

Clackamas County - Transportation System Plan ZDO-246



Planning Commission Work Session #1

September 2013



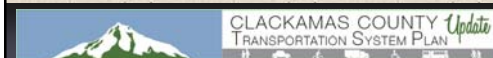
PC Work Session #1

▶ Purpose

- *Provide planning commissioners with brief overview of TSP update process*
- *Focus conversation on Project lists*
- *Identify where more information is needed*

▶ Outcomes

- *Planning Commissioners will be familiar with the project*
- *Awareness of the process behind how the Capital Improvement Plan projects lists were developed*
- *Identification of areas to focus the conversation*



PC Work session #1

- › Introductions
- › Overview of Materials
 - *Summary Memo*
 - *Funding Forecast (and attachments)*
- › TSP Capital Project Maps
- › TSP Tables 5-3a – 5-3d
 - *20 Year Capital Project List*
 - *Preferred Capital Project list*
 - *Long term Capital Project list*
 - *Recommended ODOT projects*

What is a “The Transportation System Plan” (TSP)

- › The TSP is
 - *A set of policies, recommended programs and identified needed projects that guide the development of the transportation system*
 - *It is required by state law to look at the needs in the future and identify projects that address those needs*
 - *It implements regional guidance*
 - *Directly influence how streets, sidewalks and bikeways are constructed*
 - ***Chapter 5 of the Clackamas County Comprehensive Plan is the County’s TSP***
 - ***Includes the 20 year Capital Improvement Plan***

Scope of TSP

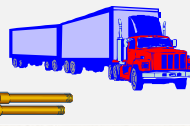
- *Applies to all of unincorporated Clackamas County*

- Starts by asking: *What are your priorities for the transportation system?*
- Results in adoption of a 20-year plan (Chapter 5 of the *Comprehensive Plan*)

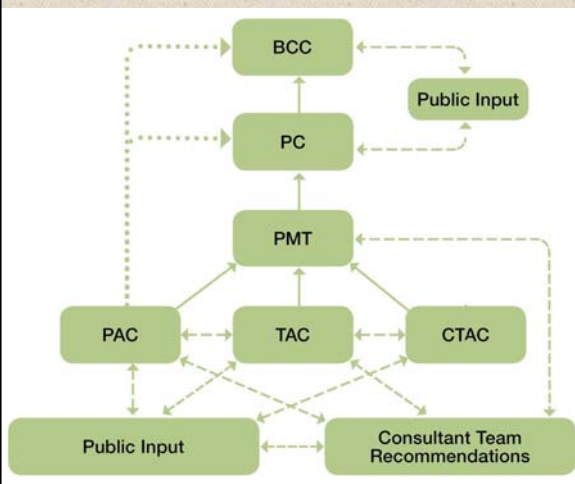


- *Includes policies for all forms of transportation*

- Airplanes, cars and trucks, transit, bicycles, pedestrians, freight & rail, boating and pipelines
- Air, roadways, walkways, bicycle lanes, railroads, waterways



TSP Update Process: Flow Chart



- BCC – Board of County Commissioners
- PC – Planning Commission
- PMT – Project Management Team
- PAC – Public Advisory Committee
- TAC – Technical Advisory Committee
- CTAC – Clackamas Transportation Advisory Committee

Public Advisory Committee (PAC)

- » Made up of more than 20 residents from around the County
- » Responsibilities:
 - Develop, recommend TSP Vision, Goals and Objectives
 - Develop, recommend project evaluation measures and criteria
 - Review, reach consensus on existing and future conditions
 - Develop, review, recommend prioritized lists of capital projects
- » Meetings
 - 12 Full Project Advisory Committee (PAC)
 - 10 Policy Working Group
 - 4 Informal “brown bag” lunches on specific topics
 - 17 Geographic Area Projects Working Groups (GAPS)

Policy Working Group (PWG)

- » Subcommittee of Public Advisory Committee (PAC)
- » Reviewed, discussed and recommended policy revisions, additions and deletions in the following categories:
 - A. Freight, Rail, Airport, Pipelines, Water, ITS and economic development
 - B. Rural roads and rural land use
 - C. Rural land use and transportation
 - D. Rural equity, health and sustainability
 - E. Urban roads and travel
 - F. Urban equity, health and sustainability, pedestrian and bicycle facilities
 - G. Urban roads and travel
 - H. TSP project lists and maps
 - I. Funding, Functional Classification and Performance Standards
- » Recommendations sent to PAC and TAC for additional review

Geographic Work Groups (GAPS)

- ▶ 5 project working groups, by geographic area
 - East County
 - South County
 - Greater McLoughlin Area
 - Clackamas Town Center / Industrial Area
 - Northwest County - Other Urban Unincorporated Areas
- ▶ Role
 - Discuss projects and policies in detail in their geographic area
 - Develop recommendations to present to the full PAC

Extensive Public Outreach

- ▶ Public meetings
- ▶ Regional workshops
- ▶ Virtual open houses
- ▶ Stakeholder outreach
- ▶ Website and social media
- ▶ Media communication
- ▶ Newsletters and flyers
- ▶ Email outreach



TSP Vision, Goals and Objectives

- › **Vision** -- *Building on the foundation of our existing assets, we envision a well-maintained and designed transportation system that provides safety, flexibility, mobility, accessibility and connectivity for people, goods and services; is tailored to our diverse geographies; and supports future needs and land use plans.*

- › **Goals**

- *Sustainable*
- *Local Business and Jobs*
- *Livable and Local*
- *Safety and Health*
- *Equity*
- *Fiscally Responsible*

- Supporting Materials: Vision and Goals

Reviewed the Existing and Future Conditions

- › **Baseline information on existing conditions**
 - *Existing transportation facilities and how they are operating*
 - *Population and land use*
- › **Projected future conditions: How the transportation system would operate in 2035 in two different scenarios . . .**
 - **Low build**– *including only transportation projects with funding identified*
 - **Full build**– *including all projects in the County's current TSP*
- › **Identification of gaps and deficiencies**
 - **Gaps** -- *Missing facilities or connections*
 - **Deficiencies** -- *Facilities that do not perform to defined standards*

Supporting Materials: Existing Conditions Report (can be found on website)

Funding Forecast

- » Seven basic funding sources
 - Federal revenue
 - County Road Fund
 - Special state revenue programs
 - Local governments and other agencies
 - Other revenue sources – County-conditioned, developer-financed improvements
 - Transportation System Development Charges (TSDCs)
 - Urban Renewal (Tax Increment Financing [TIF])

- » Restrictions apply to some revenue sources

- » Total forecast to 2035 is approximately \$444 million

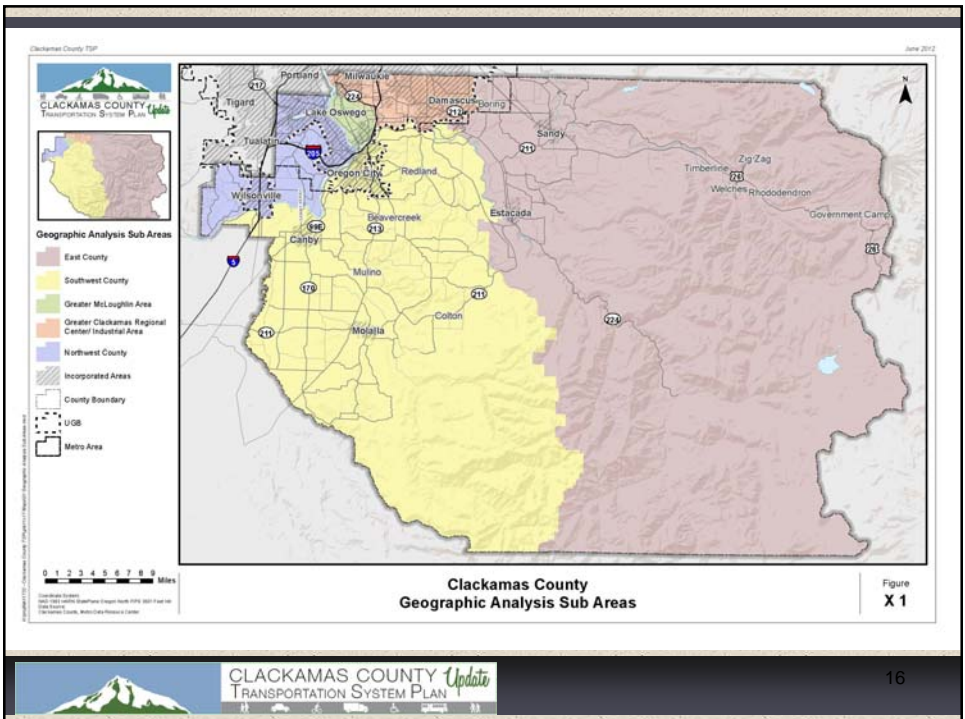
Supporting Materials: Funding Forecast (10/22/12)

Types of Projects

- Upgrade – Adding sidewalk, bicycle lanes and vehicle capacity
 - Upgrade: Active Transportation Only – Adding paved shoulders, sidewalk and/or bicycle lanes to existing roadway
 - Upgrade: Vehicle Capacity Only – Adding vehicle capacity to a roadway or intersection (and reconstructing any existing sidewalks and bike lanes).
 - Safety – Focusing on reducing crashes and/or the risk for crashes
 - New roadway – Constructing a new roadway or roadway extension
 - Multiuse path – Constructing a new multiuse path or multiuse path extension
 - Bridge – Constructing, replacing or upgrading a bridge
 - Intelligent Transportation Systems (ITS) – Incorporating features such as coordinated signal systems
- Supporting Materials: Prioritization Process Memo (can be found on website)

Project Study Areas

- County divided into five geographic areas for study
 - East County (rural)
 - Southwest County (rural)
 - Greater McLoughlin Area (urban)
 - Clackamas Regional Center/Industrial Area (urban)
 - Northwest County (urban and rural)
- Worked with Geographic Area Project Working Groups (GAPS) to recommend projects and priorities to the PAC:
 - Reviewed existing and future conditions
 - Previously-planned projects; projects suggested by the public; new projects suggested to address remaining gaps and deficiencies
 - Options and alternatives
 - Priorities



20 year Capital Improvement Plan

- ▶ Transportation needs in unincorporated Clackamas County for the next 20 years, including:
 - **Tier 1: 20-year capital projects** -- Needed projects and investments matched with anticipated funding
 - **Tier 2: Preferred capital projects** – Projects and investments needed to meet population, housing and employment projections, but that don't have identified funding at this time
 - **Tier 3: Long-term capital project needs** – projects that would be beneficial to do if funds were available

How were the projects prioritized?

- ▶ Projects given an initial score based on:
 - Goals 1 – 6 Evaluation Criteria
 - 70% Growth Analysis
 - DTA Analysis
 - Identified Needs (Gaps and Deficiencies)
- ▶ Input from the Project Management Team, Public Advisory Committee, Technical Advisory Committee and other stakeholders
- ▶ Recommendations from the GAPs groups
- ▶ Virtual Open House input
- ▶ Final Public Advisory Committee recommendation

Clackamas Regional Center/Industrial Area

Key Issues

- Removal of Sunnybrook West Extension and Harmony travel lane expansion; Pedestrian and Bikeway connections retained
- Multi-use trail connections important
- Causey Bridge over I-205 removed
- Priority pedestrian and bikeway connections in along 122nd, 132, and 142nd



Greater McLoughlin Area

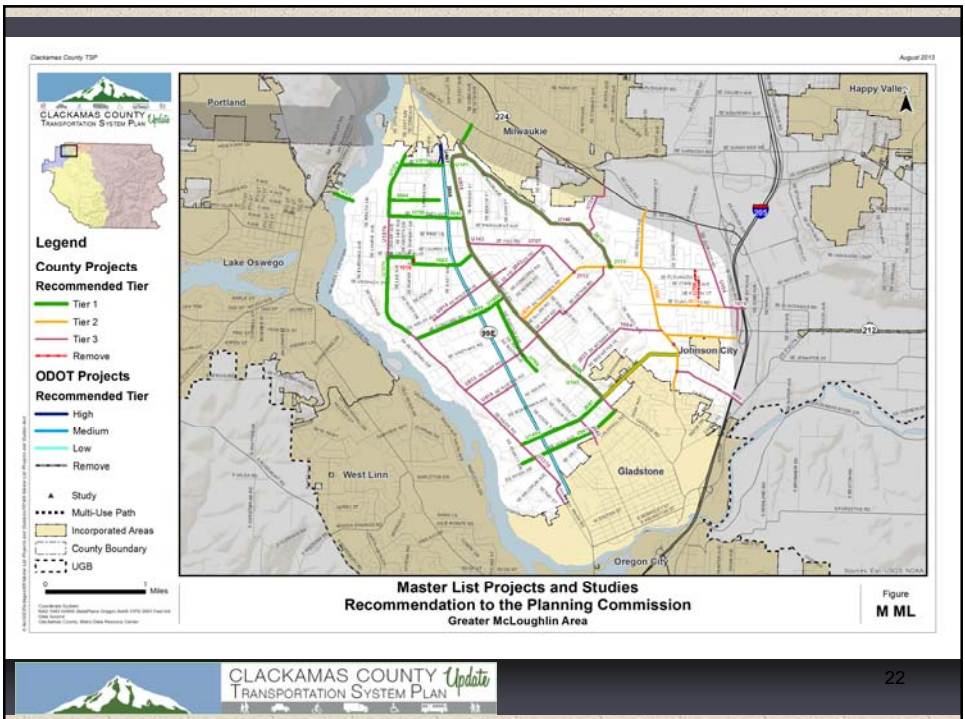
Key Issues

- Improve crossings of McLoughlin for pedestrians and cyclists
- Fill pedway gaps on major east – west roads
- Road safety audits
- Improvements to Jennings and Oatfield
- Intersection improvements



Miscellaneous comments

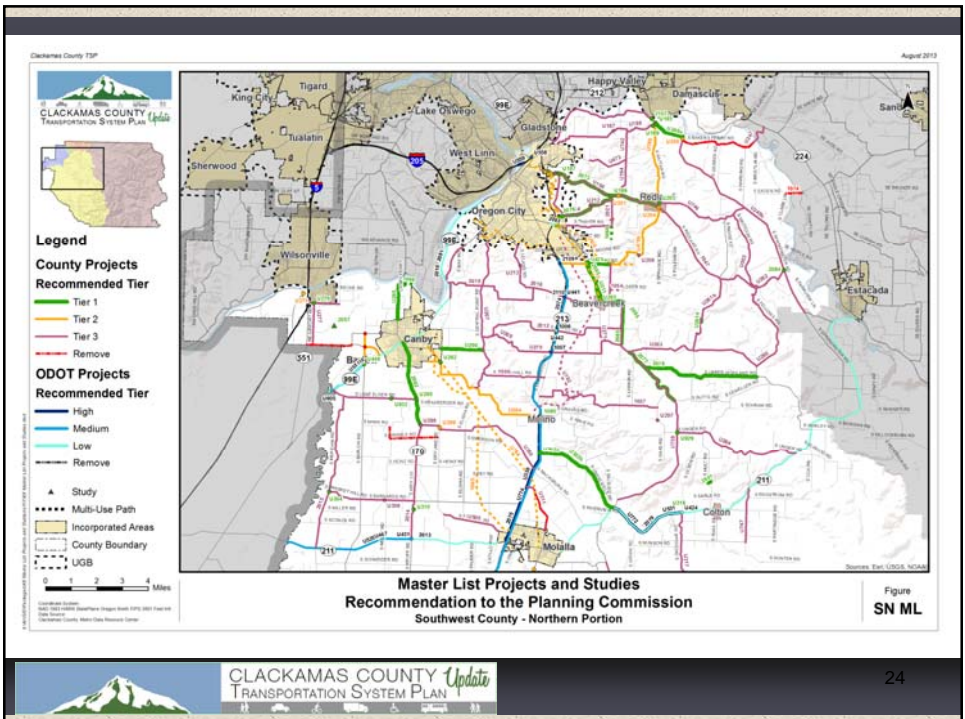
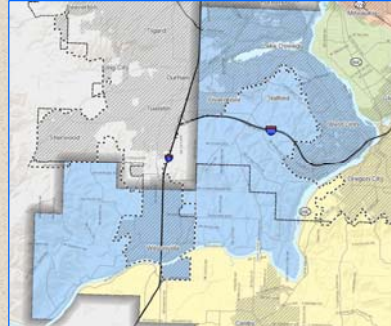
- Strong support for ped/bike bridge over Willamette
- Move to higher tier:
 - McLoughlin (ODOT)
 - Aldercrest
 - Projects around schools (Hill, Rusk, Risley, Roethe, Thiessen)
- General support for recommendations



Northwest Area

Key Issues

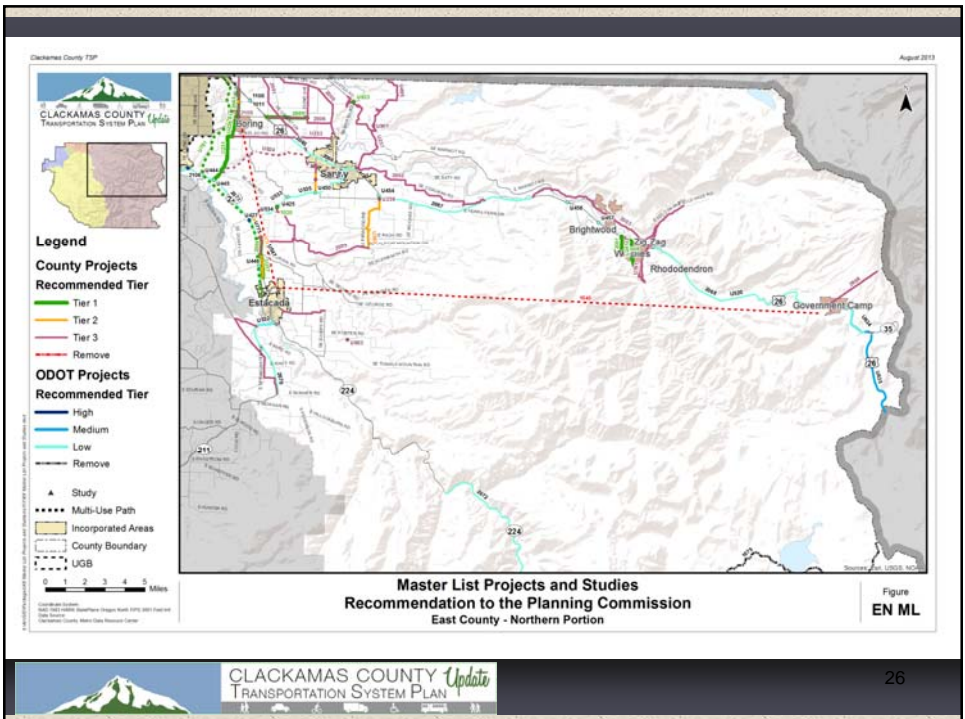
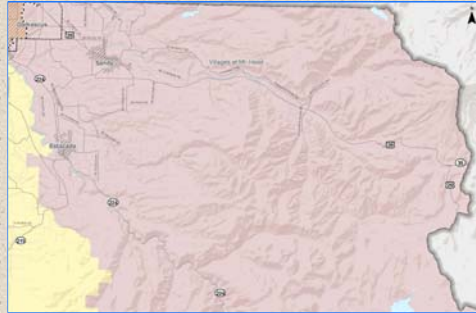
- Upgrades, including intersection improvements
- Borland, Stafford, 65th, Carman, Childs
- Multi-use trails: Tonquin Trail, French Prairie Bridge
- Ladd hill / Wilsonville Road



East Area

Key Issues

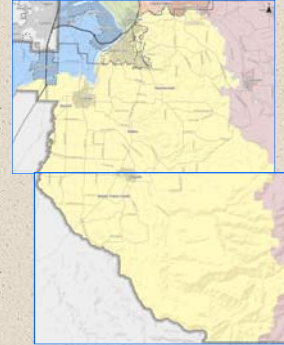
- Intersections
- Paved shoulders in Welches
- Road safety audits
- Upgrades to Richey, Amissiger, Eagle Creek, Dodge Park Bridge
- Cazadero multi-use trail
- Additional Aerial Transportation System in Government Camp



Southwest Area

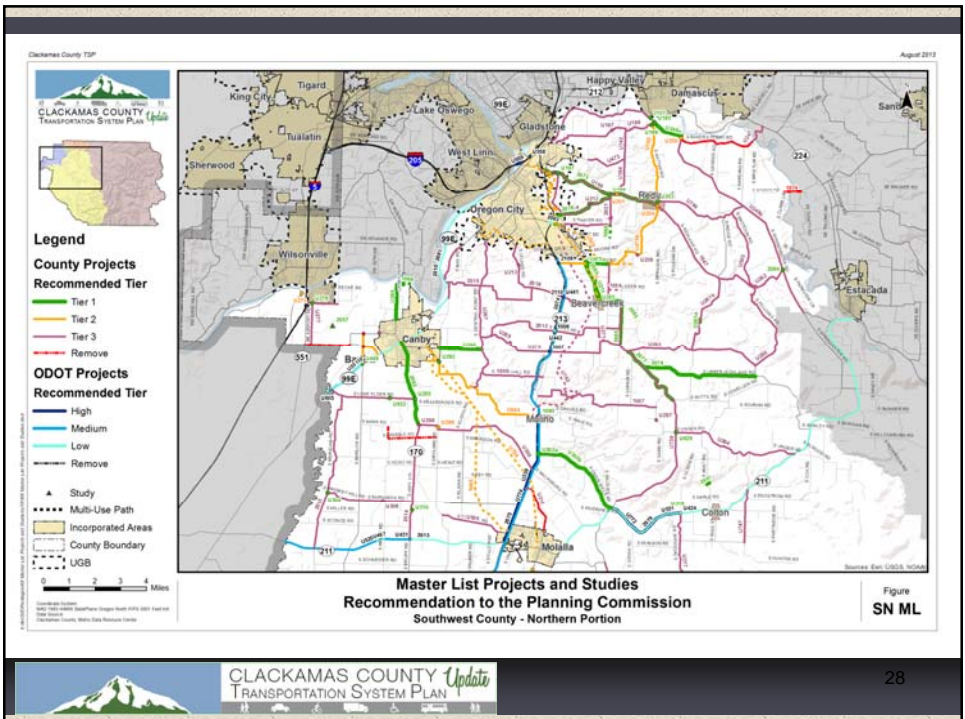
Key Issues

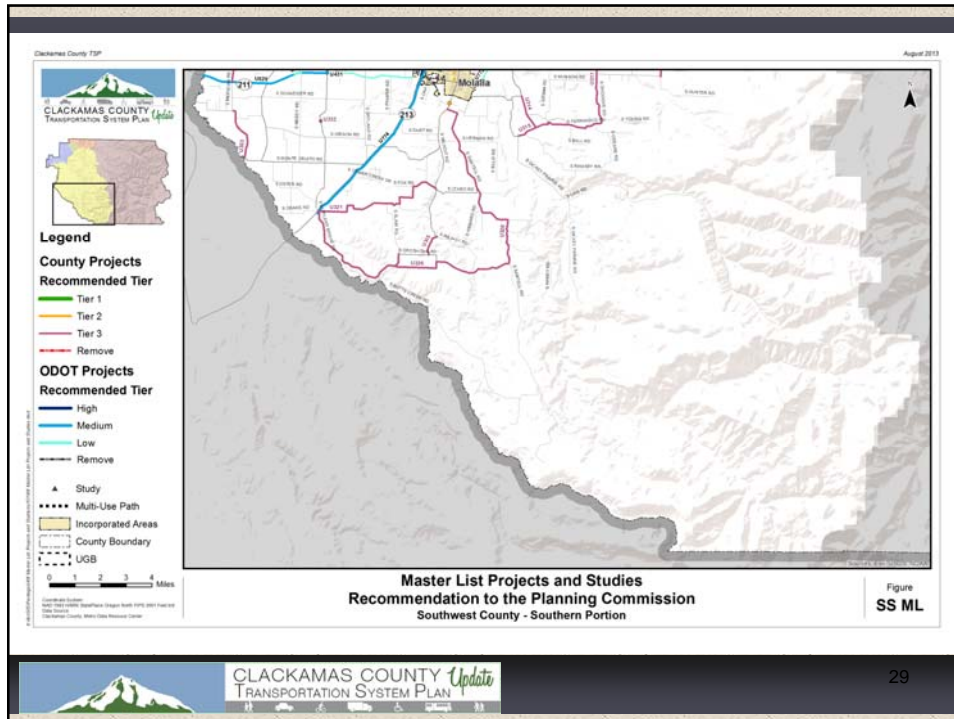
- Road safety audit; intersection improvements
- Add paved shoulders
- Re-open Hult; repair sinkhole on Ridge Rd
- Clarkes 4 Corners intersection improvements
- Arndt Rd Ext.
- Holly Lane
- Ferguson Road
- Passmore Road realignment in Mulino



Changes since PAC Recommendation

- » Remove bridge over Clackamas River (1074)





October 14th Work Session

Chapter 5: Transportation is now - Chapter 5: Transportation System Plan (TSP)

- › Staff and PAC reviewed all of the Policies in a set of documents called - Documents A through H
- › Existing policies were revised and about 80 new policies were created
- › Through the lens of both the urban and rural perspectives
- › Issues of importance that were discussed by the PAC
 - *Safety of all users of the transportation system*
 - *Urban/ Rural funding equity*
 - *Equestrian and agricultural equipment use of the transportation system*

Meeting Schedule – ZDO-246

- » **Clackamas County Planning Commission** (all meetings at 6:30 p.m. in the Development Services Building Auditorium, 150 Beaver Creek Rd., Oregon City)
 - *Work session on recommended projects and programs -- Sept. 23 (no public testimony)*
 - *Work session on recommended policies -- Oct. 14 (no public testimony)*
 - *Public hearings -- Oct. 28 and Nov. 4 (public testimony)*

- » **Public Open Houses** (5-6:15 p.m., Development Services Bldg Auditorium, 150 Beaver Creek Rd., Oregon City) -- Oct. 14 and Oct. 28

- » **Clackamas County Board of Commissioners Public Hearings** (Public Services Bldg., 4th floor Board Hearing Room, 2051 Kaen Rd., Oregon City)
 - *Wednesday, Dec. 4 - 9:30 a.m. (public testimony)*
 - *Wednesday, Dec. 11 - 6 p.m. (public testimony)*





CLACKAMAS COUNTY *Update* TRANSPORTATION SYSTEM PLAN



VISION

*Building on the foundation of our existing assets,
we envision a well-maintained and designed transportation system that
provides
safety, flexibility, mobility, accessibility and connectivity for
people, goods and services;
is tailored to our diverse geographies; and
supports future needs and land use plans.*



GOAL 1: SUSTAINABLE

Provide a transportation system that optimizes benefits to the environment, the economy and the community.

OBJECTIVES

1.1: **Reduce energy consumption** associated with transportation:

- 1.1.1 Identify, maintain, and improve sidewalks, bicycle lanes, multi-use trails and roadways.
- 1.1.2 Invest in and encourage public transit and connections to transit stops.
- 1.1.3 Encourage and support rideshare programs, car-sharing programs, transit pass programs, telecommuting, and other transportation demand management strategies.
- 1.1.4 Encourage the use of alternative-fuel vehicles and more fuel-efficient vehicles.

1.2: **Improve air quality** by reducing transportation-related emissions.

1.3: **Minimize impacts** of the transportation system on streams and water quality.

1.4: **Promote a resilient transportation system** that allows people to adapt to changes in their lives and in their surroundings.

1.5: **Stabilize existing sources of transportation revenue** and identify stable, diverse, long-term sources of funding.

1.6: **Support motorized and non-motorized transportation projects** that use public resources cost-effectively.

1.7: **Fix and maintain** the current roadways before adding new roads.



GOAL 2: LOCAL BUSINESSES AND JOBS

Plan the transportation system to create a prosperous and adaptable economy and further the economic well-being of businesses and residents of the county.

OBJECTIVES

- 2.1: Prioritize transportation improvements that help people get to work and help businesses thrive.
- 2.2: Promote efficient movement of people, materials and goods.
- 2.3: Identify, maintain, and improve sidewalks, bicycle lanes, multi-use trails, and roadways.
- 2.4: Invest in and encourage public transit and connections to transit stops.
- 2.5: Encourage and support rideshare programs, car-sharing programs, transit pass programs, telecommuting, and other transportation demand management strategies.
- 2.6: Improve freight movement.

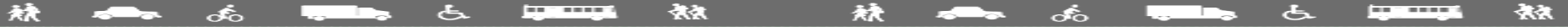


GOAL 3: LIVABLE AND LOCAL

Tailor transportation solutions to suit the diversity of local communities.

OBJECTIVES

- 3.1: **Identify, maintain, and improve** sidewalks, bicycle lanes, multi-use trails, and roadways.
- 3.2: **Improve** Safe Routes to School planning.
- 3.3: **Invest in and encourage** public transit and connections to transit stops.
- 3.4: **Encourage and support** rideshare programs, car-sharing programs, transit pass programs, telecommuting, and other transportation demand management strategies.
- 3.5: **Facilitate access** to daily needs and services regardless of race, age, ability, income level and geographic location.
- 3.6: **Prioritize** transportation improvement projects that help people get to work and help businesses thrive.
- 3.7: **Plan and design roadways** so people can drive, walk, bike or take transit comfortably and include design elements that make the community a better place to be.
- 3.8: **Promote a resilient transportation system** that allows people to adapt to changes in their lives and in their surroundings.
- 3.9: **Maintain and enhance connections** to parks, recreational areas and public lands.
- 3.10: **Prioritize resources** to address transportation needs of transportation disadvantaged populations within the County.
- 3.11: **Create project outreach activities** and decision-making processes that provide meaningful opportunities for all residents to influence decision-making.



GOAL 4: SAFETY AND HEALTH

Promote a transportation system that maintains or improves our safety, health, and security.

OBJECTIVES

- 4.1: **Reduce the number and severity** of vehicle-vehicle, vehicle-bicycle, vehicle-pedestrian and bicycle-pedestrian crashes. Increase safety culture by integrating engineering, education, enforcement, emergency services and evaluation activities.
- 4.2: **Provide a system that supports** fire fighters, ambulances, law enforcement and other emergency response services.
- 4.3: **Identify, maintain, and improve** sidewalks, bicycle lanes, multi-use trails, and roadways.
- 4.4: **Invest in and encourage** public transit and connections to transit stops.
- 4.5: **Improve air quality** by reducing transportation-related air emissions including reducing greenhouse gas emissions to target levels.
- 4.6: **Reduce exposure** to transportation-related air emissions.
- 4.7: **Encourage the use of** alternative-fuel vehicles and more fuel efficient vehicles.
- 4.8: **Maintain and enhance** connections to parks, recreational areas and public lands.
- 4.9: **Prioritize resources** to address transportation needs of transportation disadvantaged populations within the County.
- 4.10: **Facilitate access** to daily needs and services.

ABOUT the TRANSPORTATION SYSTEM PLAN VISION, GOALS and OBJECTIVES

The Clackamas County Transportation System Plan Update Project began in 2011 and is expected to be completed before the end of 2013. The intent of the project is to develop policies and identify priority transportation system projects to meet community needs over the next 20 years, and to comply with the State of Oregon Transportation Planning Rule (OAR 660, Division 12) and the Regional Transportation Plan.

The Vision, Goals and Objectives in this document originated from a draft framework created by Clackamas County staff and Commissioners, developed through the hard work and dedication of the TSP Public Advisory Committee, with input from the TSP Technical Advisory Committee and the public. This final version of the Vision, Goals and Objectives was approved by the Public Advisory Committee on February 7, 2012 and affirmed by the Public Advisory Committee on March 6, 2012, to recommend to the Board of County Commissioners.

Once adopted by the Board of County Commissioners, these Vision, Goals and Objectives will guide the work of the TSP Update Project.



GOAL 5: EQUITY

Provide an equitable transportation system.

OBJECTIVES

- 5.1: **Identify, maintain, and improve** sidewalks, bicycle lanes, multi-use trails, and roadways.
- 5.2: **Invest in and encourage** public transit and connections to transit stops.
- 5.3: **Encourage and support** rideshare programs, car-sharing programs, transit pass programs, telecommuting, and other transportation demand management strategies.
- 5.4: **Prioritize resources** to address transportation needs of transportation disadvantaged populations within the County.
- 5.5: **Create project outreach activities** and decision-making processes that provide meaningful opportunities for all residents to influence decision-making.
- 5.6: **Facilitate access** to daily needs and services regardless of race, age, ability, income level and geographic location.
- 5.7: **Prioritize transportation improvement projects** that help people get to work and help businesses thrive.
- 5.8: **Provide opportunities** for low-income and minority workers and business owners to obtain jobs and contracts created by transportation investments.



GOAL 6: FISCALLY RESPONSIBLE

Promote a fiscally responsible approach to protect and improve the existing transportation system and implement a cost-effective system to meet future needs.

OBJECTIVES

- 6.1: **Fix and maintain** the current roadways before adding new roads.
- 6.2: **Support transportation projects** that use public resources cost-effectively and efficiently.
- 6.3: **Stabilize existing sources** of transportation revenue and identify stable, diverse, long-term sources of funding.
- 6.4: **Identify and protect** right-of-way for future transportation facilities and services.
- 6.5: **Prioritize projects**, programs, policies that balance safety, reducing traffic congestion and providing travel options.

FUNDING FORECAST

Date: October 22, 2012 **Project #:** 11732
To: Public Advisory Committee
From: Project Management Team
Project: Clackamas County Transportation System Plan Update
Subject: Funding Forecast

This memorandum outlines the anticipated funding that will be available for transportation projects in unincorporated Clackamas County between now and 2035. The projections take existing funding sources, historic trends and estimated revenue forecasts into consideration. The focus is on funding sources for unincorporated Clackamas County. However, it should be noted that some of the geographically specific revenue sources are expended in areas that include both unincorporated and incorporated areas.

Since 2001, more than \$321 million has been spent on transportation projects located primarily in unincorporated Clackamas County, as outlined in Attachment A: 2000-2011 Transportation Capital Projects (Completed | In Process) & Funding Sources. This total expenditure includes capital projects that are completed, currently underway or have funds programmed for completion and larger road paving projects. This total does not include general transportation system maintenance activities, such as vegetation control, traffic operations, road shoulder work, roadway treatments, and surface water management; however, the table does outline developer contributions to the capital projects.

Seven basic sources have been used to fund transportation programs and projects in unincorporated Clackamas County:

- Federal revenue
- County Road Fund (which receives funds from the Oregon State Highway Trust Fund)
- Special state revenue programs
- Local governments and other agencies
- Other Revenue Sources - County conditioned, Developer financed improvements
- Transportation System Development Charges (TSDC)
- Urban Renewal (Tax Increment Financing [TIF])

A more complete description of the seven basic funding sources follows on pages 3-12. Some funding sources are restricted to particular areas or types of projects. The estimated levels of funding available through 2035 for transportation system project and programs is lower, on an annual basis, than the funding that was available during the last 12 years because past revenue streams from special state programs, such as OTIA, may not be as readily available in the future.

The estimated total funds available, through 2035, for transportation projects and programs in Clackamas County is approximately \$444 million (See Table 1).

2035 Transportation Funding Forecast Summary

Table 1 summarizes anticipated near- and longer-term transportation funding through year 2035.

Table 1– Near- and Longer-Term Forecast Transportation Funding Estimates

Transportation System Operations & Maintenance Funding Estimates	2035 Forecasts			
	0-5 Years	5-15 Years	16-23 Years	Total 23-Year Forecast
County Road Fund (Oregon State Highway Trust Fund)	\$ 112,645,000	\$ 225,290,000	\$ 202,761,000	\$ 540,696,000
Program Engineering (Contracts, Fees, etc.)	\$ 3,675,000	\$ 7,350,000	\$ 6,615,000	\$ 17,640,000
Program Maintenance (Contracts, Grants, etc.)	\$ 5,860,000	\$ 11,720,000	\$ 10,548,000	\$ 28,128,000
Roadway Operations & Maintenance Programs	\$ (122,180,000)	\$ (244,360,000)	\$ (219,924,000)	\$ (586,464,000)
Program Revenue Less Estimated Operating Expenses* (County Road Fund Remaining for Programs Projects)	\$0.00	\$0.00	\$0.00	\$0.00

* The majority of the County Road Fund will be needed to preserve the existing transportation network over the next 25-years.

Transportation System Program & Project Funding Estimate	2035 Forecasts			
	0-5 Years	5-15 Years	16-23 Years	Total 23-Year Forecast
Countywide Revenue				
Federal Revenue	\$ 26,749,115	\$ 53,498,230	\$ 53,498,230	\$ 133,745,575
Special State Revenue Programs	\$ 25,778,073	\$ 51,556,145	\$ 46,400,531	\$ 123,734,748
Local Government and Other Agencies	\$ 1,705,380	\$ 3,410,760	\$ 3,410,760	\$ 8,526,900
Other Revenue Developer Constructed Improvements	\$ 3,561,845	\$ 7,123,690	\$ 7,123,690	\$ 17,809,225
Total Countywide Revenue, Estimated	\$ 57,794,413	\$ 115,588,825	\$ 110,433,211	\$ 283,816,448
Special District Revenue				
Countywide Area - System Development Charge	\$ 8,431,639	\$ 35,188,463	\$ 57,690,174	\$ 101,310,276
Happy Valley Joint Area - System Development Charge	\$ 314,416	\$ 8,039,774	\$ 15,795,434	\$ 24,149,624
Clackamas Regional Center - Urban Renewal	\$ 17,000,000	\$ 3,000,000	\$ -	\$ 20,000,000
N Clackamas Revitalization Area - Urban Renewal	\$ 2,000,000	\$ 10,000,000	\$ 3,000,000	\$ 15,000,000
Total Special District Revenue, Estimated	\$ 27,746,055	\$ 56,228,237	\$ 76,485,608	\$ 160,459,900

Estimated Total Transportation Project & Program Revenue Available* <i>All Sources</i>	\$ 85,540,467	\$ 171,817,062	\$ 186,918,819	\$ 444,276,348
*Gross Revenue minus Operations & Maintenance				

Attachment A contains detailed information about planned transportation projects completed or in-process with committed funding from 2000 to 2011 and provides the specific funding sources and amounts for each project.

Federal Revenue

There are several forms of federal revenue that have emerged and then diminished over the years. The key programs are described below.

The **Federal Surface Transportation Program (STP)** annually invests more than half a billion dollars in Oregon highway and transit projects. In Clackamas County, Federal STP revenue accounted for 16.7% of the funding for Clackamas County transportation projects since 2001. Examples of this type of federal funding include: grants received through the Metropolitan Transportation Improvement Program (MTIP), Transportation Enhancement Program (TE) the Highway Bridge Program (HBP), and the Hazard Elimination Program (HEP).

Since 2001, the **Secure Rural Schools Act** has provided money to rural communities in national forest areas to compensate for revenue lost because of restrictions on timber harvesting. This has been an important factor in funding transportation improvements. Clackamas County includes these funds in the County Road Fund, and uses them for both capital and maintenance activities. This program was set to terminate in 2012, but Congress passed the Moving Ahead for Progress in the 21st Century Act (MAP 21), a National Transportation Bill, that included a one-time extension. When this act sunsets in FY2015, the program will revert back to the payments from the National Forest Service – based on 25% of the gross receipts generated from the National Forest in Clackamas County, substantially minimizing any future revenues.

Federal gas tax revenue is distributed to local agencies through the State, through Oregon State Highway Fund revenues. Clackamas County includes this revenue in the County Road Fund, and the funds are used for both capital and maintenance. The Federal gas tax of 18.4¢ per gallon of gasoline (24.4¢ per gallon of diesel) has not increased since 1993.

Federal funding has been a significant source for rural and urban transportation projects in the County. Federal funding accounted for 23.1% of the monies spent on transportation projects in the urban portion of Clackamas County since 2001. These funds helped complete projects like the Sunrise Corridor Environmental Impact Statement, sidewalks and bike lanes along Fuller Road, and weather stations that provide information for the Intelligent Transportation System programs. In the rural area 14.8% of the funding for transportation projects came from federal sources. Many bridge and culvert projects were funded through the Federal Highway Bridge Program or Hazard Elimination Program.

Estimated Federal revenue for programs and projects over the next 23 years: \$133.7 million.

COUNTY ROAD FUND (OREGON STATE HIGHWAY TRUST FUND)

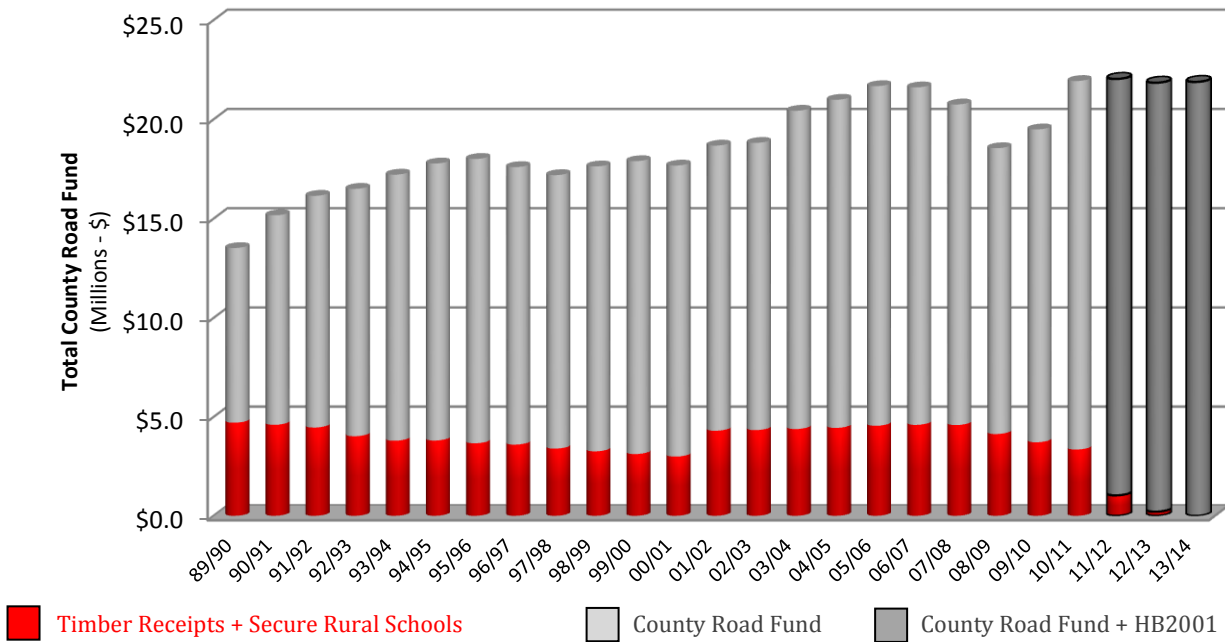
The County Road Fund is made up of funds received through the Oregon State Highway Trust Fund from state and federal gas taxes, weight-mile tax, vehicle registration fees (VRF) and vehicle titling fees. The Oregon Constitution and Oregon Revised Statutes (ORS) require that the Oregon State Highway Trust Fund revenue be used "... for the construction, reconstruction, improvement, repair, maintenance, operation and use of public highways, roads, streets..." (including the mandatory minimum 1% annual expenditure on bicycle and pedestrian facilities).

The County Road Fund also includes money received from the Secure Rural Schools program. Since 2001, approximately 17.6% of funding for transportation projects in the rural area and 3.4% of funding for transportation projects in the urban areas came from the Road Fund. Road Fund money is often used as the local contribution (match) for projects funded by federal, state and other local funding programs.

The 2009 State Legislature adopted House Bill 2001, which increased state gas and weight-mile taxes for the first time since 1993. The Road Fund has stabilized due to these increases, but the cost of maintaining and building roadways is also increasing. This means that the purchasing power of the Road Fund will not provide the same level of maintenance or fund as many capital projects in the future. The effectiveness of the Road Fund is further reduced when combined with an increase in fuel efficiency and rising construction costs, without a reduction in the vehicles on the roadway through changing travel behavior (e.g., less driving and increasing use of other travel modes).

Figure 1 illustrates the fluctuations in Road Fund revenues and demonstrates how the projected increase in revenue from House Bill 2001 fills the gap created from the elimination of the Secure Rural Schools program. The majority of the County Road Fund will be needed to preserve the existing transportation network over the next 25-years.

Figure 1 – County Road Fund (Oregon State Highway Trust Fund) Historic Funding and Near-Term Forecast
Note: The increases from HB2001 partially replace the loss of federal timber receipts



No County Road Funds are estimated to be available for transportation programs and projects over next 23 years (these funds will be used exclusively for maintenance activities).

SPECIAL STATE REVENUE PROGRAMS

Special state revenue programs have been a significant funding source for county projects, including bridges, pedestrian ways and bikeways and significant improvements to Sunnyside Road.

These programs, which provide funds for specific projects for limited periods of time, include the Oregon Transportation Investment Act (OTIA) and the Oregon Jobs and Transportation Act (JTA) from ODOT’s State Highway Fund allocation. The American Recovery and Reinvestment Act (ARRA) provided stimulus funding and the ConnectOR program invested in air, rail, marine, and transit infrastructure.

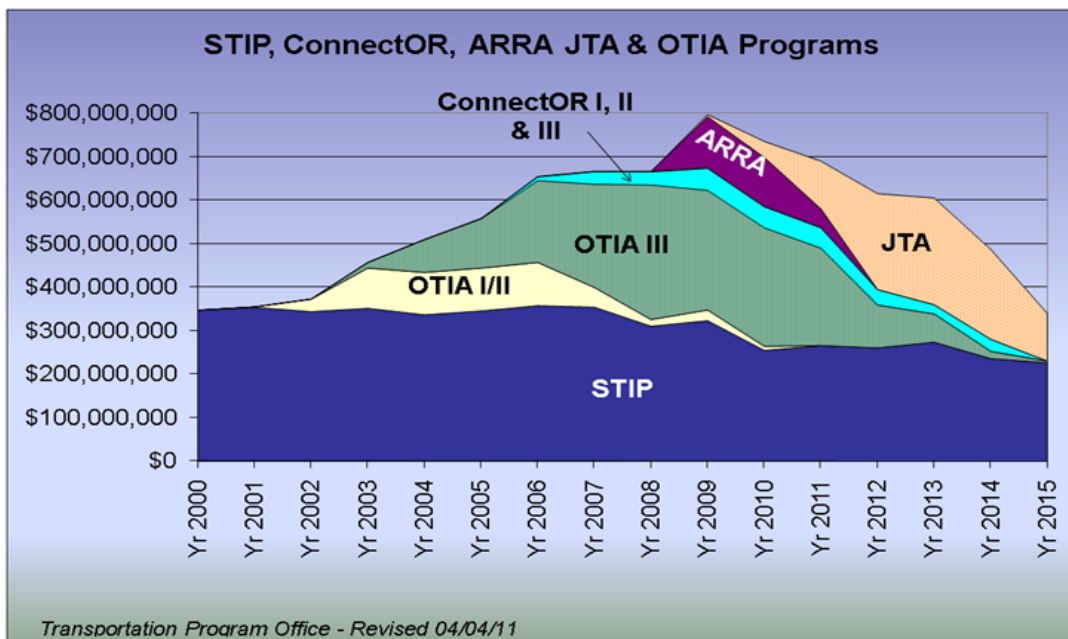
The first **OTIA** legislation focused on improving state, county and city roads and bridges. OTIA II focused on replacing and repairing bridges, and modernizing and preserving local roadways. OTIA III was dedicated to modernization programs. Many bridge projects in Clackamas County benefitted from this program, such as the Mulino Road Bridge, the Stafford Road Bridge, and the Feyrer Park Road Bridge. While there are no active OTIA programs at this time, there is one remaining project

under construction in Clackamas County with OTIA revenue programmed- the Clackamas River Bridge at Carver.

The 2009 State Legislature adopted the **Oregon Jobs and Transportation Act** (House Bill 2001 [JTA]). JTA implements revenue in steps and focuses on three primary elements:

- (1) Accountability, innovation and environmental stewardship;
- (2) Highway, road and street funding, and
- (3) Multi-modal funding.

Much of the revenue from the JTA is dedicated to specific projects and programs. The first phase of improvements in the Sunrise Corridor, currently under design, will be funded by JTA. The funding amounts shown below are statewide transportation funds and only a portion is spent in Clackamas County. Overall state revenues are decreasing because each of the current special state revenue programs are phasing out over the next several years. This means that future state special revenue programs may be minimal because ODOT’s State Highway Fund allocation is committed to debt service for OTIA and JTA bonds, and for highway maintenance. As a result, there is limited state funding for new capital projects through the Statewide Transportation Improvement Program (STIP) which is funded through the Oregon State Highway Trust Fund.



Estimated Special State program and project revenue over the next 23 years: \$123.7 million

LOCAL GOVERNMENTS AND OTHER AGENCIES

Typically, local governments and other agencies (e.g., sanitary districts, incorporated cities) will share in the costs of specific projects or studies that provide transportation benefits to both the County and the other agency (e.g., Holcomb Blvd., Trolley Trail, storm culvert replacement). These revenue sources vary significantly over time because they are based on specific projects and geographic areas. Revenue forecasts are based on the average annual historical funds used for capital transportation projects from 2001 to present (see Attachment A for details).

Estimated program and project revenue over the next 25 years: \$8.5 million

OTHER REVENUE SOURCES - DEVELOPER COUNTY CONDITIONED / DEVELOPER FINANCED IMPROVEMENTS

The final source of transportation funding is related specifically to development projects and associated off-site transportation improvements. This revenue source is tied to two County ordinances:

- Zoning and Development Ordinance (ZDO), which requires frontage improvements; and
- Concurrency Ordinance, which requires private developers to construct transportation capacity and/or safety improvements for the surrounding transportation facilities to function at or above the identified performance standard.
- Developers build more than \$700,000 in transportation improvements each year in Clackamas County;

It is estimated that developers will contribute \$17.8 million in improvements to the transportation system over the next 25-years.

TRANSPORTATION SYSTEM DEVELOPMENT CHARGES (TSDC)

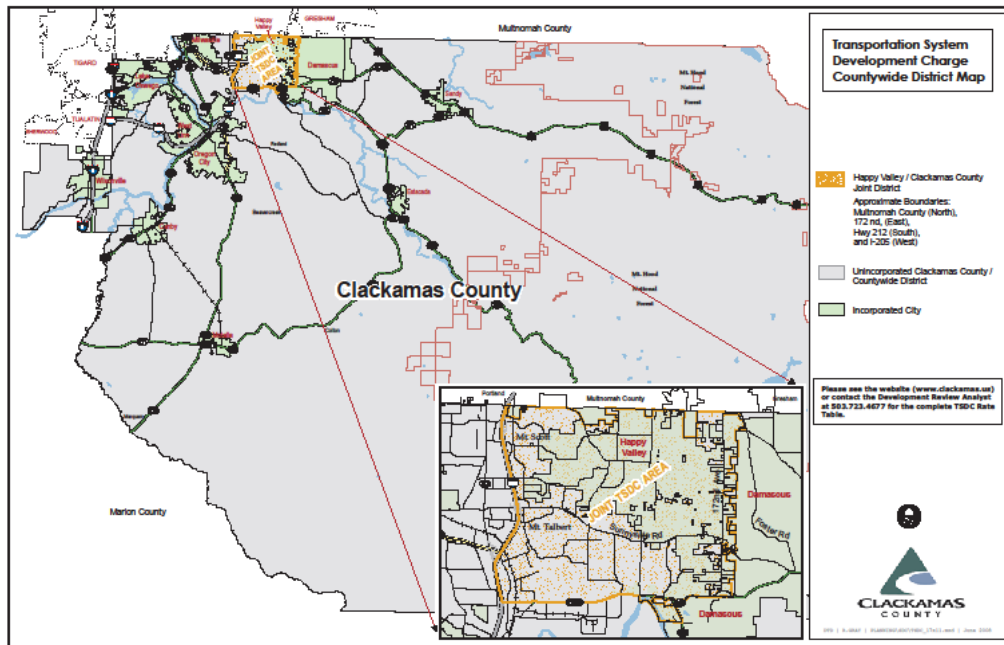
TSDCs are one-time assessments on new development based on the number of vehicle trips the developments are forecast to generate. This equitably spreads the cost of increased capacity road projects to new development because new and expanding existing developments rely on improvements to the road network provided through the County's capital improvement program. These funds are dedicated to projects that increase capacity, may not be used for maintenance, and are restricted to projects on an adopted list within a geographic area.

TSDC money is used to fund capacity improvements, which can include operational efficiencies (e.g., signalization) that increase the number of vehicles accommodated by the system or added lane miles. Currently, TSDC revenue may not be used for multi-modal improvements.

The County has two TSDC districts, one with the City of Happy Valley (Joint Area TSDC) and the other for unincorporated areas of the county (Countywide TSDC). Because the majority of the revenue in both districts is dedicated to debt service in the near-term, the available revenue for future projects is limited. This debt service is in the form of Oregon Transportation Infrastructure Bank (OTIB) loans, which enabled the construction of SE Sunnyside Road (from SE 92nd east to SE 172nd) and SE 172nd Avenue (from Highway 212 north to Sunnyside Road).

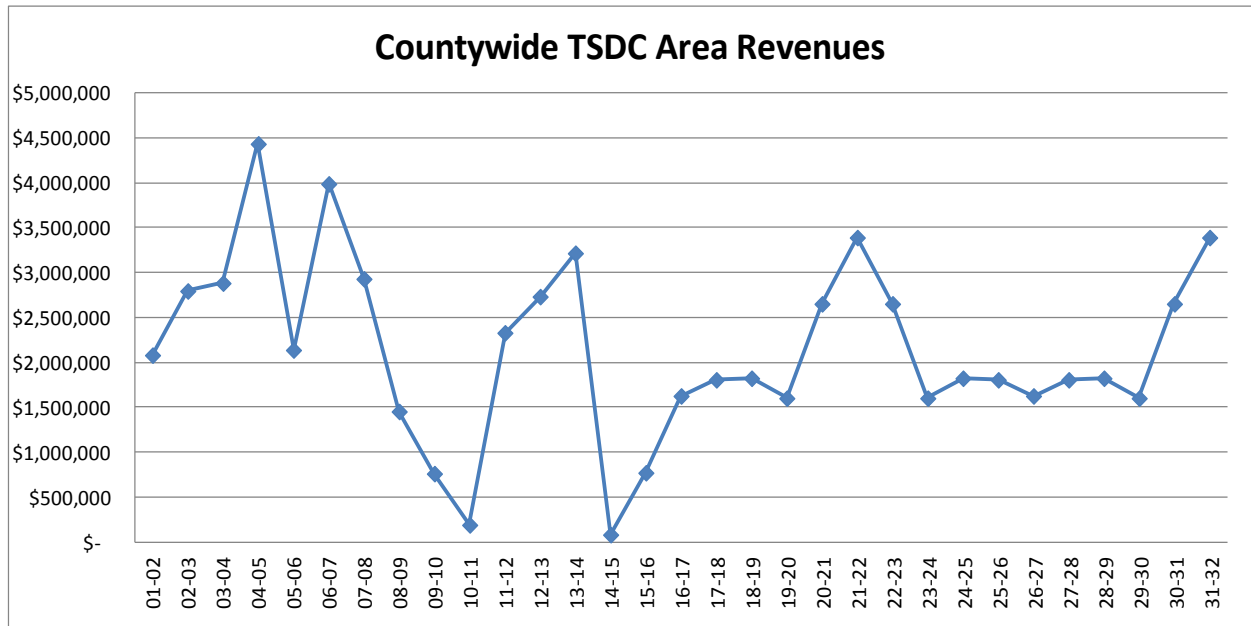
The primary challenge currently facing this funding source is the dramatically slowed rate of development recently. TSDC revenues generally reflect the rate of development and the additional demand placed on the transportation system by new facilities; however, TSDCs are currently estimated to cover an average of only 30% of total capacity-related improvements on the County road network. This can be attributed to the fact that not all added demand comes from new development and the fact that TSDC revenue focuses on funding projects that provide the largest benefit for the revenue, so not every capacity-increasing project makes the eligibility list. Exhibit 1A shows a TSDC Area map showing where the revenues can be spent.

Exhibit 1A – Transportation SDC Area Map (Countywide and Joint Area Locations)



Exhibits 1B and 1C summarize the historical collections and revenue forecasts for TSDC funds, set the baseline for the debt service, and demonstrate revenue that may be available in each fund area.

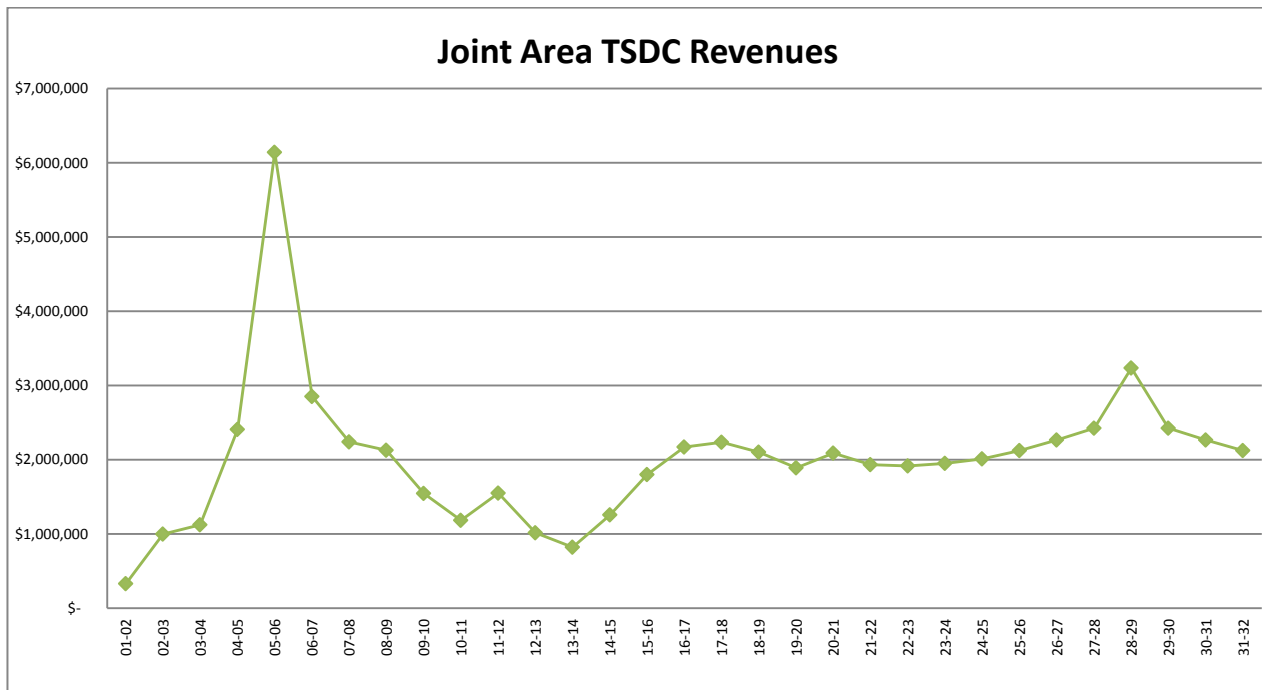
Exhibit 1B – Countywide Transportation SDC Forecast through Fiscal Year 2031-2032



Attachment A shows that the average amount of Countywide Area TSDC revenue used to fund projects within the County from 2000 to 2011 was \$7.2 million, which is significantly higher than the annual collections reflected on Exhibit 1B during this same period. This is because the County was able to identify matching sources for existing TSDC reserves for a variety of Federal, State and local revenue sources (e.g., urban renewal) to support new development. These estimates reflect the amount of revenue needed for debt service as well as the forecast decreasing rate of development.

Estimated \$101.3 million in Countywide SDC funding available for additional road capacity over the next 23 years in the SDC area.

Exhibit 1C– Joint Area Transportation SDC Forecast through Fiscal Year 2031-2032



Estimated \$24.1 million in Joint County / Happy Valley Area SDC funding available for additional road capacity over the next 23 years within the SDC area.

The TSDC methodology will need to be updated to reflect the revised TSP policies, strategies and projects. The County may want to explore policies and strategies that will:

- Encourage and facilitate balanced development;
- Help fund transportation projects and generate jobs, and
- Increase the revenue available for transportation improvements.

TSDC Funds are only available for capacity increasing projects in the individual collection areas.

URBAN RENEWAL (TAX INCREMENT FINANCING [TIF])

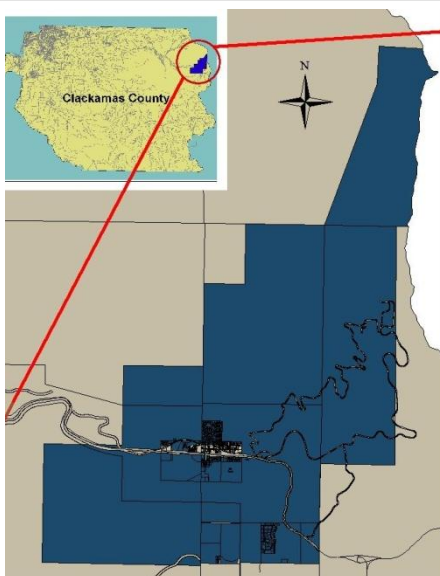
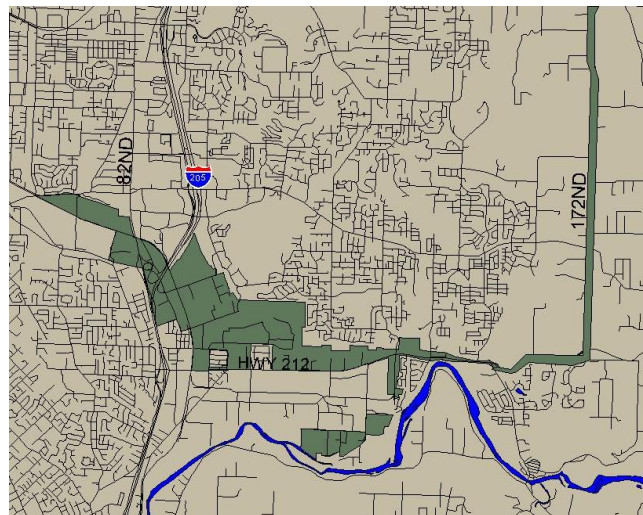
Urban renewal raises money for public improvements through Tax Increment Financing (TIF) in blighted areas. Local investments focus on creating jobs, helping businesses, improving communities and increasing the tax base to result in long-term financial stability for local service providers and property owners. Funding from urban renewal districts is customized to meet the needs of the urban renewal area.

Expenditures are restricted to making improvements within the geographic limits of the district and focus on funding infrastructure consistent with the adopted urban renewal plan. Urban renewal frequently provides matching funds for money from federal, state, regional and local sources.

There are four Clackamas County urban renewal districts; only two are forecasted to invest further revenue in transportation projects over the next 20-years. Levies in two of the districts have already terminated and a third levy is scheduled to terminate in 2013. Once a levy is terminated, no more money is collected in the district and any remaining funds are used for planned projects within the district. Maps and a brief description of the four districts are shown below.

Clackamas Industrial Area:

- Levy terminated in 2006
- Predominantly industrial (e.g., manufacturing, warehousing and distribution)
- Approximately \$25 million in property dedications will be transferred to ODOT in next 20-years for the Sunrise System JTA
- ***No funds remaining***

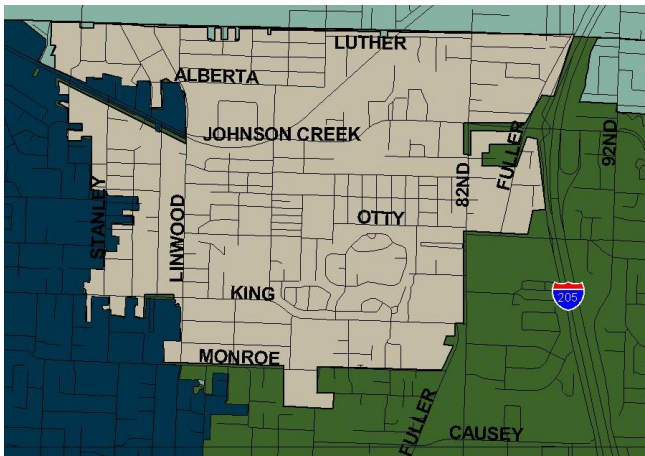
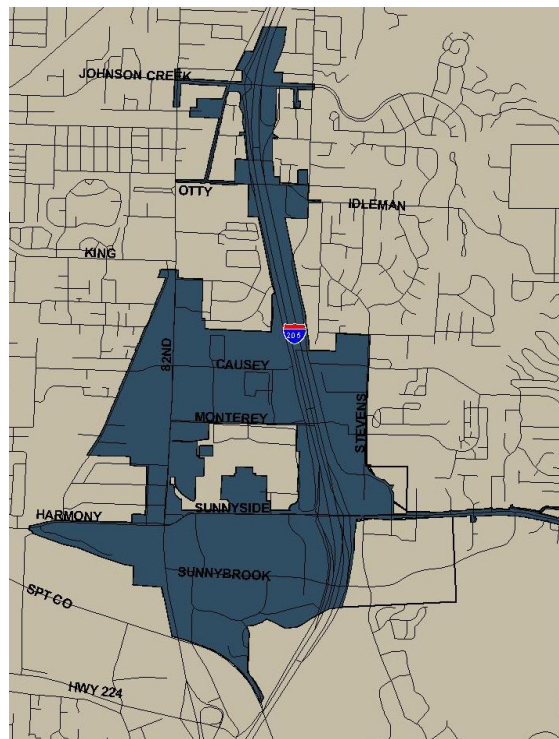


Government Camp Village Revitalization Area:

- Levy terminated in 2009
- Generally recreation and residential with some commercial uses
- ***No funds remaining***

Clackamas Town Center Area:

- Levy scheduled to terminate in June 2013
- Predominantly commercial with office and multifamily residential
- *Estimated \$20 million remaining will be spent on transportation, community and development improvements over the next 20 years*



North Clackamas Revitalization Area:

- Formed in 2006 with 15 to 20 years of funds collection remaining
- Primarily affordable residential neighborhoods bounded by industrial and commercial uses
- *An estimated \$15 million will be directed to transportation improvements over the next 20-years*

As noted, and depicted on the maps above, urban renewal funds must be used within the respective district. Each district has a plan that outlines projects, programs, funding sources, timelines and district boundaries. County Ballot Measure 3-386, approved by voters in November 2011, requires countywide voter approval to create an urban renewal district or make a "substantial change" to a current urban renewal district.

Estimated Urban Renewal program and project revenue over the next 23 years: \$35 million
These Funds are only available for projects in the individual Urban Renewal Areas.

ATTACHMENTS

Attachment A: 2000-2011 Transportation Capital Projects (Completed | In-Process) & Funding Sources

CLACKAMAS COUNTY MOTOR VEHICLE FUND									
Received to: 215-2410-332540-00000									
A. History									
Fiscal Year	Budgeted Revenues	Actual Revenues	Actual % Growth	\$ Variance From Budget	% Variance From Budget	Actual Total Statewide County Collections	Actual Clackamas County %	% Change	
91-92	12,090,000	11,684,179	9.8%	-405,821	-4.08%				
92-93	12,684,842	12,476,201	6.8%	-208,641	-1.64%	124,382,508	10.03%		
93-94	14,183,000	13,414,823	7.5%	-768,177	-5.42%	132,829,732	10.10%	0.07%	
94-95	13,700,000	13,969,267	4.1%	269,267	1.97%	138,339,405	10.10%	0.00%	
95-96	13,900,000	14,338,299	2.6%	438,299	3.15%	138,533,146	10.35%	0.25%	
96-97	14,000,000	13,994,300	-2.4%	-5,700	-0.04%	140,610,989	9.95%	-0.40%	
97-98	14,600,000	13,791,864	-1.4%	-808,136	-5.54%	140,585,683	9.81%	-0.14%	
98-99	14,271,000	14,369,547	4.2%	98,547	0.69%	147,079,032	9.77%	-0.04%	
99-00	14,600,000	14,772,148	2.8%	172,148	1.18%	152,150,031	9.71%	-0.06%	
00-01	14,110,000	14,679,844	-0.6%	569,844	4.04%	152,217,713	9.64%	-0.06%	
01-02	14,135,000	14,378,661	-2.1%	243,661	1.72%	149,211,636	9.64%	-0.01%	
02-03	13,911,000	14,479,767	0.7%	568,767	4.09%	149,660,543	9.68%	0.04%	
03-04	13,447,000	16,047,009	10.8%	2,600,009	19.34%	165,528,872	9.69%	0.02%	
04-05	17,346,000	16,541,018	3.1%	-804,982	-4.64%	167,757,233	9.86%	0.17%	
05-06	16,999,000	17,118,691	3.5%	119,691	0.70%	173,223,498	9.88%	0.02%	
06-07	16,778,000	17,012,818	-0.6%	234,818	1.40%	175,497,873	9.69%	-0.19%	
07-08	17,092,000	16,159,704	-5.0%	-932,296	-5.45%	163,196,600	9.90%	0.21%	
08-09	17,259,000	14,411,770	-10.8%	-2,847,230	-16.50%	146,200,103	9.86%	-0.04%	
09-10	16,140,590	15,775,161	9.5%	-365,429	-2.26%	158,371,627	9.96%	0.10%	
10/11	17,315,000	18,580,286	17.8%	1,265,286	7.31%	184,680,303	10.06%	0.10%	
11/12	20,002,000								
1 The Oregon Highway Trust Fund revenues consist of a 24 cent per gallon gas tax, 36% of Fund Weight Mile assessments, and \$15 per year for Motor Vehicle Registrations.									
2 Oregon State Gas Tax History: 1919-1 cent; 1921-2 cents; 1923-3 cents; 1929-4 cents; 1933-5 cents; 1949-6 cents; 1967-7 cents; 1982-8 cents; 1984-9 cents; 1985-10 cents; 1986-11 cents; 1987-12 cents; 1988-14 cents; 1989-16 cents; 1990-18 cents; 1991-20 cents; 1992-22 cents; 1993-24 (5 cent ethanol ended 8/31/93); 1994-24 cents.									
3 This revenue is constitutionally restricted to road use.									
4 1995-96 collections include a one-time payment of \$401,624 for a correction in allocation for the 1993-1995 biennium.									
5 1997-98 collections were less than expected due to the State taking additional draw-downs on highway trust funds prior to distributions to the County.									
6 2003-04 collections include a full year impact of HB2041 and OTIA distributions and bonding costs.									
7 2010-11 Increased due to Weight mile increase 10/1/10 and gas tax increase (24 to 30cents) 1/1/11									
B. Assumptions									
1 To determine the funds the County receives from the State Highway Trust Fund:									
a. Estimate the County's percentage of its vehicle registrations of the total vehicle registrations in the State.									
b. Multiply the percentage from a. times the County's share of the total receipts in the State Highway Trust Fund.									

Attachment A

Calendar Year	Actuals	County	State		Change in	Actual			
Published Apr	Vehicle	Vehicle	County	County	County	% of			
Of Next Yr	Registrations	Registrations	%	%	%	Collections			
12/31/1993	319,817	3,159,027	10.12%						
12/31/1994	327,903	3,259,417	10.06%	-0.06%		10.11%			
12/31/1995	330,252	3,303,898	10.00%	-0.06%		10.04%			
12/31/1996	336,568	3,427,314	9.82%	-0.18%		9.95%			
12/31/1997	340,065	3,474,474	9.79%	-0.03%		9.81%			
12/31/1998	345,161	3,547,283	9.73%	-0.06%		9.77%			
12/31/1999	357,491	3,700,725	9.66%	-0.07%		9.71%			
12/31/2000	354,035	3,678,467	9.62%	-0.04%		9.65%			
12/31/2001	371,623	3,841,702	9.67%	0.05%		9.64%			
12/31/2002	376,744	3,892,507	9.68%	0.01%		9.67%			
12/31/2003	390,349	3,962,347	9.85%	0.17%		9.72%			
12/31/2004	394,087	3,985,785	9.89%	0.04%		9.86%			
12/31/2005	399,787	4,048,470	9.88%	-0.01%		9.88%			
12/31/2006	409,971	4,108,009	9.98%	0.10%		9.90%			
12/31/2007	412,341	4,199,273	9.82%	-0.16%		9.94%			
12/31/2008	414,357	4,176,286	9.92%	0.10%		9.84%			
12/31/2009	412,650	4,120,919	10.01%	0.09%		9.94%			
12/31/2010	413,508	4,102,371	10.08%	0.07%		10.03%			
*12/31/2011	413,294	4,107,008	10.06%	-0.02%		10.08%	For 11-12 use 9 mo of 12/31/10 % and 3 mo of est. 12/31/11 %		
	*								
* Vehicle registrations per county published in March used for April and the remaining year plus the subsequent year allocation through March.									
	County-Share								
	Highway								
	Trust Fund	%							
	Receipts	Growth	Check						
FY 93 A	124,382,508								
FY 94 A	132,829,732	6.8%							
FY 95 A	138,339,405	4.1%	138,200,459						
FY 96 A	138,533,146	0.1%	142,753,631						
FY 97 A	140,610,989	1.5%	140,619,184						
FY 98 A	140,585,683	0.0%	140,561,090						
FY 99 A	147,079,032	4.6%	147,029,864						
FY 00 A	152,150,031	3.4%	152,090,654						
FY 01 A	152,217,713	0.0%	152,104,594						
FY 02 A	149,211,636	-2.0%	149,206,647						
FY 03 A	149,660,543	0.3%	149,665,994						
FY 04 A	165,528,872	10.6%	165,060,619						
FY 05 A	167,757,233	1.3%	167,751,614						
FY 06 A	173,223,498	3.3%	173,191,815						
FY 07 A	175,497,873	1.3%	171,825,644						
FY 08 A	163,196,600	-7.0%	162,577,646						
FY 09 A	146,200,103	-10.4%	146,387,844						
FY 10 A	158,371,627	8.3%	158,629,903	165,100,000					
FY 11 A	184,680,303	16.6%	185,245,449	204,000,000					
FY 12 E	214,700,000	16.3%	Adjusted	229,700,000					
FY 13 E	217,200,000	1.2%	Adjusted	235,200,000					
FY 14 E	221,700,000	2.1%	Adjusted	239,700,000					
FY 15 E	229,900,000	2.0%	Adjusted	249,900,000					
FY 16 E	234,498,000	2.0%	Estimated growth						
FY 17 E	239,187,960	2.0%	Estimated growth						
FY 18 E	243,971,719	2.0%	Estimated growth						
FY 19 E	248,851,154	2.0%	Estimated growth						
FY 20 E	253,828,177	2.0%	Estimated growth						
FY 21 E	258,904,740	2.0%	Estimated growth						
FY 22 E	264,082,835	2.0%	Estimated growth						
FY 23 E	269,364,492	2.0%	Estimated growth						
FY 24 E	274,751,782	2.0%	Estimated growth						
FY 25 E	280,246,817	2.0%	Estimated growth						
FY 26 E	285,851,753	2.0%	Estimated growth						
FY 27 E	291,568,789	2.0%	Estimated growth						
FY 28 E	297,400,164	2.0%	Estimated growth						
FY 29 E	303,348,168	2.0%	Estimated growth						
FY 30 E	309,415,131	2.0%	Estimated growth						
FY 31 E	315,603,434	2.0%	Estimated growth						
FY 32 E	321,915,502	2.0%	Estimated growth						
FY 33 E	328,353,812	2.0%	Estimated growth						
FY 34 E	334,920,889	2.0%	Estimated growth						
FY 35 E	341,619,306	2.0%	Estimated growth						

2 The Association of Oregon Counties (AOC) provides estimates of the total receipts in December of each year. Our current contact person is Jon Oshel, (503) 585-8351.												
C. Year-End Estimate												
				5 Yr	Average	Plus or	FY 10	Actual	Average	\$	Based on	
	FY 09	%	Avg	Deviation	Minus	Deviation	Cumm	Cumm	Variance	Avg Cumm		
A	July	1,822,972	8.48%	7.87%	2.37%	43,000	0.61%	8.48%	7.87%	131,502	23,175,000	
A	August	1,577,345	7.34%	7.14%	2.38%	38,000	0.19%	15.81%	15.01%	41,427	22,656,000	
A	September	1,717,028	7.98%	8.32%	2.47%	42,000	-0.34%	23.80%	23.33%	-72,799	21,933,000	
A	October	2,161,918	10.05%	9.51%	2.78%	60,000	0.54%	33.85%	32.85%	116,317	22,162,000	
A	November	1,892,571	8.80%	8.91%	3.25%	61,000	-0.11%	42.65%	41.76%	-23,467	21,966,000	
A	December	1,845,229	8.58%	8.54%	2.53%	47,000	0.04%	51.23%	50.29%	9,634	21,906,000	
A	January	1,772,203	8.24%	8.83%	3.41%	60,000	-0.59%	59.48%	59.12%	-126,575	21,632,000	
A	February	2,101,720	9.77%	8.70%	4.30%	90,000	1.07%	69.25%	67.82%	230,296	21,955,000	
A	March	1,278,292	5.94%	6.67%	2.14%	27,000	-0.73%	75.19%	74.50%	-156,286	21,705,000	
A	April	1,693,741	7.88%	8.51%	4.29%	73,000	-0.63%	83.07%	83.00%	-135,982	21,520,000	
A	May	1,776,819	8.26%	8.96%	4.17%	74,000	-0.70%	91.33%	91.97%	-150,333	21,355,000	
A	June	1,863,631	8.67%	8.03%	3.40%	63,000	0.63%	100.00%	100.00%	136,265	21,503,000	
*		21,503,468	100.00%	100.00%		678,000				0		
*	A=Actual, E=Estimate			20,002,000	Budget	21,503,468	YE Estimate					
	The year-end estimate could vary + or - .01% for the entire year.							21,503,468				
	Adjustment----includes effect of new legislation							0				
							21,503,468					
							0					
	Actual Year-End Estimate							21,503,468				
D. Calculations												
1 For current year used the year end estimate of County receipts as calculated in Section C above.												
2 The current year total County-share of the State Highway Trust Fund Receipts was estimated using the County's year end estimate less the average deviation divided by the normal County percentage.												
	21,503,468	divided by	10.08%	equals	213,421,615							
3 For the outyears total State Highway Trust Fund Receipts used the estimate calculated in Section B above.												
4 Assumed that the County's percentage of registrations vs States will remain flat in the outyears.												
	County-Share			Estimated								
	Highway			County	Motor Vehicle							
	Trust Fund	%	County	Receipts	Receipts							
	Receipts	Growth	%									
	FY 93 A	124,382,508		10.03%	12,476,201							
	FY 94 A	132,829,732	6.8%	10.10%	13,414,823							
	FY 95 A	138,339,405	4.1%	10.10%	13,969,267							
	FY 96 A	138,533,146	0.1%	10.35%	14,338,299							
	FY 97 A	140,610,989	1.5%	9.95%	13,994,300							
	FY 98 A	140,585,683	0.0%	9.81%	13,791,864							
	FY 99 A	147,079,032	4.6%	9.77%	14,369,547							
	FY 00 A	152,150,031	3.4%	9.71%	14,772,148							
	FY 01 A	152,217,713	0.0%	9.64%	14,679,844							
	FY 02 A	149,211,636	-2.0%	9.64%	14,378,661							
	FY 03 A	149,660,543	0.3%	9.68%	14,479,767							
	FY 04 A	165,528,872	10.6%	9.69%	16,047,009							
	FY 05 A	167,757,233	1.3%	9.86%	16,541,018							
	FY 06 A	173,223,498	3.3%	9.88%	17,118,691							
	FY 07 A	175,497,873	1.3%	9.69%	17,012,818							
	FY 08 A	163,196,600	-7.0%	9.90%	16,159,704							
	FY 09 A	146,200,103	-10.4%	9.86%	14,411,770							
	FY 10 A	158,371,627	8.3%	9.96%	15,775,161							
	FY 11 A	184,680,303	16.6%	10.06%	18,580,286							
	FY 12	213,421,615	34.8%	10.08%	21,503,000	Budgeted 20,002,000						
	FY 13	214,700,000	0.6%	10.08%	21,632,000							
	FY 14	217,200,000	1.2%	10.08%	21,884,000							
	FY 15	221,700,000	2.1%	10.08%	22,338,000							
	FY 16	229,900,000	3.7%	10.08%	23,164,000							
	FY 17	234,498,000	2.0%	10.08%	23,627,000							
	FY 18	239,187,960	2.0%	10.08%	24,100,000							
	FY 19	243,971,719	2.0%	10.08%	24,582,000							

Attachment A

FY 20	248,851,154	2.0%	10.08%	25,073,000					
FY 21	253,828,177	2.0%	10.08%	25,575,000					
FY 22	258,904,740	2.0%	10.08%	26,086,000					
FY 23	264,082,835	2.0%	10.08%	26,608,000					
FY 24	269,364,492	2.0%	10.08%	27,140,000					
FY 25	274,751,782	2.0%	10.08%	27,683,000					
FY 26	280,246,817	2.0%	10.08%	28,236,000					
FY 27	285,851,753	2.0%	10.08%	28,801,000					
FY 28	291,568,789	2.0%	10.08%	29,377,000					
FY 29	297,400,164	2.0%	10.08%	29,965,000					
FY 30	303,348,168	2.0%	10.08%	30,564,000					
FY 31	309,415,131	2.0%	10.08%	31,175,000					
FY 32	315,603,434	2.0%	10.08%	31,799,000					
FY 33	321,915,502	2.0%	10.08%	32,435,000					
FY 34	328,353,812	2.0%	10.08%	33,084,000					
FY 35	334,920,889	2.0%	10.08%	33,745,000					

2000 to 2011 - TSP Projects Completed or In Process (Jan 18, 2012 version)				* when project years is highlighted in yellow, it is a project currently underway and the cost is an estimated cost.									
Urban / Rural	2000 TSP MAP #	PROJECT	SECTION	DESCRIPTION	Completed	Cost	FEDERAL REVENUE	STATE REVENUE	OTHER REVENUE SOURCES	LOCAL GOVT & OTHER AGENCIES	ROAD FUND	SYSTEM DEVELOPMENT CHARGES	TAX INCREMENT FINANCING
Bike / Pedestrian Projects													
Rural	N/A	13th Avenue (Canby)	Teakwood to Molalla Forest Road	Bike lanes	2007	\$ 318,575	\$ -	\$ -	\$ -	\$ -	\$ 318,575	\$ -	\$ -
Rural	N/A	Leroy Avenue	Leroy Avenue	Sidewalk construction	2007	\$ 670,115	\$ 445,112	\$ -	\$ -	\$ -	\$ 225,002	\$ -	\$ -
Urban	96	Roots Road/McKinley Road	I-205 to Webster Road	Reconstruct and widen	2003	\$ 543,836	\$ -	\$ 50,000	\$ -	\$ 100,000	\$ 393,836	\$ -	\$ -
Urban	26	Fuller Road	King Road to Harmony Road	Add bike lanes and sidewalks	2006	\$ 850,823	\$ 611,326	\$ -	\$ -	\$ 3,050	\$ 236,447	\$ -	\$ -
Urban	N/A	92nd Avenue	Johnson Creek Blvd to County Line	Bike lanes	2007	\$ 586,693	\$ -	\$ -	\$ -	\$ 103,814	\$ 482,879	\$ -	\$ -
Urban	N/A	Mather Road	Cranberry Lp to Lawnfield	Complete sidewalk on north side	2005	\$ 63,719	\$ -	\$ -	\$ -	\$ 20,500	\$ 43,219	\$ -	\$ -
Urban	N/A	Johnson Creek Boulevard	JCB/Bell Avenue Intersection	Bike crossing signal	2012	\$ 84,062	\$ -	\$ -	\$ -	\$ -	\$ 84,062	\$ -	\$ -
Urban	71, 71	SE 122nd Avenue; SE 132nd Avenue	Sunnyside Road to Hubbard Road	Reconstruct and widen, add turn lanes ;Upgrade to standards, add sidewalks	2013	\$ 837,000	\$ -	\$ 819,000	\$ -	\$ -	\$ 18,000	\$ -	\$ -
Urban	143	Holcomb Blvd.	Abernethy Road to Bradley Road	Reconstruct and widen	2010	\$ 780,976	\$ -	\$ -	\$ -	\$ 346,453	\$ 307,630	\$ 126,893	\$ -
Urban	N/A	Holcomb Blvd.	Redland Rd to Front Ave	Construct 6' pedestrian and bike paths	2008	\$ 111,493	\$ -	\$ -	\$ -	\$ -	\$ 111,493	\$ -	\$ -
Bike / Pedestrian Project Subtotal					1.5%	\$ 4,847,292	\$ 1,056,439	\$ 869,000	\$ -	\$ 573,817	\$ 2,221,143	\$ 126,893	\$ -
Bridge / Culvert Replacement Projects													
Rural	N/A	Lolo Pass Road	Bridge (Zigzag River)		2007	\$ 2,836,196	\$ 2,253,907	\$ 473	\$ -	\$ -	\$ 581,817	\$ -	\$ -
Rural	281	Graves Road (6562)	Bridge	Reconstruct and widen to 32 feet	2005	\$ 927,374	\$ -	\$ 897,374	\$ -	\$ 30,000	\$ -	\$ -	\$ -
Rural	N/A	Dickey Prairie Road (6554)	Bridge (N Fork Molalla River)	Bridge replacement	2012	\$ 2,900,310	\$ -	\$ 2,895,134	\$ -	\$ -	\$ 5,176	\$ -	\$ -
Rural	N/A	Eagle Creek Road	Bridge (Eagle Creek)	Emergency bridge repair	2003	\$ 215,870	\$ -	\$ -	\$ -	\$ -	\$ 215,870	\$ -	\$ -
Rural	N/A	Lolo Pass Road	Bridge (Bear Creek)	Replace 2 failing culverts with single span bridge	2004	\$ 1,295,610	\$ 892,500	\$ -	\$ -	\$ -	\$ 403,110	\$ -	\$ -
Rural	N/A	Beavercreek Road	Culvert (Buckner Creek)	Replace 2 failing culverts with bridge	2006	\$ 713,121	\$ -	\$ -	\$ -	\$ -	\$ 713,121	\$ -	\$ -
Rural	N/A	Advance Road	Culvert (Newland Creek)	Replace culvert	2011	\$ 228,335	\$ -	\$ -	\$ -	\$ -	\$ 228,335	\$ -	\$ -
Rural	225	Arrah Wanna (6572)	Bridge	Reconstruct and widen to 32 feet	2012	\$ 2,449,251	\$ 2,084,930	\$ -	\$ -	\$ -	\$ 364,322	\$ -	\$ -
Rural	304	Dhooghe Road (6541)	Bridge	Reconstruct and widen to 32 feet	2007	\$ 1,034,575	\$ -	\$ 1,034,575	\$ -	\$ -	\$ -	\$ -	\$ -
Rural	N/A	Mulino Road (6511)	Bridge (Milk Creek)	Reconstruct and widen	2007	\$ 1,958,153	\$ -	\$ 1,958,153	\$ -	\$ -	\$ -	\$ -	\$ -
Rural	N/A	Feyrer Park Road (605)	Bridge (Molalla River)	Reconstruct and widen	2008	\$ 3,250,625	\$ -	\$ 3,250,625	\$ -	\$ -	\$ -	\$ -	\$ -
Rural	221	Ten Eyck Bridge (6570)	Bridge	Reconstruct and widen to 32 feet	2010	\$ 4,357,056	\$ -	\$ 4,357,056	\$ -	\$ -	\$ -	\$ -	\$ -
Rural	119	Stafford Road (2567)	Bridge	Reconstruct and widen to 50 feet	2012	\$ 10,095,510	\$ -	\$ 7,179,138	\$ 3,717	\$ -	\$ 41,749	\$ 2,870,906	\$ -
Rural	N/A	Borland Road (6507)	Bridge (Tualatin River)	Bridge replacement	2012	\$ 6,245,594	\$ -	\$ 6,245,594	\$ -	\$ -	\$ -	\$ -	\$ -
Rural	N/A	Cramer Road	Culvert (Creamery Creek)	Replace culvert	2007	\$ 79,712	\$ -	\$ -	\$ -	\$ -	\$ 79,712	\$ -	\$ -
Rural	N/A	Thomas Road	Bridge (Rock Creek Trib)	Bridge replacement	2007	\$ 5,122	\$ -	\$ -	\$ -	\$ -	\$ 5,122	\$ -	\$ -
Rural	N/A	Welches Road	Culvert (Wee Burn Creek)	Replace culvert	2005	\$ 235,283	\$ 85,000	\$ -	\$ -	\$ -	\$ 150,283	\$ -	\$ -
Rural	226	Elk Park Road (6574)	Bridge	Reconstruct and widen to 32 feet	2015	\$ 2,863,819	\$ 2,337,070	\$ -	\$ -	\$ -	\$ 526,749	\$ -	\$ -
Rural	N/A	Marmot Road	Culvert (West Creek)	Replace culvert	2007	\$ 254,585	\$ 83,545	\$ -	\$ -	\$ -	\$ 171,040	\$ -	\$ -
Rural	N/A	Mattoon Road	Bridge (Spring Creek)	Replace culvert with 30' bridge	2011	\$ 660,368	\$ -	\$ -	\$ 250	\$ 158,221	\$ 501,896	\$ -	\$ -
Rural	N/A	Schneider Road	Culvert (MP 1.69)	Replace culvert	2009	\$ 247,752	\$ -	\$ 209,636	\$ -	\$ -	\$ 38,116	\$ -	\$ -
Rural	N/A	Elisha Road	Culvert (Dove Creek MP 2.74)	Design and acquire right of way for the replacement of culvert.	2012	\$ 304,024	\$ -	\$ -	\$ -	\$ -	\$ 304,024	\$ -	\$ -
Rural	N/A	Kleinsmith Road	Culvert (Bear Creek)	Replace culvert	2011	\$ 355,710	\$ 94,000	\$ 145,330	\$ -	\$ -	\$ 116,380	\$ -	\$ -
Rural	N/A	Bull Run Road	Bridge (Bull Run River)	Bridge rehabilitation	2008	\$ 386,285	\$ -	\$ 175,864	\$ -	\$ -	\$ 210,421	\$ -	\$ -
Rural	N/A	Porter Road	Culvert (Delph Creek)	Replace culvert	2012	\$ 465,643	\$ 142,156	\$ 61,860	\$ -	\$ -	\$ 261,627	\$ -	\$ -
Rural	N/A	Ten Eyck Road	Bridge (Cedar Creek MP 2.58)	Replace bridge	2012	\$ 1,572,617	\$ 1,416,473	\$ 150,510	\$ -	\$ -	\$ 5,634	\$ -	\$ -
Rural	N/A	Zimmerman Road	Culvert (Gut Creek)	Replace culvert	2011	\$ 252,894	\$ -	\$ 250,499	\$ -	\$ -	\$ 2,395	\$ -	\$ -
Rural	290	Whiskey Hill Road (1559)	Bridge	Reconstruct and widen to 32 feet	2014	\$ 1,000,000	\$ 897,301	\$ -	\$ -	\$ -	\$ 102,700	\$ -	\$ -

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Urban / Rural	2000 TSP MAP #	PROJECT	SECTION	DESCRIPTION	Completed	Cost	FEDERAL REVENUE	STATE REVENUE	OTHER REVENUE SOURCES	LOCAL GOVT & OTHER AGENCIES	ROAD FUND	SYSTEM DEVELOPMENT CHARGES	TAX INCREMENT FINANCING
Rural		Wilhoit Road	Bridge (Rock Creek)	Bridge replacement	2011	\$ 800,000	\$ -	\$ -	\$ -	\$ -	\$ 800,000	\$ -	\$ -
Rural	293	Barlow Road	Bridge (Rock Creek)	Scour protection and streambank stabilization	2011	\$ 825,000	\$ -	\$ -	\$ -	\$ -	\$ 825,000	\$ -	\$ -
Rural	229	Multorpor Overpass	Loop Rd to Frontage Rd	Overpass replacement	2008	\$ 6,151,094	\$ 2,169,500	\$ -	\$ -	\$ -	\$ -	\$ 1,600,000	\$ 2,381,595
Rural	N/A	Anglesley Road	Bridge (Clear Creek)	Emergency bridge repair	2007	\$ 105,344	\$ -	\$ -	\$ -	\$ -	\$ 105,344	\$ -	\$ -
Urban	135	Springwater Road (1446)	Bridge	Reconstruct and widen bridge to (5) lanes (74 feet)	2013	\$ 13,927,077	\$ -	\$ 10,678,123	\$ 342,333	\$ 50,543	\$ -	\$ 2,856,077	\$ -
Urban	3	Johnson Creek Bridge (6135)	Bridge (6135)	Reconstruct and widen bridge to (5) lanes (74 ft)	2009	\$ 3,184,566	\$ -	\$ 3,158,805	\$ -	\$ 25,762	\$ -	\$ -	\$ -
Bridge / Culvert Replacement Project Subtotal					22.5%	\$ 72,184,474	\$ 12,456,381	\$ 42,648,748	\$ 346,300	\$ 264,526	\$ 6,759,942	\$ 7,326,983	\$ 2,381,595
Inersection Projects													
Rural	127	Stafford Road	Stafford/Mountain intersection	Install traffic signal and southbound left-turn lane	2011	\$ 1,564,689	\$ 1,221,164	\$ -	\$ -	\$ -	\$ 199,218	\$ 144,308	\$ -
Urban	86	Oatfield Road	Oatfield Road/Roethe Road intersection	Install signal and left-turn lanes, improve approach grade on Roethe Road	2004	\$ 1,020,286	\$ -	\$ -	\$ -	\$ -	\$ 480,286	\$ 540,000	\$ -
Intersection Project Subtotal					0.8%	\$ 2,584,975	\$ 1,221,164	\$ -	\$ -	\$ -	\$ 679,503	\$ 684,308	\$ -
ITS Projects													
Urban	N/A	CCTV Camera Project	Johnson Creek Blvd	Install CCTV Cameras	2006	\$ 64,219	\$ -	\$ -	\$ -	\$ -	\$ 64,219	\$ -	\$ -
Urban	N/A	ITS - Weather Stations	Johnson Creek Blvd, Idleman, Wally Rd	Install weather stations	2007	\$ 195,399	\$ -	\$ -	\$ -	\$ -	\$ 195,399	\$ -	\$ -
Urban	35	Harmony Road	Linwood Avenue to 82nd Avenue	ITS and pedestrian improvements	2013	\$ 1,685,408	\$ 1,500,000	\$ -	\$ -	\$ -	\$ 32,666	\$ -	\$ 152,742
Urban	N/A	DSB Fiber Connection	DSB & TOC Design	Fiber connection to DSB	2009	\$ 502,637	\$ -	\$ -	\$ -	\$ 385,225	\$ 117,412	\$ -	\$ -
Urban	N/A	Intelligent Transportation System	ITS Implementation	CCTV, Fiber Optic connections, weather stations	2009	\$ 1,696,383	\$ 1,192,992	\$ -	\$ -	\$ -	\$ 503,391	\$ -	\$ -
ITS Project Subtotal					1.3%	\$ 4,144,045	\$ 2,692,992	\$ -	\$ -	\$ 385,225	\$ 913,086	\$ -	\$ 152,742
Light Rail Project Match													
Urban	N/A	South Corridor Transit ways	Gateway to Clackamas Town Center	Light Rail Local Match	2009	\$ 36,477,895	\$ -	\$ -	\$ -	\$ 299,286	\$ -	\$ -	\$ 36,178,610
Light Rail Project Match Subtotal					11.4%	\$ 36,477,895	\$ -	\$ -	\$ -	\$ 299,286	\$ -	\$ -	\$ 36,178,610
Other Projects													
Urban	N/A	Holly Lane	Bridge	Bridge painting	2011	\$ 319,945	\$ -	\$ -	\$ -	\$ -	\$ 319,945	\$ -	\$ -
Urban	N/A	King Road	King Rd/Bell Ave Intersection	Signal repair	2012	\$ 155,806	\$ -	\$ -	\$ -	\$ -	\$ 155,806	\$ -	\$ -
Urban	N/A	Springwater Road	Springwater Rd/Hwy 224 Intersection	Temporary signal	2012	\$ 396,468	\$ -	\$ 396,468	\$ -	\$ -	\$ -	\$ -	\$ -
Urban	N/A	Clackamette Cove	Clackamette Cove	Clackamette Cove Dredging	2009	\$ 63,295	\$ -	\$ -	\$ -	\$ 56,135	\$ 7,160	\$ -	\$ -
Rural	257	Wilsonville Road	Wilsonville/Ladd Hill Road intersection	Construct new railroad crossing	2011	\$ 101,366	\$ -	\$ -	\$ -	\$ -	\$ 74,366	\$ 27,000	\$ -
Rural	N/A	Bakers Ferry Road	Bridge (Clackamas River)	Bridge painting	2009	\$ 492,812	\$ -	\$ 492,812	\$ -	\$ -	\$ -	\$ -	\$ -
Rural	N/A	Firwood Road	Curve Improvement	Widen and add guardrail	2009	\$ 123,274	\$ -	\$ 123,274	\$ -	\$ -	\$ -	\$ -	\$ -
Rural	N/A	Cherryville Road	Cherryville Rd & Brightwood Loop	Guardrail replacement	2005	\$ 90,929	\$ -	\$ -	\$ -	\$ -	\$ 90,929	\$ -	\$ -
Rural	N/A	Petes Mountain Road	Willamette Falls Road to Schaeffer Road	Guardrail installation	2010	\$ 41,288	\$ -	\$ -	\$ -	\$ -	\$ 41,288	\$ -	\$ -
Other Project Subtotal					0.6%	\$ 1,785,182	\$ -	\$ 1,012,553	\$ -	\$ 56,135	\$ 689,494	\$ 27,000	\$ -
Project Design													
Rural	N/A	Henrici Road	500' W of Athens Drive	Stormwater redesign	2012	\$ 440,932	\$ 397,695	\$ -	\$ -	\$ -	\$ 43,237	\$ -	\$ -
Rural	267	Arndt Road	Knights Bridge to 99E	New (5) lane road	2006	\$ 124,173	\$ -	\$ 87,189	\$ -	\$ -	\$ -	\$ 36,984	\$ -
Urban	101	Industrial Way	Lawnfield Road to Mather Road	New (3) lane collector	2012	\$ 382,992	\$ -	\$ 370,000	\$ -	\$ -	\$ 12,992	\$ -	\$ -
Urban	N/A	Tolbert Road	Tolbert Rd/Industrial Way Intersection	Overpass and connection of Tolbert/82nd Drive	2014	\$ 2,000,000	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
Urban	N/A	Lawnfield Rd	98th Ct to 97th Ave	Design roadway improvements	2012	\$ 900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 900,000
Project Design Subtotal					1.2%	\$ 3,848,096	\$ 397,695	\$ 2,457,189	\$ -	\$ -	\$ 56,228	\$ 36,984	\$ 900,000
Project Planning													
Rural	N/A	Wright Road	Bridge (Woodcock Creek)	Flood study	2008	\$ 37,845	\$ -	\$ -	\$ -	\$ -	\$ 37,845	\$ -	\$ -
Urban	15	West Collector (79th)	Johnson Creek Blvd. to King Road	Construct new collector	2008	\$ 17,170	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,170
Urban	N/A	Sunrise Corridor EIS &	Sunrise Corridor in Clackamas	Environmental Impact Statement and	2011	\$ 7,624,604	\$ 5,852,778	\$ 909,000	\$ -	\$ -	\$ -	\$ -	\$ 862,825

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Urban	65	SE 172nd Avenue	Sunnyside Road to Multnomah County Line	Four lane widening with left-turn lanes, ext. of 172nd Ave to Hwy 214	2012	\$ 1,808,645	\$ 1,563,186	\$ -	\$ 15,978	\$ -	\$ -	\$ 229,481	\$ -	
Urban	35	Harmony Road	82nd Avenue - Highway 224	Widen to (5) lanes	2009	\$ 1,823,376	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,823,376	\$ -	
Urban	28	Causey Avenue	Extend Causey over I-205 to Frontage Road	Construct (3) lane overpass to Frontage Road	2007	\$ 35,755	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 35,755	\$ -	
Project Planning Subtotal					3.5%	\$ 11,347,395	\$ 7,415,964	\$ 909,000	\$ 15,978	\$ -	\$ 37,845	\$ 2,088,612	\$ 879,995	
Reconstruction Projects														
Rural	298	Toliver Road	Between Highway 213 and Molalla Avenue	Install traffic signal, curb and sidewalk, widen and pave	2002	\$ 191,872	\$ 162,897	\$ -	\$ -	\$ -	\$ 28,975	\$ -	\$ -	
Rural	N/A	242nd Avenue	at Borges Road	Widen and modify curve	2006	\$ 717,835	\$ -	\$ -	\$ -	\$ -	\$ 717,835	\$ -	\$ -	
Rural	209	SE 282nd Avenue	282nd/Stone intersection	Add turn lanes	2008	\$ 242,445	\$ -	\$ -	\$ -	\$ -	\$ 242,445	\$ -	\$ -	
Rural	N/A	McCabe/Music Camp Paving	Sandy area		2007	\$ 1,567,215	\$ 438,462	\$ -	\$ -	\$ -	\$ 1,128,753	\$ -	\$ -	
Rural	N/A	Barlow Road	Barlow Road/Zimmerman Rd Intersection	Remove or decrease horizontal curves, widen lanes and shoulders to County standards	2013	\$ 1,358,842	\$ 1,217,628	\$ -	\$ -	\$ -	\$ 141,214	\$ -	\$ -	
Rural	N/A	Stafford Road	Advance Rd to Rosemont Rd	Paving overlay	2011	\$ 1,180,094	\$ -	\$ -	\$ -	\$ -	\$ 1,180,094	\$ -	\$ -	
Rural	N/A	Childs Road	Stafford Rd to Lake Oswego limits	Paving overlay	2011	\$ 527,004	\$ -	\$ -	\$ -	\$ -	\$ 527,004	\$ -	\$ -	
Rural	265	Arndt Road	Barlow Road to Knights Bridge Road	Remove or decrease horizontal curves, widen lanes and shoulders to County standards	2003	\$ 681,388	\$ -	\$ 498,518	\$ -	\$ -	\$ -	\$ 182,870	\$ -	
Rural	N/A	Clackamas River Drive	Clackamas River Drive	Slide repair	2006	\$ 504,090	\$ -	\$ -	\$ -	\$ -	\$ 504,090	\$ -	\$ -	
Rural	N/A	Gronlund Road	Gronlund Road	Slide repair	2006	\$ 94,367	\$ -	\$ -	\$ -	\$ -	\$ 94,367	\$ -	\$ -	
Urban	N/A	Addie Street	Hull Ave to Jennings Ave	Street & drainage improvements	2003	\$ 359,468	\$ 250,000	\$ -	\$ -	\$ -	\$ 109,468	\$ -	\$ -	
Urban	N/A	Schroeder Avenue	Courtney Ave to end	Street & drainage improvements	2004	\$ 258,636	\$ 250,000	\$ -	\$ -	\$ -	\$ 8,636	\$ -	\$ -	
Urban	N/A	Chestnut Street	Woodland Way to Linden Lane	Street & drainage improvements	2003	\$ 381,458	\$ 248,000	\$ -	\$ -	\$ -	\$ 133,458	\$ -	\$ -	
Urban	N/A	Amherst Street	98th to 102nd (N of OR212)	Pave shoulder, add curbs, adjust storm drainage	2006	\$ 613,911	\$ 122,000	\$ -	\$ -	\$ 104,649	\$ 387,262	\$ -	\$ -	
Urban	N/A	Park Avenue	River Road to Hwy 99E	Pave road and add drainage improvements	2006	\$ 1,220,549	\$ 340,000	\$ -	\$ -	\$ 184,265	\$ 696,284	\$ -	\$ -	
Urban	N/A	Evelyn Street	Evelyn St/Jennifer St Intersection	Intersection realignment	2013	\$ 938,447	\$ -	\$ -	\$ -	\$ -	\$ 140,660	\$ 797,787	\$ -	
Urban	N/A	Kellogg Drive	Kellogg Drive and Rusk Road	Intersection improvement - sight distance	2006	\$ 299,465	\$ -	\$ -	\$ -	\$ 17,012	\$ 282,453	\$ -	\$ -	
Urban	N/A	Harmony Road/Lake Road Paving	SE Milwaukie	Overlay paving Harmony Rd/Lake Rd/Pheasant Ct/Frontage Rd/Rusk Rd	2006	\$ 559,445	\$ -	\$ -	\$ -	\$ -	\$ 559,445	\$ -	\$ -	
Urban	N/A	Stevens Road	Hillcrest Road to Monterey Avenue	Overlay paving and 36" stormline replacement	2006	\$ 265,395	\$ -	\$ -	\$ -	\$ 108,255	\$ 157,139	\$ -	\$ -	
Urban	N/A	Linwood Avenue	Linwood/King intersection	Replace unstable traffic pole/mast arm	2008	\$ 217,496	\$ -	\$ -	\$ -	\$ -	\$ 217,496	\$ -	\$ -	
Urban	N/A	Monterey Avenue	Causey/William Otty to Stevens	Reconstruction and final paving	2009	\$ 338,048	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 338,048	\$ -	
Urban	N/A	Sunnyside Road	82nd Avenue to I-205	Paving and video detection upgrade	2011	\$ 1,388,841	\$ 1,200,468	\$ -	\$ -	\$ -	\$ 188,372	\$ -	\$ -	
Urban	N/A	King Road	82nd Avenue to Wichita	Paving	2011	\$ 665,831	\$ 571,967	\$ -	\$ -	\$ -	\$ 93,864	\$ -	\$ -	
Urban	N/A	Beavercreek Road	Marjorie Road to Henrici Road	Paving overlay	2011	\$ 1,603,290	\$ -	\$ 693,913	\$ -	\$ -	\$ 909,377	\$ -	\$ -	
Urban	N/A	82nd Drive	Hwy 212 to Lawnfield	Paving overlay	2011	\$ 448,919	\$ -	\$ -	\$ -	\$ -	\$ 448,919	\$ -	\$ -	
Urban	N/A	King Road	Wichita Ave to Hollywood Ave	Paving overlay	2011	\$ 73,522	\$ -	\$ -	\$ -	\$ -	\$ 73,522	\$ -	\$ -	
Urban	76	SE 152nd Avenue Phase 1	Right angle curves	Realign curves to collector standards	2004	\$ 640,712	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 640,712	\$ -	
Urban	166	Eckert Lane	Extend Eckert Lane to Andregg Parkway	New two lane collector	2005	\$ 247,963	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 247,963	\$ -	
Reconstruction Project Subtotal					5.5%	\$ 17,586,549	\$ 4,801,423	\$ 1,192,431	\$ -	\$ 414,181	\$ 8,971,134	\$ 2,207,380	\$ -	
Road Capacity Projects														
Rural	114	Stafford Road	Stafford/Rosemont Road intersection	Install traffic signal, southbound turn lane and northbound turn lane	2005	\$ 1,486,842	\$ 450,270	\$ -	\$ -	\$ 246,790	\$ 459,691	\$ 330,091	\$ -	
Rural	120	Stafford Road	Stafford/Borland intersection	Install traffic signal and left-turn lanes on all approaches	2010	\$ 5,002,322	\$ -	\$ -	\$ 1,543,571	\$ -	\$ -	\$ 3,458,751	\$ -	
Urban	58	Sunnybrook extension east	97th Avenue to Sunnyside at 108th Avenue	New (5) lane arterial	2005	\$ 16,900,000	\$ 13,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,900,000	

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Urban	59	Sunnyside Road Phase 1	Stevens to 122nd Avenue	Widen to (5) lanes, with bridge	2004	\$ 26,183,728	\$ 5,611,252	\$ -	\$ -	\$ -	\$ -	\$ 5,536,252	\$ 15,036,224
Urban	106	Jennifer/135th	130th-135th and Jennifer-Highway 212	Two lane extension and reconstruction of 135th	2004	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000
Urban	N/A	139th Avenue	S of Sunnyside Avenue	Park access	2007	\$ 515,279	\$ -	\$ -	\$ -	\$ -	\$ 515,279	\$ -	\$ -
Urban	31	Monterey Avenue	82nd Avenue to 92nd Avenue	Widen to (3) lanes with parking to main street standards	2009	\$ 4,557,860	\$ -	\$ -	\$ 294,981	\$ 27,070	\$ -	\$ -	\$ 4,235,810
Urban	36	Sunnybrook Rd extension (W)	82nd Avenue to Harmony Road	Extend as a minor arterial		\$ 10,557,643	\$ -	\$ -	\$ 193,415	\$ -	\$ -	\$ -	\$ 10,364,229
Urban	102, 105	SE 98th Avenue , 102nd industrial access improv.	Lawnfield Road to Mather Road	Widen to (3) lanes; Upgrade to collector standards	2012	\$ 8,782,075	\$ -	\$ 1,000,000	\$ 59,250	\$ -	\$ -	\$ -	\$ 7,722,825
Urban	74	Summers Lane Ext. Phase 3	132nd Avenue to 142nd Avenue	New (2) lane extension	2003	\$ 41,521	\$ -	\$ -	\$ -	\$ -	\$ 41,521	\$ -	\$ -
Urban	64	SE 147th Avenue	Sunnyside Road to Monner Road	Realign road to improve grade	2005	\$ 7,908,622	\$ 1,259,996	\$ -	\$ -	\$ -	\$ -	\$ 6,648,625	\$ -
Urban	60, 61	Sunnyside Road Phase 2 , 3	122nd Avenue to 132nd Avenue	Widen to (5) lanes	2006	\$ 23,266,050	\$ 1,877,354	\$ 9,727,993	\$ 303,017	\$ 144,982	\$ -	\$ 11,212,704	\$ -
Urban	62, 63	Sunnyside Road Phase 4	152nd Avenue to 172nd Avenue	Widen to (5) lanes, with bridge , Install traffic signal and left-turn lanes	2011	\$ 29,559,396	\$ 1,248,240	\$ 9,272,006	\$ 3,581,635	\$ 567,796	\$ -	\$ 14,889,719	\$ -
Urban	65	SE 172nd Avenue	Sunnyside Road to Highway 212	Four lane widening with left-turn lanes, ext. of 172nd Ave to Hwy 212	2016	\$ 28,480,014	\$ 9,063	\$ 3,089,684	\$ 785,543	\$ 430,961	\$ -	\$ 17,788,746	\$ 6,376,017
Road Capacity Project Subtotal					51.8%	\$ 166,241,352	\$ 23,456,175	\$ 23,089,682	\$ 6,761,412	\$ 1,417,599	\$ 1,016,491	\$ 59,864,888	\$ 50,635,104
OVERALL TOTAL						\$ 321,047,255	\$ 53,498,232	\$ 72,178,603	\$ 7,123,690	\$ 3,410,769	\$ 21,344,867	\$ 72,363,049	\$ 91,128,046

TSP Project Category

The TSP Master Project List uses project categories that are loosely categorized based on the road user or system the project benefits or impacts (e.g., bicycle project, pedestrian project, transit project) as follows:

- **Upgrade –**
 - **Urban** - Projects within the Urban Growth Boundary (UGB) that adds sidewalk, bicycle lanes and vehicle capacity. Examples include adding intersection turn lanes or adding a center two-way left-turn lane to a roadway that does not have active transportation facilities.
 - **Rural** - Projects outside of the UGB that add paved shoulders and vehicle capacity to a roadway that does not have active transportation facilities.
- **Upgrade: Active Transportation Only –**
 - **Urban** - Projects within the UGB that add sidewalk and/or bicycle lanes to an existing roadway.
 - **Rural** - Projects outside of the UGB that add paved shoulders to an existing roadway.
- **Upgrade: Vehicle Capacity Only–**
 - **Urban** - Projects within the UGB that add vehicle capacity to an existing roadway or intersection. This may require the reconstruction of any existing sidewalks and/or bicycle lanes.
 - **Rural** – Projects outside of the UGB that add vehicle capacity to an existing roadway or intersection. Examples include adding intersection turn lanes or installing a traffic signal. This may require the reconstruction of existing paved shoulders, sidewalks, and/or bicycle lanes.
- **Safety** – Projects or studies specifically focused on reducing crashes and/or the risk for crashes, including railroad crossing projects.
- **Study** – Future Transportation Studies to be undertaken as part of the implementation of the TSP
- **New Roadway** – Projects that identify the need for a new roadway or roadway extension.
- **Multiuse Paths** – Projects that identify the need for a new multiuse path or multiuse path extension.
- **Bridges** – Projects that identify a need for constructing, replacing or upgrading an existing bridge.
- **Intelligent Transportation Systems (ITS) Projects** – Projects that incorporate ITS treatments such as coordinated signal systems.
- **Miscellaneous Project Categories with a small number of projects**
 - **Other Project** – Project that involve road closures, traffic calming or transfer of facilities to other jurisdictions

- **Programs** – Project that identify on-going county transportation programs such as the Transportation Safety Action Plan Program
- **Multimodal** – Project that support of the modes of travel such as an aerial tram.

TABLE 5-3a 20 Year Capital Project List

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Project ID	TSP Update ID	RTP ID	TSP Geographic Area	Project Name / Street Name	Segment / Locations	Project Description	Recommendation to the Planning Commission
	2821		Countywide	Transportation Safety Action Plan Program	N/A	Develop a program to support the implementation of the County's TSAP and support the County's efforts to make improvements based on the outcomes of the road safety audits and other safety studies.	20 Year Capital Project List (Tier 1)
	1043	-	CRC	Boyer Dr / 85th Ave / Spencer Dr	OR 213 to I-205 bike path	Add bikeways	20 Year Capital Project List (Tier 1)
	1073	-	CRC	Monterey Ave	Stevens Rd to Bob Schumacher Rd	Construct collector roadway with bikeways and pedestrian facilities	20 Year Capital Project List (Tier 1)
	2026	-	CRC	Flavel Dr	Alberta Ave to County boundary	Add bikeways	20 Year Capital Project List (Tier 1)
	2049	-	CRC	92nd Ave	Johnson Creek Blvd to Emmert View Ct	Fill gaps in pedestrian facilities	20 Year Capital Project List (Tier 1)
	2052	-	CRC	72nd Ave Multi-Use Path Connection	Thompson Rd to Harmony Rd	Construct multi-use path	20 Year Capital Project List (Tier 1)
	2055	-	CRC	Johnson Rd	SE Lake Rd to North Clackamas Park Trail	Identify bike/pedestrian connections to fill gaps along 82nd Ave	20 Year Capital Project List (Tier 1)
	2090	-	CRC	Johnson Creek Blvd	55th Ave to I-205	Perform road safety audit or transportation safety review to identify appropriate safety improvements	20 Year Capital Project List (Tier 1)
	2091	-	CRC	Sunnyside Rd	93rd Ave to 126th Ave	Perform road safety audit or transportation safety review to identify appropriate safety improvements	20 Year Capital Project List (Tier 1)
	2092	-	CRC	122nd Ave	Eagle Glen Dr to Hubbard Rd	Perform road safety audit or transportation safety review to identify appropriate safety improvements	20 Year Capital Project List (Tier 1)

Other Project information

TSP Project Category	Urban or Rural	Addresses a Gap	Addresses a Deficiency	Planning Level Cost Estimate	TSP Final Score
Program				\$17,000,000	2
Upgrade - Active Transportation	Urban	Yes	No	\$40,000	9
New Roadway	Urban	Yes	No	\$6,660,000	10
Upgrade - Active Transportation	Urban	Yes	No	\$2,410,000	8
Upgrade - Active Transportation	Urban	Yes	No	\$460,000	9
Multi-Use Path	Urban	Yes	No	\$1,140,000	9
Study	Urban	Yes	No	\$200,000	6
Safety	Urban	No	Yes	\$60,000	8
Safety	Urban	No	Yes	\$60,000	8
Safety	Urban	No	Yes	\$60,000	7

TABLE 5-3a 20 Year Capital Project List

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	2114	-	CRC	Johnson Creek Blvd	Johnson Creek Blvd near 79th Pl	Add signal to either Johnson Creek Blvd and 79th Pl or 80th Ave	20 Year Capital Project List (Tier 1)
	2115	-	CRC	Lake Rd	Lake Rd / International Way intersection	Add northbound right-turn lane	20 Year Capital Project List (Tier 1)
	2805		CRC	Sunnyside Rd	Sunnyside Rd / Stevens Rd intersection	Intersection improvements, such as additional turn lanes, turn lane extensions, and/or signal timing modifications	20 Year Capital Project List (Tier 1)
	2807		CRC	Harmony Rd	OR 213 to OR 224	Construct bikeways and pedestrian facilities	20 Year Capital Project List (Tier 1)
	2817		CRC	Harmony Rd / Sunnyside Rd	Harmony Rd / Sunnyside Rd / OR 213 intersection	Extend queue storage on westbound approach and rebuild median; extend queue storage on eastbound approach and install median; convert to right-in-right-out accesses on frontage road.	20 Year Capital Project List (Tier 1)
	2820		CRC	Clackamas Town Center Alternative Performance Standards Study	Clackamas Regional Center	Develop alternative performance standards for the intersections within the Clackamas Regional Center.	20 Year Capital Project List (Tier 1)
	U057	-	CRC	122nd Ave	Sunnyside Rd to Hubbard Rd	Fill gaps in pedestrian facilities, turn lanes at Mather Rd	20 Year Capital Project List (Tier 1)
	U058	-	CRC	132nd Ave	Sunnyside Rd to OR 212	Add bikeways, pedestrian facilities, traffic calming and turn lanes at major intersections	20 Year Capital Project List (Tier 1)
	U072	10002	CRC	Johnson Creek Blvd	55th Ave to Bell Ave	Widen to 3 lanes with bikeways and pedestrian facilities	20 Year Capital Project List (Tier 1)
	U088	10009	CRC	Fuller Rd	Otty St to Johnson Creek Blvd	Add pedestrian facilities, turn lanes, on-street parking, central median and landscaping.	20 Year Capital Project List (Tier 1)

Other Project information

TSP Project Category	Urban or Rural	Addresses a Gap	Addresses a Deficiency	Planning Level Cost Estimate	TSP Final Score
Upgrade - Vehicle Capacity	Urban	No	Yes	\$400,000	11
Upgrade - Vehicle Capacity	Urban	No	Yes	\$290,000	9
Upgrade - Vehicle Capacity	Urban	No	Yes	\$2,000,000	10
Upgrade - Active Transportation	Urban	Yes	Yes	\$9,520,000	10
Upgrade	Urban			\$1,250,000	#N/A
Study	Urban			\$185,000	2
Upgrade	Urban	Yes	Yes	\$1,840,000	12
Upgrade	Urban	Yes	Yes	\$1,680,000	10
Upgrade	Urban	Yes	No	\$13,770,000	11
Upgrade	Urban	Yes	Yes	\$4,000,000	11

TABLE 5-3a 20 Year Capital Project List

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Project ID	TSP Update ID	RTP ID	TSP Geographic Area	Project Name / Street Name	Segment / Locations	Project Description	Recommendation to the Planning Commission
	U089	-	CRC	Otty St	Otty St / OR 213 / Otty Rd	Realign Otty St with Otty Rd at OR 213; install dual westbound left-turn lanes; install flashing yellow arrow for left-turns on northbound and southbound approaches.	20 Year Capital Project List (Tier 1)
	U090	10004	CRC	Otty Rd	OR 213 to 92nd Ave	Improve to minor arterial standard consistent with Fuller Road Station Plan; improve curb radius; add turn lanes, on-street parking, central median, landscaping, bikeways and pedestrian facilities	20 Year Capital Project List (Tier 1)
	U092	-	CRC	Fuller Rd / King Rd Improvements	Fuller Rd / King Rd intersection	Restrict access to right-in/right-out only	20 Year Capital Project List (Tier 1)
	U093	-	CRC	Monroe St	72nd Ave to Fuller Rd	Add bikeways, pedestrian facilities and traffic calming	20 Year Capital Project List (Tier 1)
	U094	10013	CRC	Boyer Dr	OR 213 to Fuller Rd	Construct new 2 lane roadway with turn lanes at OR 213 and Fuller Rd, bikeways and pedestrian facilities; install flashing yellow arrow for left turns on northbound and southbound approaches at OR 213 intersection.	20 Year Capital Project List (Tier 1)
	U097	-	CRC	Causey Ave	Fuller Rd to I-205	Add bikeways and shared facility markings	20 Year Capital Project List (Tier 1)
	U099	-	CRC	85th Ave	Causey Ave to Monterey Ave	Add sidewalks and bikeways	20 Year Capital Project List (Tier 1)

Other Project information

TSP Project Category	Urban or Rural	Addresses a Gap	Addresses a Deficiency	Planning Level Cost Estimate	TSP Final Score
Upgrade	Urban	No	Yes	\$1,600,000	11
Upgrade	Urban	Yes	Yes	\$5,000,000	10
Upgrade	Urban	Yes	Yes	\$255,000	10
Upgrade - Active Transportation	Urban	Yes	No	\$7,470,000	10
New Roadway	Urban	Yes	No	\$3,700,000	11
Upgrade - Active Transportation	Urban	Yes	No	\$50,000	10
Upgrade - Active Transportation	Urban	Yes	Yes	\$30,000	11

TABLE 5-3a 20 Year Capital Project List

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Project ID	TSP Update ID	RTP ID	TSP Geographic Area	Project Name / Street Name	Segment / Locations	Project Description	Recommendation to the Planning Commission
	U100	10005	CRC	Monterey Ave	OR 213 to Fuller Rd	Construct new 2 lane extension with pedestrian facilities and bikeways. Install flashing yellow arrow for left-turns on northbound and southbound approaches at OR 213 intersection.	20 Year Capital Project List (Tier 1)
	U103	-	CRC	Harmony Rd	Railroad Ave / Linwood Ave / Harmony Rd	Grade-separated railroad crossing and intersection improvements (based on further study of intersection operations); include bikeways and pedestrian facilities	20 Year Capital Project List (Tier 1)
	U108	-	CRC	North Clackamas Regional Park Trail	Linwood Ave to North Clackamas Park Complex	Construct multi-use path	20 Year Capital Project List (Tier 1)
	U123	10081	CRC	122nd Ave	Sunnyside Rd to Timber Valley Dr	Add bikeways and turn lanes at major intersections	20 Year Capital Project List (Tier 1)
	U130a	-	CRC	97th Ave / Mather Rd	Lawnfield Rd to Summers Ln	Add bikeways, pedestrian facilities and eastbound left turn lanes at Mather Rd / Summers Ln	20 Year Capital Project List (Tier 1)
	U135	10061	CRC	142nd Ave	Sunnyside Rd to OR 212	Add bikeways and pedestrian facilities	20 Year Capital Project List (Tier 1)
	U184	-	CRC	Springwater Rd	OR 224 to Hattan Rd	Widen to 3 lanes with shoulders and pedestrian facilities; bridge remains two lanes	20 Year Capital Project List (Tier 1)
	U338	-	CRC	82nd Dr	OR 212 to Lawnfield Rd	Fill in bikeways and pedestrian facilities gaps	20 Year Capital Project List (Tier 1)
	U418		CRC	Tolbert St Overcrossing	82nd Dr to Industrial Way	Construct new 2 lane overcrossing with bikeways and pedestrian facilities	20 Year Capital Project List (Tier 1)
	U647		CRC	Clackamas Town Center Circulation Plan	West of the Town Center	Study area circulation and create plan	20 Year Capital Project List (Tier 1)

Other Project information

TSP Project Category	Urban or Rural	Addresses a Gap	Addresses a Deficiency	Planning Level Cost Estimate	TSP Final Score
New Roadway	Urban	Yes	No	\$7,200,000	10
Upgrade	Urban	No	Yes	\$20,000,000	10
Multi-Use Path	Urban	Yes	No	\$1,100,000	9
Upgrade	Urban	Yes	No	\$2,930,000	9
Upgrade	Urban	Yes	No	\$4,560,000	8
Upgrade - Active Transportation	Urban	Yes	No	\$13,710,000	9
Upgrade	Rural	Yes	Yes	\$5,500,000	8
Upgrade - Active Transportation	Urban	Yes	No	\$660,000	9
New Roadway	Urban	Yes		\$9,210,000	10
Study	Urban			\$150,000	2

TABLE 5-3a 20 Year Capital Project List

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Project ID	TSP Update ID	RTP ID	TSP Geographic Area	Project Name / Street Name	Segment / Locations	Project Description	Recommendation to the Planning Commission
	U653	-	CRC	I-205 Pedestrian / Bike Overpass	Between Causey Ave and Sunnyside Rd	Construct a bike / pedestrian crossing over I-205 to connect transit services, businesses and residents	20 Year Capital Project List (Tier 1)
	U654	-	CRC	North Clackamas Regional Parks Trail	OR 213 to Linwood Ave	Construct multi-use path	20 Year Capital Project List (Tier 1)
	U659	-	CRC	Johnson Creek Blvd	Johnson Creek Blvd / OR 213 intersection	Extend westbound left-turn lane and rebuild median; install dual northbound and southbound left-turn lanes	20 Year Capital Project List (Tier 1)
	U720	-	CRC	Monroe St	Linwood Ave to 72nd Ave	Add bikeways and traffic calming	20 Year Capital Project List (Tier 1)
	U808	-	CRC	Johnson Creek Blvd	OR 213 to 92nd Ave	Add pedestrian facilities, restripe for bikeways	20 Year Capital Project List (Tier 1)
	U811	10102	CRC	Linwood Ave	Monroe St to Johnson Creek Blvd	Add pedestrian facilities	20 Year Capital Project List (Tier 1)
	U912		CRC	I-205 Multi-Use Path Connection	Between Sunnyside Rd and Sunnybrook Blvd	Construct ADA compliant access to the commercial area from the I-205 Multi-Use Path	20 Year Capital Project List (Tier 1)
	U939		CRC	I-205 Multi-Use Path Gap	OR 224/OR 213 to OR 212	Study the I-205 multi-use path gap to create a plan for connection and path completion	20 Year Capital Project List (Tier 1)
	U940		CRC	Southwest Connector Multi-Use Path	North Clackamas Aquatic Center access road to 82nd Ave	Construct multi-use path	20 Year Capital Project List (Tier 1)

Other Project information

TSP Project Category	Urban or Rural	Addresses a Gap	Addresses a Deficiency	Planning Level Cost Estimate	TSP Final Score
Upgrade - Active Transportation	Urban	Yes	Yes	\$4,780,000	11
Multi-Use Path	Urban	Yes	No	\$1,840,000	9
Upgrade - Vehicle Capacity	Urban	No	Yes	\$860,000	9
Upgrade - Active Transportation	Urban	Yes	Yes	\$5,330,000	11
Upgrade - Active Transportation	Urban	Yes	No	\$1,400,000	10
Upgrade - Active Transportation	Urban	Yes	No	\$5,880,000	10
Multi-Use Path	Urban		Yes	\$140,000	1
Study	Urban	Yes	No	\$200,000	10
Multi-Use Path	Urban	Yes		\$340,000	1

TABLE 5-3a 20 Year Capital Project List

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	1020	E	E	OR 211	OR 211 / Judd Rd intersection	Realign roadway	20 Year Capital Project List (Tier 1)
	2007	-	E	Arrah Wanna Blvd	US 26 to Fairway Ave	Add paved shoulders	20 Year Capital Project List (Tier 1)
	2008	-	E	Fairway Ave	Arrah Wanna Blvd to Salmon River Rd	Add paved shoulders	20 Year Capital Project List (Tier 1)
	2063	-	E	282nd Ave	US 26 to OR 212	Perform road safety audit or transportation safety review to identify appropriate safety improvements	20 Year Capital Project List (Tier 1)
	2069	-	E	Eagle Creek Rd	Firwood Rd to Duus Rd	Perform road safety audit or transportation safety review to identify appropriate safety improvements	20 Year Capital Project List (Tier 1)
	2809		E	Compton Rd	US 26 to 352nd Ave	Perform road safety audit or transportation safety review to identify appropriate safety improvements	20 Year Capital Project List (Tier 1)
	U229	-	E	Richey Rd	Kelso Rd to OR 212	Add paved shoulders and left turn lane at Richey Rd and OR 212	20 Year Capital Project List (Tier 1)
	U231	-	E	Amisigger Rd / Kelso Rd	OR 224 to Kelso / Richey Rd	Add paved shoulders; turn lanes at Amisigger/OR 212 and Kelso/Richey; smooth curves.	20 Year Capital Project List (Tier 1)
	U241a	-	E	Welches Rd	US 26 to Birdie Ln	Add paved shoulders; add pedestrian facilities in Welches rural center	20 Year Capital Project List (Tier 1)
	U257	-	E	Eagle Creek Rd	Currin Rd to Duus Rd	Remove horizontal curve, relocate intersection, add paved shoulders and turn lanes at major intersection; investigate speed zone south of Currin Rd	20 Year Capital Project List (Tier 1)
	U781	-	E	Cazadero Multi-Use Trail	Community of Boring to City of Estacada	Construct multi-use path	20 Year Capital Project List (Tier 1)
	U933		E	Dodge Park Rd Bridge	~192 feet south of Pipeline Rd	Replace bridge nearing the end of its useful life and include paved shoulders	20 Year Capital Project List (Tier 1)
	1037	-	M	Lake Oswego to Milwaukie Bridge	Between Sellwood and Oregon City	Construct bike/pedestrian crossing over the Willamette River	20 Year Capital Project List (Tier 1)
	1042	-	M	Oak Grove Blvd	Oatfield Rd to River Rd	Fill gaps in pedestrian facilities and bikeways	20 Year Capital Project List (Tier 1)

Other Project information

TSP Project Category	Urban or Rural	Addresses a Gap	Addresses a Deficiency	Planning Level Cost Estimate	TSP Final Score
Safety	Rural	No	Yes	\$3,700,000	4
Upgrade	Rural	Yes	No	\$3,530,000	8
Upgrade	Rural	Yes	No	\$6,170,000	8
Safety	Rural	No	Yes	\$30,000	6
Safety	Rural	No	Yes	\$50,000	7
Safety	Rural			\$50,000	6
Upgrade	Rural	Yes	Yes	\$4,090,000	10
Upgrade	Rural	Yes	Yes	\$12,690,000	10
Upgrade	Rural	Yes	No	\$6,360,000	10
Upgrade	Rural	Yes	Yes	\$10,240,000	9
Multi-Use Path	Rural	Yes	No	\$1,690,000	6
Bridge	Rural	Yes	Yes	\$4,500,000	10
Bridge	Urban	Yes	No	\$10,130,000	6
Upgrade - Active Transportation	Urban	Yes	No	\$2,520,000	9

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	2041	-	M	Hull Ave	Wilmot St to Tims View Ave	Fill gaps in pedestrian facilities	20 Year Capital Project List (Tier 1)
	2044	-	M	Torbank Rd	River Rd to Trolley Trail	Fill gaps in pedestrian facilities	20 Year Capital Project List (Tier 1)
	2045	-	M	Courtney Ave	OR 99E to Oatfield Rd	Fill gaps in pedestrian facilities and bikeways	20 Year Capital Project List (Tier 1)
	2087	-	M	Jennings Ave	Webster Rd to OR 99E	Perform road safety audit or transportation safety review to identify appropriate safety improvements	20 Year Capital Project List (Tier 1)
	2088	-	M	Oatfield Rd	Jennings Ave to Lake Rd	Perform road safety audit or transportation safety review to identify appropriate safety improvements	20 Year Capital Project List (Tier 1)
	2113	-	M	Thiessen Rd	Thiessen Rd / Aldercrest Rd intersection	Add turn lanes on Thiessen Rd; consider converting to two-way stop controlled	20 Year Capital Project List (Tier 1)
	2810		M	Aldercrest Dr	Thiessen Rd to Oatfield Rd	Perform road safety audit or transportation safety review to identify appropriate safety improvements	20 Year Capital Project List (Tier 1)
	U137a	-	M	River Rd	Lark St to Courtney Ave	Add pedestrian facilities	20 Year Capital Project List (Tier 1)
	U137c	-	M	River Rd	Oak Grove Blvd to Risley Ave	Fill gaps in bikeways and pedestrian facilities	20 Year Capital Project List (Tier 1)

Other Project information

TSP Project Category	Urban or Rural	Addresses a Gap	Addresses a Deficiency	Planning Level Cost Estimate	TSP Final Score
Upgrade - Active Transportation	Urban	Yes	No	\$4,130,000	10
Upgrade - Active Transportation	Urban	Yes	No	\$540,000	8
Upgrade - Active Transportation	Urban	Yes	No	\$1,860,000	9
Safety	Urban	No	Yes	\$60,000	7
Safety	Urban	No	Yes	\$120,000	7
Upgrade - Vehicle Capacity	Urban	No	Yes	\$570,000	8
Safety	Urban			\$90,000	6
Upgrade - Active Transportation	Urban	Yes	Yes	\$4,760,000	10
Upgrade - Active Transportation	Urban	Yes	Yes	\$5,570,000	10

TABLE 5-3a 20 Year Capital Project List

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Project ID	TSP Update ID	RTP ID	TSP Geographic Area	Project Name / Street Name	Segment / Locations	Project Description	Recommendation to the Planning Commission
	U140a	-	M	Concord Rd	River Rd to Oatfield Rd	Fill gaps in pedestrian facilities	20 Year Capital Project List (Tier 1)
	U140b	-	M	Concord Rd	River Rd to Oatfield Rd	Add turn lanes at major intersections	20 Year Capital Project List (Tier 1)
	U141	10054	M	Oatfield Rd	Oatfield Rd / Park Rd intersection	Install traffic signal and add turn lanes	20 Year Capital Project List (Tier 1)
	U145	10056	M	Oatfield Rd	Oatfield Rd / McNary Rd intersection	Add southbound and eastbound left-turn lanes	20 Year Capital Project List (Tier 1)
	U149a	-	M	Jennings Ave	River Rd to Oatfield Rd	Widen to 2-lane urban minor arterial standard with bikeway and pedestrian facilities infill	20 Year Capital Project List (Tier 1)
	U795	-	M	Courtney Ave	River Rd to OR 99E (McLoughlin Blvd)	Construct pedestrian facilities / complete gaps on the south side; add bikeways	20 Year Capital Project List (Tier 1)
	U799	-	M	Harold Ave	Concord Rd to Roethe Rd	Add pedestrian facilities and traffic calming	20 Year Capital Project List (Tier 1)
	U815	-	M	Park Ave	River Rd to OR 99E (McLoughlin Blvd)	Add pedestrian facilities	20 Year Capital Project List (Tier 1)
	2094	-	NW	Stafford Rd	Rosemont Rd to I-205	Perform road safety audit or transportation safety review to identify appropriate safety improvements	20 Year Capital Project List (Tier 1)

Other Project information

TSP Project Category	Urban or Rural	Addresses a Gap	Addresses a Deficiency	Planning Level Cost Estimate	TSP Final Score
Upgrade - Active Transportation	Urban	Yes	Yes	\$7,230,000	11
Upgrade - Vehicle Capacity	Urban	Yes	Yes	\$570,000	7
Upgrade - Vehicle Capacity	Urban	No	Yes	\$1,060,000	8
Upgrade	Urban	No	Yes	\$570,000	8
Upgrade - Active Transportation	Urban	Yes	Yes	\$13,870,000	10
Upgrade - Active Transportation	Urban	Yes	No	\$5,010,000	10
Upgrade - Active Transportation	Urban	Yes	No	\$3,310,000	10
Upgrade - Active Transportation	Urban	Yes	No	\$1,750,000	10
Safety	Rural	No	Yes	\$30,000	7

TABLE 5-3a 20 Year Capital Project List

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	2096		NW	Stafford Rd	I-205 to Boeckman Rd / Advance Rd	Perform road safety audit or transportation safety review to identify appropriate safety improvements	20 Year Capital Project List (Tier 1)
	2811		NW	Advance Rd	53rd Ave to 43rd Dr	Grade and sight distance improvements	20 Year Capital Project List (Tier 1)
	2822		NW	Wilsonville Rd / Ladd Hill Rd	Wilsonville Rd / Ladd Hill Rd	Install Collision Countermeasure System	20 Year Capital Project List (Tier 1)
	U167	10043	NW	Borland Rd	Tualatin city limits to Stafford Rd	Add paved shoulders and turn lanes at major intersections	20 Year Capital Project List (Tier 1)
	U168	10029	NW	Stafford Rd	Rosemont Rd to I-205	Add paved shoulders and turn lanes at major intersections	20 Year Capital Project List (Tier 1)
	U169	-	NW	Stafford Rd	Stafford Rd / Childs Rd intersection	Install traffic signal and southbound and northbound turn lanes or roundabout	20 Year Capital Project List (Tier 1)
	U173	-	NW	Rosemont Rd	Stafford Rd to West Linn	Add paved shoulders and turn lanes at major intersections	20 Year Capital Project List (Tier 1)
	U180	10134	NW	65th Ave	65th Ave / Elligsen Rd / Stafford Rd intersection	Construct roundabout	20 Year Capital Project List (Tier 1)
	U702		NW	Carman Dr	Lake Oswego city limits to Roosevelt Ave	Add bikeways and pedestrian facilities; analyze for turn lanes	20 Year Capital Project List (Tier 1)
	U741	-	NW	Borland Rd	Stafford Rd to West Linn city limits	Add paved shoulders	20 Year Capital Project List (Tier 1)
	U925		NW	French Prairie Bridge	Willamette River near I-5	Construct a bridge consistent with the Connecting Clackamas Plan	20 Year Capital Project List (Tier 1)
	U926		NW	Tonquin Trail	Willamette River through Wilsonville	Construct bike / pedestrian bridge consistent with the Connecting Clackamas Plan	20 Year Capital Project List (Tier 1)
	U927	-	NW	Childs Rd	Sycamore Ave to 65th Ave	Transfer roadway to local jurisdiction	20 Year Capital Project List (Tier 1)
	1066	-	SW	Emerald Necklace Trail	To Canby Ferry	Extend Molalla Forest Rd to Locust St	20 Year Capital Project List (Tier 1)
	1068	-	SW	Ferguson Multi-Use Path	Thayer Rd to Ferguson Rd	Multi-use path to connect Ferguson Rd to Thayer Rd	20 Year Capital Project List (Tier 1)

Other Project information

TSP Project Category	Urban or Rural	Addresses a Gap	Addresses a Deficiency	Planning Level Cost Estimate	TSP Final Score
Safety	Rural			\$80,000	1
Safety	Rural			\$1,250,000	1
Safety	Rural			\$100,000	#N/A
Upgrade	Rural	Yes	Yes	\$5,680,000	7
Upgrade	Rural	Yes	Yes	\$8,390,000	11
Upgrade - Vehicle Capacity	Rural	No	Yes	\$770,000	7
Upgrade	Rural	Yes	Yes	\$8,570,000	9
Upgrade	Rural	No	Yes	\$5,550,000	9
Upgrade	Urban	Yes	Yes	\$7,070,000	10
Upgrade	Rural	Yes	Yes	\$10,030,000	10
Bridge	Urban	Yes	No	\$9,790,000	10
Multi-Use Path	Urban	Yes	No	\$10,030,000	7
Other	Urban	No	No	\$80,000	1
Multi-Use Path	Rural	Yes	No	\$430,000	9
Multi-Use Path	Rural	Yes	Analysis Needed	\$240,000	3

TABLE 5-3a 20 Year Capital Project List

Project ID Number will be changed during the TSP adoption process to replace the TSP Update ID

Project ID	TSP Update ID	RTP ID	TSP Geographic Area	Project Name / Street Name	Segment / Locations	Project Description	Recommendation to the Planning Commission
	1090		SW	Graves Rd/Passmore Rd/Passmore Rd/Mulino Rd/ OR 213	Graves Rd/Passmore Rd/Mulino Rd/ OR 213	Realign to create four-way intersection of Mulino Road/Graves Road/ OR 213; install traffic signal; disconnect Passmore Road east of OR 213 (at school) and create cul-de-sac on western portion of roadway segment.	20 Year Capital Project List (Tier 1)
	2057		SW	Greater Arndt Rd/I-5/Canby Access Feasibility Study	Southwest County in the vicinity of Arndt Rd/I-5/Canby	Conduct an alternatives analysis and land use study to identify and consider roadway improvements to address access to I-5 within the Southwest County and address capacity deficiencies.	20 Year Capital Project List (Tier 1)
	2073	-	SW	Redland Rd	OR 213 to Hattan Rd	Perform road safety audit or transportation safety review to identify appropriate safety improvements	20 Year Capital Project List (Tier 1)
	2076	-	SW	Maplelane Rd	Beavercreek Rd to Ferguson Rd	Perform road safety audit or transportation safety review to identify appropriate safety improvements	20 Year Capital Project List (Tier 1)
	2077	-	SW	Beavercreek Rd	Lower Highland Rd to Butte Rd	Perform road safety audit or transportation safety review to identify appropriate safety improvements	20 Year Capital Project List (Tier 1)
	2078	-	SW	Upper Highland Rd	Beavercreek Rd to Lower Highland Rd	Perform road safety audit or transportation safety review to identify appropriate safety improvements	20 Year Capital Project List (Tier 1)
	2082	-	SW	OR 170	OR 99E to Macksburg Rd	Perform road safety audit or transportation safety review to identify appropriate safety improvements	20 Year Capital Project List (Tier 1)
	2084	-	SW	Redland Rd	Redland Rd / Springwater Rd intersection	Perform road safety audit or transportation safety review to identify appropriate safety improvements	20 Year Capital Project List (Tier 1)
	2085	-	SW	Beavercreek Rd	Ferguson Rd to Spangler Rd	Perform road safety audit or transportation safety review to identify appropriate safety improvements	20 Year Capital Project List (Tier 1)
	2107	-	SW	Springwater Rd	Springwater Rd / Clackamas River Dr intersection	Install signal at Clackamas River Dr	20 Year Capital Project List (Tier 1)
	2801		SW	Hult Rd	OR 211 to Unger Rd	Re-open and improve Hult Rd	20 Year Capital Project List (Tier 1)

Other Project information

TSP Project Category	Urban or Rural	Addresses a Gap	Addresses a Deficiency	Planning Level Cost Estimate	TSP Final Score
Safety	Rural	Yes	Yes	\$5,560,000	10
Study	Rural			\$200,000	2
Safety	Rural	No	Yes	\$80,000	7
Safety	Rural	No	Yes	\$50,000	6
Safety	Rural	No	Yes	\$50,000	5
Safety	Rural	No	Yes	\$80,000	6
Safety	Rural	No	Yes	\$60,000	8
Safety	Rural	No	Yes	\$20,000	7
Safety	Rural	No	Yes	\$80,000	6
Upgrade - Vehicle Capacity	Rural	No	Yes	\$200,000	6
Upgrade	Rural	Yes	Yes	\$1,070,000	4

TABLE 5-3a 20 Year Capital Project List

Project ID Number will be changed during the TSP adoption process to replace the TSP Update ID

Project ID	TSP Update ID	RTP ID	TSP Geographic Area	Project Name / Street Name	Segment / Locations	Project Description	Recommendation to the Planning Commission
	U185	-	SW	Springwater Rd	400 ft east of Hattan Rd	Construct bridge to accommodate paved shoulders	20 Year Capital Project List (Tier 1)
	U189	-	SW	Hattan Rd	Hattan Rd / Gronlund Rd intersection	Install southbound right-turn lane	20 Year Capital Project List (Tier 1)
	U197	-	SW	Redland Rd	Redland Rd / Holly Rd intersection	Install traffic signal and westbound and northbound left-turn lanes or roundabout	20 Year Capital Project List (Tier 1)
	U199	-	SW	Redland Rd	Redland Rd / Ferguson Rd intersection	Construct roundabout	20 Year Capital Project List (Tier 1)
	U203	-	SW	Fischers Mill Rd	Fischers Mill / Hattan Rd intersection	Install eastbound left-turn lane	20 Year Capital Project List (Tier 1)
	U211	-	SW	Beavercreek Rd	Henrici Rd to Yeoman Rd/Steiner Rd	Add paved shoulders and turn lanes at major intersections	20 Year Capital Project List (Tier 1)
	U249a	-	SW	Springwater Rd	Hattan Rd to Bakers Ferry Rd	Add paved shoulders and turn lanes at major intersections	20 Year Capital Project List (Tier 1)
	U261a	-	SW	Ridge Rd	~1 miles north of Lower Highland Rd	Fix sinkhole	20 Year Capital Project List (Tier 1)
	U265	-	SW	Beavercreek Rd	Beavercreek Rd / Leland Rd / Kamrath Rd intersection	Construct roundabout with additional analysis	20 Year Capital Project List (Tier 1)
	U276	-	SW	Airport Rd	Airport Rd / Miley Rd intersection	Install traffic signal	20 Year Capital Project List (Tier 1)
	U285	-	SW	Holly St	Territorial Rd to Canby Ferry	Add paved shoulders	20 Year Capital Project List (Tier 1)
	U290	-	SW	Township Rd	Central Point Rd to Canby City limit	Add paved shoulders and turn lanes at major intersections	20 Year Capital Project List (Tier 1)
	U292	-	SW	Mulino Rd	Mulino Rd / 13th Ave	Relocate intersection to south away from railroad trestle	20 Year Capital Project List (Tier 1)

Other Project information

TSP Project Category	Urban or Rural	Addresses a Gap	Addresses a Deficiency	Planning Level Cost Estimate	TSP Final Score
Bridge	Rural	Yes	No	\$3,630,000	7
Upgrade	Rural	No	Yes	\$290,000	4
Upgrade - Vehicle Capacity	Urban	No	Yes	\$770,000	9
Upgrade - Vehicle Capacity	Rural	No	Yes	\$5,550,000	7
Upgrade	Rural	No	Yes	\$290,000	9
Upgrade	Rural	Yes	Yes	\$11,340,000	9
Upgrade	Rural	Yes	Yes	\$6,170,000	10
Upgrade	Rural	Yes	Yes	\$2,230,000	6
Upgrade - Vehicle Capacity	Rural	No	Yes	\$4,510,000	5
Upgrade - Vehicle Capacity	Rural	No	Yes	\$200,000	8
Upgrade	Rural	Yes	No	\$7,760,000	8
Upgrade	Rural	Yes	Yes	\$7,940,000	8
Safety	Rural	No	Yes	\$3,070,000	6

TABLE 5-3a 20 Year Capital Project List

Project ID Number will be changed during the TSP adoption process to replace the TSP Update ID

Project ID	TSP Update ID	RTP ID	TSP Geographic Area	Project Name / Street Name	Segment / Locations	Project Description	Recommendation to the Planning Commission
	U295	-	SW	Canby-Marquam Highway	Canby-Marquam Hwy / Lone Elder Rd intersection	Reconstruct intersection; install northbound left-turn lane and southbound right-turn lane	20 Year Capital Project List (Tier 1)
	U302a	-	SW	Union Mills Rd	OR 213 to OR 211	Add turn lanes at major intersections	20 Year Capital Project List (Tier 1)
	U302b	-	SW	Union Mills Rd	OR 213 to OR 211	Construct a shoulder on the south side of the roadway	20 Year Capital Project List (Tier 1)
	U304	-	SW	Meridian Rd	Meridian Rd / Whiskey Hill Rd intersection	Limit access/egress points to and from school on NE corner of intersection	20 Year Capital Project List (Tier 1)
	U310	-	SW	Canby-Marquam Highway	~1,900 ft south of Barnards Rd	Replace bridge nearing the end of its useful life with 2-lane structure including paved shoulders	20 Year Capital Project List (Tier 1)
	U318	-	SW	Klang's Mill Bridge	~1,000 ft north of OR 211	Replace bridge nearing the end of its useful life	20 Year Capital Project List (Tier 1)
	U449		SW	Barlow Rd	Barlow Rd / OR 99E intersection	Add dual left-turn lanes on southbound Barlow Rd	20 Year Capital Project List (Tier 1)
	U475a	-	SW	Henrici Rd	Beavercreek Rd to Ferguson Rd	Add paved shoulders and turn lanes at major intersections. Remove horizontal and vertical curves	20 Year Capital Project List (Tier 1)
	U929		SW	Clarks Four Corners Intersection	Beavercreek Rd / Unger Rd	Reconstruct intersection	20 Year Capital Project List (Tier 1)
	U932		SW	Lone Elder Rd Bridge	~5,800 feet east of Barlow Rd	Replace bridge (nearing the end of its useful life) and include paved shoulders	20 Year Capital Project List (Tier 1)

Other Project information

TSP Project Category	Urban or Rural	Addresses a Gap	Addresses a Deficiency	Planning Level Cost Estimate	TSP Final Score
Upgrade - Vehicle Capacity	Rural	No	Yes	\$3,750,000	9
Upgrade - Vehicle Capacity	Rural	No	Yes	\$860,000	8
Upgrade	Rural	Yes	No	\$8,970,000	8
Safety	Rural	No	Yes	\$200,000	7
Bridge	Rural	Yes	Yes	\$5,580,000	9
Bridge	Rural	No	Yes	\$1,620,000	4
Upgrade - Vehicle Capacity	Rural		Yes	\$570,000	7
Upgrade	Rural	Yes	Yes	\$4,900,000	8
Safety	Rural	No	Yes	\$4,380,000	9
Bridge	Rural	Yes	Yes	\$430,000	10

TABLE 5-3b Preferred Capital Project List								Other Project information					
Project ID Number will be changed during the TSP adoption process to replace the TSP Update ID													
Project ID	TSP Update ID	RTP ID	TSP Geographic Area	Project Name / Street Name	Segment / Locations	Project Description	Recommendation to the Planning Commission	TSP Project Category	Urban or Rural	Addresses a Gap	Addresses a Deficiency	Planning Level Cost Estimate	TSP Final Score
	2048	-	CRC	Hubbard Rd	122nd Ave to 132nd Ave	Fill gaps in pedestrian facilities	Preferred Capital Project List (Tier 2)	Upgrade - Active Transportation	Urban	Yes	No	\$1,650,000	8
	2054	-	CRC	Lake Rd	Milwaukie City limits east to OR 224	Fill gaps in pedestrian facilities	Preferred Capital Project List (Tier 2)	Upgrade - Active Transportation	Urban	Yes	No	\$5,530,000	9
	2117	-	CRC	Sunnybrook Blvd	Sunnybrook Blvd / 82nd Ave intersection	Add dual southbound left-turn lanes, extend queue storage for southbound lefts and westbound lefts	Preferred Capital Project List (Tier 2)	Upgrade - Vehicle Capacity	Urban	No	Yes	\$290,000	6
	U075	-	CRC	Clatsop St / Luther Rd	72nd Ave to Fuller Rd	Add turn lanes and signals at OR 213 intersection; add bikeways, pedestrian facilities and traffic calming	Preferred Capital Project List (Tier 2)	Upgrade	Urban	Yes	Yes	\$7,920,000	9
	U082	10102	CRC	Linwood Ave	Linwood Ave / Monroe St intersection	Add curbs/sidewalks, improve horizontal alignments	Preferred Capital Project List (Tier 2)	Upgrade	Urban	No	Yes	\$7,420,000	10
	U130b	-	CRC	Mather Rd	Summers Ln Rd to 122nd Ave	Add bikeways, pedestrian facilities and eastbound left turn lanes at Mather Rd / 122nd Ave	Preferred Capital Project List (Tier 2)	Upgrade	Urban	Yes	No	\$6,420,000	8
	U155	-	CRC	Strawberry Ln	Strawberry Ln / 82nd Dr intersection	Install traffic signal and eastbound turn lane	Preferred Capital Project List (Tier 2)	Upgrade - Vehicle Capacity	Urban	No	Yes	\$490,000	5
	U650	-	CRC	Sunnyside Rd	OR 213 to 97th Ave	Modified boulevard treatment including lane redesign, medians, beautification, curb extensions, reconstructed sidewalks, landscaping, south side bikeways. Consider flashing yellow arrow for left-turns at signalized intersections.	Preferred Capital Project List (Tier 2)	Upgrade - Active Transportation	Urban	Yes	No	\$3,000,000	9
	U705	-	CRC	Evelyn St / Mangan Dr	Jennifer St to Water Ave	Add bikeways	Preferred Capital Project List (Tier 2)	Upgrade - Active Transportation	Urban	Yes	No	\$50,000	8

Table 5-Xb Preferred Project List

TABLE 5-3b Preferred Capital Project List								Other Project information					
Project ID Number will be changed during the TSP adoption process to replace the TSP Update ID													
Project ID	TSP Update ID	RTP ID	TSP Geographic Area	Project Name / Street Name	Segment / Locations	Project Description	Recommendation to the Planning Commission	TSP Project Category	Urban or Rural	Addresses a Gap	Addresses a Deficiency	Planning Level Cost Estimate	TSP Final Score
	U715	10102	CRC	Linwood Ave	Queen Rd to Johnson Creek Blvd	Add bikeways	Preferred Capital Project List (Tier 2)	Upgrade - Active Transportation	Urban	Yes	No	\$3,600,000	10
	U792	-	CRC	Bell Ave / Alberta St / 72nd Ave	King Rd to County line	Add bikeways and pedestrian facilities	Preferred Capital Project List (Tier 2)	Upgrade - Active Transportation	Urban	Yes	No	\$21,450,000	10
	U796	-	CRC	Evelyn St	OR 224 to Jennifer St	Add bikeways and pedestrian facilities	Preferred Capital Project List (Tier 2)	Upgrade - Active Transportation	Urban	Yes	No	\$1,640,000	9
	U805	-	CRC	Jennifer St	82nd Dr to 135th Ave	Add pedestrian facilities	Preferred Capital Project List (Tier 2)	Upgrade - Active Transportation	Urban	Yes	No	\$15,690,000	10
	U825	-	CRC	Monroe St / 72nd Ave / Thompson Rd	Linwood Ave to Fuller Rd	Add pedestrian facilities	Preferred Capital Project List (Tier 2)	Upgrade - Active Transportation	Urban	Yes	No	\$3,970,000	10
	U919		CRC	Scouters Mountain / Mt Scott Loop Trail	Loop trail through Happy Valley, Damascus, Clackamas County and Portland	Construct multi-use path consistent with the Connecting Clackamas Plan	Preferred Capital Project List (Tier 2)	Multi-Use Path	Urban	Yes	No	\$17,060,000	7
	1010	-	E	282nd Ave	282nd / Haley Rd intersection	Install traffic signal and reduce speed limit on 282nd	Preferred Capital Project List (Tier 2)	Upgrade	Rural	No	Yes	\$1,000,000	5
	1062	-	E	362nd Ave	Skogan Rd to OR 211	Add paved shoulders	Preferred Capital Project List (Tier 2)	Upgrade	Rural	Yes	Yes	\$5,980,000	9
	U502	-	E	Firwood Rd	Wildcat Mountain Dr to US 26	Add paved shoulders and turn lanes at major intersections.	Preferred Capital Project List (Tier 2)	Upgrade	Rural	Yes	Yes	\$16,840,000	8
	U745	-	E	Eagle Creek Rd	OR 211 to Duus Rd	Add paved shoulders	Preferred Capital Project List (Tier 2)	Upgrade	Rural	Yes	No	\$14,420,000	10

Table 5-Xb Preferred Project List

TABLE 5-3b Preferred Capital Project List								Other Project information					
Project ID Number will be changed during the TSP adoption process to replace the TSP Update ID													
Project ID	TSP Update ID	RTP ID	TSP Geographic Area	Project Name / Street Name	Segment / Locations	Project Description	Recommendation to the Planning Commission	TSP Project Category	Urban or Rural	Addresses a Gap	Addresses a Deficiency	Planning Level Cost Estimate	TSP Final Score
	1078	-	M	Clackamas Rd	Johnson Rd and Webster Rd	Fill gaps in bikeways and pedestrian facilities	<i>Preferred Capital Project List (Tier 2)</i>	Upgrade - Active Transportation	Urban	Yes	No	\$3,420,000	8
	U149b	-	M	Jennings Ave	Oatfield Rd to Webster Rd	Widen to 2-lane urban minor arterial standard with bikeway and pedestrian facilities infill	<i>Preferred Capital Project List (Tier 2)</i>	Upgrade - Active Transportation	Urban	Yes	No	\$13,340,000	10
	U150	-	M	Webster Rd	OR 224 to Gladstone	Fill gaps in bikeways and pedestrian facilities	<i>Preferred Capital Project List (Tier 2)</i>	Upgrade - Active Transportation	Urban	Yes	No	\$19,010,000	10
	U819	-	M	Roots Rd	Webster Rd to McKinley Rd	Add pedestrian facilities	<i>Preferred Capital Project List (Tier 2)</i>	Upgrade - Active Transportation	Urban	Yes	No	\$4,720,000	10
	U824	-	M	Thiessen Rd	Oatfield Rd to Webster Rd	Add bikeways and pedestrian facilities	<i>Preferred Capital Project List (Tier 2)</i>	Upgrade - Active Transportation	Urban	Yes	No	\$23,830,000	9
	1077	-	NW	Advance Rd	~2,900 ft west of Mountain Rd	Realign roadway and grade improvements	<i>Preferred Capital Project List (Tier 2)</i>	Upgrade	Rural	No	Yes	\$2,180,000	4
	2033	-	NW	Advance Rd	65th Ave to Mountain Rd	Add paved shoulders	<i>Preferred Capital Project List (Tier 2)</i>	Upgrade	Rural	Yes	No	\$11,670,000	6
	U177	10030	NW	Stafford Rd / 65th Ave	I-205 to Boeckman Rd / Advance Rd	Add paved shoulders and turn lanes at major intersections	<i>Preferred Capital Project List (Tier 2)</i>	Upgrade	Rural	Yes	Yes	\$21,540,000	12
	1065	-	SW	Molalla Forest Rd	City of Canby to City of Molalla	Pave to provide bicycle access	<i>Preferred Capital Project List (Tier 2)</i>	Multi-Use Path	Rural	Yes	No	\$16,360,000	7
	2800		SW	Beavercreek Multi-Use Path	Loder Rd to Ferguson Rd	Construct multi-use path consistent with the Beavercreek Road Concept Plan	<i>Preferred Capital Project List (Tier 2)</i>	Multi-Use Path	Urban	Yes	No	\$4,700,000	8
	2806		SW	Arndt Rd Extension	Barlow to OR 99E	Construct new 2 or 3 lane roadway	<i>Preferred Capital Project List (Tier 2)</i>	New Roadway	Rural	No	Yes	\$17,040,000	8
	U190	-	SW	Hattan Rd	Fischers Mill Rd to Gronlund Rd	Add paved shoulders and turn lanes at major intersections	<i>Preferred Capital Project List (Tier 2)</i>	Upgrade	Rural	Yes	Yes	\$15,050,000	11

Table 5-Xb Preferred Project List

TABLE 5-3b Preferred Capital Project List								Other Project information					
Project ID Number will be changed during the TSP adoption process to replace the TSP Update ID													
Project ID	TSP Update ID	RTP ID	TSP Geographic Area	Project Name / Street Name	Segment / Locations	Project Description	Recommendation to the Planning Commission	TSP Project Category	Urban or Rural	Addresses a Gap	Addresses a Deficiency	Planning Level Cost Estimate	TSP Final Score
	U201	-	SW	Redland Rd	Redland Rd / Bradley Rd intersection	Install eastbound left-turn lane	<i>Preferred Capital Project List (Tier 2)</i>	Upgrade - Vehicle Capacity	Rural	No	Yes	\$290,000	3
	U204	-	SW	Redland Rd	Redland Rd / Fischers Mill Rd / Henrici Rd intersection	Install eastbound left-turn, eastbound right-turn and westbound right-turn lanes at Henrici Rd	<i>Preferred Capital Project List (Tier 2)</i>	Upgrade	Rural	No	Analysis Needed	\$860,000	7
	U210	-	SW	Henrici Rd	OR 213 to Beaver Creek Rd	Add paved shoulders and turn lanes at major intersections	<i>Preferred Capital Project List (Tier 2)</i>	Upgrade	Rural	Yes	Yes	\$5,070,000	9
	U250	-	SW	Springwater Rd	Springwater Rd / Bakers Ferry Rd intersection	Install southbound left-turn lane; realign intersection to fix skew	<i>Preferred Capital Project List (Tier 2)</i>	Upgrade	Rural	No	Yes	\$5,350,000	8
	U275	-	SW	Boones Ferry Rd	Boones Ferry Rd / Butteville Rd intersection	Remove bank, remove/decrease horizontal curve	<i>Preferred Capital Project List (Tier 2)</i>	Safety	Rural	No	Yes	\$4,020,000	6
	U299	-	SW	Dryland Rd	Macksburg Rd S to Macksburg Rd N	Realign to form one intersection at Dryland Rd	<i>Preferred Capital Project List (Tier 2)</i>	Upgrade	Rural	No	Yes	\$3,400,000	6
	U475b	-	SW	Henrici Rd	Ferguson Rd to Redland Rd	Add paved shoulders and turn lanes at major intersections. Remove horizontal and vertical curves	<i>Preferred Capital Project List (Tier 2)</i>	Upgrade	Rural	Yes	Yes	\$17,870,000	8
	U504	-	SW	Molino Rd (13th St segment)	Canby city limits to OR 213	Add paved shoulders and turn lanes at major intersections	<i>Preferred Capital Project List (Tier 2)</i>	Upgrade	Rural	Yes	Yes	\$24,890,000	10
	U738	-	SW	Barlow Rd	Knights Bridge Rd to OR 99E	Add paved shoulders	<i>Preferred Capital Project List (Tier 2)</i>	Upgrade	Rural	Yes	No	\$5,400,000	8
	U784	-	SW	Canby - Molalla Railroad Trail	City of Canby to City of Molalla	Construct multi-use path	<i>Preferred Capital Project List (Tier 2)</i>	Multi-Use Path	Rural	Yes	No	\$14,430,000	7
	U920		SW	Newell Creek Trail / Oregon City Loop Trail	Loop around the perimeter of Oregon City	Construct multi-use path consistent with the Connecting Clackamas Plan	<i>Preferred Capital Project List (Tier 2)</i>	Multi-Use Path	Urban	Yes	No	\$24,500,000	8
	U938		SW	Molalla Ave Flooding	Just south of city of Molalla	Construct bridge to resolve flooding issues	<i>Preferred Capital Project List (Tier 2)</i>	Bridge	Rural	No	Yes	\$720,000	9

Table 5-Xb Preferred Project List

TABLE 5-3c Long Term Capital Project List

Project ID Number will be changed during the TSP adoption process to replace the TSP Update ID

Project ID	TSP Update ID	RTP ID	TSP Geographic Area	Project Name / Street Name	Segment / Locations	Project Description	Recommendation to the Planning Commission
	2050	-	CRC	King Rd	Milwaukie City Limits to 82nd Ave	Fill gaps in pedestrian facilities	Long Term Capital Project Needs (Tier 3)
	2051	-	CRC	Michael Dr	72nd Ave to Fuller Ave	Fill gaps in pedestrian facilities	Long Term Capital Project Needs (Tier 3)
	U074	10002	CRC	Johnson Creek Blvd	Bell Ave to OR 213	Widen to 3 lanes from Bell Ave to 76th Ave and 5 lanes from 76th Ave to 82nd Ave ; add bikeways and pedestrian facilities	Long Term Capital Project Needs (Tier 3)
	U084	-	CRC	Linwood Ave Bridge over Johnson Creek	Bridge	Construct bridge with bike lanes and sidewalks	Long Term Capital Project Needs (Tier 3)
	U091	10016	CRC	Fuller Rd	Otty Rd to King Rd / OR 213	Construct new 2 lane extension with pedestrian facilities and bikeways	Long Term Capital Project Needs (Tier 3)
	U102	-	CRC	Lake Rd	OR 224 west to Milwaukie city limits	Add pedestrian facilities and turn lanes at major intersections	Long Term Capital Project Needs (Tier 3)
	U107	10067	CRC	Phillips Creek Multi-Use Path	Causey Ave to North Clackamas Regional Parks Trail	Construct multi-use path	Long Term Capital Project Needs (Tier 3)
	U114	-	CRC	Hillcrest St	92nd Ave to Stevens Rd	Add pedestrian facilities	Long Term Capital Project Needs (Tier 3)
	U115	-	CRC	Idleman Rd	92nd Ave to Westview Ct	Fill gaps in bikeways and pedestrian facilities	Long Term Capital Project Needs (Tier 3)
	U126	-	CRC	Valley View Terrace	Sunnyside Rd to Otty Rd	Add bikeways and pedestrian facilities	Long Term Capital Project Needs (Tier 3)

Other Project information

TSP Project Category	Urban or Rural	Addresses a Gap	Addresses a Deficiency	Planning Level Cost Estimate	TSP Final Score
Upgrade - Active Transportation	Urban	Yes	No	\$5,640,000	9
Upgrade - Active Transportation	Urban	Yes	No	\$2,620,000	8
Upgrade	Urban	Yes	No	\$11,130,000	9
Bridge	Urban	Yes	No	\$4,860,000	8
New Roadway	Urban	Yes	No	\$22,490,000	11
Upgrade	Urban	Yes	No	\$4,820,000	7
Multi-Use Path	Urban	Yes	No	\$3,110,000	9
Upgrade - Active Transportation	Urban	Yes	No	\$1,540,000	8
Upgrade	Urban	Yes	No	\$6,450,000	8
Upgrade - Active Transportation	Urban	Yes	Yes	\$5,020,000	8

TABLE 5-3c Long Term Capital Project List

Project ID Number will be changed during the TSP adoption process to replace the TSP Update ID

Project ID	TSP Update ID	RTP ID	TSP Geographic Area	Project Name / Street Name	Segment / Locations	Project Description	Recommendation to the Planning Commission
	U131	-	CRC	Mather Rd	Mather Rd / 122nd Ave intersection	Install traffic signal or compact roundabout	Long Term Capital Project Needs (Tier 3)
	U132	-	CRC	Mather Rd	122nd Ave to 132nd Ave	Construct new 2 lane roadway with pedestrian facilities and bikeways	Long Term Capital Project Needs (Tier 3)
	U136	-	CRC	152nd Ave Phase 2	Sunnyside Rd to OR 212	Add bikeways, pedestrian facilities and turn lanes at major intersections	Long Term Capital Project Needs (Tier 3)
	U156	10023	CRC	82nd Dr	OR 212 to Gladstone	Widen to 5 lane with bikeways and pedestrian facilities	Long Term Capital Project Needs (Tier 3)
	U160	-	CRC	Mather Rd	Industrial Way to 98th Ave	Maintain as pedestrian facilities and bikeway. Construct undercrossing at Sunrise Expressway.	Long Term Capital Project Needs (Tier 3)
	U657	-	CRC	Sunnyside Rd Adaptive Signal Timing	OR 213 to 172nd Ave	Add adaptive timing to traffic signals	Long Term Capital Project Needs (Tier 3)
	U662	-	CRC	West 82nd Ave Parallel Road	King Rd to Luther Rd	Construct collector road parallel to OR 213 with bikeways and pedestrian facilities	Long Term Capital Project Needs (Tier 3)
	U677	10540	CRC	162nd Ave	Sager Rd north to County line	Add bikeways, pedestrian facilities, turn lanes at major intersections	Long Term Capital Project Needs (Tier 3)
	U694	-	CRC	93rd Ave	Sunnyside Rd to Sunnybrook Blvd	Add bikeways	Long Term Capital Project Needs (Tier 3)
	U710	-	CRC	Jennifer St	106th Ave to 130th Ave	Add bikeways	Long Term Capital Project Needs (Tier 3)
	U785	-	CRC	106th Ave	OR 212 to Jennifer St	Add bikeways and pedestrian facilities	Long Term Capital Project Needs (Tier 3)

Other Project information

TSP Project Category	Urban or Rural	Addresses a Gap	Addresses a Deficiency	Planning Level Cost Estimate	TSP Final Score
Upgrade - Vehicle Capacity	Urban	No	Yes	\$200,000	4
New Roadway	Urban	Yes	No	\$7,280,000	7
Upgrade	Urban	Yes	Yes	\$5,830,000	11
Upgrade	Urban	Yes	No	\$52,861,000	7
Upgrade - Active Transportation	Urban	Yes	No	\$2,040,000	8
ITS	Urban	No	Yes	\$1,500,000	8
New Roadway	Urban	Yes	No	\$50,000,000	8
Upgrade	Urban	Yes	No	\$3,920,000	2
Upgrade - Active Transportation	Urban	Yes	No	\$650,000	8
Upgrade - Active Transportation	Urban	Yes	No	\$7,300,000	8
Upgrade - Active Transportation	Urban	Yes	No	\$2,060,000	7

TABLE 5-3c Long Term Capital Project List

Project ID Number will be changed during the TSP adoption process to replace the TSP Update ID

Project ID	TSP Update ID	RTP ID	TSP Geographic Area	Project Name / Street Name	Segment / Locations	Project Description	Recommendation to the Planning Commission
	U794	-	CRC	Cornwell Ave	OR 213 to Fuller Rd	Add pedestrian facilities; connect to I-205 Multi-Use Path	Long Term Capital Project Needs (Tier 3)
	U797	-	CRC	Fuller Rd	Johnson Creek Blvd to County line	Add pedestrian facilities	Long Term Capital Project Needs (Tier 3)
	U809	-	CRC	Lake Rd	Johnson Rd to Webster Rd	Fill gaps in pedestrian facilities and bikeways	Long Term Capital Project Needs (Tier 3)
	U900	-	CRC	Luther Rd Bridge	Bridge crossing Johnson Creek	Replace bridge	Long Term Capital Project Needs (Tier 3)
	U909	10534	CRC	Cheldelin Rd (Clatsop St extension)	172nd Ave to Foster Rd	Construct new two lane roadway with bikeways and pedestrian facilities	Long Term Capital Project Needs (Tier 3)
	U910		CRC	Cheldelin Rd	Foster Rd to 190th Dr	Add bikeways and pedestrian facilities	Long Term Capital Project Needs (Tier 3)
	U937		CRC	172nd Ave Bridge	~140 feet south of Troge Rd	Replace bridge nearing the end of its useful life	Long Term Capital Project Needs (Tier 3)
	U941		CRC	84th Ave	Sunnyside Rd to Sunnybrook Blvd	Fill in bikeways and pedestrian facilities gaps	Long Term Capital Project Needs (Tier 3)
	2000	-	E	Bluff Rd	Kelso Rd to County line	Add paved shoulders	Long Term Capital Project Needs (Tier 3)
	2001	-	E	Orient Dr	US 26 north to County line	Add paved shoulders	Long Term Capital Project Needs (Tier 3)
	2002	-	E	Coalman Rd	City of Sandy to US 26	Add paved shoulders	Long Term Capital Project Needs (Tier 3)

Other Project information

TSP Project Category	Urban or Rural	Addresses a Gap	Addresses a Deficiency	Planning Level Cost Estimate	TSP Final Score
Upgrade - Active Transportation	Urban	Yes	No	\$2,560,000	10
Upgrade - Active Transportation	Urban	Yes	No	\$6,020,000	10
Upgrade - Active Transportation	Urban	Yes	No	\$8,550,000	10
Bridge	Urban	No	No	\$2,030,000	8
New Roadway	Urban	Yes	Yes	\$4,200,000	3
Upgrade - Active Transportation	Urban	Yes	Yes	\$12,590,000	7
Bridge	Urban	No	Yes	\$860,000	5
Upgrade - Active Transportation				\$1,050,000	1
Upgrade	Rural	Yes	No	\$21,230,000	8
Upgrade	Rural	Yes	No	\$20,370,000	8
Upgrade	Rural	Yes	No	\$37,320,000	7

TABLE 5-3c Long Term Capital Project List

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Project ID	TSP Update ID	RTP ID	TSP Geographic Area	Project Name / Street Name	Segment / Locations	Project Description	Recommendation to the Planning Commission
	2003	-	E	Barlow Trail Rd/ Lolo Pass Rd	Between communities of Timberline, Welches and Zig Zag	Add paved shoulders	Long Term Capital Project Needs (Tier 3)
	2004	-	E	Howlett Rd	OR 211 to Wildcat Mountain Dr	Add paved shoulders	Long Term Capital Project Needs (Tier 3)
	2005	-	E	Wildcat Mountain Dr	OR 224 to Firwood Rd	Add paved shoulders	Long Term Capital Project Needs (Tier 3)
	2006	-	E	352nd Ave / Dunn Rd	Bluff Rd to Bluff Rd	Add paved shoulders	Long Term Capital Project Needs (Tier 3)
	2105		E	282nd Ave	282nd Ave / OR 212 intersection	Add second right-turn lane on 282nd Ave and additional intersection improvements as needed	Long Term Capital Project Needs (Tier 3)
	2808		E	Mt Hood Aerial Transportation Link	Between Ski Bowl, Government Camp Village and Timberline Lodge	Aerial transportation link	Long Term Capital Project Needs (Tier 3)
	U226	-	E	282nd Ave	OR 212 to Multnomah County line	Add paved shoulders	Long Term Capital Project Needs (Tier 3)
	U227	-	E	Compton Rd	US 26 to 352nd Ave	Remove vertical curve near Orient Dr and relocate intersection; add paved shoulders	Long Term Capital Project Needs (Tier 3)
	U232	-	E	Kelso Rd	Richey Rd to Orient Dr	Add paved shoulders	Long Term Capital Project Needs (Tier 3)
	U233	-	E	Kelso Rd	Orient Dr to Sandy Urban Growth Boundary	Remove vertical curve, relocate intersection, add paved shoulders and turn lanes at major intersections; investigate speed zone	Long Term Capital Project Needs (Tier 3)
	U234	-	E	362nd Dr	Colorado Rd to Dubarko Rd	Remove or decrease horizontal and vertical curves	Long Term Capital Project Needs (Tier 3)
	U235	-	E	362nd Dr	362nd Ave / Deming Rd intersection	Remove or decrease vertical curve, relocate intersection	Long Term Capital Project Needs (Tier 3)

Other Project information

TSP Project Category	Urban or Rural	Addresses a Gap	Addresses a Deficiency	Planning Level Cost Estimate	TSP Final Score
Upgrade	Rural	Yes	No	\$49,180,000	8
Upgrade	Rural	Yes	No	\$10,540,000	7
Upgrade	Rural	Yes	No	\$30,010,000	8
Upgrade	Rural	Yes	No	\$14,120,000	8
Upgrade - Vehicle Capacity	Rural			\$570,000	8
Multi-modal	Rural			\$33,000,000	1
Upgrade	Rural	Yes	Yes	\$9,140,000	10
Safety	Rural	Yes	Yes	\$10,900,000	11
Upgrade	Rural	Yes	Analysis Needed	\$15,480,000	10
Upgrade	Rural	Yes	No	\$12,750,000	10
Safety	Rural	Yes	No	\$5,310,000	5
Safety	Rural	No	Yes	\$460,000	5

TABLE 5-3c Long Term Capital Project List

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Project ID	TSP Update ID	RTP ID	TSP Geographic Area	Project Name / Street Name	Segment / Locations	Project Description	Recommendation to the Planning Commission
	U237	-	E	Ten Eyck Rd	Lusted Rd to US 26	Remove vertical curve, relocate intersection, add paved shoulders, turn lanes at major intersections; investigate speed zone	Long Term Capital Project Needs (Tier 3)
	U239	-	E	Firwood Rd	Firwood Rd / Trubel Rd intersection	Realign Trubel Rd to remove or decrease downgrade	Long Term Capital Project Needs (Tier 3)
	U241b	-	E	Welches Rd	Birdie Ln to Salmon River Rd	Add paved shoulders	Long Term Capital Project Needs (Tier 3)
	U245	-	E	Lolo Pass Rd	US 26 to Barlow Trail Rd	Safety analysis; add paved shoulders	Long Term Capital Project Needs (Tier 3)
	U254	-	E	Hayden Rd	Springwater Rd to OR 211	Add paved shoulders	Long Term Capital Project Needs (Tier 3)
	U255	-	E	Springwater Rd	Hayden Rd to OR 211	Add paved shoulders	Long Term Capital Project Needs (Tier 3)
	U256	-	E	Eagle Creek Rd	Keegan Rd to Currin Rd	Realign Eagle Creek Rd to remove or decrease downgrade	Long Term Capital Project Needs (Tier 3)
	U258	-	E	Coupland Rd	Estacada City limits to Divers Rd	Add paved shoulders and turn lanes at major intersections	Long Term Capital Project Needs (Tier 3)
	U495	-	E	Bull Run Rd	Ten Eyck Rd to Multnomah County line	Add paved shoulders and turn lanes at major intersections.	Long Term Capital Project Needs (Tier 3)
	U761	-	E	Salmon River Rd	US 26 to Welches Rd	Add paved shoulders	Long Term Capital Project Needs (Tier 3)
	U901		E	Bull Run Truss	Bull Run truss between Waterworks Rd and Bowman Rd	Replace bridge nearing the end of its useful life	Long Term Capital Project Needs (Tier 3)
	U903		E	Porter Rd Bridge over Delph Creek	~100 ft east of Wilcox Rd	Replace bridge	Long Term Capital Project Needs (Tier 3)
	U924		E	Tickle Creek Trail	Springwater Corridor to Sandy city limits	Construct multi-use path consistent with the Connecting Clackamas Plan	Long Term Capital Project Needs (Tier 3)

Other Project information

TSP Project Category	Urban or Rural	Addresses a Gap	Addresses a Deficiency	Planning Level Cost Estimate	TSP Final Score
Upgrade	Rural	Yes	Yes	\$34,620,000	8
Safety	Rural	No	Yes	\$3,230,000	5
Upgrade	Rural	Yes	No	\$5,300,000	10
Upgrade - Active Transportation	Rural	No	No	\$5,340,000	4
Upgrade	Rural	Yes	No	\$5,490,000	9
Upgrade	Rural	Yes	Yes	\$22,240,000	8
Safety	Rural	No	Yes	\$17,400,000	7
Upgrade	Rural	Yes	No	\$11,980,000	6
Upgrade	Rural	Yes	Yes	\$20,760,000	7
Upgrade	Rural	Yes	No	\$8,980,000	9
Bridge	Rural	No	Yes	\$6,750,000	5
Bridge	Rural	No	No	\$320,000	5
Multi-Use Path	Rural	Yes	No	\$9,430,000	7

TABLE 5-3c Long Term Capital Project List

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Project ID	TSP Update ID	RTP ID	TSP Geographic Area	Project Name / Street Name	Segment / Locations	Project Description	Recommendation to the Planning Commission
	1072	-	M	Oetkin Way and Naef Rd	Oatfield Rd and Wallace Rd	Add bikeways	<i>Long Term Capital Project Needs (Tier 3)</i>
	1079		M	Clackamas Rd	Clackamas Rd / I-205 interchange	Construct bike/pedestrian bridge over I-205	<i>Long Term Capital Project Needs (Tier 3)</i>
	1084		M	Oatfield Ridge Connection	Between Jennings Ave and Thiessen Ave over Oatfield Ridge	Construct multi-use path	<i>Long Term Capital Project Needs (Tier 3)</i>
	2023		M	McNary Rd / Mabel Ave	Oatfield Rd to Webster Rd	Add bikeways and pedestrian facilities	<i>Long Term Capital Project Needs (Tier 3)</i>
	2040	-	M	Strawberry Ln	Webster Rd to 82nd Dr	Add pedestrian facilities and fill bikeway gaps	<i>Long Term Capital Project Needs (Tier 3)</i>
	2042	-	M	Portland Ave	Jennings Ave to Hull Ave	Fill gaps in pedestrian facilities	<i>Long Term Capital Project Needs (Tier 3)</i>
	2043	-	M	View Acres Rd	Oatfield Rd to Hill Rd	Add pedestrian facilities and traffic calming	<i>Long Term Capital Project Needs (Tier 3)</i>
	2112	-	M	Thiessen Rd	Thiessen Rd / Hill Rd intersection	Add right-turn lane on Thiessen Rd; consider converting to two-way stop controlled or installing roundabout	<i>Long Term Capital Project Needs (Tier 3)</i>

Other Project information

TSP Project Category	Urban or Rural	Addresses a Gap	Addresses a Deficiency	Planning Level Cost Estimate	TSP Final Score
Upgrade - Active Transportation	Urban	Yes	No	\$90,000	7
Bridge	Urban	Yes	No	\$5,060,000	10
New Roadway	Urban	Yes	Yes	\$180,000	8
Upgrade - Active Transportation	Urban	Yes	No	\$15,610,000	8
Upgrade - Active Transportation	Urban	Yes	No	\$6,640,000	8
Upgrade - Active Transportation	Urban	Yes	No	\$1,490,000	8
Upgrade - Active Transportation	Urban	Yes	Yes	\$5,280,000	9
Upgrade - Vehicle Capacity	Urban	No	Yes	\$490,000	8

TABLE 5-3c Long Term Capital Project List

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Project ID	TSP Update ID	RTP ID	TSP Geographic Area	Project Name / Street Name	Segment / Locations	Project Description	Recommendation to the Planning Commission
	U004	10064	M	Webster Rd	Webster Rd / Jennings Ave and Webster Rd / Roots Rd intersections	Construct traffic signals, turn lanes	Long Term Capital Project Needs (Tier 3)
	U137b	-	M	River Rd	Courtney Ave to Oak Grove Blvd	Add pedestrian facilities	Long Term Capital Project Needs (Tier 3)
	U137d	-	M	River Rd	Risley Ave to Rinearson Rd	Add pedestrian facilities	Long Term Capital Project Needs (Tier 3)
	U143	10055	M	Oatfield Rd	Oatfield Rd / Hill Rd intersection	Add left-turn lanes, install signal if warranted	Long Term Capital Project Needs (Tier 3)
	U146		M	Aldercrest Dr	Thiessen Rd to Oatfield Rd	Add pedestrian facilities to one side of the road and bikeways	Long Term Capital Project Needs (Tier 3)
	U152	10065	M	Webster Rd	Webster Rd / Strawberry Ln intersection	Add signal; construct southbound and westbound left-turn lane	Long Term Capital Project Needs (Tier 3)
	U154	10050	M	Johnson Rd / McKinley Rd	OR 224 to I-205 multi-use path	Bikeway and pedestrian facilities infill	Long Term Capital Project Needs (Tier 3)
	U707	-	M	Hill Rd	Oatfield Rd to Thiessen Rd	Add bikeways and pedestrian facilities	Long Term Capital Project Needs (Tier 3)
	U724		M	Rusk Rd	OR 224 South to Aldercrest Rd	Add pedestrian facilities on one side of the roadway and bikeways	Long Term Capital Project Needs (Tier 3)

Other Project information

TSP Project Category	Urban or Rural	Addresses a Gap	Addresses a Deficiency	Planning Level Cost Estimate	TSP Final Score
Upgrade - Vehicle Capacity	Urban	No	Yes	\$2,110,000	8
Upgrade - Active Transportation	Urban	Yes	Yes	\$3,130,000	10
Upgrade - Active Transportation	Urban	Yes	Yes	\$19,580,000	10
Upgrade - Vehicle Capacity	Urban	No	Yes	\$2,448,000	5
Upgrade	Urban	Yes	Yes	\$29,660,000	8
Upgrade - Vehicle Capacity	Urban	No	Yes	\$770,000	5
Upgrade - Active Transportation	Urban	Yes	No	\$1,770,000	11
Upgrade - Active Transportation	Urban	Yes	No	\$16,210,000	8
Upgrade - Active Transportation	Urban	Yes	No	\$8,780,000	7

TABLE 5-3c Long Term Capital Project List

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Project ID	TSP Update ID	RTP ID	TSP Geographic Area	Project Name / Street Name	Segment / Locations	Project Description	Recommendation to the Planning Commission
	U813		M	Naef Rd	Oatfield Rd to River Rd	Add pedestrian facilities	Long Term Capital Project Needs (Tier 3)
	U814	-	M	Oatfield Rd	Milwaukie city limits to Gladstone city limits	Fill gaps in pedestrian facilities and bikeways	Long Term Capital Project Needs (Tier 3)
	U816		M	Risley Ave	Arista Dr to Hager Rd	Fill gaps in pedestrian facilities	Long Term Capital Project Needs (Tier 3)
	U818	-	M	Roethe Rd	River Rd to OR 99E (McLoughlin Blvd)	Add bikeways, pedestrian facilities and traffic calming	Long Term Capital Project Needs (Tier 3)
	1014	-	NW	Wilsonville Rd	Wilsonville Rd / Bell Rd intersection	Realign roadway and grade improvements	Long Term Capital Project Needs (Tier 3)
	2029	-	NW	Schatz Rd / 55th Ave / Meridian Way	65th Ave to Stafford Rd	Add paved shoulders	Long Term Capital Project Needs (Tier 3)
	2030	-	NW	Mountain Rd	Stafford Rd to Hoffman Rd	Add paved shoulders	Long Term Capital Project Needs (Tier 3)
	2031	-	NW	Schaeffer Rd	Mountain Rd to Petes Mountain Rd	Add paved shoulders	Long Term Capital Project Needs (Tier 3)
	2032	-	NW	Hoffman Rd / Peach Cove Rd / Riverwood Rd	Mountain Rd to Tualatin River	Add paved shoulders	Long Term Capital Project Needs (Tier 3)
	2034	-	NW	Graham's Ferry Rd	County line to Westfall Rd	Add paved shoulders	Long Term Capital Project Needs (Tier 3)
	2035	-	NW	Pleasant Hill Rd / McConnell Rd / Tooze Rd	Ladd Hill Rd to Westfall Rd	Add paved shoulders	Long Term Capital Project Needs (Tier 3)

Other Project information

TSP Project Category	Urban or Rural	Addresses a Gap	Addresses a Deficiency	Planning Level Cost Estimate	TSP Final Score
Upgrade - Active Transportation	Urban	Yes	No	\$3,770,000	10
Upgrade - Active Transportation	Urban	Yes	No	\$52,220,000	10
Upgrade - Active Transportation	Urban	Yes	No	\$7,250,000	10
Upgrade - Active Transportation	Urban	Yes	No	\$2,870,000	9
Upgrade	Rural	No	Analysis Needed	\$3,300,000	3
Upgrade	Rural	Yes	Yes	\$5,060,000	8
Upgrade	Rural	Yes	No	\$14,610,000	6
Upgrade	Rural	Yes	No	\$11,930,000	7
Upgrade	Rural	Yes	No	\$8,250,000	5
Upgrade	Rural	Yes	No	\$4,540,000	8
Upgrade	Rural	Yes	No	\$12,670,000	8

TABLE 5-3c Long Term Capital Project List

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Project ID	TSP Update ID	RTP ID	TSP Geographic Area	Project Name / Street Name	Segment / Locations	Project Description	Recommendation to the Planning Commission
	2036	-	NW	Bell Rd	Ladd Hill Rd to Wilsonville Rd	Add paved shoulders	<i>Long Term Capital Project Needs (Tier 3)</i>
	2037	-	NW	Baker Rd	Tooze Rd to County line	Add paved shoulders	<i>Long Term Capital Project Needs (Tier 3)</i>
	2038	-	NW	Homesteader Rd	Stafford Rd to Mountain Rd	Add paved shoulders	<i>Long Term Capital Project Needs (Tier 3)</i>
	2039	-	NW	Wisteria Rd / Woodbine Rd	Rosemont Rd to Johnson Rd	Add paved shoulders	<i>Long Term Capital Project Needs (Tier 3)</i>
	2095		NW	Graham's Ferry Rd	Wilsonville Rd to Wilsonville city limits	Add paved shoulders	<i>Long Term Capital Project Needs (Tier 3)</i>
	U272	10693	NW	Ladd Hill Rd	Wilsonville Rd to Washington County line	Add paved shoulders and turn lanes at major intersections	<i>Long Term Capital Project Needs (Tier 3)</i>
	U273	-	NW	Wilsonville Rd	Wilsonville Rd / Edminston Rd intersection	Remove bank, remove horizontal curve, relocate intersection	<i>Long Term Capital Project Needs (Tier 3)</i>
	U462	-	NW	Childs Rd	Stafford Rd to Lake Oswego city limits	Add pedestrian facilities, bikeways and turn lanes at major intersections	<i>Long Term Capital Project Needs (Tier 3)</i>
	U466	-	NW	Petes Mountain Rd	West Linn city limits to Hoffman Rd	Add paved shoulders and turn lanes at major intersections	<i>Long Term Capital Project Needs (Tier 3)</i>
	U700		NW	Bonita Rd	Carman Dr to I-5	Add bikeways and pedestrian facilities	<i>Long Term Capital Project Needs (Tier 3)</i>
	U737	-	NW	65th Ave	Stafford Rd to Tualatin city limits	Add paved shoulders	<i>Long Term Capital Project Needs (Tier 3)</i>
	U752	-	NW	Johnson Rd	Stafford Rd to West Linn city limits	Add paved shoulders and turn lanes at major intersections	<i>Long Term Capital Project Needs (Tier 3)</i>
	U922		NW	Tualatin / Lake Oswego Pedestrian and Bicycle Bridge	Tualatin River Bridge	Construct bike / pedestrian bridge consistent with the Connecting Clackamas Plan	<i>Long Term Capital Project Needs (Tier 3)</i>
	U934		NW	Wilsonville Rd Bridge	~300 feet south of Bell Rd	Replace bridge nearing the end of its useful life	<i>Long Term Capital Project Needs (Tier 3)</i>
	1047	-	SW	Redland Rd	Fischers Mill Rd to Springwater Rd	Add paved shoulders	<i>Long Term Capital Project Needs (Tier 3)</i>

Other Project information

TSP Project Category	Urban or Rural	Addresses a Gap	Addresses a Deficiency	Planning Level Cost Estimate	TSP Final Score
Upgrade	Rural	Yes	No	\$12,410,000	7
Upgrade	Rural	Yes	No	\$7,830,000	6
Upgrade	Rural	Yes	No	\$9,810,000	6
Upgrade	Rural	Yes	No	\$7,780,000	7
Upgrade	Rural	Yes	No	\$2,120,000	7
Upgrade	Rural	Yes	Yes	\$29,150,000	8
Safety	Rural	No	Yes	\$3,130,000	5
Upgrade	Urban	No	Yes	\$19,110,000	8
Upgrade	Rural	Yes	Yes	\$19,000,000	6
Upgrade - Active Transportation	Urban	Yes	No	\$11,100,000	10
Upgrade	Rural	Yes	Yes	\$11,380,000	8
Upgrade	Rural	Yes	Yes	\$13,140,000	8
Multi-Use Path	Rural	Yes	No	\$4,890,000	5
Bridge	Rural	No	Yes	\$760,000	7
Upgrade	Rural	Yes	No	\$32,210,000	9

TABLE 5-3c Long Term Capital Project List

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Project ID	TSP Update ID	RTP ID	TSP Geographic Area	Project Name / Street Name	Segment / Locations	Project Description	Recommendation to the Planning Commission
	1050	-	SW	Union Hall Rd	Central Point Rd to El Dorado Rd	Add paved shoulders	Long Term Capital Project Needs (Tier 3)
	1053		SW	Ferguson Rd	Beavercreek Rd and Henrici Rd	Reduce the speed limit and install traffic calming	Long Term Capital Project Needs (Tier 3)
	1054	-	SW	S Killdeer Rd	Ferguson Road and Yeoman Road	Extend S Killdeer Rd to connect with S. Ivel Rd. and provide bike/pedestrian access	Long Term Capital Project Needs (Tier 3)
	1057	-	SW	Buckner Creek Rd	Gard Rd to Cochell Rd	Add paved shoulders	Long Term Capital Project Needs (Tier 3)
	2012	-	SW	Carus Rd	Central Point Rd to Beavercreek Rd	Add paved shoulders	Long Term Capital Project Needs (Tier 3)
	2014	-	SW	Canby-Marquam Highway	City of Canby to OR 211	Add paved shoulders	Long Term Capital Project Needs (Tier 3)
	2015	-	SW	Meridian Rd	Lone Elder Rd to OR 211	Add paved shoulders	Long Term Capital Project Needs (Tier 3)
	2016	-	SW	Lone Elder Rd	County line to Canby-Marquam Hwy	Add paved shoulders	Long Term Capital Project Needs (Tier 3)
	2017	-	SW	Barnards Rd	Meridian Rd to Canby-Marquam Hwy	Add paved shoulders	Long Term Capital Project Needs (Tier 3)
	2018	-	SW	Leland Rd	Oregon City line to Beavercreek Rd	Add paved shoulders	Long Term Capital Project Needs (Tier 3)
	2019	-	SW	New Era Rd / Haines Rd	OR 99E to Leland Rd	Add paved shoulders	Long Term Capital Project Needs (Tier 3)
	2020	-	SW	Forsythe Rd	Oregon City line to Bradley Rd	Add paved shoulders	Long Term Capital Project Needs (Tier 3)
	2021	-	SW	Thayer Rd/Ferguson Rd	Oregon City line to Redland Rd	Add paved shoulders	Long Term Capital Project Needs (Tier 3)
	U186	-	SW	Forsythe Rd	Oregon City limit to Bradley Rd	Add center turn lane and paved shoulders	Long Term Capital Project Needs (Tier 3)
	U187	-	SW	Forsythe Rd	Forsythe Rd / Victory Rd intersection	Realign, widen Victory Rd; remove or decrease curves along Forsythe Rd; relocate intersection	Long Term Capital Project Needs (Tier 3)
	U188	-	SW	Gronlund Rd / Hattan Rd	Bradley Rd to Springwater Rd	Add paved shoulders and turn lanes at major intersections	Long Term Capital Project Needs (Tier 3)

Other Project information

TSP Project Category	Urban or Rural	Addresses a Gap	Addresses a Deficiency	Planning Level Cost Estimate	TSP Final Score
Upgrade	Rural	Yes	Yes	\$11,210,000	7
Other (Traffic Calming)	Rural	No	Analysis Needed	\$10,000	4
Multi-Use Path	Rural	Yes	No	\$740,000	7
Upgrade	Rural	Yes	Yes	\$25,580,000	5
Upgrade	Rural	Yes	No	\$28,370,000	8
Upgrade	Rural	Yes	No	\$20,900,000	9
Upgrade	Rural	Yes	No	\$29,000,000	8
Upgrade	Rural	Yes	No	\$15,140,000	8
Upgrade	Rural	Yes	No	\$15,630,000	8
Upgrade	Rural	Yes	No	\$22,400,000	8
Upgrade	Rural	Yes	No	\$22,350,000	8
Upgrade	Rural	Yes	No	\$13,900,000	5
Upgrade	Rural	Yes	No	\$14,690,000	5
Upgrade	Rural	Yes	Yes	\$41,930,000	9
Safety	Rural	No	Yes	\$3,070,000	4
Upgrade	Rural	Yes	Yes	\$7,610,000	7

TABLE 5-3c Long Term Capital Project List

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	U194	-	SW	Bradley Rd	Redland Rd to Holcomb Blvd	Add turn lanes at major intersections	Long Term Capital Project Needs (Tier 3)
	U195	-	SW	Redland Rd	~900 ft west of Holly Ln	Widen to include shoulders and bikeways	Long Term Capital Project Needs (Tier 3)
	U196	-	SW	Redland Rd	~400 ft west of Holly Ln	Widen to include shoulders and bikeways	Long Term Capital Project Needs (Tier 3)
	U198	-	SW	Redland Rd	Henrici Rd to Oregon City limit	Add paved shoulders	Long Term Capital Project Needs (Tier 3)
	U206	-	SW	Henrici Rd	Between Driftwood Dr and Shore Vista Dr	Widen bridge to accommodate paved shoulders	Long Term Capital Project Needs (Tier 3)
	U212	-	SW	Maplelane Rd	~1,800 ft west of Walker Rd	Add paved shoulders	Long Term Capital Project Needs (Tier 3)
	U213	-	SW	Leland Rd	~1,000 ft north of Warnock Rd	Construct bridge to accommodate paved shoulders	Long Term Capital Project Needs (Tier 3)
	U214	-	SW	South End Rd	Oregon City limits to OR 99E	Smooth curves; add paved shoulders	Long Term Capital Project Needs (Tier 3)
	U247	-	SW	Bakers Ferry Rd	Springwater Rd to OR 224	Add paved shoulders and turn lanes at major intersections; remove horizontal curve and relocate intersection from Eaden Rd to OR 224	Long Term Capital Project Needs (Tier 3)
	U249b	-	SW	Springwater Rd	Bakers Ferry Rd to Hayden Rd	Add paved shoulders and turn lanes at major intersections	Long Term Capital Project Needs (Tier 3)
	U260	-	SW	Fellows Rd	Redland Rd to Lower Highland Rd	Add paved shoulders and turn lanes at major intersections	Long Term Capital Project Needs (Tier 3)
	U261b	-	SW	Ridge Rd	Lower Highland Rd to Redland Rd	Add paved shoulders	Long Term Capital Project Needs (Tier 3)
	U262	-	SW	Redland Rd	Henrici Rd to Springwater Rd	Add paved shoulders and turn lanes at major intersections	Long Term Capital Project Needs (Tier 3)
	U263	-	SW	Lower Highland Rd	Beavercreek Rd to Fellows Rd	Add paved shoulders and turn lanes at major intersections	Long Term Capital Project Needs (Tier 3)

Other Project information

TSP Project Category	Urban or Rural	Addresses a Gap	Addresses a Deficiency	Planning Level Cost Estimate	TSP Final Score
Upgrade	Rural	Yes	Yes	\$1,140,000	6
Upgrade - Active Transportation	Urban	No	Yes	\$4,210,000	7
Upgrade - Active Transportation	Urban	No	Yes	\$2,930,000	7
Upgrade	Rural	No	Yes	\$23,310,000	7
Bridge	Rural	No	No	\$1,620,000	2
Upgrade	Rural	Yes	No	\$4,000,000	4
Bridge	Rural	Yes	No	\$2,590,000	4
Upgrade	Rural	Yes	No	\$7,070,000	6
Upgrade	Rural	Yes	Yes	\$20,250,000	7
Upgrade	Rural	Yes	Yes	\$40,720,000	12
Upgrade	Rural	Yes	Yes	\$18,750,000	6
Upgrade	Rural	Yes	Yes	\$15,500,000	6
Upgrade	Rural	Yes	Yes	\$37,640,000	9
Upgrade	Rural	Yes	Yes	\$26,890,000	6

TABLE 5-3c Long Term Capital Project List

Project ID Number will be changed during the TSP adoption process to replace the TSP Update ID

Project ID	TSP Update ID	RTP ID	TSP Geographic Area	Project Name / Street Name	Segment / Locations	Project Description	Recommendation to the Planning Commission
	U264	-	SW	Unger Rd	Beavercreek Rd to OR 211	Add paved shoulders and turn lanes at major intersections	Long Term Capital Project Needs (Tier 3)
	U267	-	SW	Central Point Rd	Parrish Rd to Mulino Rd	Add paved shoulders; smooth curves	Long Term Capital Project Needs (Tier 3)
	U269	-	SW	Casto Rd	Spangler Rd to Central Point Rd	Add paved shoulders and turn lanes at major intersections	Long Term Capital Project Needs (Tier 3)
	U270	-	SW	Spangler Rd	Casto Rd to Beavercreek Rd	Add paved shoulders and turn lanes at major intersections	Long Term Capital Project Needs (Tier 3)
	U271	-	SW	Kamrath Rd	Carus Rd to Spangler Rd	Safety analysis at Carus Rd, add paved shoulders, remove or decrease horizontal curves north of Spangler Rd	Long Term Capital Project Needs (Tier 3)
	U277	-	SW	Airport Rd	Arndt Rd to Miley Rd	Add turn lanes at major intersections	Long Term Capital Project Needs (Tier 3)
	U297	-	SW	Gard Rd	~100 ft south of Old Clarke Rd	Construct bridge to accommodate paved shoulders	Long Term Capital Project Needs (Tier 3)
	U298	-	SW	Canby-Marquam Highway	OR 170 / Macksburg Rd intersection	Reconstruct intersection; install southbound left-turn lane and northbound right-turn lane	Long Term Capital Project Needs (Tier 3)
	U300	-	SW	Macksburg Rd	Canby Marquam Hwy to OR 213	Add paved shoulders and turn lanes at major intersections	Long Term Capital Project Needs (Tier 3)
	U303	-	SW	Meridian Rd	Elliott Prairie Rd to Barlow Rd	Add paved shoulders; remove or decrease horizontal and vertical curves	Long Term Capital Project Needs (Tier 3)
	U306	-	SW	Barnards Rd	Needy Rd to Stuwe Rd	Reconstruct bridge and widen to 36 feet	Long Term Capital Project Needs (Tier 3)
	U311	-	SW	Molalla Ave	OR 213 to Molalla City limits	Add paved shoulders	Long Term Capital Project Needs (Tier 3)
	U314	-	SW	Wright Rd	OR 211 to Callahan Rd	Add paved shoulders	Long Term Capital Project Needs (Tier 3)
	U315	-	SW	Callahan Rd S (beginning on Ramsby Rd)	Dickey Prairie Rd to Fernwood Rd	Add paved shoulders and turn lanes at major intersections	Long Term Capital Project Needs (Tier 3)
	U316	-	SW	Fernwood Rd	Dhooghe Rd to Callahan Rd	Add paved shoulders and turn lanes at major intersections	Long Term Capital Project Needs (Tier 3)
	U317	-	SW	Dhooghe Rd	OR 211 to Fernwood Rd	Add paved shoulders and turn lanes at major intersections	Long Term Capital Project Needs (Tier 3)

Other Project information

TSP Project Category	Urban or Rural	Addresses a Gap	Addresses a Deficiency	Planning Level Cost Estimate	TSP Final Score
Upgrade	Rural	Yes	Yes	\$27,820,000	8
Upgrade	Rural	No	Yes	\$28,550,000	8
Upgrade	Rural	Yes	Yes	\$9,330,000	8
Upgrade	Rural	Yes	Yes	\$20,950,000	9
Upgrade	Rural	Yes	Yes	\$4,140,000	5
Upgrade - Vehicle Capacity	Rural	Yes	Yes	\$1,710,000	6
Bridge	Rural	No	No	\$3,570,000	6
Upgrade	Rural	No	Yes	\$3,750,000	8
Upgrade	Rural	Yes	Yes	\$29,040,000	8
Upgrade	Rural	Yes	No	\$9,760,000	8
Bridge	Rural	Yes	No	\$3,560,000	6
Upgrade	Rural	Yes	Yes	\$9,170,000	6
Upgrade	Rural	Yes	Yes	\$14,160,000	7
Upgrade	Rural	Yes	Yes	\$12,140,000	8
Upgrade	Rural	Yes	Yes	\$6,660,000	5
Upgrade	Rural	Yes	Yes	\$16,190,000	7

TABLE 5-3c Long Term Capital Project List

Project ID Number will be changed during the TSP adoption process to replace the TSP Update ID

Project ID	TSP Update ID	RTP ID	TSP Geographic Area	Project Name / Street Name	Segment / Locations	Project Description	Recommendation to the Planning Commission
	U320	-	SW	Sawtell Rd	Maple Grove Rd to Wilhoit Rd	Add paved shoulders and turn lanes at major intersections	Long Term Capital Project Needs (Tier 3)
	U321	-	SW	Wildcat Rd	Wilhoit Rd to OR 213	Add paved shoulders and turn lanes at major intersections	Long Term Capital Project Needs (Tier 3)
	U322	-	SW	Nowlens Bridge Rd	OR 213 to Maple Grove Rd	Add paved shoulders and turn lanes at major intersections	Long Term Capital Project Needs (Tier 3)
	U323	-	SW	Blair Rd	Groshong Rd to Maple Grove Rd	Add paved shoulders and turn lanes at major intersections	Long Term Capital Project Needs (Tier 3)
	U325	-	SW	Bird Rd	Groshong Rd to Wilhoit Rd	Add paved shoulders and turn lanes at major intersections	Long Term Capital Project Needs (Tier 3)
	U326	-	SW	Maple Grove Rd	Nowlens Bridge Rd to Sawtell Rd	Add paved shoulders and turn lanes at major intersections	Long Term Capital Project Needs (Tier 3)
	U332	-	SW	Rock Creek (Kropf Rd) Bridge	~3,500 ft north of Gibson Rd	Replace bridge	Long Term Capital Project Needs (Tier 3)
	U469	-	SW	Clackamas River Dr	Oregon City limits to Springwater Rd	Add paved shoulders and turn lanes at Springwater Rd and Forsythe Rd	Long Term Capital Project Needs (Tier 3)
	U473	10047	SW	Holcomb Blvd	Edenwild Ln to Bradley Rd	Add paved shoulders and turn lanes at Holcomb Blvd / Bradley Rd	Long Term Capital Project Needs (Tier 3)
	U503	-	SW	Mattoon Rd	Fischers Mill Rd to Redland Rd	Add paved shoulders and turn lanes at major intersections; remove vertical curves, remove horizontal curves north of Redland Rd	Long Term Capital Project Needs (Tier 3)
	U505		SW	Toliver Rd	Dryland Rd to Molalla city Limits	Add paved shoulders	Long Term Capital Project Needs (Tier 3)
	U739	-	SW	Beavercreek Rd	Yeoman Rd/Steiner Rd to OR 211	Add paved shoulders	Long Term Capital Project Needs (Tier 3)
	U742	-	SW	Bradley Rd	Gronlund Rd to Redland Rd	Add paved shoulders	Long Term Capital Project Needs (Tier 3)
	U746	-	SW	Fischers Mill Rd	Redland Rd to Springwater Rd	Add paved shoulders	Long Term Capital Project Needs (Tier 3)
	U747	-	SW	Gray's Hill Rd	Green Mountain Rd to OR 211	Add paved shoulders	Long Term Capital Project Needs (Tier 3)
	U750	10048	SW	Holly Ln	Maplelane Rd to Redland Rd	Add paved shoulders	Long Term Capital Project Needs (Tier 3)
	U754	-	SW	Maplelane Rd	Oregon City Urban Growth Boundary to Ferguson Rd	Add paved shoulders	Long Term Capital Project Needs (Tier 3)

Other Project information

TSP Project Category	Urban or Rural	Addresses a Gap	Addresses a Deficiency	Planning Level Cost Estimate	TSP Final Score
Upgrade	Rural	Yes	Yes	\$38,450,000	7
Upgrade	Rural	Yes	Yes	\$29,140,000	7
Upgrade	Rural	Yes	Yes	\$13,020,000	9
Upgrade	Rural	Yes	Yes	\$3,360,000	5
Upgrade	Rural	Yes	Yes	\$5,120,000	5
Upgrade	Rural	Yes	Yes	\$34,760,000	6
Bridge	Rural	No	No	\$2,160,000	4
Upgrade	Rural	Yes	Yes	\$23,240,000	12
Upgrade	Rural	Yes	Yes	\$7,450,000	8
Upgrade	Rural	Yes	Yes	\$15,360,000	6
Upgrade	Rural	Yes	No	\$10,650,000	9
Upgrade	Rural	Yes	No	\$47,550,000	10
Upgrade	Rural	Yes	No	\$12,300,000	8
Upgrade	Rural	Yes	No	\$18,090,000	9
Upgrade	Rural	Yes	No	\$9,720,000	8
Upgrade	Rural	Yes	No	\$8,350,000	9
Upgrade	Rural	Yes	Yes	\$8,730,000	9

TABLE 5-3c Long Term Capital Project List

Project ID Number will be changed during the TSP adoption process to replace the TSP Update ID

Project ID	TSP Update ID	RTP ID	TSP Geographic Area	Project Name / Street Name	Segment / Locations	Project Description	Recommendation to the Planning Commission
	U755	-	SW	Miley Rd	Airport Rd to Eilers Rd	Add paved shoulders	<i>Long Term Capital Project Needs (Tier 3)</i>
	U782	-	SW	Mulino Trail	Oregon City boundary to Mulino	Construct multi-use path	<i>Long Term Capital Project Needs (Tier 3)</i>
	U935		SW	Knights Bridge Rd Bridge	~3,200 feet east of Barlow Rd	Replace bridge (nearing the end of its useful life)	<i>Long Term Capital Project Needs (Tier 3)</i>

Other Project information

TSP Project Category	Urban or Rural	Addresses a Gap	Addresses a Deficiency	Planning Level Cost Estimate	TSP Final Score
Upgrade	Rural	Yes	Yes	\$6,130,000	8
Multi-Use Path	Rural	Yes	No	\$14,570,000	7
Bridge	Rural	No	Yes	\$6,300,000	8

Table 5-3d Recommended ODOT Capital Projects

Project ID Number will be changed during the TSP adoption process

Project ID	TSP Update ID	RTP ID	TSP Geographic Area	Project Name / Street Name	Segment / Locations	Project Description	Recommended Priority
	2118	-	CRC	OR 224	OR 224 / Lake Rd / Webster Rd intersection	Add turn-lanes, including second left-turn lane on westbound OR 224, second left-turn lane and right-turn lane on northbound SE Webster Rd, and second left-turn lane on southbound SE Lake Rd	High
	2119	-	CRC	OR 224	OR 224 / Johnson Rd intersection	Add second left-turn lane on westbound OR 224	High
	2121	-	CRC	OR 224	OR 224 / Hubbard Rd / 135th Ave intersection	Add intersection improvements, including right-turn lanes	High
	2122	-	CRC	OR 212	OR 212 / 172nd Ave intersection	Add second eastbound left-turn lane	High
	2815		CRC	Sunnyside Rd	I-205 / Sunnyside Road interchange	Add dual northbound right-turns; install bike signal.	High
	U423	10073	CRC	OR 212	SE 162nd to Anderson Rd	Add bikeways, pedestrian facilities ways, and landscape pedestrian facilities buffer; widen to 6 lanes within Happy Valley; add center turn lane within Damascus	High
	U443	-	CRC	OR 224	Springwater Rd / OR 224 intersection	Add signal and turn lanes on all approaches	High
	U671	-	CRC	OR 213	Sunnybrook Blvd to Portland City Limits	Extend fiberoptic communications, CCTV at key intersections and adaptive signal timing	High
	U905	10894	CRC	Sunrise Phase 1 Preliminary Engineering	Webster Rd/ OR 224 to 172nd Ave / OR 212	Preliminary engineering and Environmental Impact Statement (EIS) from Webster Rd to 172nd Ave	High
	U906	10890	CRC	Sunrise Phase 1 Right-of-Way	Webster Rd/ OR 224 to 172nd Ave / OR 212	Acquire right-of-way to accommodate 6 lane expressway plus auxiliary lanes	High
	U907	10869	CRC	Sunrise JTA	I-205 to 122nd Ave / OR 212/224	Construct improvements consistent with the supplemental EIS, 2-lane mainline; new O'Xing of I-205 connecting 82nd Ave with 82nd Dr; add UPRR viaduct, preliminary engineering at 162nd and OR 212	High

Other Project Information and Simplified ODOT Comments

TSP Project Category	Jurisdiction	Addresses a Gap	Addresses a Deficiency	Planning Level Cost Estimate	Final TSP Score	Simplified ODOT Comments
<i>Upgrade - Vehicle Capacity</i>	ODOT	No	Yes	\$1,140,000	9	Support Project but no funding identified
<i>Upgrade - Vehicle Capacity</i>	ODOT	No	Yes	\$2,250,000	9	Support Project but no funding identified
<i>Upgrade - Vehicle Capacity</i>	ODOT	No	Yes	\$860,000	7	Funded Safety Project
<i>Upgrade - Vehicle Capacity</i>	ODOT	No	Yes	\$1,140,000	5	Planned but unfunded
<i>Upgrade</i>				\$1,500,000		
<i>Upgrade</i>	ODOT	Yes	Yes	\$66,880,000	8	Planned but unfunded
<i>Upgrade</i>	ODOT	No	Yes	\$1,060,000	7	Support Project but no funding identified
<i>ITS</i>	ODOT	No	Yes	\$2,180,000	8	Planned but unfunded
<i>Other</i>	ODOT	Yes	No	\$37,500,000	3	RTP Financially Constrained List Project
<i>Other</i>	ODOT	No	Yes	\$170,000,000	2	RTP Financially Constrained List Project
<i>New Roadway</i>	ODOT	No	Yes	\$130,000,000	4	RTP Financially Constrained List Project

Table 5-3d Recommended ODOT Capital Projects

Project ID Number will be changed during the TSP adoption process

Project ID	TSP Update ID	RTP ID	TSP Geographic Area	Project Name / Street Name	Segment / Locations	Project Description	Recommended Priority
	U915	10078	CRC	OR 224	Rock Creek Junction to Midway St	Widen to four lanes; add bikeways.	High
	2106	-	E	OR 224	OR 224 /232nd Ave intersection	Install traffic signal or roundabout	High
	U427	-	E	OR 224	Eaglecreek Rd / OR 224 intersection	Install signal	High
	U407	10024	M	OR 99E	Milwaukie city limit to Gladstone city limit	Add bikeways, pedestrian facilities ways, median enhancements, crosswalks and pedestrian facilities refuges	High
	2822		NW	I-205	SW Stafford Rd to OR 99E	Widen to 3-lanes in each direction	High
	1007	-	SW	OR 213	OR 213 / Spangler Rd intersection	Install traffic signal to replace existing two-way stop	High
	2075	-	SW	OR 213	Mulino to Molalla	Perform road safety audit or transportation safety review to identify appropriate safety improvements	High
	2109	-	SW	OR 213	OR 213 / Henrici Rd intersection	Install traffic signal or roundabout and additional intersection improvements as needed	High
	2110	-	SW	OR 213	OR 213 / Leland Rd intersection	Add northbound through auxiliary lane	High
	2111	-	SW	OR 99E	OR 99E / Barlow Rd intersection	Add left-turn lane on southbound Barlow Rd	High

Other Project Information and Simplified ODOT Comments

TSP Project Category	Jurisdiction	Addresses a Gap	Addresses a Deficiency	Planning Level Cost Estimate	Final TSP Score	Simplified ODOT Comments
Upgrade	ODOT	Yes	Yes	\$41,200,000	9	Comment Missing but expect -- RTP Financially Constrained List Project
Upgrade - Vehicle Capacity	ODOT	No	Yes	\$5,550,000	7	Does Not Meet Warrants - ODOT Does Not Support
Upgrade	ODOT	No	Yes	\$200,000	10	Comment Missing but expect -- Does Not Meet Warrants - ODOT Does Not Support
Upgrade - Active Transportation	ODOT	Yes	No	\$42,600,000	9	Funding expected FY 13/14 for some improvements
Upgrade - Vehicle Capacity	ODOT	No	Yes	\$946,270,000		
Upgrade	ODOT	No	Yes	\$200,000	7	Does Not Meet Warrants - ODOT Does Not Support
Safety	ODOT	No	Yes	\$90,000	7	Recommend Removal - Not A Priority Location
Upgrade - Vehicle Capacity	ODOT	No	Yes	\$5,550,000	7	State Engineer approval require once warrants met, no funding identified
Upgrade - Vehicle Capacity	ODOT	No	Yes	\$570,000	7	Needed Project No Funding Identified
Upgrade - Vehicle Capacity	ODOT	No	Yes	\$570,000	7	Needed Project No Funding Identified

Table 5-3d Recommended ODOT Capital Projects

Project ID Number will be changed during the TSP adoption process

Project ID	TSP Update ID	RTP ID	TSP Geographic Area	Project Name / Street Name	Segment / Locations	Project Description	Recommended Priority
	U441	-	SW	OR 213	Leland Rd / Union Hall Rd intersection	Add southbound auxiliary lane	High
	U531	-	SW	OR 211	Beavercreek Rd, Union Hall Rd to Dhooghe Rd	Widen to include shoulders, bikeways, add passing lanes where needed and turn lanes at major intersections	High
	U558	-	SW	I-205	I-205 Corridor	Corridor-wide operational improvements	High
	U559	-	SW	I-205	Willamette River to West Linn city limit	Add southbound truck climbing lane	High
	1000	-	CRC	OR 224	OR 224 / Rusk Rd off-ramp	Extend right-turn lane on OR 224	Medium
	1004	-	CRC	OR 99E	OR 99E / Jennings Ave intersection	Determine safe connection of Trolley Trail at OR 99E / Jennings Ave intersection	Medium
	1018	-	CRC	I-205 / OR 212/224 Interchange	In vicinity of Roots Rd and McKinley Ave	Connect bikeways	Medium
	2053	-	CRC	OR 224	Milwaukie city limits to I-205	Construct multi-use path as parallel route to OR 224	Medium
	U019	11301	CRC	Sunrise Corridor Unit 1	I-205 to 172nd Ave	Construct improvements in the Sunrise corridor consistent with the supplemental EIS	Medium
	U087	10001	CRC	Johnson Creek Blvd	I-205 / Johnson Creek Blvd interchange	Add loop ramp and northbound on-ramp; realign southbound off-ramp and install dual right-turn lanes	Medium
	U109	10014	CRC	OR 213	Sunnyside Rd to Sunnybrook Rd	Widen to 7 lanes with boulevard treatments	Medium
	U389	-	CRC	OR 212	OR 212 / SE 162nd Ave intersection	Add left-turn pockets and traffic signal	Medium
	U394	-	CRC	OR 213	OR 213 / Harmony Rd / Sunnyside Rd intersection	Add bikeways, pedestrian facilities ways, dual northbound and southbound left-turn lanes, and lighting; convert driveways north of intersection to right-in / right-out	Medium

Other Project Information and Simplified ODOT Comments

TSP Project Category	Jurisdiction	Addresses a Gap	Addresses a Deficiency	Planning Level Cost Estimate	Final TSP Score	Simplified ODOT Comments
Upgrade - Vehicle Capacity	ODOT	No	No	\$570,000	6	Needed Project No Funding Identified
Upgrade	ODOT	Yes	Yes	\$21,420,000	11	Comment Missing but expect -- Not Planned or Funded
Upgrade	ODOT	No	Yes	\$251,640,000	4	Planned but unfunded
Upgrade - Vehicle Capacity	ODOT	No	Yes	\$10,000,000	5	Needed Project No Funding Identified
Safety	ODOT	No	Yes	\$290,000	7	Support Project but no funding identified
Multi-Use Path	ODOT	No	Yes	\$100,000	10	Recent Project may have addressed issue
Upgrade - Active Transportation	ODOT	Yes	No	\$70,000	10	Planned but unfunded
Multi-Use Path	ODOT	Yes	No	\$5,870,000	8	Support Project but no funding identified
Upgrade	ODOT	No	Yes	\$250,000,000	2	Planned but unfunded
Upgrade - Vehicle Capacity	ODOT	No	Yes	\$9,800,000	6	Planned but unfunded
Upgrade	ODOT	No	Yes	\$5,320,000	4	Planned but unfunded
Upgrade - Vehicle Capacity	ODOT	No	Yes	\$770,000	4	Planned but unfunded
Upgrade	ODOT	Yes	No	\$4,820,000	6	RTP Financially Constrained List Project

Table 5-3d Recommended ODOT Capital Projects

Project ID Number will be changed during the TSP adoption process

Project ID	TSP Update ID	RTP ID	TSP Geographic Area	Project Name / Street Name	Segment / Locations	Project Description	Recommended Priority
	U536	-	CRC	OR 212	Rock Creek Junction to Damascus city limits	Construct climbing lane	Medium
	U580	10138	CRC	OR 212	Sunrise JTA mainline to 257th Ave	Widen to 4 lanes with bike lanes, planted median and turn pockets at signalized locations	Medium
	U928		CRC	OR 224	Lake Rd / Johnson Rd / Pheasant Ct	Realign Lake Rd / Johnson Rd to provide southern OR 224 access via Pheasant Ct; add turn lanes at OR 224 / Pheasant Ct intersection; close access at Lake / Webster south of OR 224	Medium
	U532	-	E	OR 211	Hayden Rd to OR 224	Widen to rural arterial standard with shoulders, bikeways and turn lanes at major intersections	Medium
	U634	-	E	US 26	Govt. Camp Loop W to OR 35	Widen to four lanes with median; add left-turn lanes; widen shoulders	Medium
	U635	-	E	US 26	OR 35 Junction to Wasco County line	Widen roadway to include bikeways /shoulders, add passing lanes where needed and turn lanes at major intersections	Medium
	U431	-	SW	OR 211	OR 170 (Canby-Marquam Hwy) / OR 211 intersection	Install eastbound and westbound left-turn lanes, and eastbound right-turn lane; remove or decrease horizontal curve	Medium
	U529	-	SW	OR 211	Marion County line to OR 170 (Canby-Marquam Hwy)	Widen to include shoulders, bikeways, add passing lanes where needed and turn lanes at major intersections	Medium
	U551	-	SW	OR 99E	Barlow Rd to Marion County line	Four lane widening with median, left-turn lanes from mile post 24.05	Medium
	U774	-	SW	OR 213	Oregon City boundary to Marion County line	Add shoulders and bikeways	Medium
	1082	-	CRC	OR 224	Webster Rd and 82nd Ave	Provide frontage connection on the north side of OR 244	Low
	2089	-	CRC	OR 213 (82nd Ave)	Luther Road to Sunnybrook Blvd	Perform road safety audit or transportation safety review to identify appropriate safety improvements	Low

Other Project Information and Simplified ODOT Comments

TSP Project Category	Jurisdiction	Addresses a Gap	Addresses a Deficiency	Planning Level Cost Estimate	Final TSP Score	Simplified ODOT Comments
Upgrade - Vehicle Capacity	ODOT	No	Yes	\$1,390,000	5	Planned but unfunded
Upgrade	ODOT	Yes	Yes	\$118,510,000	5	RTP Planned and Funded Project
Upgrade	ODOT	No	Yes	\$4,320,000	7	Support Project but no funding identified
Upgrade	ODOT	Yes	Yes	\$6,740,000	8	Needed Project No Funding Identified
Upgrade	ODOT	Yes	Yes	\$18,050,000	5	Needed Project No Funding Identified
Upgrade	ODOT	Yes	Yes	\$187,090,000	7	Needed Project No Funding Identified
Upgrade - Vehicle Capacity	ODOT	No	Yes	\$2,680,000	5	Needed Project No Funding Identified
Upgrade	ODOT	Yes	Yes	\$31,490,000	7	Needed Project No Funding Identified
Upgrade - Vehicle Capacity	ODOT	No	Analysis Need	\$14,790,000	4	Needed Project No Funding Identified
Upgrade	ODOT	Yes	No	\$22,300,000	7	Needed Project No Funding Identified
Upgrade - Vehicle Capacity	ODOT	Yes	No	\$12,710,000	6	Support Project but no funding identified
Safety	ODOT	No	Yes	\$90,000	9	Recent Project may have addressed issue

Table 5-3d Recommended ODOT Capital Projects

Project ID Number will be changed during the TSP adoption process

Project ID	TSP Update ID	RTP ID	TSP Geographic Area	Project Name / Street Name	Segment / Locations	Project Description	Recommended Priority
	2093	-	CRC	OR 212	I-205 to OR 224	Perform road safety audit or transportation safety review to identify appropriate safety improvements	Low
	U106	0018 100	CRC	OR 213	Clatsop St to Sunnyside Rd	Widen to add sidewalks, lighting, central median, planting strips and landscaping; fill gaps in the bike and pedestrian facilities network	Low
	U544	-	CRC	OR 224	Springwater Rd to 232nd Dr	Shoulder widening, horizontal realignment, realignment of roadway to bluff	Low
	U773	-	CRC	OR 212	Armstrong Cr to US 26	Add shoulders and bikeways	Low
	1011	-	E	US 26	US 26 / Haley Rd intersection	Install traffic signal, prohibit left turns off US 26, install ramp over US 26 for left turns	Low
	1061	-	E	OR 211	Bornstedt Rd to City of Sandy	Add shoulders and bikeways	Low
	1100	-	E	US 26	US 26 / Haley Rd intersection	Install traffic signal	Low
	2064	-	E	OR 211	OR 224 to eastbound US 26	Perform road safety audit or transportation safety review to identify appropriate safety improvements	Low
	2065	-	E	US 26	Kelso Rd to Duncan Rd	Perform road safety audit or transportation safety review to identify appropriate safety improvements	Low
	2066	-	E	US 26	Duncan Rd to Langensand Rd	Perform road safety audit or transportation safety review to identify appropriate safety improvements	Low
	2067	-	E	US 26	Firwood Rd to Sleepy Hollow Dr	Perform road safety audit or transportation safety review to identify appropriate safety improvements	Low
	2068	-	E	US 26	Rhododendron to OR 35	Perform road safety audit or transportation safety review to identify appropriate safety improvements	Low
	2070	-	E	OR 211	OR 224 to Hillcockburn Rd	Perform road safety audit or transportation safety review to identify appropriate safety improvements	Low

Other Project Information and Simplified ODOT Comments

TSP Project Category	Jurisdiction	Addresses a Gap	Addresses a Deficiency	Planning Level Cost Estimate	Final TSP Score	Simplified ODOT Comments
Safety	ODOT	No	Yes	\$120,000	8	Recommend Removal - Not A Priority Location
Upgrade - Active Transportation	ODOT	Yes	No	\$8,500,000	10	RTP Financially Constrained List Project
Safety	ODOT	Yes	Yes	\$24,550,000	5	Move to Damascus TSP
Upgrade - Active Transportation	ODOT	Yes	Yes	\$32,600,000	8	Planned but unfunded
Upgrade	ODOT	No	Analysis Need	\$875,000	3	Not Planned or Funded
Upgrade	ODOT	Yes	Yes	\$3,390,000	7	Needed Project No Funding Identified
Upgrade	ODOT	No	Analysis Need	\$200,000	3	ODOT Does not support rural signals, not funded
Safety	ODOT	No	Yes	\$110,000	7	Recommend Removal - Not A Priority Location
Safety	ODOT	No	Yes	\$30,000	8	Recommend Removal - Not A Priority Location
Safety	ODOT	No	Yes	\$50,000	8	Recommend Removal - Not A Priority Location
Safety	ODOT	No	Yes	\$140,000	7	Recommend Removal - Not A Priority Location
Safety	ODOT	No	Yes	\$180,000	6	Recommend Removal - Not A Priority Location
Safety	ODOT	No	Yes	\$80,000	6	Recommend Removal - Not A Priority Location

Table 5-3d Recommended ODOT Capital Projects

Project ID Number will be changed during the TSP adoption process

Project ID	TSP Update ID	RTP ID	TSP Geographic Area	Project Name / Street Name	Segment / Locations	Project Description	Recommended Priority
	2071	-	E	OR 224	232nd Ave to OR 211	Perform road safety audit or transportation safety review to identify appropriate safety improvements	Low
	2072	-	E	OR 224	Fish Creek Rd to National Forest Rd 46	Perform road safety audit or transportation safety review to identify appropriate safety improvements	Low
	U425	-	E	OR 211	Tickle Creek Rd/OR 211 intersection	Remove or decrease horizontal curve, relocate intersection	Low
	U444	-	E	OR 224	Bakers Ferry Rd / OR 224 intersection	Add eastbound right-turn lane	Low
	U445	-	E	OR 224	Amisigger Rd / OR 224 intersection	Install traffic signal; add southbound and eastbound left-turn lanes and westbound right-turn lane	Low
	U446	-	E	OR 224	Heiple Rd / OR 224 intersection	Add southbound right-turn lane	Low
	U450	-	E	OR 211	362nd Dr / OR 211 intersection	Remove or decrease vertical curve and remove vegetation	Low
	U454	-	E	US 26	US 26 / Firwood Rd intersection	Add eastbound right-turn lane	Low
	U456	-	E	US 26	US 26 / Brightwood Loop W	Add westbound right-turn lane	Low
	U457	-	E	US 26	US 26 / Brightwood Loop E	Add westbound right-turn lane	Low
	U520	-	E	US 26	Lolo Pass Rd to Govt. Camp Loop Rd. W	Widen to 4 lanes with left-turn lanes, add passing/climbing lanes and westbound right-turn lane at Lolo Pass	Low
	U533	-	E	OR 211	Eagle Creek Rd to Tickle Creek Rd	Widen to include bikeways /shoulders and add passing /climbing lanes where needed	Low
	U534	-	E	OR 211	0.14 miles east of Coop Rd to Jacknife Rd	Widen to add shoulder / bikeways; realign to remove horizontal and vertical curves	Low

Other Project Information and Simplified ODOT Comments

TSP Project Category	Jurisdiction	Addresses a Gap	Addresses a Deficiency	Planning Level Cost Estimate	Final TSP Score	Simplified ODOT Comments
Safety	ODOT	No	Yes	\$80,000	8	Recommend Removal - Not A Priority Location
Safety	ODOT	No	Yes	\$170,000	5	Recommend Removal - Not A Priority Location
Safety	ODOT	No	Yes	\$2,100,000	3	Not Part of Top 10% SPIS - Project is Unlikely
Upgrade - Vehicle Capacity	ODOT	No	Yes	\$290,000	8	Needed Project No Funding Identified
Upgrade - Vehicle Capacity	ODOT	No	Yes	\$1,340,000	7	ODOT Does not support rural signals, not funded
Upgrade - Vehicle Capacity	ODOT	No	No	\$290,000	5	Needed Project No Funding Identified
Safety	ODOT	No	Yes	\$3,230,000	5	Not Planned or Funded
Upgrade - Vehicle Capacity	ODOT	No	Analysis Need	\$290,000	6	Needed Project No Funding Identified
Upgrade - Vehicle Capacity	ODOT	No	Yes	\$290,000	4	Needed Project No Funding Identified
Upgrade - Vehicle Capacity	ODOT	No	Yes	\$290,000	5	Needed Project No Funding Identified
Upgrade - Vehicle Capacity	ODOT	No	Yes	\$58,520,000	4	Needed Project No Funding Identified
Upgrade	ODOT	Yes	Yes	\$21,110,000	10	Not Planned or Funded
Upgrade	ODOT	Yes	Yes	\$1,230,000	10	Not Planned or Funded

Table 5-3d Recommended ODOT Capital Projects

Project ID Number will be changed during the TSP adoption process

Project ID	TSP Update ID	RTP ID	TSP Geographic Area	Project Name / Street Name	Segment / Locations	Project Description	Recommended Priority
	U535	-	E	OR 211	Tickle Creek Rd to 362nd Dr	Widen to include bikeways /shoulders and add passing /climbing lanes where needed	Low
	U547	-	E	OR 224	Bakers Ferry Rd to Estacada city limits	Widen to include shoulders and bikeways; add passing lanes where needed	Low
	U775	-	E	OR 224	OR 212 to City of Estacada	Add shoulders and bikeways	Low
	2086	-	M	OR 99E	Park Ave to Gladstone city limits	Perform road safety audit or transportation safety review to identify appropriate safety improvements	Low
	U917		NW	OR 43	Lake Oswego to Portland	Develop active transportation connection consistent with the Connecting Clackamas Plan	Low
	1006	-	SW	OR 213	OR 213 / Carus Rd intersection	Install traffic signal to replace existing two-way stop	Low
	2010	-	SW	OR 99E	Oregon City to Canby	Add shoulders and bikeways	Low
	2013	-	SW	OR 211	OR 170 (Canby-Marquam Hwy) to City of Molalla	Add shoulders and bikeways	Low
	2079	-	SW	OR 211	Beavercreek Rd to Upper Highland Rd	Perform road safety audit or transportation safety review to identify appropriate safety improvements	Low
	2080	-	SW	OR 99E	Sequoia Parkway to Lone Elder Rd	Perform road safety audit or transportation safety review to identify appropriate safety improvements	Low
	2081	-	SW	OR 99E	Territorial Rd to Metro boundary	Perform road safety audit or transportation safety review to identify appropriate safety improvements	Low
	2083	-	SW	OR 213	OR 213 / Beavercreek Rd intersection	Perform road safety audit or transportation safety review to identify appropriate safety improvements	Low
	U339	10042	SW	OR 213	Macksburg Rd to Liberal Way	Widen shoulders to state standards	Low
	U424	-	SW	OR 211	Dhooghe Rd / OR 211 intersection	Remove or decrease horizontal curve, relocate intersection	Low
	U442	-	SW	OR 213	Carus Rd / OR 213 intersection	Install southbound left-turn and right-turn lanes	Low

Other Project Information and Simplified ODOT Comments

TSP Project Category	Jurisdiction	Addresses a Gap	Addresses a Deficiency	Planning Level Cost Estimate	Final TSP Score	Simplified ODOT Comments
Upgrade	ODOT	Yes	Yes	\$13,560,000	11	Needed Project No Funding Identified
Upgrade	ODOT	Yes	Yes	\$54,970,000	9	Needed Project No Funding Identified
Upgrade	ODOT	Yes	No	\$59,760,000	7	Needed Project No Funding Identified
Safety	ODOT	No	Yes	\$120,000	8	Recommend Removal - Not A Priority Location
Multi-Use Path	ODOT	Yes	No	\$7,960,000	4	No Objection but not state funding identified
Upgrade	ODOT	No	Analysis Need	\$200,000	8	Does Not Meet Warrants - ODOT Does Not Support
Upgrade	ODOT	Yes	No	\$17,180,000	6	Needed Project No Funding Identified
Upgrade	ODOT	Yes	No	\$15,560,000	8	Not Planned or Funded
Safety	ODOT	No	Yes	\$150,000	7	Recommend Removal - Not A Priority Location
Safety	ODOT	No	Yes	\$80,000	9	Recommend Removal - Not A Priority Location
Safety	ODOT	No	Yes	\$80,000	8	Recommend Removal - Not A Priority Location
Safety	ODOT	No	Yes	\$30,000	7	Recommend Removal - Not A Priority Location
Upgrade	ODOT	No	Yes	\$1,160,000	5	Needed Project No Funding Identified
Safety	ODOT	No	Yes	\$1,540,000	5	Not Planned or Funded
Upgrade - Vehicle Capacity	ODOT	No	Analysis Need	\$1,140,000	6	Needed Project No Funding Identified

Table 5-3d Recommended ODOT Capital Projects

Project ID Number will be changed during the TSP adoption process

Project ID	TSP Update ID	RTP ID	TSP Geographic Area	Project Name / Street Name	Segment / Locations	Project Description	Recommended Priority
	U467	-	SW	OR 211	Needy Rd to 0.6 miles west of Needy Rd	Remove or decrease vertical curve to allow passing zone, add passing lane in one or both directions, possible relocation of intersection	Low
	U605	-	SW	OR 99E	Pudding River Bridge	Replace bridge	Low
	U772	-	SW	OR 211	Molalla city limits to Estacada city limits	Widen to rural arterial standard (2 lanes) with shoulders and bikeways	Low
	U418	10052	CRC	Tolbert St Overcrossing	82nd Dr to Industrial Way	Construct new 2 lane overcrossing with bikeways and pedestrian facilities ways	Moved to County List
	1020	-	E	OR 211	OR 211 / Judd Rd intersection	Realign roadway	Moved to County List
	U619	-	CRC	Sunrise Corridor Unit 2	172nd Ave to US 26	Construct 4 lane roadway with interchanges	Remove
	U904	11347	CRC	Sunrise Multi-use Path	122nd to Rock Creek Junction	Construct multi-use path to / from I-205 parallel to the Sunrise project	Remove
	U916	10114	CRC	Sunrise Parkway	Rock Creek Junction to US 26	Preliminary engineering and Environmental Impact Statement (EIS)	Remove
	1058	-	E	OR 224	Mount Hood National Forest	Pave 8 additional miles east into Mount Hood National Forest	Remove
	1075	-	E	OR 224	OR 224 and US 26	Extend OR 224 to US 26 via Skyline Road	Remove
	U918		NW	OR 43 South	West Linn to Lake Oswego	Implement the OR 43 design plan for an active transportation corridor consistent with the Connecting Clackamas Plan	Remove
	2074	-	SW	OR 213	Molalla Ave to S Spangler Rd	Perform road safety audit or transportation safety review to identify appropriate safety improvements	Remove

Other Project Information and Simplified ODOT Comments

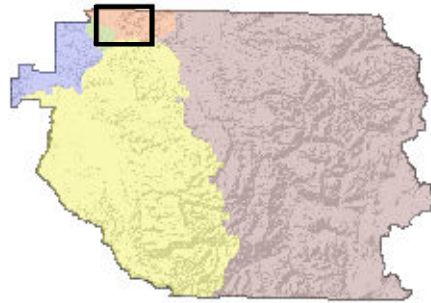
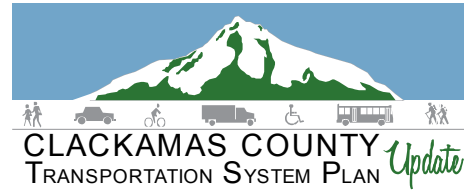
TSP Project Category	Jurisdiction	Addresses a Gap	Addresses a Deficiency	Planning Level Cost Estimate	Final TSP Score	Simplified ODOT Comments
<i>Safety</i>	ODOT	No	Yes	\$3,480,000	5	Not Planned or Funded
<i>Bridge</i>	ODOT	No	Yes	\$18,720,000	5	No Replacement Needed
<i>Upgrade</i>	ODOT	Yes	Yes	\$277,770,000	8	Needed Project No Funding Identified
<i>New Roadway</i>	ODOT	Yes	Yes	\$9,210,000	10	RTP Financially Constrained List Project
<i>Safety</i>	ODOT	No	Yes	\$3,700,000	5	Not Planned or Funded
<i>New Roadway</i>	ODOT	Yes	Yes	\$248,970,000	3	Recommend Removal
<i>Multi-Use Path</i>	ODOT	Yes	No	\$1,210,000	9	RTP Financially Constrained List Project
<i>Other</i>	ODOT	Yes	Yes	\$10,000,000	4	Recommend Removal
<i>New Roadway</i>	US Forest Service	No	Analysis Need	\$58,360,000	-1	Recommend Removal
<i>New Roadway</i>	US Forest Service	Analysis Need	No	\$55,120,000	-1	Recommend Removal
<i>Multi-Use Path</i>	ODOT	No	Yes	\$46,100,000	5	No Objection but not state funding identified
<i>Safety</i>	ODOT	No	Yes	\$80,000	8	Recommend Removal - Not A Priority Location

County TSP Projects Considered during the TSP Process and recommended for removal from consideration Capital Project List

ID	TSP Update ID	RTP ID	TSP Geographic Area	Project Name / Street Name	Segment / Locations	Project Description	Recommendation to the Planning Commission	TSP Project Category	Urban or Rural	Addresses a Gap	Addresses a Deficiency	Planning Level Cost Estimate	TSP Final Score
	1074	-	SW	Clackamas River Bridge	From Blay Rd to Palmer Rd at the Clackamas River	Construct bridge over Clackamas River	Remove	Bridge	Rural	Yes	No	\$60,030,000	2
	1080		CRC	Deer Creek Ln	Johnson Rd to Oak Bluff	Extend eastward and connect to Costco loop road (Oak Bluff Rd / 84th Ave)	Remove	New Roadway	Urban	Yes	No	\$5,460,000	7
	1081	-	CRC	Harmony Rd	Railroad Ave /Linwood Ave / Harmony Rd intersection	Provide a bike/pedestrian overpass over railroad tracks in vicinity of Lake Rd and Railroad Ave	Remove	Upgrade - Active Transportation	Urban	Yes	No	\$1,960,000	7
	1083		CRC	Service road (OSP CSO and Precision Castparts)	Lawnfield Rd and 97th Ave	Extend to link with realignments of Lawnfield and 97th	Remove	New Roadway	Urban	Yes	No	\$9,660,000	7
	2116		CRC	Harmony Rd	Harmony Rd / Linwood Ave intersection	Add second left-turn lane on Harmony Rd, adjust signal timing	Remove	Upgrade - Vehicle Capacity	Urban	No	Yes	\$30,000,000	10
	U001	10019	CRC	Sunnybrook Blvd Extension	OR 213 to Harmony Rd	Construct 2-lane roadway with pedestrian facilities and bikeways	Remove	New Roadway	Urban	Yes	Yes	\$10,600,000	8
	U066		CRC	West Collector	Johnson Creek Blvd to King Rd	Construct new 2 lane collector west of OR 213 with pedestrian facilities and bikeways	Remove	New Roadway	Urban	Yes	No	\$18,918,000	10
	U076		CRC	79th Ave Extension	Luther St to Johnson Creek Blvd	Construct new 2 lane collector with pedestrian facilities and bikeways	Remove	New Roadway	Urban	Yes	No	\$4,630,000	10
	U104	10003	CRC	Harmony Rd	OR 213 to OR 224	Widen to 5 lanes with bikeways and pedestrian facilities	Remove	Upgrade	Urban	Yes	No	\$33,980,000	6
	U645		CRC	Causey Ave	I-205 to Bob Schumacher Rd	Extend Causey Ave over I-205 to Bob Schumacher Road with 3 lane overpass, including bikeways and pedestrian facilities	Remove	New Roadway	Urban	Yes	No	\$21,670,000	9
	U661	-	CRC	Fuller Rd / King Rd Realignment	Fuller Rd / King Rd intersection	Realign Fuller Rd west at King Rd	Remove	Upgrade	Urban	No	Yes	\$5,770,000	10
	U696		CRC	Flavel Dr	Johnson Creek Blvd to Alberta Ave	Add bikeways	Remove	Upgrade - Active Transportation	Urban	Yes	No	\$1,230,000	11
	1045		E	Springwater Trail	Gresham to Estacada and Government Camp	Extend Springwater Trail to Estacada and Government Camp	Remove	Multi-Use Path	Rural	Yes	No	\$52,500,000	9
	1016	-	M	Rupert Rd	Rupert Rd / Oak Grove Blvd intersection	Provide pedestrian crosswalk	Remove	Upgrade - Active Transportation	Urban	Yes	No	\$250,000	8

County TSP Projects Considered during the TSP Process and recommended for removal from consideration Capital Project List

ID	TSP Update ID	RTP ID	TSP Geographic Area	Project Name / Street Name	Segment / Locations	Project Description	Recommendation to the Planning Commission	TSP Project Category	Urban or Rural	Addresses a Gap	Addresses a Deficiency	Planning Level Cost Estimate	TSP Final Score
	1038		M	Naef Rd	Naef Rd / Oatfield Rd connection	Open intersection of Naef Rd and Oatfield Rd to through traffic	Remove	Upgrade - Vehicle Capacity	Urban	No	Analysis Needed	\$180,000	4
	1039		M	Risley Ave	Risley Ave / Trolley Trail	Pave Risley Ave across the Trolley Trail	Remove	Upgrade - Vehicle Capacity	Urban	No	Analysis Needed	\$210,000	2
	U798		M	Greenview Ave	Thiessen Rd to Clackamas Rd	Add pedestrian facilities	Remove	Upgrade - Active Transportation	Urban	Yes	No	\$1,680,000	10
	1055		SW	Gribble Rd	Mark Rd to Dryland Rd	Reconstruct and widen	Remove	Upgrade	Rural	No	Yes	\$11,450,000	5
	2009		SW	Bakers Ferry Rd	Springwater Rd to Eaden Rd	Add paved shoulders	Remove	Upgrade	Rural	Yes	No	\$14,040,000	9
	U279		SW	Arndt Rd	OR 551 to Knights Bridge Rd	Widen to 4 lanes with median, left-turn lanes and paved shoulders	Remove	Upgrade	Rural	Yes	Yes	\$23,840,000	10
	U281		SW	Barlow Rd	Arndt Rd / Barlow Rd intersection	Realign intersection	Remove	Safety	Rural	No	Yes	\$3,230,000	6
	U284		SW	Knights Bridge Rd	Knights Bridge Rd / Barlow Rd intersection	Remove vertical curve; improve drainage	Remove	Safety	Rural	No	Yes	\$2,150,000	5
	U756		SW	Molalla Ave	OR 213 to Molalla city limits	Add paved shoulders	Remove	Upgrade	Rural	Yes	Yes	\$7,980,000	8
	1088	-	SW	Passmore Rd	East of OR 213	Disconnect east of OR 213 (at school) and create cul-de-sac on western portion of roadway segment	Remove (replaced with 1090)	Other (Road Closure)	Rural	No	Yes	\$10,000	6
	1089	-	SW	Graves Rd	Ranch Hills Rd to OR 213	Realign to create four-way intersection with Mulino Road and OR 213. Install traffic signal.	Remove (replaced with 1090)	Safety	Rural	Yes	Yes	\$5,550,000	12



Legend
County Projects
Recommended Tier

- Tier 1
- Tier 2
- Tier 3
- - - - Remove

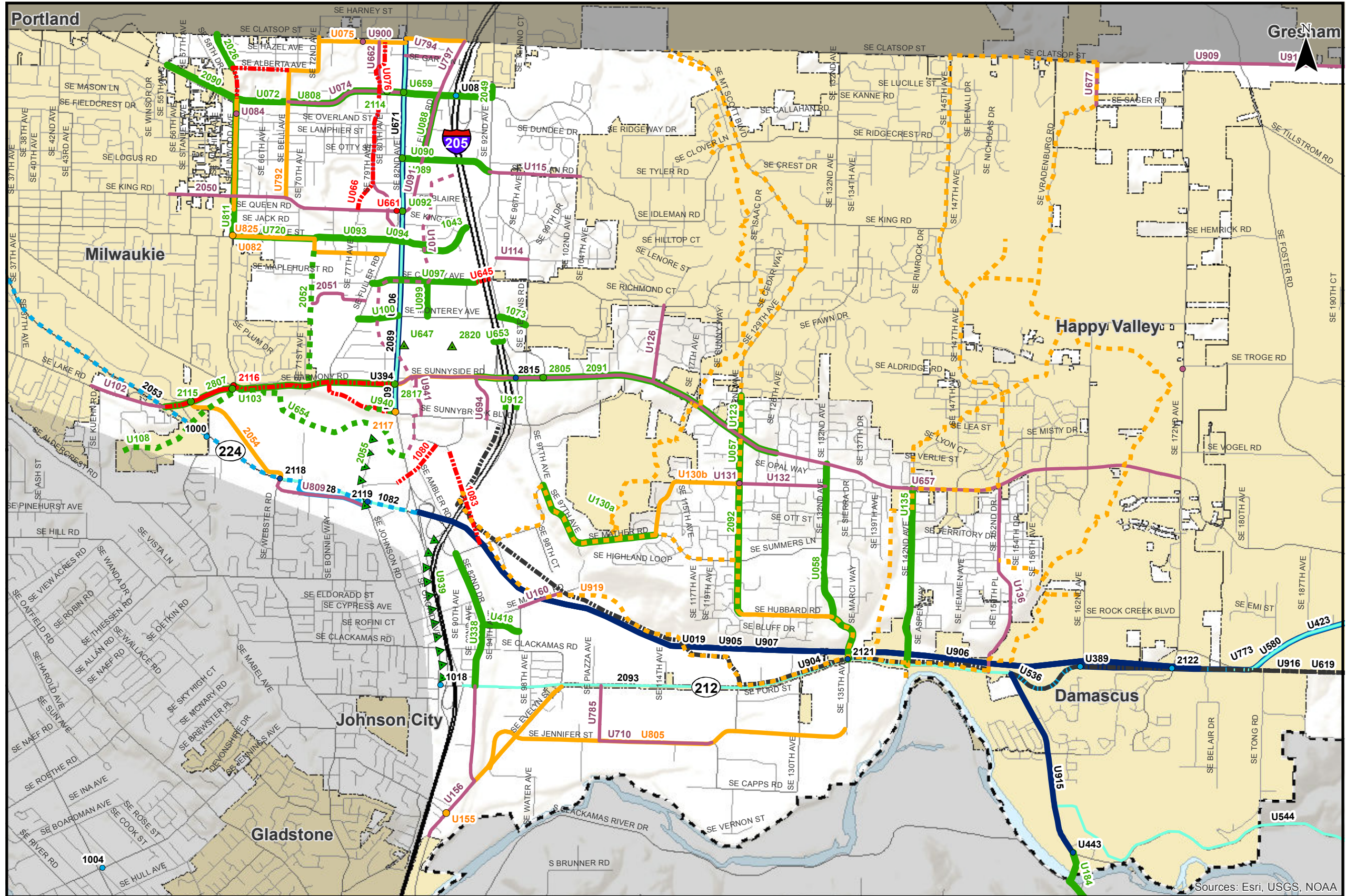
ODOT Projects
Recommended Tier

- High
- Medium
- Low
- - - - Remove

- ▲ Study
- - - - Multi-Use Path
- Incorporated Areas
- County Boundary
- UGB

0 1 Miles

Coordinate System:
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Data Source:
Clackamas County, Metro Data Resource Center



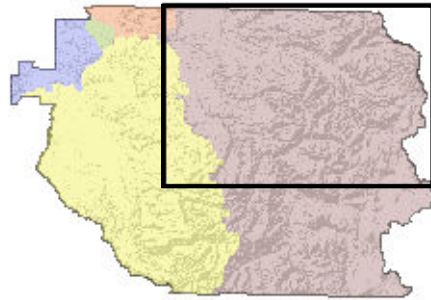
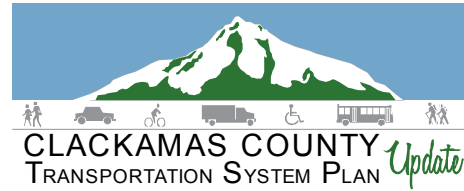
Project ID Number will be changed during the TSP adoption process

Map 5-11a Capital Projects and Studies
Recommendation to the Planning Commission
Greater Clackamas Regional Center / Industrial Area

Figure
C ML

Sources: Esri, USGS, NOAA

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Legend
County Projects
Recommended Tier

- Tier 1
- Tier 2
- Tier 3
- - - - Remove

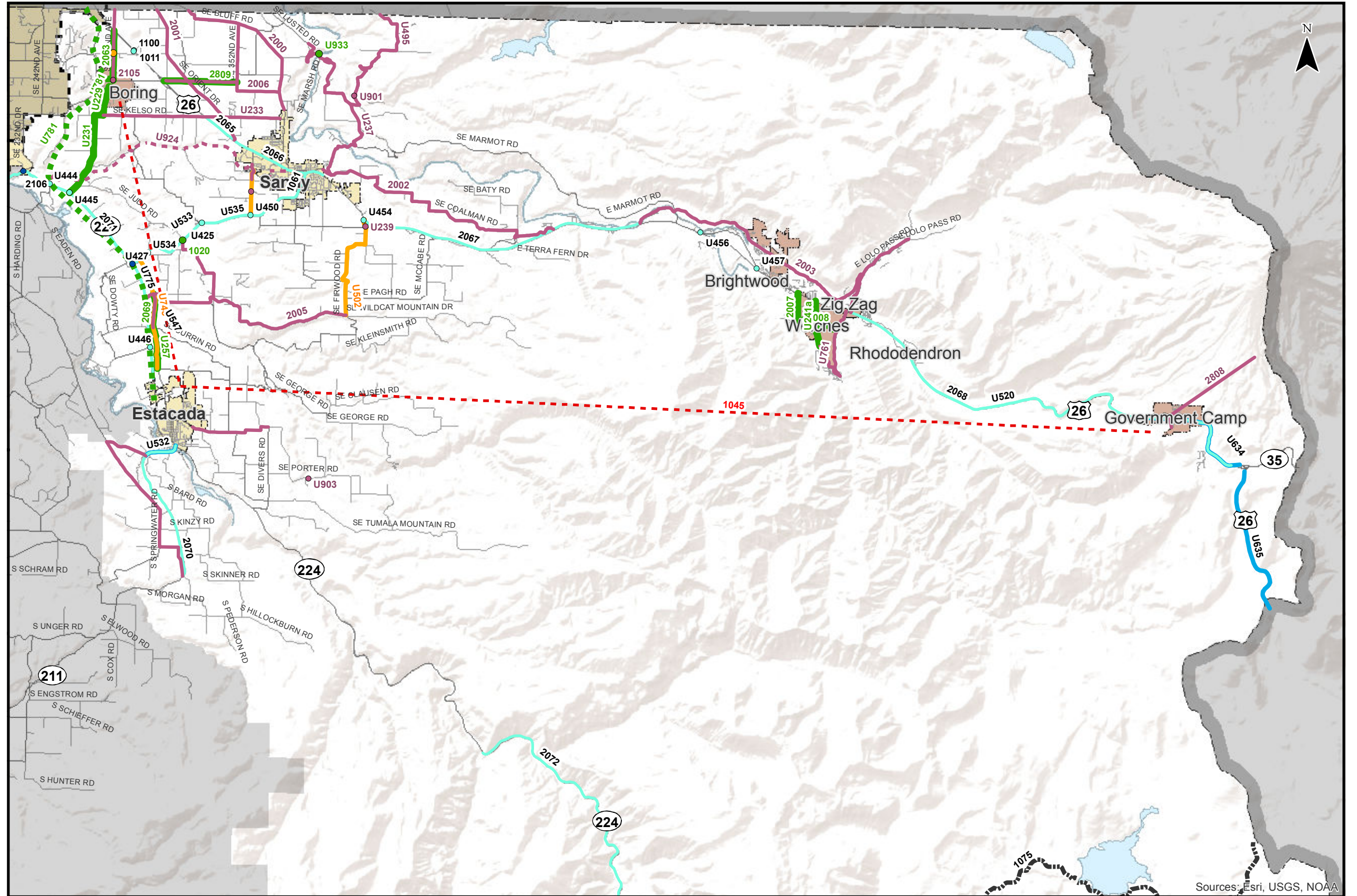
ODOT Projects
Recommended Tier

- High
- Medium
- Low
- - - - Remove

- ▲ Study
- - - - Multi-Use Path
- Incorporated Areas
- County Boundary
- UGB

0 1 2 3 4 5 Miles

Coordinate System:
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Project ID Number will be changed during the TSP adoption process

**Map 5-11b Capital Projects and Studies
Recommendation to the Planning Commission
East County - Northern Portion**

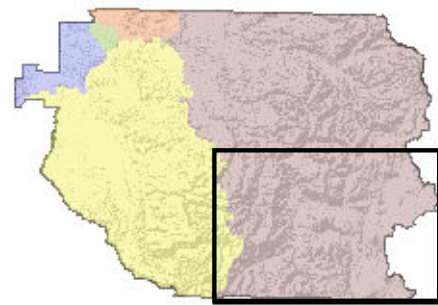
Sources: Esri, USGS, NOAA

Figure
EN ML

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CLACKAMAS COUNTY
TRANSPORTATION SYSTEM PLAN *Update*



Legend

County Projects

Recommended Tier

- Tier 1
- Tier 2
- Tier 3
- - - - Remove

ODOT Projects

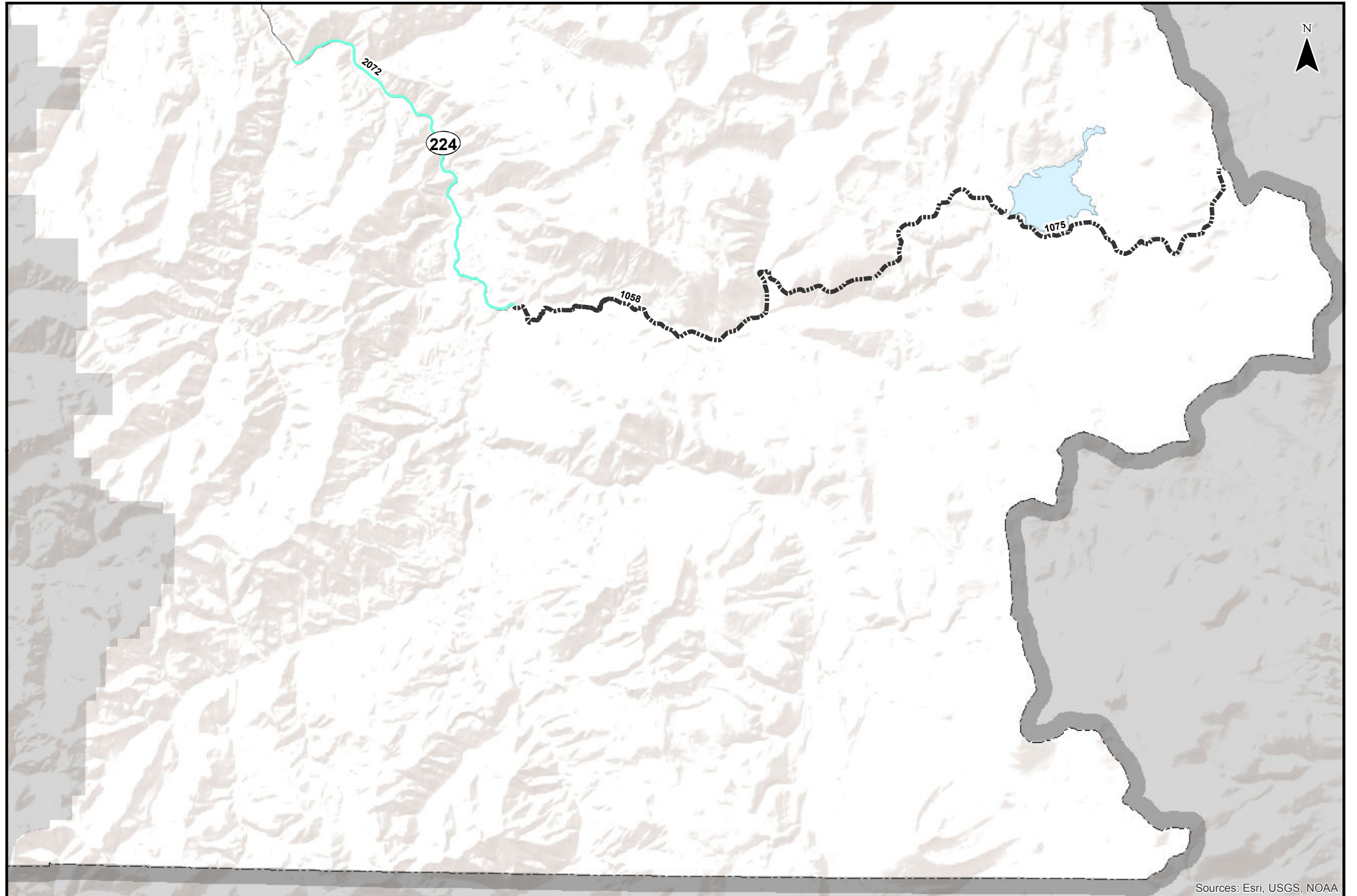
Recommended Tier

- High
- Medium
- Low
- - - - Remove

- ▲ Study
- - - - Multi-Use Path
- Incorporated Areas
- County Boundary
- UGB

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Coordinate System:
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Data Source:
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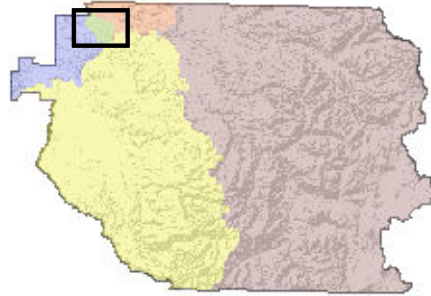
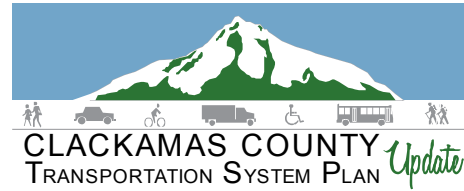
Sources: Esri, USGS, NOAA

Project ID Number will be changed during the TSP adoption process

**Map 5-11c Capital Projects and Studies
Recommendation to the Planning Commission
East County - Southern Portion**

Figure
ES ML

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Legend

County Projects

Recommended Tier

- Tier 1
- Tier 2
- Tier 3
- - - - - Remove

ODOT Projects

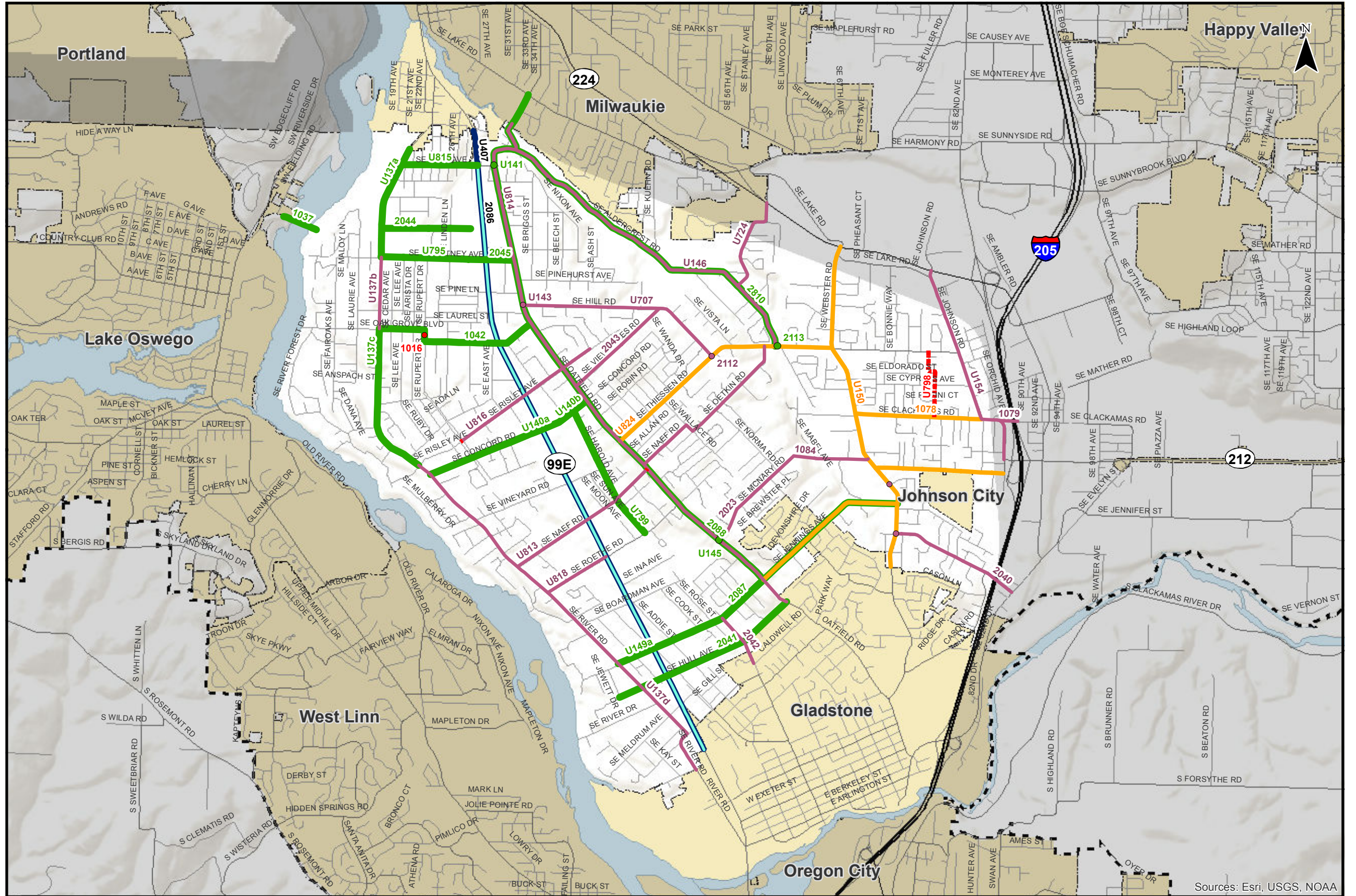
Recommended Tier

- High
- Medium
- Low
- - - - - Remove

- ▲ Study
- - - - - Multi-Use Path
- Incorporated Areas
- County Boundary
- UGB

0 1 Miles

Coordinate System:
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Data Source:
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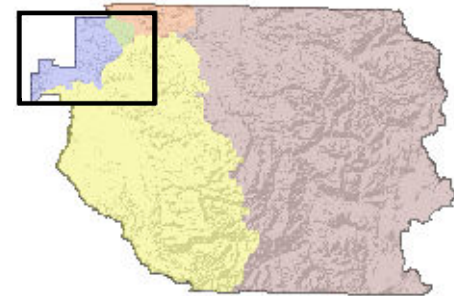
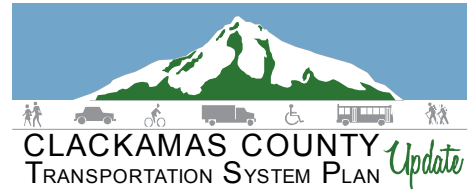


Project ID Number will be changed during the TSP adoption process

**Map 5-11d Capital Projects and Studies
Recommendation to the Planning Commission
Greater McLoughlin Area**

Sources: Esri, USGS, NOAA

Figure
M ML



Legend

County Projects Recommended Tier

- Tier 1
- Tier 2
- Tier 3
- - - - Remove

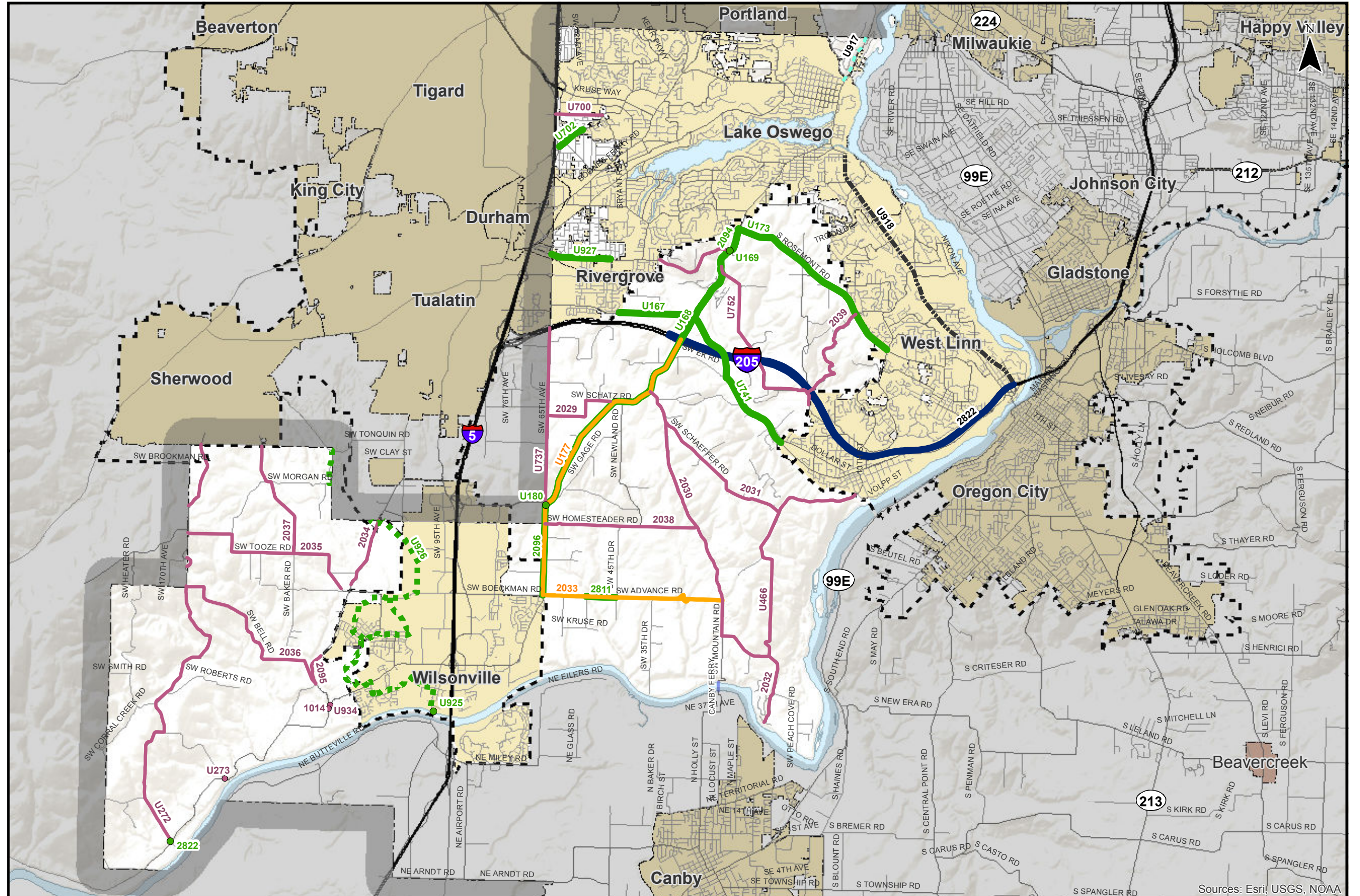
ODOT Projects Recommended Tier

- High
- Medium
- Low
- - - - Remove

- ▲ Study
- - - - Multi-Use Path
- Incorporated Areas
- County Boundary
- UGB

0 1 2 Miles

Coordinate System:
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Data Source:
Clackamas County, Metro Data Resource Center



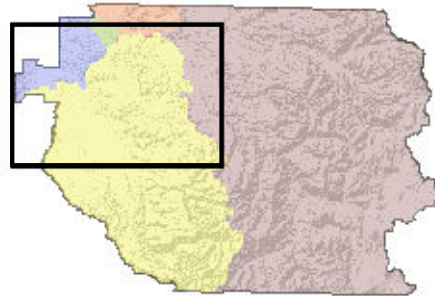
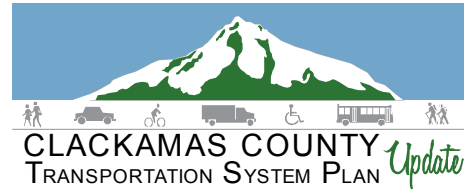
Project ID Number will be changed during the TSP adoption process

Map 5-11e Capital Projects and Studies Recommendation to the Planning Commission Northwest County

Sources: Esri, USGS, NOAA

Figure
NW ML

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Legend

County Projects

Recommended Tier

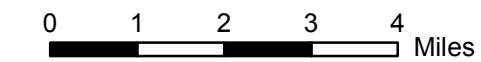
- Tier 1
- Tier 2
- Tier 3
- Remove

ODOT Projects

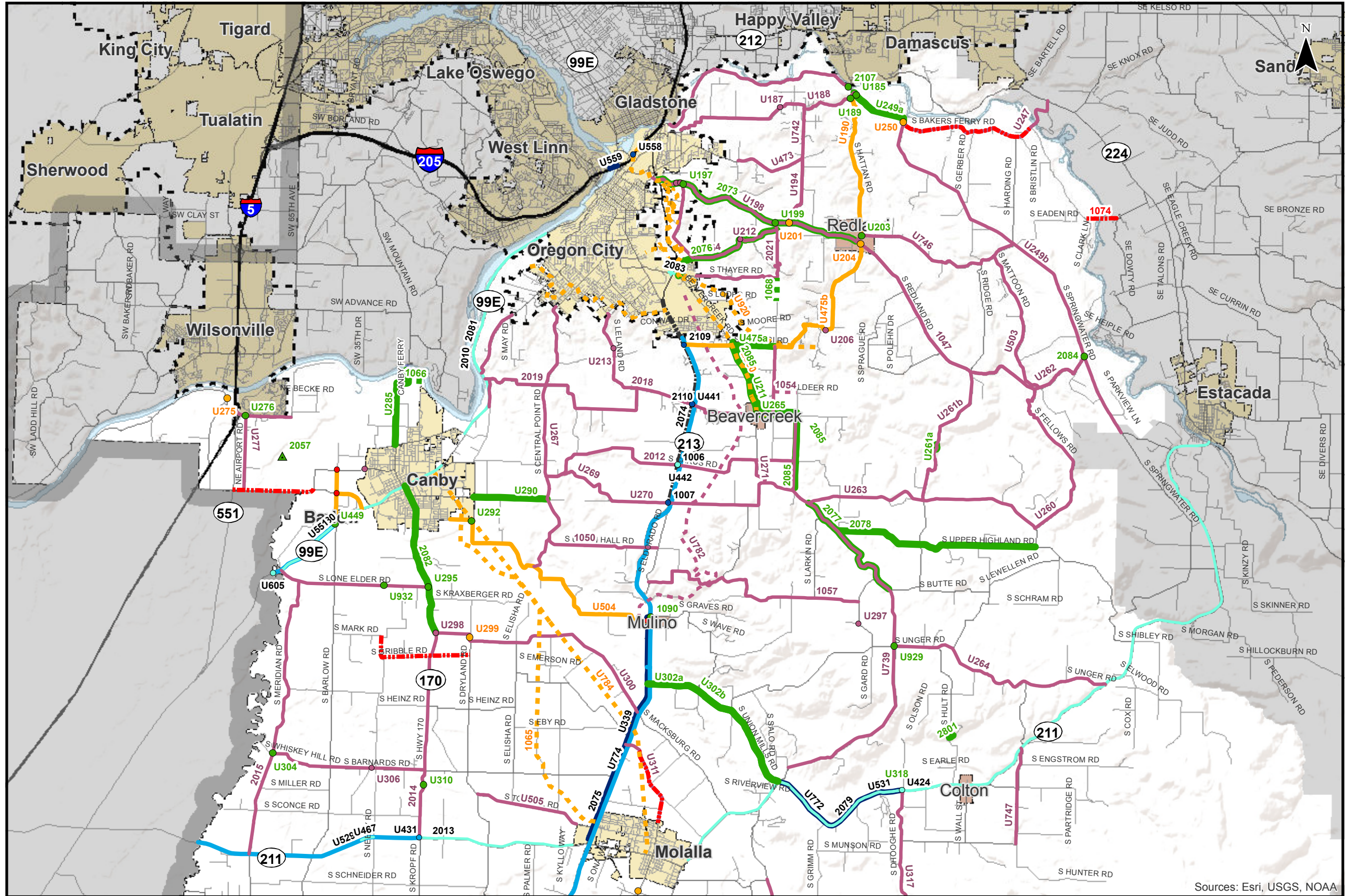
Recommended Tier

- High
- Medium
- Low
- Remove

- ▲ Study
- Multi-Use Path
- Incorporated Areas
- County Boundary
- UGB



Coordinate System:
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 Data Source:
 Clackamas County, Metro Data Resource Center



Sources: Esri, USGS, NOAA

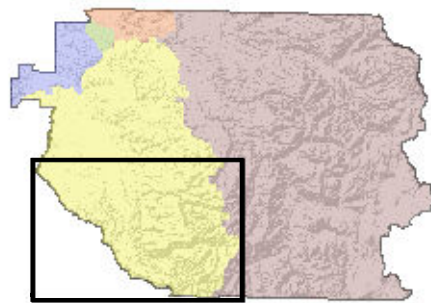
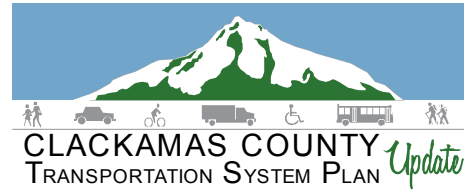
Project ID Number will be changed during the TSP adoption process

Map 5-11f Capital Projects and Studies

Recommendation to the Planning Commission

Southwest County - Northern Portion

Figure
SN ML



Legend

County Projects

Recommended Tier

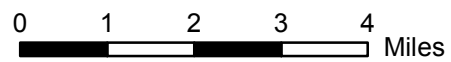
- Tier 1
- Tier 2
- Tier 3
- - - - Remove

ODOT Projects

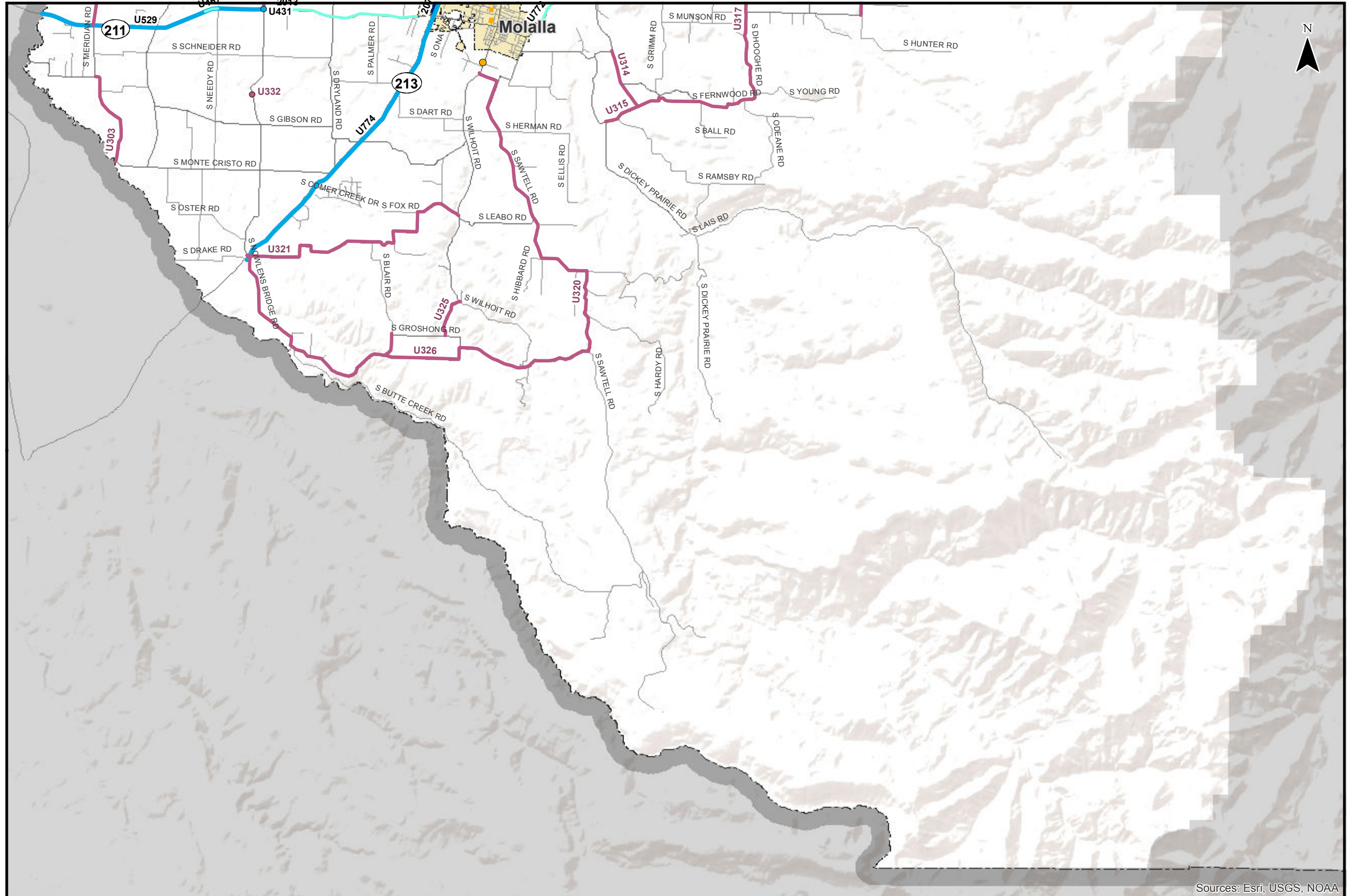
Recommended Tier

- High
- Medium
- Low
- - - - Remove

- ▲ Study
- - - - Multi-Use Path
- Incorporated Areas
- County Boundary
- UGB



Coordinate System:
NAD 1983 HARN StatePlane Oregon North FIPS 3601 Feet Intl
Data Source:
Clackamas County, Metro Data Resouce Center



Sources: Esri, USGS, NOAA

Project ID Number will be changed during the TSP adoption process

Map 5-11g Capital Projects and Studies
Recommendation to the Planning Commission
Southwest County - Southern Portion

Figure
SS ML

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