in the 2023 RTP update. During the period from January 6 to February 17, 2023 the agencies submitted proposed projects to Clackamas County. The county role in the process was to collect the proposed projects and coordinate the project identification process. It was not the county role to change any of the projects in any fashion or to make choices of the projects that would be included in the list. After the proposed projects were submitted they were organized into a list including the projects from all the eligible agencies. The draft list was supplied to the agencies for review and revision, and the changes that were requested were incorporated into a revised version of the project list by February 23, 2023.

Future Steps

Following the March 2, 2023 C4 meeting, there are several items that will occur in coming months.

Metro Evaluation – Once the project list has been endorsed by C4 and submitted Metro will evaluate how the draft project list advances the RTP vision, goals and policies. This phase includes detailed equity and climate analysis that is required by the federal and state regulations for the

RTP.Public Engagement – Stakeholders and policymakers will be asked to review and comment on draft priority projects and the high-level assessment starting in April 2023. Metro will also host an online survey that will provide an opportunity for the public to provide input on the draft project list. The input on the project assessment along with public input on the systems analysis findings will inform regional partners as they work together to finalize the draft RTP and project priorities for public review. A 45-day comment period on the draft RTP is planned from July 1 to August 14, 2023. JPACT and Metro Council will consider adoption of the 2023 RTP including the updated projects and program priorities in November 2023.

GLADSTONE												
RTP Investment Category	County or counties	Nominating Agency	Primary Owner	RTP ID	Project Name	Project Start Location	Project End Location	Description	Estimated Cost (in 2023 dollars)	Estimated cost (in YOY dollars)	Time Period	Financially Constrained?
Active Transportation - Pedestrian/Bicycle	Clackamas County	Gladstone	Metro	10151	Trolley Trail Bridge Environmental/Engineering	Portland Ave.	Oregon City Clackamas R. Trail	Regional trail would connect the proposed regional Trolley Trail to the Clackamas River Trail via an existing railroad bridge spanning the Clackamas River.	\$1,880,200	\$ 2,139,668	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Gladstone	Gladstone	12264	Portland Avenue Multi-Modal Project Design and Engineering	Clackamas Blvd	Jersey St		\$3,000,000	\$ 3,414,000	2023-2030	Yes
2024-2030 Fiscally Constrained										\$ 5,553,668		
Active Transportation - Pedestrian/Bicycle	Clackamas County	Gladstone	Metro	11886	Trolley Trail Bridge Phase I	Portland Avenue in Gladstone	Clackamas River Trail, Oregon City	First phase of construction of the Trolley Trail Bridge between Gladstone and the Oregon City Willamette River Trail.	\$4,473,931	\$ 7,279,086	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Gladstone	Gladstone	12265	Portland Avenue Multi-Modal Project Construction	Clackamas Blvd	Jersey St		\$7,000,000	\$ 11,389,000	2031-2045	Yes
2031-2045 Fiscally Constrained										\$ 18,668,086		
Active Transportation - Pedestrian/Bicycle	Clackamas County	Gladstone	Metro	11887	Trolley Trail Bridge Phase 2	Portland Ave, Gladstone	Clackamas River Trail, Oregon City	Second phase of construction of the Trolley Trail Bridge across the Clackamas River from Gladstone to Oregon City.	\$6,354,072	\$ 10,338,075	2031-2045	No
2031-2045 Strategic										\$ 10,338,075		

Happy Valley												
RTP Investment Category	County or counties	Nominating Agency	Primary Owner	RTP ID	Workspace Name	Project Start Location	Project End Location	Description	Estimated Cost (in 2023 dollars)	Estimated cost (in YOY dollars)	Time Period	Financially Constrained?
Roadway (Capital)	Clackamas County	Happy Valley	Clackamas County	10033	172nd Ave: Phase 1 - Design	Cheldelin Rd.	Sunnyside Rd.	Phase 1 design work to widen 172nd to five lanes between Sunnyside Rd and 172nd – 190th Connector and to three lanes from the 172nd – 190th Connector to Cheldelin Rd. Project includes bike lanes, sidewalks and continuous left turn lane.	\$5,400,000	\$ 6,100,000	2023-2030	Yes
Roadway (Capital)	Clackamas County	Happy Valley	Clackamas County	11346	162nd Ave Extension South: Phase 2	157th Ave.	Rock Creek Blvd.	Extend 162nd Ave from 157th Ave to Rock Creek Blvd by constructing new, 3 lane roadway with continuous left turn lane, sidewalks, bike lanes, traffic signals and bridge over Rock Creek. Project improves access to Rock Creek Employment Center and industrial sector.	\$23,200,000	\$ 26,400,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Happy Valley	Happy Valley	12042	Mt. Scott/Scouter Mountain Loop - Segment 3	Hagan Rd	Hwy. 212	A multi-use path following Rock Creek between former golf club and Hwy-212. Alignment to cross Sunnyside Rd and Sunrise Corridor below grade. Includes connections to Pioneer Park on SE 153rd as well as Hood View Park and area schools.	\$8,100,000	\$ 9,300,000	2023-2030	Yes
Roadway (Capital)	Clackamas County	Happy Valley	Clackamas County	12071	172nd Ave: Phase 2 - Construction	Cheldelin Rd	Sunnyside Road	Public right-of-way acquisition and construction to widen 172nd to five lanes between Sunnyside Rd and 172nd – 190th Connector and to three lanes from the 172nd – 190th Connector to Cheldelin Rd. Project includes bike lanes, sidewalks and continuous left turn lane.	\$45,000,000	\$ 51,200,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Happy Valley	Happy Valley	12195	Clackamas River Trail: North Carver	Hwy. 212/224 Interchange	Springwater Bridge	Constructs outstanding segments of multi-use regional trail to follow north side of Clackamas River between Hwy. 212/224 interchange and Springwater Bridge.	\$3,000,000	\$ 3,500,000	2023-2030	Yes
2024-2030 Fiscally Constrained									\$ 96,500,000			
Roadway (Capital)	Clackamas County	Happy Valley	Clackamas County	10035	Foster Rd (Upper): Widening and Multimodal	Cheldelin Rd	172nd 190th Connector	Widen two-lane minor arterial from the county line to the 172nd/190th connector, to include continuous left turn lane, sidewalks and bike lanes. Project segment length is 2,000 ft.	\$6,600,000	\$ 10,700,000	2031-2045	Yes
Roadway (Capital)	Clackamas County	Happy Valley	Clackamas County	10041	162nd Ave Extension South: Phase 1	Rock Creek Blvd.	Hwy. 212	Extend 162nd Ave from Rock Creek Blvd to Hwy-212; construct new, 3 lane roadway with continuous left turn lane, sidewalks, bike lanes, intersection improvements at Hwy. 212/162nd on all four approaches. Project terminates at industrial employment sector. In addition, will improve safety on a High Injury Corridor.	\$7,400,000	\$ 12,100,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Happy Valley	Happy Valley	10070	Mt. Scott/Scouter Mountain Loop - Segment 6	Mount Scott Blvd./Ridgecrest Rd	Scott Creek drainage north of Sunnyside Rd	Project begins in Scott Creek drainage corridor north of Sunnyside Rd and runs north to end near Mt Scott Blvd/Ridgecrest Rd intersection. The proposed trail has separate routes for bicyclists and pedestrians.	\$11,300,000	\$ 18,400,000	2031-2045	Yes
Roadway (Capital)	Clackamas County	Happy Valley	Clackamas County	10076	Sunnyside Rd East Extension	SE 172nd Ave.	Foster Road	Construct new 5 lane road with continuous left turn lane, sidewalks, bike lanes, and roundabouts. Project component of Happy Valley Boulevard.	\$39,800,000	\$ 64,800,000	2031-2045	Yes
Roadway (Capital)	Clackamas County	Happy Valley	Happy Valley	11135	Rock Creek Blvd: New Road and Multimodal	172nd	177th Ave.	Construct new 3 lane road from 172nd Ave to 177th Ave. Facility improvements include signal modifications at 172nd with dedicated left and right turn lanes at the intersection, continuous left turn lane, sidewalks, and bike lanes.	\$7,000,000	\$ 11,400,000	2031-2045	Yes
Roadway (Capital)	Clackamas County	Happy Valley	Happy Valley	11271	Misty Drive Extension: 162nd - 169th	162nd Ave.	169th	Construct new 3 lane road with continuous left turn lane, sidewalks, bike lanes, traffic signal and bridge over Rock Creek. Project location improves access to government services, urban and employment centers.	\$11,100,000	\$ 18,000,000	2031-2045	Yes
Roadway (Capital)	Clackamas County	Happy Valley	Clackamas County	12193	172nd-190th Connector: Phase 1 - Design	172nd Ave	190th	Phase 1 design to construct connector between 172nd and 190th Ave using adopted alignment; project includes bike lanes, sidewalks and continuous left turn lane; important connector in n/s freight route alternative to I-205 between I-84 and Hwy-212.	\$3,300,000	\$ 5,400,000	2031-2045	Yes
Active Transportation - Pedestrian	Clackamas County	Happy Valley	Happy Valley	12198	169th Ave Sidewalk Infill: Sunnyside Rd - Stonybrook Ct	Sunnyside Rd	Stonybrook Ct	Project performs sidewalk infill on east side of 169th Ave from Sunnyside Rd to Stonybrook Ct.	\$5,300,000	\$ 8,700,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Happy Valley	Happy Valley	12320	Butler Buttes Trail	Borges Rd	Scouters Mountain Trail by Voyageurs Lp and 172nd	New regional trail connects Springwater Trail in Gresham to Happy Valley, traversing Gabbert, Towle, and Butler buttes along the way.	\$2,200,000	\$ 3,600,000	2031-2045	Yes

Happy Valley												
RTP Investment Category	County or counties	Nominating Agency	Primary Owner	RTP ID	Workspace Name	Project Start Location	Project End Location	Description	Estimated Cost (in 2023 dollars)	Estimated cost (in YOE dollars)	Time Period	Financially Constrained?
Active Transportation - Pedestrian/Bicycle	Clackamas County	Happy Valley	Happy Valley	12319	Clackamas Bluffs Trail	Rock Creek Blvd	Richardson Creek Trail by OR 224	New regional trail in emerging urban area. Trail connects Sunrise Corridor Trail and Richardson Creek Trail.	\$3,500,000	\$ 5,700,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Happy Valley	Happy Valley	12317	East Buttes Powerline Trail - Cheldelin to Sunnyside	Cheldelin Rd	Sunnyside Rd	Multi-jurisdictional trail connecting Gresham and Clackamas River. Project connects Scouters Mountain Trail near 162nd Ave/Hagen Rd to Clackamas River Trail near OR 212/242 east of 132nd Ave.	\$3,000,000	\$ 4,900,000	2031-2045	Yes
2031-2045 Fiscally Constrained									\$ 163,700,000			
Roadway (Capital)	Clackamas County	Happy Valley	Happy Valley	10036	145th Ave/147th Ave	Clatsop St.	Monner Rd.	Widen 145th/147th Ave to include continuous left turn lane, sidewalk and bike lane infill. Project provides safe route between residential and recreational land uses.	\$9,500,000	\$ 15,500,000	2031-2045	No
Roadway (Capital)	Clackamas County	Happy Valley	Happy Valley	10040	162nd Ave Extension North	Clatsop St.	Scouters Mountain Rd	Extend 162nd Ave from Clatsop to Scouters Mountain Rd, including two through lanes, left turn lanes, sidewalks, bike lanes and traffic signal. Project creates direct connection between circuitous bike/ped parkways, travel alternative to 172nd Ave arterial.	\$8,200,000	\$ 13,400,000	2031-2045	No
Roadway (Capital)	Clackamas County	Happy Valley	Happy Valley	10082	Mt. Scott Blvd - Widening and Multimodal	Happy Valley City Limits	129th Ave	Widen Mt. Scott Blvd. facilities to three lanes, with continuous left turn lane, sidewalks and bike lanes.	\$27,500,000	\$ 44,800,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Clackamas County	Happy Valley	Happy Valley	11508	Hubbard Rd	122nd Ave	132nd Ave	Fill gaps in pedestrian facilities and improve ADA facilities as needed. In addition, will improve facilities in an Equity Priority Area.	\$2,500,000	\$ 4,000,000	2031-2045	No
Roadway (Capital)	Clackamas County	Happy Valley	Clackamas County	11669	Foster Rd (Middle): Widening and Multimodal	172nd 190th Connector	Sunnyside Rd Extension (Happy Valley Blvd)	Widen two-lane minor arterial from the 172nd/190th connector to Sunnyside Road east (Happy Valley Blvd), to include continuous left turn lane, sidewalk and multi-use path. Project segment is 10,700 feet in length and includes proposed roundabouts.	\$22,400,000	\$ 36,400,000	2031-2045	No
Roadway (Capital)	Clackamas County	Happy Valley	Clackamas County	12194	172nd-190th Connector: Phase 2 - Construction	172nd Ave	190th	Public right-of-way acquisition and construction to build new, 5-lane connector between 172nd and 190th. Project includes bike lanes, sidewalks and continuous left turn lane; important connector in n/s freight route alternative to I-205 between I-84 and Hwy-212	\$25,000,000	\$ 40,700,000	2031-2045	No
Active Transportation - Pedestrian	Clackamas County	Happy Valley	Clackamas County	12314	152nd Ave Sidewalk Infill: City Limits - OR 212	South of Sedona Dr	OR-212	Project adds sidewalks on both sides of 152nd Ave, from the Happy Valley City limits south of Sedona Drive to OR-212. Project fills gap in regional on-street pedestrian network.	\$2,000,000	\$ 3,200,000	2031-2045	No
Active Transportation - Pedestrian	Clackamas County	Happy Valley	Clackamas County	12315	Monner Rd Sidewalk Infill: 147th Ave - 162nd Ave	147th Ave	162nd Ave	Performs sidewalk infill on both sides of Monner Rd from 147th to 162nd Ave.	\$6,000,000	\$ 9,800,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Clackamas County	Happy Valley	Happy Valley	12316	Mt. Scott/Scouter Mountain Loop - Segment 2	Clatsop Rd	Hagen Rd	Completes Segment 2 of Mt. Scott/Scouters Mountain Trail Loop. Segment includes (1) signed bicycle route, south of Clatsop on SE 162nd and Vradenburg and (2) bike/ped route from Buttes Natural Area to Scouters Mountain and the existing Powerline Trail.	\$21,200,000	\$ 34,600,000	2031-2045	No
Active Transportation - Pedestrian	Clackamas County	Happy Valley	ODOT	12302	OR-224 Sidewalk Infill: Eckert Ln Intersection	South of OR 212/224 Interchange	Eckert Ln	Sidewalk infill on east side of OR 224 at Eckert Lane.	\$2,100,000	\$ 3,500,000	2031-2045	No
Active Transportation - Pedestrian	Clackamas County	Happy Valley	Happy Valley	12303	OR-224 Sidewalk Infill: Eckert Ln - City Limits	Eckert Ln	City limits north of Grand St	Provides sidewalks in urbanizing area, between Eckert Lane and north of Grand.	\$3,800,000	\$ 6,300,000	2031-2045	No
2031-2045 Strategic									\$ 212,200,000			

LAKE OSWEGO												
RTP Investment Category	County or counties	Nominating Agency	Primary Owner	RTP ID	Workspace Name	Project Start Location	Project End Location	Description	Estimated Cost (in 2023 dollars)	Estimated cost (in YOY dollars)	Time Period	Financially Constrained?
Roadway (Capital)	Clackamas County	Lake Oswego	Lake Oswego	11081	Boones Ferry Rd bike lanes	Country Club	North City Limits	3,500' long widening includes retaining walls above and below the roadway grade for bike lanes, sidewalks, and intermittent turn lanes.	\$15,596,000	\$ 17,400,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Lake Oswego	Lake Oswego	11082	Carman Dr. sidewalks &/ bike lanes	Meadows Rd	Parker Rd	4,200' long widening for 6' wide bike lanes, 6' wide separated concrete sidewalks along 80% of length, both sides. Continuation of improvements toward I-5 expected to be incorporated into SW Corridor project.	\$8,400,000	\$ 9,400,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Lake Oswego	Lake Oswego	11612	Goodall Rd Pathway	Knaus Rd	Country Club Rd	3,000' long, 6' wide asphalt shoulder pathway on both sides of road. R/W needed for stormwater swale. Completes a connection.	\$3,500,000	\$ 3,900,000	2023-2030	Yes
Roadway (Capital)	Clackamas County	Lake Oswego	Lake Oswego	11935	Lakeview Boulevard Improvements	Jean Road	SW McEwan Road	3,500' long widening for two 14' shared use lanes with an 8' sidewalk on one side separated by stormwater planter and curb.	\$4,081,000	\$ 4,500,000	2023-2030	Yes
2024-2030 Fiscally Constrained										\$ 35,200,000		
Active Transportation - Pedestrian/Bicycle	Clackamas County, Multnomah County	Lake Oswego	To be determined	10087	Lake Oswego to Portland Trail	Hwy 43/A Ave	Sellwood Bridge	3.15 mile multi-use pathway adjacent to existing Willamette Shore (rail) Line. Connects Lake Oswego to Portland at Sellwood Bridge. Part of the Willamette River Greenway Trail. Full construction cost to be shared by all agency partners. Initial costs shown for planning, engineering, and possible acquisitions.	\$14,000,000	\$ 22,800,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Lake Oswego	Lake Oswego	11396	South Shore Pathway	Lakeview Blvd	McVey Ave	12,800' long, 6' wide separated asphalt pathway on south side of roadway. Retaining walls and storm water improvements required.	\$16,800,000	\$ 27,300,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Lake Oswego	Lake Oswego	11607	Bonita Rd Sidewalks and Bike Lanes	Windfield Way	Carman Drive	1,300' long, 5.5' sidewalks and 6' bike lanes on both sides. Widening of roadway involves tree removals and loss of on-street parking. Continuation of improvements toward I-5 expected to be incorporated into SW Corridor project.	\$5,600,000	\$ 9,100,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Lake Oswego	Lake Oswego	11936	Stafford Road Improvements	South Shore Blvd	Rosemont Road	6,000' long, 6' bike lanes and 8' pedestrian facilities on each side of the roadway. Modification to intersections, installation of retaining walls and stormwater improvements required for widening.	\$11,200,000	\$ 18,200,000	2031-2045	Yes
Roadway (Capital)	Clackamas County	Lake Oswego	Lake Oswego	11609	4th Street Reconstruction	4th/A Ave	4th/B Ave	450' long, 60' wide roadway reconstruction. 12' travel lanes, 8' parking lanes, 10' sidewalks.	\$3,220,000	\$ 5,200,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Lake Oswego	Lake Oswego	11613	Knaus Rd Pathways and Bike Lanes	Boones Ferry Rd	Country Club Rd	4,000' long, 6' wide separated asphalt pathway and 5' wide bike lanes on both sides of roadway.	\$12,600,000	\$ 20,500,000	2031-2045	Yes
Active Transportation	Clackamas County	Lake Oswego	Lake Oswego	11171	Tryon Creek Ped Bridge (@Tryon Cove Park)	Foothills Park	Tryon Cove Park	500' long, 10' wide asphalt pathway completes a connection at the existing north end Foothills pathway with to Tryon Cove Park with a pedestrian bridge (per Foothills District Plan). Connects to future Willamette River Greenway Trail.	\$ 4,200,000	\$ 6,833,400	2031-2045	yes
2031-2045 Fiscally Constrained										\$ 109,933,400		
Active Transportation - Pedestrian/Bicycle	Clackamas County	Lake Oswego	Lake Oswego	11087	Bryant Rd bike lanes/pathway	Boones Ferry Rd	Childs Rd	7,500' long widening for 6' bike lanes, 6' sidewalk/pathway, both sides. Railroad crossing reconstruction; retaining wall needed at crossing.	\$22,400,000	\$ 36,444,800	2031-2045	No
Active Transportation - Bicycle	Clackamas County	Lake Oswego	ODOT	11172	OR 43 (State St) Bike Lanes	Terwilliger Blvd	McVey Rd	5,500' long widening for bike lanes, NB and SB. NHS/AASHTO/ODOT stds apply. Improve access and connectivity to the Foothills area.	\$14,000,000	\$ 22,800,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Clackamas County	Lake Oswego	ODOT	11397	OR 43 Pathway: LO to West Linn	Oak St	Arbor Dr	Implement the design plan for an active transportation corridor along Hwy 43 consistent with the Connecting Clackamas Plan.	\$26,600,000	\$ 43,300,000	2031-2045	No
2031-2045 Strategic										\$ 102,544,800		

MILWAUKIE												
RTP Investment Category	County or counties	Nominating Agency	Primary Owner	RTP ID	Workspace Name	Project Start Location	Project End Location	Description	Estimated Cost (in 2023 dollars)	Estimated cost (in YOY dollars)	Time Period	Financially Constrained?
Active Transportation - Pedestrian	Clackamas County	Milwaukie	Milwaukie	10094	Lake Road Sidewalks	Where Else Ln	Railroad Ave	Fill in sidewalk gaps on both sides of street.	\$ 1,400,000	\$ 1,560,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Milwaukie	Milwaukie	10095	Railroad Ave Capacity Improvements	37th Ave	Harmony Rd	Pedestrian aspect: construct multiuse path. Public transit aspect: Provide bus service to extend to Clackamas Town Center and points east. Project improves bicycle and pedestrian access to public transit and equity priority areas.	\$ 9,100,000	\$ 10,136,000	2023-2030	Yes
Active Transportation - Pedestrian	Clackamas County	Milwaukie	Milwaukie	10096	37th Ave Sidewalks	Lake Rd	Harrison St	Fill in sidewalk gaps on both sides of street to increase pedestrian safety and to improve accessibility in equity priority areas.	\$ 1,400,000	\$ 1,560,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Milwaukie	Milwaukie	10099	Group 1-Monroe St Neighborhood Greenway	McLoughlin Blvd	Linwood Ave	Designate Monroe St as a Neighborhood Greenway and install traffic-calming improvements and fill sidewalk gaps on both sides of street. Traffic-calming improvements and completed sidewalk sections will increase bicycle and pedestrian safety. Intersection improvements to improve safety of crossing at Linwood Ave and Monroe St. Improves bicycle and pedestrian network in an equity priority area.	\$ 14,000,000	\$ 15,593,000	2023-2030	Yes
Roadway (Capital)	Clackamas County	Milwaukie	ODOT	10101	Kellogg Creek Dam Removal and OR 99E Underpass	Location- Specific	Location- Specific	Replace OR 99E bridge over Kellogg Creek, remove dam, restore habitat. Construct bike/ped undercrossing between downtown Milwaukie and Riverfront Park. Improves cyclist and pedestrian safety and increases connectivity in an equity priority area.	\$ 36,500,000	\$ 40,654,000	2023-2030	Yes
Active Transportation - Pedestrian	Clackamas County	Milwaukie	Milwaukie	10112	Ochoco St Sidewalks	19th Ave	McLoughlin Blvd	Construct sidewalks, reconstruct bridge over Johnson Creek.	\$ 1,540,000	\$ 1,715,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Milwaukie	Milwaukie	11533	Bicycle and Pedestrian Overpass over Railroad Ave	Railroad Ave	International Way	Establish a dedicated bicycle and pedestrian connection across Railroad Ave and the railroad tracks.	\$ 4,200,000	\$ 4,678,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Milwaukie	Milwaukie	11535	Group 6--Sidewalk & Pedestrian Safety Projects (part 1)	Various locations	Various locations	Harmony Rd Sidewalks Fill in sidewalk gaps on both sides of street. Logus Rd Sidewalks Fill in sidewalk gaps on both sides of street. International Way Sidewalks Fill in sidewalk gaps on both sides of street. Brookside Dr Sidewalks = Fill in sidewalk gaps on both sides of street. River Rd Sidewalks = Fill in sidewalk gaps on both sides of street. Group 6 projects improve pedestrian safety and access to equity priority areas.	\$ 14,120,000	\$ 15,727,000	2023-2030	Yes
Roadway (Capital)	Clackamas County	Milwaukie	Milwaukie	11540	Group 8--Street Connectivity & Intersection Improvement Projects	Various locations	Various locations	Harrison St and King Rd Connection Enhance connection between King Rd and Harrison St at 42nd Ave. Intersection Improvements at 42nd Ave and King Rd Enhance intersection function. Intersection Improvements at 42nd Ave and Harrison St = Signalize intersection to facilitate dominant traffic flow. Intersection Improvements at Johnson Creek Blvd and Linwood Ave = Improve safety of crossing at intersection. Intersection Pedestrian Signal Improvements City-wide - committed. Traffic-Calming Improvements on River Rd at Lark St = Install traffic-calming measures such as a permanent speed-warning sign and/or roundabout.	\$ 2,500,000	\$ 2,784,500	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Milwaukie	Milwaukie	11541	Group 7--Bicycle Infrastructure Improvements	Various locations	Various locations	Oatfield Rd Bike Lanes Fill in gaps in existing bicycle network with bike lanes. Harrison St Bike Lanes Fill in gaps in existing bicycle network with bike lanes (cost included with Harrison St road widening project). International Way Bicycle Facilities = Construct bike lanes or other bike facilities. Group 7 projects improve safety and bicycle connectivity to equity priority areas.	\$ 1,540,000	\$ 1,715,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Milwaukie	Milwaukie	11621	Intersection Curb Ramp Improvements (Milwaukie)	Citywide	Citywide	Install curb ramps at all intersections with sidewalks to improve safety and connectivity in equity priority areas.	\$ 3,500,000	\$ 3,898,000	2023-2030	Yes
Freight	Clackamas County	Milwaukie	Milwaukie	11624	Local Street Improvements in Tacoma Station Area	Location-specific	Location-specific	Construct street improvements on Stubb St, Beta St, Ochoco St, Hanna Harvester Dr, and Mailwell Dr. (TSAP). Street improvements will improve connectivity to equity priority areas.	\$ 7,840,000	\$ 8,732,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Milwaukie	Milwaukie	11954	Group 6 - Sidewalk & Pedestrian Safety Projects (Part 2)	Various Locations	Various Locations	Fill in sidewalk gaps on Ochoco St. King Rd Blvd Treatments = Install street boulevard treatments: widen sidewalks and improve crossings. Group 6 projects improve will improve pedestrian access to equity priority areas.	\$ 1,400,000	\$ 1,559,000	2023-2030	Yes
2024-2030 Fiscally Constrained										\$ 110,311,500		

MILWAUKIE													
RTP Investment Category	County or counties	Nominating Agency	Primary Owner	RTP ID	Workspace Name	Project Start Location	Project End Location	Description	Estimated Cost (in 2023 dollars)	Estimated cost (in YOY dollars)	Time Period	Financially Constrained?	
Roadway (Capital)	Clackamas County	Milwaukie	Milwaukie	10000	Linwood/Harmony Rd./ Lake Rd. Intersection	Railroad Ave / Linwood Ave / Harmony Rd Intersection	Railroad Ave / Linwood Ave / Harmony Rd Intersection	Railroad crossing and intersection improvements based on further study of intersection operations including bikeways and pedestrian facilities to be undertaken jointly by the City of Milwaukie and the County	\$ 29,820,000	\$ 48,517,000	2031-2045	Yes	
Active Transportation - Pedestrian/Bicycle	Clackamas County	Milwaukie	Milwaukie	10097	Group 5--Stanley Avenue Neighborhood Greenway Improvements	Springwater Trail	Railroad Ave	Stanley Ave Neighborhood Greenway Pedestrian aspect: Fill in sidewalk gaps on both sides of street. Bicycle aspect: Designate as a neighborhood greenway and install traffic-calming improvements. Stanley Ave Connectivity at King Rd = Enhance connection along Stanley Ave at King Rd. Stanley Ave Connectivity at Monroe St = Enhance connection along Stanley Ave at Monroe St. Group 5 projects increase connectivity and bicycle and pedestrian safety in an equity priority area.	\$ 9,660,000	\$ 15,717,000	2031-2045	Yes	
Roadway (Capital)	Clackamas County	Milwaukie	ODOT	11537	Group 4--Pedestrian Improvements at Hwy 224	Harrison St	Freeman Way	Intersection Improvements at Hwy 224 and 37th Ave Consolidate the two northern legs of 37th Ave and International Way into one leg at Hwy 224. Intersection Improvements at Hwy 224 and Oak St Add left-turn lanes and protected signal phasing on Oak St approaches. Study of Pedestrian Crossings on Hwy 224 = Examine alternatives for improving pedestrian crossings at five intersections along Hwy 224 (Harrison St, Monroe St, Oak St, 37th Ave, Freeman Way). Intersection Improvements at Hwy 224 and Oak St = Improve pedestrian crossing. Intersection Improvements at Hwy 224 and 37th Ave = Improve pedestrian crossing. Hwy 224 Crossing Improvements at Oak and Washington St = Improve intersection crossing safety for bicyclists at Washington St and Oak St. Intersection Improvements at Hwy 224 and Freeman Way = Improve pedestrian crossing. Intersection Improvements at Hwy 224 and Harrison St = Improve pedestrian crossing. Intersection Improvements at Hwy 224 and Monroe St = Improve pedestrian crossing. Intersection Improvements at Harrison St and Hwy 224 = Add left-turn lanes and protected signal phasing on Harrison St approaches. Intersection improvements in Group 4 provide increased safety for vehicles and pedestrians, and improve pedestrian and vehicular access to equity priority areas.	\$ 4,340,000	\$ 7,061,000	2031-2045	Yes	
Roadway (Capital)	Clackamas County	Milwaukie	ODOT	11539	Intersection Improvements at McLoughlin Blvd and River Rd	Location-specific	Location-specific	Consolidate a single access point for the area at Bluebird St with full intersection treatment and signalization or add second northbound left-turn lane at River Rd. This project improves safety and reduces congestion in an equity priority area.	\$ 1,400,000	\$ 2,278,000	2031-2045	Yes	
Roadway (Capital)	Clackamas County	Milwaukie	Milwaukie	11542	Harrison St Capacity Improvements	32nd Ave	42nd Ave	Widen to standard three lane cross section.	\$ 5,320,000	\$ 8,656,000	2031-2045	Yes	
Active Transportation - Pedestrian/Bicycle	Clackamas County	Milwaukie	Milwaukie	11622	Group 10--19th Avenue Neighborhood Greenway Improvements	Milwaukie Riverfront	River Rd at Sparrow St	19th Ave and Sparrow St Neighborhood Greenway Designate as a "neighborhood greenway" and install traffic-calming improvements. Project will improve bicycle and pedestrian network in an equity priority area and increase safety for cyclists and pedestrians. This would connect the south end of Kellogg Creek Trail to River Rd.	\$ 3,780,000	\$ 6,150,000	2031-2045	Yes	
2031-2045 Fiscally Constrained										\$ 88,379,000			

MILWAUKIE												
RTP Investment Category	County or counties	Nominating Agency	Primary Owner	RTP ID	Workspace Name	Project Start Location	Project End Location	Description	Estimated Cost (in 2023 dollars)	Estimated cost (in YOY dollars)	Time Period	Financially Constrained?
Active Transportation - Pedestrian	Clackamas County	Milwaukie	ODOT	10098	McLoughlin Blvd Sidewalks	Harrison St	UPRR	Fill in sidewalk gaps on both sides of street to increase pedestrian safety and access to equity priority area.	\$ 7,980,000	\$ 12,983,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Clackamas County	Milwaukie	Milwaukie	10100	Group 9--Downtown Pedestrian Improvements	Downtown	Downtown	Group 9 – Downtown Pedestrian Improvements Downtown Streetscape Improvements Install sidewalk bulbouts, lighting, and pedestrian amenities. Downtown Parking Signage Install wayfinding and identification signage at McLoughlin Blvd intersections and around public parking lots. Downtown Public Parking Lot Improvements = Upgrade and maintain off-street public parking facilities with improved landscaping and lighting.	\$ 19,320,000	\$ 31,434,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Clackamas County	Milwaukie	Milwaukie	11174	Group 3--Improved Bike/Ped Connections to Springwater Trail near Tacoma Station	Various Locations	Various Locations	29th/Harvey/40th Neighborhood Greenway Designate as a neighborhood greenway and install traffic-calming improvements. Improved Connection from Springwater Trail to Pendleton Site (Ramps) Construct ramps to improve existing connection of Springwater Trail to Pendleton site at Clatsop St. (TSAP) Improved Connection from Springwater Trail to Pendleton Site (Widened Undercrossing) = Widen existing undercrossing to improve connection of Springwater Trail to Pendleton site at Clatsop St. (TSAP) Improved Connection from Springwater Trail to Tacoma Station = Construct stairs to connect Springwater Trail to Tacoma station. (TSAP) Improved Connection from Springwater Trail to Pendleton Site (Tunnel) = Construct tunnel under Springwater Trail to improve connection to Pendleton site at Clatsop St. (TSAP) Improved Connection from Springwater Trail to McLoughlin Blvd = Construct stairs or other facility to connect Springwater Trail to west side of McLoughlin Blvd. (TSAP) Springwater Trail Completion = Contribute to regional project to complete Springwater Trail ("Sellwood Gap") along Ochoco St. Bicycle/Pedestrian Improvements to Main St - Construct multiuse path or other improved bike/ped facilities on Main St to provide safer connection between downtown and Tacoma station. (TSAP). - Phase 1 Committed = Downtown to Ochoco. Bicycle/Pedestrian Connection over Johnson Creek - Construct bike/ped bridge over Johnson Creek along Clatsop St at 23rd Ave to connect Tacoma station area with adjacent neighborhood. (TSAP).	\$ 12,460,000	\$ 20,272,000	2031-2045	No
Transportation Demand Management	Clackamas County	Milwaukie	Milwaukie	11175	Public Parking Structure	Location-specific	Location-specific	Construct 3- to 4-story public parking structure with retail at ground floor for visitor/employee parking.	\$ 20,580,000	\$ 33,484,000	2031-2045	No
Transit Capital - Other	Clackamas County	Milwaukie	Milwaukie	11536	Downtown Milwaukie Transit Center Improvements	Location-specific	Location-specific	Construct new bus layover facility outside of the downtown core.	\$ 1,540,000	\$ 2,506,000	2031-2045	No
Roadway (Capital)	Clackamas County	Milwaukie	ODOT	11623	Group 11--Intersection Improvements in North Industrial Area	Ochoco St	Harrison St	Signage and Intersection Improvements at McLoughlin Blvd and Ochoco St Establish signage for trucks and improve intersection. (TSAP). Intersection Improvements at McLoughlin Blvd and 17th Ave Prohibit left-turn movement from 17th Ave to northbound McLoughlin Blvd and include in Hwy 224 & Hwy 99E Refinement Plan. Intersection Improvements at Main St and Mailwell Dr = Upgrade intersection turning radii to better accommodate freight movements. Projects will improve freight mobility in an equity priority area.	\$ 3,220,000	\$ 5,239,000	2031-2045	No
2031-2045 Strategic										\$ 105,918,000		

North Clackamas Parks and Recreation District										Estimated Cost (in 2023 dollars)	Estimated cost (in YOE dollars)	Time Period	Financially Constrained?
RTP Investment Category	County or counties	Nominating Agency	Primary Owner	RTP ID	Workspace Name	Project Start Location	Project End Location	Description					
Active Transportation - Pedestrian/Bicycle	Clackamas County	North Clackamas Parks & Recreation	North Clackamas Parks & Recreation District		Clackamas River Greenway Trail	SE 142nd Avenue & Clackamas Highway	82nd Drive & SE Hanson Court	4-mile continuous public regional trail along the Clackamas River. Acquisition, development, and management of a regional trail along the Clackamas river, within the Clackamas Industrial Area, which will provide access to employment.	\$24,300,000	\$ 39,600,000	2031-2045	Yes	
Active Transportation - Pedestrian/Bicycle	Clackamas County	North Clackamas Parks & Recreation	North Clackamas Parks & Recreation District		Mt. Scott/Scouter Mountain Loop: Segment 5E	I-205 bike/ped path / Sunrise Corridor Bike Path	Highway 212, between SE 132nd and SE 142nd.	A multi-use route within road right-of-way between the I-205 bike/ped path and the intersection of Highway 212 and SE 135th. Alignment follows Lawnfield, Mather, SE 122nd and Hubbard Road.	\$2,000,000	\$ 3,300,000	2031-2045	Yes	
Active Transportation - Pedestrian/Bicycle	Clackamas County	North Clackamas Parks & Recreation	North Clackamas Parks & Recreation District		Mt. Scott/Scouter Mountain Loop: Segment 4E (Powerline Corridor)	SE Sunnyside Road & SE 142nd Avenue	Highway 212, between SE 132nd and SE 142nd.	Multi-jurisdictional trail connecting Gresham and Clackamas River. Project connects Sunnyside Road to Clackamas River Trail near OR 212/242 east of 132nd Ave.	\$4,100,000	\$ 6,700,000	2031-2045	Yes	
Active Transportation - Pedestrian/Bicycle	Clackamas County	North Clackamas Parks & Recreation	North Clackamas Parks & Recreation District	12103	Phillips Creek Regional Trail	SE Otty Rd and I-205 Bike Path	SE Sunnybrook Blvd and SE 82nd Avenue		\$ 5,000,000	\$ 8,200,000	2031-2045	Yes	
2031-2045 Fiscally Constrained										\$ 57,800,000			

OREGON CITY												
RTP Investment Category	County or counties	Nominating Agency	Primary Owner	RTP ID	Workspace Name	Project Start Location	Project End Location	Description	Estimated Cost (in 2023 dollars)	Estimated cost (in YOY dollars)	Time Period	Financially Constrained?
Roadway (Capital)	Clackamas County	Oregon City	Clackamas County	10026	Beavercreek Road Improvements, Phase 3A	Clackamas Community College	Meyers Road	Widen to 3 lanes with sidewalks and bike lanes. (TSP D81 & D82)	\$9,730,000	\$ 11,073,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Oregon City	Oregon City	10123	Willamette Falls Shared-Use Path	10th Street	S 2nd Street	Add a shared-use path along the Willamette River. (TSP S3)	\$5,040,000	\$ 5,740,000	2023-2030	Yes
Roadway (Capital)	Clackamas County	Oregon City	Oregon City	11182	Molalla Avenue Roundabout	Taylor Street	Division Street	Reconfigure intersection for safety and LOS into roundabout. (TSP D30)	\$2,380,000	\$ 2,710,000	2023-2030	Yes
Roadway (Capital)	Clackamas County	Oregon City	Oregon City	11183	Linn/Leland/Meyers Road Roundabout	Linn/Leland/Meyers Intersection	Linn/Leland/Meyers Intersection	Reconstruct intersection for safety and capacity improvements into a roundabout. (TSP D34)	\$5,040,000	\$ 5,740,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Oregon City	Oregon City	11184	Main Street Bike & Pedestrian Improvements	Agnes Avenue	10th Street	Construct streetscape improvements from 10th Street to 15th Street. Construct separated multi-use path or sidewalks and bike lanes from 15th Street to Agnes Avenue. (TSP D90, W3, B3, B4, S1)	\$11,620,000	\$ 13,230,000	2023-2030	Yes
Roadway (Capital)	Clackamas County	Oregon City	ODOT	11758	OR 213 & Beavercreek Road WB Right-Turn Merge Lane	OR 213 & Beavercreek Road	~1,300 feet north of OR 213 & Beavercreek Road	Addition of a Westbound Right-Turn Free Flow Acceleration Lane on Hwy 213 Northbound, approximately 1,300 feet in length.	\$3,920,000	\$ 4,470,000	2023-2030	Yes
Roadway (Capital)	Clackamas County	Oregon City	Oregon City	12267	Maple Lane Road & Walnut Grove Way Operational Enhancement	Walnut Grove Way	Beavercreek Road	Construction of a roundabout at the intersection of Maple Lane Road and Walnut Grove Way.	\$1,500,000	\$ 1,500,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Oregon City	Oregon City	12266	Holcomb Boulevard Safe Routes to School Project	Holcomb School Road	Winston Drive	Construct sidewalk, street lighting and bicycle lane on the north side of roadway. Project including RRFB's at Oak Tree Terrace & Winston Drive, a when flashing school zone.	\$2,100,000	\$ 2,100,000	2023-2030	
2024-2030 Fiscally Constrained										\$ 46,563,000		
Active Transportation - Pedestrian/Bicycle	Clackamas County	Oregon City	Oregon City	10047	Holcomb Boulevard Bike & Pedestrian Improvements	Abernethy Road	UGB	Complete sidewalk and bike lane gaps on both sides, improve street lighting, add four enhanced street crossings, install a speed warning system near Winston Drive and smooth out the curve near Long View Way. (TSP W6, W11, W12, W13, B9, B12, D16, C3, C4, C5, C6)	\$14,000,000	\$ 20,680,000	2031-2045	Yes
Roadway (Capital)	Clackamas County	Oregon City	ODOT	10119	OR 213 & Redland, Phase 2	Redland Road	Redland Road Undercrossing	Add third through lane in both northbound & southbound directions. This is Phase 2 of the completed Jughandle Project. (TSP D79)	\$13,720,000	\$ 22,780,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Oregon City	Oregon City	10120	Washington Street Bike & Pedestrian Improvements (South)	Home Depot Drive	Abernethy Road	Complete the Boulevard project including stormwater low impact development design improvements, sidewalks, landscaping and street lighting. (TSP W5)	\$2,660,000	\$ 4,330,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Oregon City	Oregon City	10124	Molalla Avenue Bike & Pedestrian Improvements, Phase 2	Holmes Lane	Beavercreek Road	Boulevard improvements including widening sidewalks, sidewalk infill, ADA accessibility, bike lanes, reconfigure travel lanes, add bus stop amenities. Also includes adaptive signal timing upgrades project (D1, W73 - Not shown in TSP Walking solutions map)	\$7,840,000	\$ 12,760,000	2031-2045	Yes
Roadway (Capital)	Clackamas County	Oregon City	ODOT	10144	Hwy 99E & I-205 SB Interchange Access	Dunes Drive	I-205 SB Ramp Terminus	Dual left turn lanes on 99E approach to SB I-205 ramp, ramp widening to accommodate approach. (Closely related to TSP D75, D76 but not actually these projects)	\$3,710,000	\$ 6,040,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Oregon City	Oregon City	10148	Oregon City Loop Trail, Phase 1	Buetel Road	Hwy 99E	Regional trail would generally follow the Oregon City UGB on a collection of local roads, through new development, along Power line right-of-way, and down the bluff to link up with the Promenade in downtown Oregon City. (TSP S23, S26, C17, S30, C21, S33, C22, C23, S34, C27, FF10, FF15, FF16) The project or a portion of the project is outside the designated urban growth boundary.	\$6,440,000	\$ 10,480,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Oregon City	Oregon City	11186	Willamette River Shared-Use Path	S 2nd Street	UGB	Add a shared-use path along the railroad grade. Rehabilitate existing boardwalk between South 2nd Street and Hedges Street (TSP Project S37).	\$7,980,000	\$ 12,990,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Oregon City	Clackamas County	11187	Abernethy Road Bike & Pedestrian Improvements	Redland Road	Washington Street	Add a bike lane to the south side. A shared-use path will be added on the north side. (TSP B8, S2)	\$2,100,000	\$ 3,420,000	2031-2045	Yes

OREGON CITY												
RTP Investment Category	County or counties	Nominating Agency	Primary Owner	RTP ID	Workspace Name	Project Start Location	Project End Location	Description	Estimated Cost (in 2023 dollars)	Estimated cost (in YOY dollars)	Time Period	Financially Constrained?
Roadway (Capital)	Clackamas County	Oregon City	Oregon City	11545	Holly Lane Extension (North)	Maple Lane Road	Thayer Road	Construct new 3 lane roadway, sidewalks, bike lanes, turn lanes to serve UGB expansion area. (TSP D57) The project or a portion of the project is outside the designated urban growth boundary.	\$6,720,000	\$ 10,940,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Oregon City	Oregon City	11546	Meyers/Beavercreek Shared-Use Path	Morrie Drive	Beavercreek Road	Regional trail would generally follow the Power line alignment, beginning at the Oregon City Loop Trail, meander through a collection of residential neighborhoods on and off a collection of local roads, and into a essential Oregon City Business core area. (TSP S22)	\$2,940,000	\$ 4,790,000	2031-2045	Yes
Roadway (Capital)	Clackamas County	Oregon City	ODOT	11891	OR 99E & I-205 NB Interchange Access	I-205 SB Ramp Terminus	I-205 NB Ramp Terminus	Dual left turn lanes on 99E approach to NB I-205 ramp, ramp widening to accommodate approach, dual left turn lanes from off-ramp on to Hwy 99E SB, signal modifications. (Closely related to TSP D75, D76 but not actually these projects)	\$3,710,000	\$ 6,040,000	2031-2045	Yes
2031-2045 Fiscally Constrained									\$ 115,250,000			
Active Transportation - Pedestrian/Bicycle	Clackamas County	Oregon City	Oregon City	10147	Newell Creek Canyon/Holly Lane Shared-Use Path	Hwy 213 and Redland Road	Maple Lane Road	Add a shared-use path along the west side of the gully between the Redland/Livesay and Holly/Donovan intersection and then along Holly Lane between Donovan and Maple Lane. Will require a bridge over the gully south of Redland Road (TSP Project S12, S13). The project or a portion of the project is outside the designated urban growth boundary.	\$7,000,000	\$ 11,390,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Clackamas County	Oregon City	Oregon City	10149	Beaver Lake Shared-Use Trail	Holly Lane Extension / Loder Road	Oregon City UGB	Add a shared-use path on the east side of the Holly Lane extension between Loder Road and Meadow Lane and on the north side of the Meyers Road extension between the Holly Lane extension and the UGB. (TSP S16, S19)	\$2,800,000	\$ 4,560,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Clackamas County	Oregon City	Oregon City	10150	Barlow Road Shared-Use Trail	Abernethy Road	UGB	Add a shared-use path on the west/south side of Redland Road, along the north side of the gully from the Redland/Livesay to Holcomb/Oak Tree intersection, and from Holcomb to Ames Street. Install enhanced crossings at Redland Road and Holcomb Blvd (TSP S6, S9, S10, S11, C5, C7).	\$6,440,000	\$ 10,480,000	2031-2045	No
Roadway (Capital)	Clackamas County	Oregon City	Oregon City	11543	Regional Center Road Extension	Washington Street/Home Depot Driveway	Abernethy Road	Construct new 3 lane roadway, sidewalks, bike lanes, turn lanes to serve a Regional Center. (TSP D63, S5)	\$18,200,000	\$ 29,620,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Clackamas County	Oregon City	Oregon City	11548	Washington Street Bike & Pedestrian Improvements (North)	11th Street	7th Street	Boulevard improvements including widening sidewalks, sidewalk infill, ADA accessibility, bike lanes, reconfigure travel lanes, add bus stop amenities. (TSP D28 & D92 plus 50% of D1)	\$2,240,000	\$ 3,650,000	2031-2045	No
Roadway (Capital)	Clackamas County	Oregon City	Oregon City	11550	Holly Lane Extension (South)	Thayer Road	Meyers Road	New 3 lane roadway, sidewalks, bike lanes, turn lanes to serve UGB expansion area. (TSP D58)	\$6,720,000	\$ 10,940,000	2031-2045	No
Roadway (Capital)	Clackamas County	Oregon City	Clackamas County	11551	South End Road	Partlow Road	UGB	Street improvements including lane reconfigurations, sidewalks, ADA accessibility, bike lanes, street lighting, and travel lanes. (TSP D89, D33, D23, D41, D42) The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	\$10,780,000	\$ 17,540,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Clackamas County	Oregon City	Oregon City	11552	OR 99E Pedestrian Overcrossing	Willamette River	McLoughlin Promenade	Construct a pedestrian and bicycle bridge over Highway 99E, connecting the McLoughlin Promenade to the Willamette Falls Shared-Use Path.	\$9,100,000	\$ 14,810,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Clackamas County	Oregon City	Oregon City	11626	Maple Lane Road Bike & Pedestrian Improvements	UGB	Beavercreek Road	Boulevard improvements including widening sidewalks, sidewalk infill, ADA accessibility, bike lanes, reconfigure travel lanes, add bus stop amenities. Intersection improvements (roundabouts) at Holly Lane & Walnut Grove Way. (TSP D37, D38, D84, W23, B21, C9)	\$4,480,000	\$ 5,790,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Clackamas County	Oregon City	Oregon City	11627	Division Street Bike & Pedestrian Improvements	7th Street	18th Street	Boulevard improvements including widening sidewalks, sidewalk infill, ADA accessibility, bike lanes, add bus stop amenities. (TSP D80, W70, B60)	\$3,920,000	\$ 6,380,000	2031-2045	No

OREGON CITY												
RTP Investment Category	County or counties	Nominating Agency	Primary Owner	RTP ID	Workspace Name	Project Start Location	Project End Location	Description	Estimated Cost (in 2023 dollars)	Estimated cost (in YOY dollars)	Time Period	Financially Constrained?
Transportation System Management (Technology)	Clackamas County	Oregon City	Oregon City	11630	City Wide Transportation System Management & Operations	Citywide	N/A	Blvd traffic surveillance, integrated corridor management, weather information systems, advanced warning systems, speed warning systems, school zone flashers. (TSP D2-D6, D9, D10, D13-D26)	\$7,700,000	\$ 12,530,000	2031-2045	No
Active Transportation - Pedestrian	Clackamas County	Oregon City	Oregon City	11760	Linn Avenue Pedestrian Improvements	Jackson Street/5th Street	Warner Milne Road	Construct Linn Avenue pedestrian improvements including sidewalk infill or multi-use path for safety and to connect pedestrian generators. (TSP D19, FF24, FF27, W62, W63, W77, W78, C19, C28, C31, C32, S52)	\$8,120,000	\$ 13,220,000	2031-2045	No
2031-2045 Strategic										\$ 140,910,000		

WEST LINN													
RTP Investment Category	County or counties	Nominating Agency	Primary Owner	RTP ID	Workspace Name	Project Start Location	Project End Location	Description	Estimated Cost (in 2023 dollars)	Estimated cost (in YOY dollars)	Time Period	Financially Constrained?	
Active Transportation - Pedestrian/Bicycle	Clackamas County	West Linn	West Linn	10129	Willamette River Greenway Trail	Willamette Park	Willamette Falls - Mill St.	Paved trail running parallel to the Willamette River from Willamette Park at the mouth of the Tualatin River eventually to the Lake Oswego City Limits facilitating connection to the Willamette River Trail with neighboring cities as part of the Metro Region.	\$1,400,000	\$ 1,559,320	2023-2030	Yes	
Throughways	Clackamas County	West Linn	ODOT	11242	I-205 / 10th Street Improvements	Willamette Falls Drive	Blankenship Rd / Salamo Road	Construct a long-term interchange improvement to provide congestion relief, address safety issues, and improve bike/ped connectivity.	10920000	\$ 12,162,696	2023-2030	Yes	
Active Transportation - Pedestrian/Bicycle	Clackamas County	West Linn	ODOT	11746	OR 43 Multimodal Improvements -Arbor Dr. to Mary S. Young State Park	Arbor Drive	Mary S. Young State Park	Construction of multimodal transportation improvements on OR 43 (N. West Linn city limits to Mary S. Young Park) in accordance with 2016 TSP and 2016 Highway 43 Concept Plan, optimizing traffic flow at major intersections and improving ped/bike safety.	\$11,159,680	\$ 12,429,652	2023-2030	Yes	
Active Transportation - Pedestrian/Bicycle	Clackamas County	West Linn	West Linn	11747	Willamette Falls Drive Multimodal Improvements - 10th St. to Tualatin River	10th St.	Tualatin River (S. City Limits)	Provide bike lanes/cycle tracks and sidewalks. This will provide a direct connection between downtown Willamette Main Street area and South city limits.	\$7,616,000	\$ 8,482,701	2023-2030	Yes	
2024-2030 Fiscally Constrained										\$ 34,634,369			
Active Transportation - Pedestrian/Bicycle	Clackamas County	West Linn	ODOT	10127	OR 43 Multimodal Improvements - Holly St. to Mary S. Young State Park	Holly St.	Mary S. Young State Park	Improve roadway with widening, turn lanes, street trees, signal interconnections, cycle tracks, and sidewalks.	\$30,940,000	\$ 50,339,380	2031-2045	Yes	
Active Transportation - Pedestrian/Bicycle	Clackamas County	West Linn	West Linn	10128	Willamette Falls Drive Multimodal Improvements - Hwy. 43 to 10th St.	Hwy. 43	10th St.	Provide bike lanes/cycle tracks and sidewalks. This will provide a direct connection between commercial areas (including Downtown Oregon City).	\$14,252,000	\$ 23,188,004	2031-2045	Yes	
Active Transportation - Pedestrian/Bicycle	Clackamas County	West Linn	West Linn	11748	Ostman Road/Blankenship Road Improvements	Johnson Rd.	Willamette Falls Dr.	Provide congestion relief, address safety issues, and improve bike/ped connectivity	\$1,848,000	\$ 3,006,696	2031-2045	Yes	
Active Transportation - Pedestrian/Bicycle	Clackamas County	West Linn	West Linn	11754	Salamo Bike and Ped Project	Tannler Dr.	Barrington Dr.	Provide bike lanes/cycle tracks and sidewalks. Project will allow for connection with existing bike/ped facilities on a high traffic arterial and encourage alternative modes of transportation.	\$1,428,000	\$ 2,323,356	2031-2045	Yes	
Active Transportation - Pedestrian/Bicycle	Clackamas County	West Linn	West Linn	11755	Rosemont Rd./Carriage Way Multimodal Project	Suncrest Dr.	Carriage Way	Includes construction of multimodal improvements to including turn lanes, sidewalks, and bike lanes.	\$4,044,564	\$ 6,580,506	2031-2045	Yes	
Active Transportation - Pedestrian/Bicycle	Clackamas County	West Linn	West Linn	11756	Sunset Bike and Ped Project	Cornwall St.	Willamette Falls Dr.	Provide bike lanes/cycle tracks and sidewalks. Project will allow for connection with existing bike/ped facilities.	\$2,520,000	\$ 4,100,040	2031-2045	Yes	
Roadway (Capital)	Clackamas County	West Linn	Clackamas County	12073	Stafford Rd./Childs Rd. Intersection Improvements	Stafford Rd./Childs Rd. Intersection	Stafford Rd./Childs Rd. Intersection	Installation of traffic circle at existing intersection to improve traffic circulation and safety. Project was identified through the Clackamas County Road Safety Audit. This project or a portion of the project is located outside the urban growth boundary.	\$3,500,000	\$ 5,694,500	2031-2045	Yes	
Roadway (Capital)	Clackamas County	West Linn	Clackamas County	12074	Stafford Rd./Rosemont Rd. Improvements	Rosemont Rd./Stafford Rd. intersection	I-205 interchange	Addition of paved shoulders per the Clackamas County Active Transportation Plan. Addition of turn lanes at major intersections. Project identified through Clackamas County Road Safety Audit. This project or a portion of the project is located outside the urban growth boundary.	\$2,800,000	\$ 4,555,600	2031-2045	Yes	
Freight	Clackamas County	West Linn	To be determined	12090	Willamette Falls Locks Repair Project	Willamette Falls Locks	Willamette Falls Locks	Capital improvements needed to repair and reopen the Willamette Falls Locks to support freight transportation, tourism and recreation activities. The project includes structural and electrical repairs, seismic upgrades, and other elements.	\$28,000,000	\$ 45,556,000	2031-2045	Yes	
2031-2045 Fiscally Constrained										\$ 145,344,082			

WILSONVILLE												
RTP Investment Category	County or counties	Nominating Agency	Primary Owner	RTP ID	Workspace Name	Project Start Location	Project End Location	Description	Estimated Cost (in 2023 dollars)	Estimated cost (in YOE dollars)	Time Period	Financially Constrained?
Roadway (Capital)	Clackamas County	Wilsonville	Wilsonville	10156	Boeckman Rd. at Boeckman Creek	Canyon Creek Rd. N	Stafford Rd.	Widen Boeckman Road to 3 lanes with bike lanes, sidewalks and connections to regional trail system and install bridge. The road has had a serious injury. A vertical curve has limited sight distance causing reduces emergency response times. The installation of buffered bike lane and complete sidewalks will remove conflicts that exist on the current two lane road.	\$17,108,000	\$ 19,500,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Wilsonville	Wilsonville	11554	I-5 Walking and Biking Bridge	Boones Ferry Rd.	Town Center Loop Road	Construct bike/pedestrian bridge over I-5 to connect Town Center area with businesses and neighborhoods west of I-5.	\$12,720,984	\$ 14,500,000	2023-2030	Yes
Roadway (Capital)	Clackamas County	Wilsonville	Wilsonville	11773	Stafford Road Urban Upgrade	Kahle Road	Boeckman Road	Widen road to 3 lane section with sidewalks and buffered bike lanes which will remove pedestrians from the vehicle travel lane. This project or a portion of the project is located outside the urban growth boundary.	\$14,800,000	\$ 16,800,000	2023-2030	Yes
Roadway (Capital)	Clackamas County	Wilsonville	Wilsonville	11775	Parkway Ave Urban Upgrade	Target/Costco Entrance	Printer Parkway	Widen to 3 lane section and add sidewalks and buffered bike lanes. The road is adjacent to I-5, which encourages higher speeds along this stretch of road. This project will create a left turn pocket for access to employment along with removing pedestrian traffic from the vehicle lane.	\$7,000,000	\$ 8,000,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Wilsonville	Wilsonville	11777	French Prairie Drive Pathway	Country View Lane	Miley Road	Construct 10 foot wide shared use path, removing bicycles and pedestrians from vehicle travel lane.	\$2,100,000	\$ 2,300,000	2023-2030	Yes
Roadway (Capital)	Clackamas County	Wilsonville	Wilsonville	12196	Park Place Extension - Wilsonville to Courtside: Complete Street	SW Courtside Drive	SW Wilsonville Road	Construct two lane extension of Park Place through Wilsonville Town Center with sidewalks, curb extensions, street trees, lighting, on-street parking and traffic signal at Wilsonville Road.	\$5,700,000	\$ 6,400,000	2023-2030	Yes
Roadway (Capital)	Clackamas County	Wilsonville	Wilsonville	12197	Wilsonville Road Intersection Modifications - Town Center Loop West to Town Center Loop East	SW Town Center Loop West	SW Town Center Loop East	Implement traffic management plan to improve traffic flow, add wider sidewalks and safer pedestrian crossings, and add bike lanes.	\$2,900,000	\$ 3,200,000	2023-2030	Yes
Roadway (Capital)	Clackamas County	Wilsonville	Wilsonville	12199	Courtside Drive Extension - Town Center Loop West to Park Place: Complete Street	SW Town Center Loop West	SW Park Place	Construct two lane extension of Courtside Drive through Wilsonville Town Center with sidewalks, curb extensions, street trees, lighting, and on-street parking.	\$5,700,000	\$ 6,500,000	2023-2030	Yes
2024-2030 Fiscally Constrained										\$ 77,200,000		
Active Transportation - Pedestrian/Bicycle	Clackamas County	Wilsonville	Wilsonville	10092	Ice Age Tonquin Trail (Segments 1, 2, 3 and 4)	Washington/Clackamas County line	Boones Ferry Landing	Shared use path with some on-street portions consistent with Metro Ice Age Tonquin Trail Master Plan. The project or a portion of the project is outside the designated urban growth boundary.	\$13,889,215	\$ 22,600,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Wilsonville	Wilsonville	10133	French Prairie Bicycle/Pedestrian/Emergency Bridge	Boones Ferry Rd.	Butteville Rd..	New bicycle/pedestrian/emergency vehicle only bridge crossing the Willamette River. This project or a portion of the project is located outside the urban growth boundary.	\$22,323,000	\$ 36,300,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Wilsonville	Wilsonville	11555	Boeckman Creek Trail	Canyon Creek Park	Memorial Park	Construct multi-use trail along Boeckman Creek with connections to parks	\$3,164,000	\$ 5,100,000	2031-2045	Yes
Freight	Clackamas County	Wilsonville	Wilsonville	11764	Boones Ferry Road Extension	Commerce Circle	Ridder Road	Construct 3-lane section with bike lanes and sidewalk	\$2,940,000	\$ 4,800,000	2031-2045	Yes
Roadway (Capital)	Clackamas County	Wilsonville	Wilsonville	11776	Printer Parkway Urban Upgrade	Parkway Avenue	Canyon Creek Road	Widen to 3 lane section at intersections and add sidewalks, bike lanes and multi-use path.	\$5,040,000	\$ 8,200,000	2031-2045	Yes
Roadway (Capital)	Clackamas County	Wilsonville	Wilsonville	12200	Advance Road - Stafford to 60th: Complete Street	SW Stafford Road	SW 60th Avenue	Widen to 3 lane section and add sidewalks and protected bike lanes. The project also adds a roundabout at the 60th Avenue intersection for traffic calming.	\$8,600,000	\$ 14,000,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Wilsonville	Wilsonville	12201	Wilsonville Town Center Cycle Track - Town Center Loop West to Memorial Drive	SW Town Center Loop West	SW Memorial Drive	Construct two-way cycle track through Wilsonville Town Center.	\$2,400,000	\$ 3,800,000	2031-2045	Yes
2031-2045 Fiscally Constrained										\$ 94,800,000.00		

WILSONVILLE												
RTP Investment Category	County or counties	Nominating Agency	Primary Owner	RTP ID	Workspace Name	Project Start Location	Project End Location	Description	Estimated Cost (in 2023 dollars)	Estimated cost (in YOE dollars)	Time Period	Financially Constrained?
Roadway (Capital)	Clackamas County	Wilsonville	Wilsonville	10132	Boeckman Rd./I-5 Overcrossing Improvements	Boberg Rd.	Parkway Ave.	Widen Boeckman Road bridge over I-5 to 4 lanes. Add bike/pedestrian connections to regional trail system. Road has had a serious crash. Bikes and pedestrians travel on the road adjacent to freight in existing conditions.	\$22,072,400	\$ 35,900,000	2031-2045	No
Roadway (Capital)	Clackamas County	Wilsonville	Wilsonville	11557	Brown Road Extension Phase 2	Wilsonville Road	Kinsman Road	New connection between Wilsonville Road/ Brown Road intersection and Kinsman Road	\$4,900,000	\$ 8,000,000	2031-2045	No
Roadway (Capital)	Clackamas County	Wilsonville	ODOT	11765	Boones Ferry Road Urban Upgrade Phase 1	Ridder Road	Boeckman Road	Widen to 3 lanes and construct bike lanes and sidewalks. Existing road has had two serious injuries. Project will create left turn pockets to reduce minor crashes. Complete sidewalk will remove pedestrian conflict from roadway.	\$8,260,000	\$ 13,400,000	2031-2045	No
Roadway (Capital)	Clackamas County	Wilsonville	Wilsonville	11771	Weideman Road Extension - East	Canyon Creek Road	Stafford Road	Construct new road with sidewalks and buffered bike lanes. This project or a portion of the project is located outside the urban growth boundary.	\$12,320,000	\$ 20,000,000	2031-2045	No
Roadway (Capital)	Clackamas County	Wilsonville	ODOT	11778	Boones Ferry Road Urban Upgrade Phase 2	Barber Street	Wilsonville Road	Widen to 3-lane urban section with buffered bike lanes. Existing road has had two serious injuries. Project will create left turn pockets to reduce minor crashes. Complete sidewalk will remove pedestrian conflict from roadway.	\$8,260,000	\$ 13,400,000	2031-2045	No
2031-2045 Strategic										\$ 90,700,000		
Wilsonville projects in Washington County are on the list submitted by Washington County												

Clackamas County Subregion

Summary of Proposed Project Costs to Anticipated Revenue

Cost of Proposed Projects	Fiscally Constrained 2024-2030	Fiscally Constrained 2031-2045	Strategic 2031- 2045
Clackamas County	\$87,337,171	\$215,590,800	\$345,684,700
Gladstone	\$5,553,668	\$18,668,086	\$10,338,075
Happy Valley	\$96,500,000	\$163,700,000	\$246,100,000
Lake Oswego	\$35,200,000	\$109,933,400	\$102,544,800
Milwaukie	\$110,311,500	\$88,379,000	\$105,918,000
NCPRD	\$0	\$57,800,000	
Oregon City	\$46,563,000	\$115,250,000	\$140,910,000
West Linn	\$34,634,369	\$145,344,082	\$0
Wilsonville	\$77,200,000	\$90,800,000	\$90,700,000
Total Cost of Projects	\$493,299,708	\$1,005,465,368	\$1,042,195,575
Available Funding			
Local Revenue	\$423,456,436	\$767,293,100	\$1,190,749,536
Federal/State Share	\$80,668,192	\$259,985,347	\$340,653,539
Total Revenue	\$504,124,628	\$1,027,278,447	\$1,531,403,075
Cost Vs Revenue			
Total Revenue	\$504,124,628	\$1,027,278,447	\$1,531,403,075
Cost of Projects	\$493,299,708	\$1,005,465,368	\$1,042,195,575
Revenue in Excess of Project Costs	\$10,824,920	\$21,813,079	\$489,207,500

CLACKAMAS COUNTY												
RTP Investment Category	County or counties	Nominating Agency	Primary Owner	RTP ID	Workspace Name	Project Start Location	Project End Location	Description	Estimated Cost (in 2023 dollars)	Estimated cost (in YOY dollars)	Time Period	Financially Constrained?
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	ODOT	10024	McLoughlin Blvd. Improvement	Milwaukie	Gladstone	Improve safety for bicyclist and pedestrians by adding bikeways, pedestrian facilities, fill sidewalk gaps, add transit supportive elements, improve ADA accessibility, and implementing proven safety counter measures.	\$7,685,000	\$8,746,000	2023-2030	Yes
Roadway (Capital)	Clackamas County, Washington County	Clackamas County	Clackamas County	10054	65th/Elligsen/Stafford Intersection Roundabout	65th, Elligsen, Stafford Rd. intersections	65th, Elligsen, Stafford Rd. intersections	Implement proven safety counter measure, a roundabout, at a high crash intersection identified in the county adopted TSAP.	\$14,000,000	\$15,932,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	10102	Linwood Ave: Monroe St to Johnson Creek Blvd	Monroe St	Johnson Creek Blvd	Add bikeways. Linwood Ave / Monroe St intersection improvements. Add curbs/sidewalks, improve horizontal alignments, add ADA accessibility features, add stormwater features.	\$14,642,825	\$16,664,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	11494	Monroe St	Linwood Ave	Fuller Rd	Add bikeways, pedways and traffic calming and safety measures, improve ADA accessibility, improve stormwater, increase access to transit and access to employment for historically marginalized community. Combines two projects from 2014 RTP.	\$6,074,000	\$6,913,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	11503	Jennings Ave	River Rd	OR 99E	Implement proven safety counter measures by widening to 2-lane urban minor arterial standard with bikeway and pedway infill, improvements to ADA accessibility and stormwater facilities. Phase II of project that is currently underway.	\$2,064,133	\$2,348,983	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	11504	Oak Grove Blvd	Oatfield Rd	River RD	Fill gaps in pedways and bikeways.	\$2,678,760	\$3,049,000	2023-2030	Yes
Roadway (Capital)	Clackamas County	Clackamas County	Clackamas County	11514	82nd Drive/Strawberry Lane Intersection	82nd Dr/Strawberry Lane intersection	N/A	Improve safety at a key intersection on a high crash corridor by implementing proven safety counter measures, installing a traffic signal and turn lanes on eastbound and northbound approaches, improve ADA accessibility as necessary.	\$4,250,000	\$4,837,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	11520	Courtney Ave: OR 99E to Oatfield Rd	OR 99E	Oatfield Rd	Fill gaps in pedways and bikeways, improve intersection safety, increase access to employment, transit access and ADA accessibility.	\$2,600,000	\$2,959,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	11522	97th Ave / Mather Rd	Lawnfield Rd	Summers Lane	Add bikeways, pedways along project length, add eastbound left turn lanes at Mather Rd / Summers Ln, provide ADA accessibility improvements as necessary.	\$4,847,280	\$5,517,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	11525	Courtney Ave: River Rd to OR 99E	River Rd	OR 99E	Construct pedway / complete gaps on the south side; add bikeways, improve ADA access, increase transit accessibility, improve access to employment.	\$7,025,630	\$7,996,000	2023-2030	Yes
Transportation System Management (Technology)	Clackamas County	Clackamas County	Clackamas County	11762	Sunnyside Road Adaptive Signal Control Phase II	132nd Ave	172nd Ave	Install adaptive signal control at major intersections from 132nd Ave to 172nd Ave and upgrade ADA accessibility features as necessary.	\$2,600,000	\$2,959,000	2023-2030	Yes
Roadway (Capital)	Clackamas County	Clackamas County	Clackamas County	11763	Johnson Creek Blvd/79th Ave Intersection (TSAP) - (project underway using federal funds)	80th Place	79th Ave	Construct new signalized intersection at the intersection of Johnson Creek Blvd and either 79th Ave or 80th Place and implement proven safety counter measures at high injury location identified in county Transportation Safety Action Plan, including bike/ped and ADA accessibility improvements as necessary.	\$2,200,000	\$2,504,000	2023-2030	Yes
Transportation System Management (Technology)	Clackamas County	Clackamas County	Clackamas County	11766	Johnson Creek/Linwood Ave ITS Improvements (project underway using federal funds)	Johnson Creek Blvd/Linwood Ave Intersection	Johnson Creek Blvd/Linwood Ave Intersection	Implement proven safety counter measures by adding intelligent transportation system improvements at the intersection of Johnson Creek Blvd and Linwood Ave to provide warnings and special phasing for bicyclists and pedestrians. Include ADA accessibility improvements as necessary.	\$1,400,000	\$1,594,000	2023-2030	Yes

CLACKAMAS COUNTY												
RTP Investment Category	County or counties	Nominating Agency	Primary Owner	RTP ID	Workspace Name	Project Start Location	Project End Location	Description	Estimated Cost (in 2023 dollars)	Estimated cost (in YOY dollars)	Time Period	Financially Constrained?
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	11774	Johnson Creek Blvd and Bell Ave Intersection Safety Improvements (TSAP)	Johnson Creek Blvd/Bell Ave intersection	Johnson Creek Blvd/Bell Ave intersection	Improve intersection of Johnson Creek Blvd and Bell Ave to improve intersection safety by implementing proven safety counter measures for bicyclist and pedestrians as identified in county Transportation Safety Action Plan and improve ADA accessibility. No change in intersection capacity.	\$1,500,000	\$1,707,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	12202	Jennings Ave: Oatfield to OR 99E	Oatfield Road	OR 99E	Implement proven safety counter measures by widening to 2-lane urban minor arterial standard with bikeway and pedway infill, improvements to ADA accessibility and stormwater facilities.	\$5,277,907	\$5,277,907	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	12203	Jennings Ave: River Rd to OR 99E	River Rd	OR 99E	Implement proven safety counter measures by widening to 2-lane urban minor arterial standard with bikeway and pedway infill, improvements to ADA accessibility and stormwater facilities. Phase II of project that is currently underway. Phase II of project that is currently underway.	\$1,474,381	\$1,678,000	2023-2030	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	ODOT	12204	I-205 Multiuse Path from OR 224 to OR 212 Design and Environmental	OR 224	OR 212	Conduct public engagement and prepare project preliminary design	\$1,500,000	\$1,707,000	2023-2030	Yes
2024-2030 Fiscally Constrained									\$ 92,388,890			
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	10003	Harmony Road Improvements	Linwood Ave	Fuller Rd	Add bikelanes and sidewalks where needed, including safety treatments at intersections and ADA accessibility improvements as necessary.	\$7,441,000	\$12,107,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	10009	Fuller Rd. Improvements	Otty Rd.	Johnson Creek Blvd.	Add pedestrian facilities, turn lanes, on-street parking, central median and landscaping, improve pedestrian treatments at intersections and improve ADA accessibility.	\$4,400,000	\$7,159,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	ODOT	10014	82nd Ave. Multi-Modal Improvements	Clatsop Ave.	Monterey Ave.	Improve safety for bicyclists and pedestrians by implementing proven safety counter measures, widening to add sidewalks, lighting, central median, planting strips and landscaping.	\$14,456,000	\$23,520,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	ODOT	10018	82nd Ave. Bike and Ped Safety Improvements	Monterey Ave.	Sunnybrook Blvd.	Improve safety for bike and pedestrian system by completing gaps and implementing proven safety counter measures at identified locations within the corridor. Improve ADA accessibility.	\$1,745,000	\$2,840,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	10022	82nd Drive Bike and Pedestrian Improvements	Jennifer	Herbert Court	Improve safety for bicyclists and pedestrians by implementing proven safety counter measures and filling gaps in bikeways and pedestrian facilities.	\$3,750,000	\$6,102,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	10029	Stafford Rd Improvements	I-205	Rosemont Rd.	Add paved shoulders and turn lanes at major intersections. The project or a portion of the project is outside the designated urban growth boundary.	\$12,408,060	\$20,187,914	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	10043	Borland Rd: Tualatin to Stafford Rd	Tualatin City Limits	Stafford Rd	Add paved shoulders and turn lanes at major intersections. The project or a portion of the project is outside the designated urban growth boundary.	\$8,500,000	\$13,830,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	10050	Johnson Rd., Clackamas Rd., McKinley Rd.	Lake Rd.	Hwy 212	Bikeway and pedestrian facilities infill, including safety treatments at intersections, stormwater improvements, and ADA accessibility improvements.	\$6,700,000	\$10,901,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	11491	Flavel Dr	Alberta Ave	County boundary	Add bikeways to provide connection between Springwater/Powerline trail and bike facilities on Flavel Dr and 52nd Ave in Portland.	\$3,450,000	\$5,614,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	11499	River Rd: Lark St to Courtney	Lark St	Courtney	Improve safety on known high crash corridor by implementing proven safety counter measures, adding bicycle and pedestrian facilities including ADA accessibility features and improvements to stormwater.	\$7,100,000	\$11,552,000	2031-2045	Yes

CLACKAMAS COUNTY												
RTP Investment Category	County or counties	Nominating Agency	Primary Owner	RTP ID	Workspace Name	Project Start Location	Project End Location	Description	Estimated Cost (in 2023 dollars)	Estimated cost (in YOY dollars)	Time Period	Financially Constrained?
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	11500	River Rd: Oak Grove Blvd. to Risley Ave.	Oak Grove Blvd	Risley Ave	Improving safety on known high crash corridor by implementing proven safety counter measures, filling gaps in bikeways and pedways networks including improvements to ADA accessibility and stormwater as necessary.	\$8,900,000	\$14,481,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	11501	Concord Rd	River Rd	Oatfield Rd	Fill gaps in bike and ped facilities as necessary including improvements to stormwater facilities and ADA accessibility. Main project segments are from Trolley Trail to McLoughlin Blvd, and from Harold Rd to Oatfield Rd.	\$7,000,000	\$11,389,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	11506	Clackamas Rd	Johnson Road	Webster Road	Fill gaps in bikeways and pedestrian facilities including improvements to stormwater facilities and ADA accessibility as needed.	\$5,400,000	\$8,786,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	North Clackamas Parks & Recreation District	11617	North Clackamas Regional Parks Trail	OR 213	Linwood Ave	Construct multi-use path from OR 213 to Linwood Ave through existing park, including ADA accessibility improvements as necessary.	\$1,955,900	\$3,183,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	11668	Sunrise Multi- use path Phase II	122nd Ave	Rock Creek Junction	Improve safety for bicyclist and pedestrians by constructing a new multi use path from 122nd Ave to 172nd paralleling the Sunrise Phase 2 project.	\$8,929,200	\$14,527,808	2031-2045	Yes
Roadway (Capital)	Clackamas County	Clackamas County	ODOT	11670	OR 212 Intersection Improvements	172nd Ave	242nd Ave	Improve safety and reduce delay by making improvements as recommended in the Damascus Mobility Plan to the intersections of Sunnyside Rd/OR 212, Foster Rd/OR 212, 222nd Ave/OR 212 and 242nd Ave/OR 212.	\$24,500,000	\$39,862,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	11767	I-205 Multiuse Path from OR 224 to OR 212	OR 224 - Sunrise Multi-use Path	OR 212 - I-205 Multi-use Path	Improve safety for bicyclists and pedestrians by filling a gap of approximately 1 mile in the I-205 Multi-use path and implementing proven safety counter measures, as well as creating connections to other regional multi-use paths and implementing ADA accessibility improvements as necessary.	\$6,300,000	\$10,251,000	2031-2045	Yes
Transit Capital - Other	Clackamas County	Clackamas County	TriMet	11937	Transportation demand management and transit supportive investments	Countywide	Countywide	Implement Transportation Demand Management techniques and Transit supportive investments as identified in the Transit Development Plan, such as micro-transit, shuttles, mobility hubs, first and last mile options, shelters and park-and-rides	\$6,146,000	\$10,000,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	North Clackamas Parks & Recreation District	12103	Phillips Creek Regional Trail	SE Otty Rd and I-205 Bike Path	SE Sunnybrook Blvd and SE 82nd Avenue		5000000	8,200,000	2031-2045	Yes
Roadway (Capital)	Clackamas County	Clackamas County		12205	Stafford Rd Improvements	I-205	Boeckman Rd / Advance Rd	Implement needed safety investments as identified in Road Safety Audit.	\$8,863,000	\$14,421,000	2031-2045	Yes
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County		12206	Oatfield Road	Park Ave	Courtney	Add bikelanes and sidewalks where needed, including safety treatments at intersections and ADA accessibility improvements as necessary.	\$3,100,000	\$5,044,000	2031-2045	Yes
2031-2045 Fiscally Constrained										\$ 253,957,722		
Roadway (Capital)	Clackamas County	Clackamas County	ODOT	10001	Johnson Creek Blvd. Interchange Improvements	JCB/I-205 interchange	JCB/I-205 interchange	Increase safety at interchange by implementing proven safety counter measures, and improve interchange operations by adding a loop ramp and northbound on-ramp; realign southbound off-ramp and install dual right-turn lanes.	\$10,417,000	\$16,949,000	2031-2045	No
Roadway (Capital)	Clackamas County	Clackamas County	Clackamas County	10002	Johnson Creek Blvd. Improvements	55th Ave	82nd Ave.	Implement proven safety counter measures and widen to 3 lanes with bikeways and pedestrian facilities from 55th Ave to 82nd Ave to improve safety, improving freight access to industrial area and increasing accessibility for historically marginalized communities.	\$24,600,000	\$40,025,000	2031-2045	No

CLACKAMAS COUNTY												
RTP Investment Category	County or counties	Nominating Agency	Primary Owner	RTP ID	Workspace Name	Project Start Location	Project End Location	Description	Estimated Cost (in 2023 dollars)	Estimated cost (in YOE dollars)	Time Period	Financially Constrained?
Roadway (Capital)	Clackamas County	Clackamas County	Clackamas County	10023	82nd Dr. Improvements	Hwy 212	Strawberry Lane Intersection	Improve safety by implementing proven safety counter measures on known high crash corridor, widening to a consistent 4 lane cross section and include bike/ped improvement and ADA accessibility improvements as necessary. Not including intersection improvements at Strawberry Lane.	\$25,800,000	\$41,977,000	2031-2045	No
Roadway (Capital)	Clackamas County	Clackamas County	Clackamas County	10057	Redland Road	Abernethy Road	UGB	Improve Redland Road to urban standards, adding left turn lanes at major intersections, upgrading two bridges and completing sidewalk gaps on west/south side between Abernethy and Anchor Way, north side between Anchor and Livesay, and both sides from Livesay to the UGB (Oregon City TSP Projects D91, W7, W17, W18).	\$18,450,000	\$30,019,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	North Clackamas Parks & Recreation District	10085	Bike and Pedestrian Bridge across the Willamette River	Milwaukie City Limit	Abernethy Bridge	Provide an active transportation connection across the Willamette River by providing a new bike/ped bridge across the river	\$43,000,000	\$69,961,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	11517	Jennings Ave: Oatfield to Webster Rd.	Oatfield Road	Webster Road	Improve safety by implementing proven safety counter measures, and widen to 2-lane urban minor arterial standard with bikeway and pedestrian facilities to fill existing system gaps.	\$20,000,000	\$32,540,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	11518	Webster Rd	OR 224	Gladstone	Fill gaps in bikeways and pedestrian facilities, improve access to school, provide bike/ped safety counter measures at key intersections and improve ADA accessibility.	\$24,200,000	\$39,374,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	11618	Borland Rd: Stafford Rd to West Linn City Limits	Stafford Rd	West Linn City Limits	Add paved shoulders. The project or a portion of the project is outside the designated urban growth boundary.	\$12,450,000	\$20,257,000	2031-2045	No
Active Transportation - Pedestrian/Bicycle	Clackamas County	Clackamas County	Clackamas County	11769	Rusk Rd Bike/Ped Improvements (TSAP)	Aldercrest Road	OR 224	Provide bicycle and pedestrian improvements on Rusk Road between Aldercrest Rd and OR 224 to improve safety, fill an important system gap and provide ADA accessibility improvements as needed.	\$8,550,000	\$13,911,000	2031-2045	No
Roadway (Capital)	Clackamas County	Clackamas County	Clackamas County	12038	Beavercreek Rd Phase 3B	Meyers Rd	Urban Growth Boundary	Widen to four lanes and complete bike lane and sidewalks on both sides.	\$25,000,000	\$40,675,000	2031-2045	No
2031-2045 Strategic										\$ 345,688,000		



Project Overview

I-205 Toll Project details and benefits:

- Funds seismic improvements to eight bridges on I-205 from Stafford Road to OR 213. As a separate project, construction is underway to make the Abernethy Bridge the first earthquake-ready highway bridge across the Willamette River in the Portland metropolitan area.
- Adds the missing third travel lane in a seven-mile stretch from Stafford Road to the Abernethy Bridge. Upgrading this section to three lanes, similar to the rest of I-205, will increase safety and reduce bottlenecks.
- Uses congestion pricing through variable-rate tolls at the Abernethy and Tualatin River bridges, beginning in late 2024, at the earliest.

The Oregon Department of Transportation and the Federal Highway Administration recently published an Environmental Assessment of the potential short- and long-term effects of the project on the transportation system, local communities, the economy, and the environment, along with possible solutions to address negative effects.

Key Benefits of Tolling and Improvements on I-205:

- Congestion reduced from 14 hours to 2 hours or less per day in 2045
- 26 percent fewer crashes
- Travel times up to 25 percent faster in the morning and up to 50 percent faster in the evening
- Transit, pedestrian, bicycle and safety investments in local cities and Clackamas County



We want to hear from you!

45-day public comment period on the Environmental Assessment

Feb. 21–April 7



SCAN ME

This fact sheet provides information on the history of the I-205 Toll Project, facts about modern tolling, and technical information from the Environmental Assessment.

Scan QR Code or visit OregonTolling.org

Tolling Information

What is Tolling?

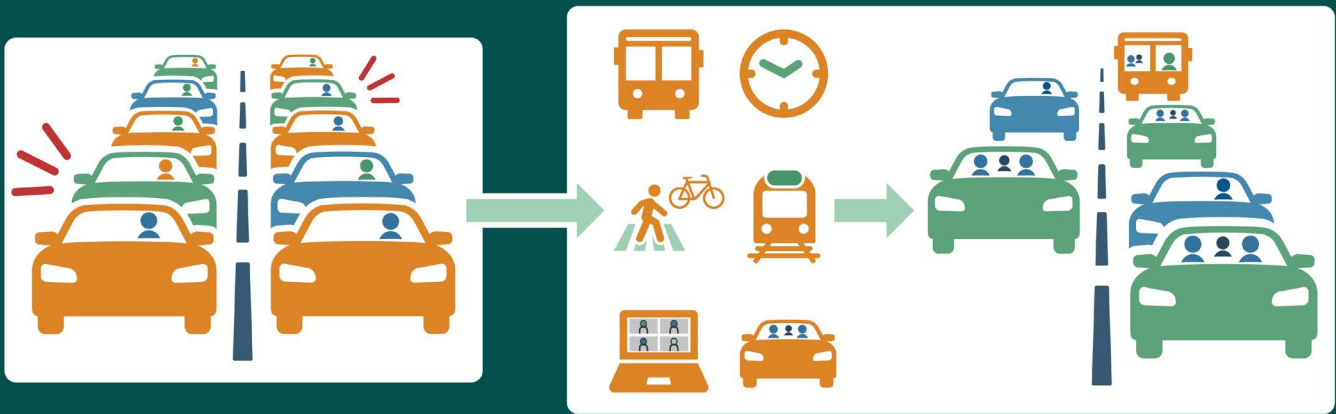
A toll is a user fee imposed on a road or bridge.

With technological advances, roads can be managed with **variable-rate toll systems** and **all-electronic tolling** to improve traffic flow and raise revenue to pay for transportation improvements.

A variable-rate toll system means tolls are higher during peak – or “congested” – periods to encourage drivers to consider changing their travel time, carpooling, taking the bus, or avoiding the trip altogether. According to the Federal Highway Administration, removing as little as 5 percent of cars from a busy road can improve traffic flow.

Variable-rate tolling gives people a choice for a faster highway trip when they need it – like when they need to get to work, make a medical appointment, or pick up their child from school or daycare.

Removing a fraction of vehicles (even as small as **5%**) from a congested roadway allows traffic to flow much more smoothly.



How Electronic Tolling Works

On I-205, tolls would be all electronic, meaning there would be **no toll booths**, and **drivers would not stop to pay**. An all-electronic collection system is convenient for travelers and allows vehicles to keep moving.

- 1 Scan** Sensors recognize approaching vehicles and scan for electronic toll tags in windshields.
- 2 Identify** If there is a toll tag, the sensors use a radio frequency to identify the account.
- 3 Confirm** Cameras photograph the license plates.
- 4 Charge** The toll is applied to the account. If the vehicle does not have a toll tag, the owner is identified by license plate and billed by mail.



Tolling Information

Why are we planning tolling in Oregon?

In 2017, the Oregon Legislature passed House Bill 2017, known as “Keep Oregon Moving.” This bill committed hundreds of millions of dollars to projects addressing our congestion problem and improving the region’s transportation system.

House Bill 2017 has funded bottleneck relief highway projects, freight rail enhancements, transit improvements, and biking and walking facilities upgrades. The Legislature also directed the Oregon Transportation Commission to pursue and implement tolls on I-5 and I-205 in the Portland metropolitan region to help manage traffic congestion and help pay for roadway improvements.

In 2021, HB 3055 provided direction that allowed construction on the first phase of I-205 improvements to begin, which includes reconstruction of the Abernethy Bridge and nearby interchanges. Tolls on I-205 are needed to fund future I-205 improvements.



Equity-Informed Process

ODOT is committed to creating better transportation solutions for historically and currently excluded and underserved communities.

With the support and vision of an Equity and Mobility Advisory Committee, ODOT developed an “equity framework” with principles and steps for community engagement and how tolling should support affordability, access to opportunity, and community health.

With the equity framework as a guide, EMAC will continue to inform and evaluate the I-205 Toll Project’s equity practices well after the release of the Environmental Assessment.



Learn more about the **Equity and Mobility Advisory Committee** (EMAC) at OregonTolling.org.

What is an Environmental Assessment?

Project milestone reached: ODOT and the Federal Highway Administration analyzed proposed improvements and tolling on I-205 and have published results in an Environmental Assessment.

This report identifies the potential short- and long-term effects of the project on the transportation system, local communities, the economy, and the natural environment, and potential solutions to address negative effects. This process is required by the federal government, per the National Environmental Policy Act.

The Environmental Assessment compares the effects in 2045 of two alternatives:

- **BUILD** Alternative, which includes building a third lane in each direction between Stafford Road and OR 43, a northbound auxiliary lane between OR 99E and OR 213, toll gantries and variable-rate pricing, and seismic bridge upgrades on I-205.
- **NO BUILD** Alternative, which would have no additional improvements to I-205 and no tolls.

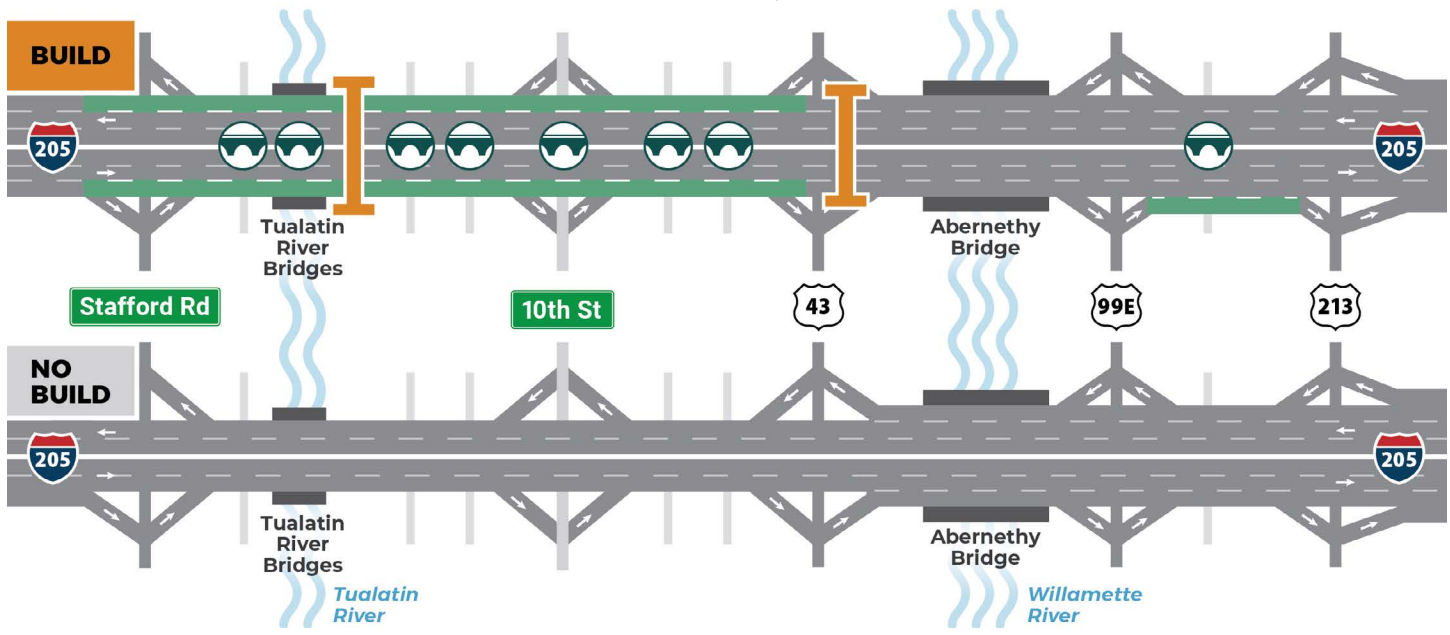


Illustration Not To Scale

Bridge Upgrades	Toll Gantry	Build Alternative Lane Configuration
Bridges with Seismic Upgrades • Borland Rd • Tualatin River	• Woodbine Rd • Blankenship Rd	• 10th St • Sunset Ave • West A St • Main St

The Environmental Assessment compares short-term and long-term effects from both alternatives in several areas, including, but not limited to:

- Travel times, traffic volumes, and the extent of rerouting traffic from I-205 to local streets
- Safety for pedestrians, bicyclists, and vehicles
- Freight movement
- Local and regional economy
- Social resources, communities, and environmental justice, including low-income households
- Air quality, climate, and noise
- Natural and cultural resources

Visit our website at OregonTolling.org for more details.

ODOT is seeking comments on the Environmental Assessment. Comments may be submitted by calling, mailing, emailing, or attending a virtual public hearing hosted by ODOT. All comments will be reviewed and will help inform next steps. ODOT will continue to provide ongoing project updates and opportunities for involvement.



What Did We Find?

The following pages share key details included in the project’s Environmental Assessment. Interested in learning more? Visit OregonTolling.org to read the full document, view an interactive map, or watch detailed videos about the project.

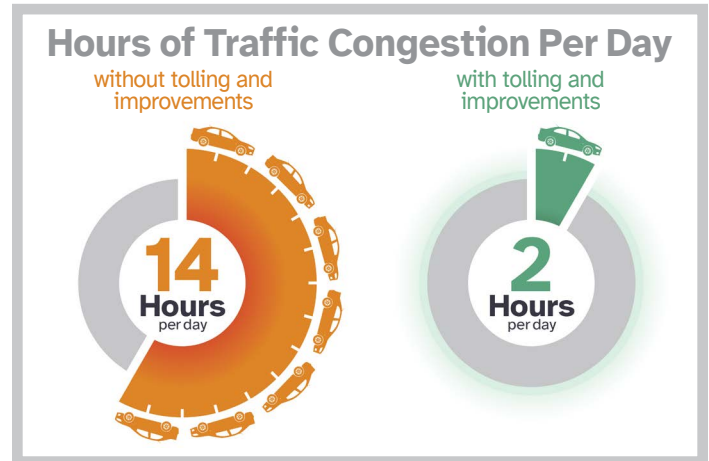


Transportation Effects

On I-205, traffic congestion and safety improve with tolling and improvements

Without planned highway improvements and tolling, there would be up to 14 hours of congested conditions per day on some areas of I-205 by 2045, as more vehicles use the highway. With the planned improvements and tolling, congestion on some areas of I-205 would be reduced to 2 hours or less per day in 2045.

With improvements and tolling, travel times through the project area of I-205 would be faster by about 25 percent in the morning rush hour and up to 50 percent in the afternoon rush hour compared to without the additional improvements and congestion pricing.



Freight trucks would also benefit from these improvements; most would experience similar or shorter travel times whether on I-205 or other routes like I-5 and OR 213.

The modeling also projects 26 percent fewer crashes on I-205 compared to not building the improvements and not tolling.



On local streets, traffic congestion improves in some locations and worsens in others

Today, local communities are already seeing traffic on local roads as cars reroute from the interstate due to heavy congestion during peak commute hours. Traffic on some side streets would get better, while other streets will see more congestion compared to not building the project.

We are working with local cities to plan neighborhood street and safety projects

ODOT is collaborating with local governments to address potential negative impacts resulting from drivers trying to avoid tolls by rerouting to local streets. ODOT will identify and pay for these solutions – also called mitigation – to reduce adverse impacts identified in the environmental review process. Some potential fixes include:

- Changing roadway striping and lane configurations
- Adding roundabouts and new or modified traffic signals
- Providing priority for buses on certain streets
- Improving sidewalks and walkways
- Ongoing monitoring of the transportation system to identify issues as they arise



Economics

Tolling increases household transportation costs

The Environmental Assessment shows annual transportation costs for the average household would be less than one percentage point higher with tolling compared to without tolling. For a household with an income of \$88,000, tolling would represent an average increase in annual transportation costs from \$7,000 to \$7,600 per year. Drivers who are able to use tolled routes save travel time and vehicle operating costs.

ODOT is committed to providing a low-income toll program when tolling begins. This program is still in development. Exemptions, credits, or discounted tolls are being considered for people or households earning less than a certain income level.

Local businesses benefit from changes in traffic patterns

As some drivers choose different travel routes, consumer spending at shops, restaurants, and other businesses is expected to increase in three local commercial districts:

- First Ave in Canby (OR 99E)
- Willamette Falls Drive in West Linn
- Main Street in Oregon City

This additional consumer spending would translate into increased employment and income in these areas.

There will be regional economic benefits

Project construction would generate temporary benefits to the economy of the Portland metropolitan region through the purchase of supplies and materials and the creation of jobs. Long-term benefits include increased employment opportunities, more predictable freight deliveries, and safer highways.

By 2045, highway improvements and tolling would result in millions of dollars per year in savings and benefits to the regional economy compared to not building the project.

The project would provide long-term economic benefits for travelers and the region

\$105 million in Annual Net Economic Benefits
from 2027-2045*

Includes \$9.8 million in annual cost savings for freight industry because of greater trip reliability



Better on-time trip reliability



Shorter travel times



Lower emissions from air pollutants



Lower road & vehicle maintenance costs



Fewer vehicle crashes

Value is in 2021 dollars and relative to the No Build Alternative. Annualized benefit would be ~\$41M in 2021 dollars with adjustments for inflation (7%)



Air Quality, Climate and Noise

Long-term air pollution decreases

Air pollution is expected to decrease over time, both with and without the project, because of stricter vehicle standards and technological advances, like electric vehicles. However, the project would result in up to 9 percent lower emissions from air pollutants in 2027 and up to 12 percent lower emissions from air pollutants in 2045 when compared to not building the improvements and tolling.

Contributes to ODOT's efforts to meet climate change goals

Future greenhouse gas emissions are expected to decrease due to better fuel economy standards, the transition to cleaner fuels, and electric vehicles. The Environmental Assessment shows that with the highway improvements and tolling, these greenhouse gas emissions would be 6 percent lower in 2027 and 4 percent lower by 2045 when compared to not building the improvements and not tolling.

Improvements and tolling on I-205 would not raise noise levels in the long term

At most locations, the project would not noticeably raise noise levels in the long term according to noise models. Predicted traffic noise levels in 2045 under the project would exceed ODOT and FHWA noise standards at some locations along I-205 from the addition of the third lane. To address long-term noise effects from the project, three new noise walls are recommended along I-205 near Blankenship Road.



Social Resources, Communities, and Environmental Justice

I-205 travel times improve for everyone

All travelers will experience the benefits of highway improvements and tolls on I-205 – including those experiencing low incomes and communities of color. These benefits include reduced congestion, improved seismic safety, fewer delays, and fewer crashes on I-205.

We also found that most people would see the same or improved access to jobs and community places such as libraries, schools, parks, and medical facilities in 2045.

Higher travel costs come with transportation benefits for everyone, including households experiencing low incomes

The Environmental Assessment shows that households with incomes below the federal poverty line would be more financially impacted by tolls than households above the poverty line due to higher transportation costs as a share of their household budgets. Read on for more details about a Low Income Toll Program in development.

However, improved traffic on I-205 is expected to have benefits that would reduce costs for all households, including households experiencing low incomes, such as shorter travel times and fewer crashes.

A low-income toll program is in development to help lessen burdens and negative impacts

ODOT is committed to providing a low-income toll program when tolling begins. We want a fair toll program that improves travel options without burdening struggling budgets. This low-income toll program is still in development and may include exemptions, credits, or discounted tolls, for people or households earning under a certain income level.

How to Comment

We want to hear from you! The official public comment period is open.

Your comments on the Environmental Assessment will help the Oregon Department of Transportation and the Federal Highway Administration make informed decisions about the project.

Clear and specific comments are the most helpful.

ODOT and FHWA want to know what you think about the possible impacts, benefits, and mitigation identified in the Environmental Assessment. We encourage you to make your comments as clear and specific as possible. The most helpful comments reference specific information from the Environmental Assessment.



We want to hear from you!

45-day public comment period on the Environmental Assessment

Feb. 21 – April 7

You can comment in several ways.

- Complete the Environmental Assessment [comment form](#) by scanning QR code here
- Email: I205TollEA@odot.oregon.gov
- Call us: 503-837-3536 and leave a voicemail message
- Submit a written comment form, available at in-person events
- Tell us, at a virtual public hearing or in-person commenting opportunity. Visit OregonTolling.org for more details.



SCAN ME

For Americans with Disabilities Act or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY (800) 735-2900 or Oregon Relay Service 7-1-1.

Si desea obtener información sobre este proyecto traducida al español, sírvase llamar al 503-731-4128.

Nếu quý vị muốn thông tin về dự án này được dịch sang tiếng Việt, xin gọi 503-731-4128.

Если вы хотите чтобы информация об этом проекте была переведена на русский язык, пожалуйста, звоните по телефону 503-731-4128.

如果您想了解这个项目，我们有提供简体中文翻译，请致电：503-731-4128