

**ODOT Constrained Project List
2035 Regional Transportation Plan**

Project	Constrained	Milestone	Project Readiness	Leverage	Freight/Mobility
US 26W: Cornell to 185th - Additional Lane	\$ 3,000,000	Construction	STIP		
US 26E: Springwater - At-grade Intersection	\$ 1,700,000	Construction	STIP		
I-5: Wilsonville Road Interchange	\$ 4,000,000	Construction	STIP		
US 26E: Springwater - Interchange	\$ 20,000,000	Construction	STIP		
I-205/Airport Way - Airport Way Eastbound to I-205 Northbound Improvement	\$ 38,000,000	Construction	STIP		
I-84/Troutdale - Marine Dr Extension & West End Interchange Improvement	\$ 26,900,000	Construction	STIP		
OR 217: Beaverton-Hillsdale Hwy to Allen Blvd. Braided Ramps (NB & SB)	\$ 55,000,000	Construction	STIP		
I-205 Southbound to I-5 Southbound Acceleration / Merge / Auxillary Lane Extension	\$ 10,000,000	Construction	NEW		
I-84 Eastbound to I-205 Northbound Merge / Auxiliary Lane	\$ 7,000,000	Construction	RTP		
I-5: Delta Park to Lombard Phase 2	\$ 45,000,000	Construction	STIP		
US 26: 185th to Cornelius Pass Road Additional Lane (NB & SB)	\$ 32,800,000	Construction	NEW		
I-205 / OR 213 Interchange & Southbound Grade Separate Washington Street	\$ 26,000,000	Construction	STIP		
Sunrise Project, Phase 1 - Four-Lane Facility to 122nd. Ave.	\$ 235,000,000	Construction	STIP		
I-5 / I-84 Interchange	\$ 50,000,000	Preliminary Engineering and ROW	STIP		
I-5 to Highway 99W Connector	\$ 100,500,000	Preliminary Engineering and ROW	STIP		
I-5: Columbia River Crossing	\$ 50,000,000	PE	STIP		

Total \$ 704,900,000



Fully funded in 08-11 STIP

Prioritization Factors

Project Readiness: Project is in adopted '06-'09 STIP, Draft '08-'11 STIP, or 2004 RTP

Leverage and Public Benefit: Commitment of federal, local, regional, private funds or key bottleneck

Freight/Mobility: Project is identified as a priority by Metro regional freight committee/ OFAC/Metro mobility forums

2035 REGIONAL TRANSPORTATION PLAN

ODOT Illustrative Project List

Project	Milestone
Sunrise Corridor Project	Construction
I-5 / I-84 Interchange	Construction
I-5 to Highway 99W Connector	Construction
I-5: Columbia River Crossing	Construction

ODOT Refinement Planning List

Project
I-205 from the Glenn Jackson Bridge to I-5
I-84 to US 26 Connector
I-5 South

State and Regional Mobility Corridor Investment Strategy

Proposed High Capacity Transit Projects

6/7/07

Mode	Corridor	Major Destinations	RTP	Study
Commuter Rail				
	Portland and Western RR	Milwaukie, L Oswego, Tualatin, Sherwood, Newburg, McMinnville	no	no
	Portland and Western RR	Wilsonville, Donald, West Woodburn, St Louis, Hopmere, Salem	no	no
	Portland and Western RR	Portland, Linnton, Sauvie Island, Scappose, St Helens	no	no
	Amtrak / Union Pacific RR	Amtrak Cascades service upgrade - Eugene to Vancouver BC	no	no
	Portland and Western RR	Beaverton to Wilsonville upgrade (frequency and times of day)	no	no
Light Rail				
	SE McLoughlin	Portland, N Macadam, OMSI, Brooklyn, Milwaukie	yes	yes
	I-5 North	CRC - Expo to Vancouver to Kiggins Bowl	yes	yes
	I-5 / 99W	Portland, Burlingame, Tigard, King City, possibly Sherwood	yes	no
	SE McLoughlin	Portland, Milwaukie, Gladstone, Oregon City	yes	no
	I-205 South	Clackamas Regional Center, Oregon City (extension)	yes	no
	I-205 North	Parkrose to Clark County and Vancouver Mall	no	limited
	Highway 8	Hillsboro, Cornelius, Forest Grove (extension)	no	no
	NE 257th	Gresham, Mt Hood Community College, possibly Troutdale	no	no
	Highway 26	Powell Blvd BRT (see below) "upgrade" to LRT	yes	no
Streetcar				
	Highway 43	Portland to Lake Oswego	yes	yes
Bus Rapid Transit				
	Highway 26 - east	Powell Boulevard - Portland to Lents and/or Gresham	yes	yes
	Highway 224 / Sunnyside Road	Milwaukie, Clackamas Regional Center, Happy Valley, Damascus	no	yes
	Foster Road	Lents to Pleasant Valley, Damascus	yes	yes
	I-205 South	Clackamas Regional Center, Oregon City, West Linn, Tualatin	yes	no
	Highway 26 - west	Sunset TC to Shute Rd via Tanasbourne using Cornell / Evergreen	no	no
Bottlenecks				
	Rose Quarter junction	Improve operations, possible grade separation	yes	no
	Steel Bridge	Possible additional track(s), bridge rehabilitation, seismic upgrade	no	no
	Gateway	Track reconfiguration	no	no
	Downtown Portland (subway)	East-West subway to speed up operations	no	limited
Other Needs				
	3rd light rail transit operating base	Required to meet system expansion	no	na
	Dispatch center upgrade	To accommodate increasing operating complexities	no	na
	Operational upgrades	Sidings, powered turnouts, block and signal control infill	no	no
	New light rail vehicles	To meet ridership demands	yes	na