

Draft Memo #4: Financial Forecast and Implementation



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Project# 27003.12

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Glen Bolen and Molly McCormick; Oregon Department of Transportation

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RE: Gresham TSP 2045 Update

Table of Contents

Introduction.....	1
Project Prioritization.....	1
TSP Financial Forecast.....	4
Current and Projected Revenue Sources.....	4
Historical Expenditures.....	4
Resulting Expected Revenues and Expenditures.....	4
New Potential Revenues.....	5
Constrained Project List.....	9
Updated Order-of-Magnitude Cost Estimates.....	9
Draft Constrained Project List.....	9
Next Steps.....	13
Appendices.....	13

Introduction

This memorandum summarizes project prioritization scoring results, expected revenues, and resulting constrained project lists for the Gresham TSP 2045 update. Further, this memorandum identifies potential new funding sources the City could pursue to be able to implement additional projects and programs, broadening access to safe, affordable transportation options throughout the City.

Project Prioritization

This section summarizes the prioritization framework and applies the prioritization to the project list.

The City of Gresham has four types of project lists within vehicular and active transportation modes, as well as non-infrastructure programs that support access to transportation options. The Vehicular list includes Corridor and Intersection project lists which often have active transportation components, while the Active Transportation list includes Pedestrian and Bicycle projects focused on these modes.

Table 1 shows the goal language, alignment to state prioritization factors, and recommended prioritization criteria considering local feedback. These factors are used to evaluate and prioritize the project lists. Projects identified within the Metro 2023 RTP may use RTP results that are related to these criteria. More information regarding prioritization criteria is provided in Technical Memo #3A: Goals and Prioritization Criteria.

Specific data sources or definitions by goal area include:

■ **Connectivity, Mobility, and Accessibility**

- Regional and town centers serve as climate-friendly areas (CFAs) in the Metro region. Gresham has a town center at Rockwood, planned town center in Pleasant Valley, and a regional center downtown.
- Activity centers like medical and health centers, grocery stores, and education centers were obtained from Homeland Infrastructure Foundation-Level Data (HIFLD) databases and paired with existing and planned high-capacity transit (HCT) to identify priority locations.

■ **Economic Development**

- Whether a project was "gap-filling" was evaluated as part of the Metro RTP for the projects appearing on both lists. Others were assessed qualitatively based on their proximity to regional and town centers and other activity centers.
- Metro Regional Freight Plan identifies which corridors are freight roadway connectors and which areas are considered industrial.

■ **Climate Action**

- This goal was assessed based on whether a new project is likely to increase VMT or GHG emissions, impacts the climate in a negative way, or has potential to decrease single-occupancy vehicle trips.

■ **Equity**

- This was assessed based on Metro's Equity Focus areas, which were recalibrated to Gresham's composite of populations. The areas with high concentrations of underserved populations were given higher priority as compared to the projects in the rest of the city.

■ **Safety**

- This goal was assessed based on the location of projects along high injury corridors of the city.

The projects were prioritized against this framework, resulting in the scoring shown in Appendices A and B.

Table 1. Recommended Prioritization Criteria

Goal	Proposed Goal Language	CFEC Criteria Alignment	Prioritization Method
CONNECTIVITY, MOBILITY, AND ACCESSIBILITY	Providing the ability to reach desired goods, services, activities and destinations with relative ease, within a reasonable time, at a reasonable cost and with a full range of mode choices.	Reallocate right-of-way from facilities dedicated to moving motor vehicles to those for use by the pedestrian, bicycle, and public transportation systems in regional and town centers	<p>Vehicle – Reallocation (mapping exercise):</p> <ul style="list-style-type: none"> Does this project reallocate right-of-way in regional and town centers? (High) Does this project reallocate right-of-way outside of these centers? (Medium) Does this project not reallocate right-of-way? (Low) <p>Walking and Biking – Access (mapping exercise)</p> <ul style="list-style-type: none"> Is this project within ¼ mile of a high-capacity transit stop, school, library, park, grocery store, or other key activity center? (High) Is this project within ½ mile of a high-capacity transit stop, school, library, park, grocery store or other key activity center? (Medium) Is this project elsewhere? (Low)
ECONOMIC DEVELOPMENT	Constructing and maintaining a transportation system that supports new business as well as business retention, expansion and relocation.	Fill gaps in the existing street network	<p>Network completeness (qualitative exercise, compared to Metro RTP results):</p> <ul style="list-style-type: none"> ■ Does this project fill in gaps in regional and town centers? (High) ■ Does this project fill in gaps within ¼ mile of a high-capacity transit stop, school, library, park, or grocery store? (Medium) ■ Does this project fill in gaps elsewhere? (Low) <p>Vehicle – Freight (Metro Regional Freight Map¹)</p> <ul style="list-style-type: none"> ■ Is the project along a freight roadway connector and within an industrial area? (High) ■ Is the project along a freight roadway connector outside of an industrial area? (Medium) ■ Is the project not along a freight corridor? (Low)
CLIMATE ACTION	Meeting the transportation needs of the community and minimizing adverse effects on the climate.	Support meeting the rule -0910 performance targets associated with Metro’s greenhouse gas reduction strategy.	<p>VMT (qualitative exercise, compared to Metro RTP results):</p> <ul style="list-style-type: none"> ■ Is this project likely to reduce vehicle miles traveled? (High) ■ Does this project promote non-single-occupancy trips or unlikely to have impact to VMT? (Medium) ■ Is this project likely to increase VMT? (Low)
EQUITY	Providing all community members access to safe, comfortable, affordable, sustainable, and reliable transportation choices to meet their daily transportation needs.	Improve safety in areas with concentrations of underserved populations	<p>Equity (Metro Equity Focus Areas, calibrated to Gresham City Limits²):</p> <ul style="list-style-type: none"> ■ Is the project in the highest tiers of the index? (High) ■ Is the project in the middle tiers of the index? (Medium) ■ Is the project in the lowest tiers of the index? (Low)
SAFETY	Eliminating all transportation-related serious injury and fatal crashes through design, education, and enforcement.	Improve safety in areas with reported crashes involving serious injuries and deaths.	<p>Safety (state and local crash severity index for fatalities and serious injuries data):</p> <ul style="list-style-type: none"> ■ Is the project likely to improve safety in the top high injury corridors? (High) ■ Is the project likely to improve safety in other high injury corridors? (Medium) ■ Is the project not likely to improve safety? (Low)

¹ https://www.oregonmetro.gov/sites/default/files/2019/05/17/Regional-freight-maps_Page_1.png

² <https://regionalbarometer.oregonmetro.gov/datasets/drcMetro::all-equity-focus-areas/about>

TSP Financial Forecast

This section documents current revenue sources and projects expected available funding through the TSP horizon year of 2045. Gresham uses several funding mechanisms to pay for the transportation investments identified on the 20-year project list: system development charges (SDCs), grants, private developer requirements, capital bonds, urban renewal and local improvement districts (LIDs), gas tax and vehicle registration fees, and miscellaneous one-time funding programs.

CURRENT AND PROJECTED REVENUE SOURCES

Current and projected revenues are described below, alongside the expected revenue amount.

- Revenue from SDCs is development-driven and required to be used for improvements which accommodate new development. SDCs were forecasted to generate approximately \$39 million dollars from 2025 through 2045.
- Private developer requirements ensure improvements of the surrounding public right-of-way during development and were forecast to generate approximately \$27 million dollars from 2025 through 2045.
- Urban renewal and LIDs provide funding for local projects through increased property tax revenue. These revenue sources were forecasted to generate approximately \$2 million dollars in revenue through 2045.
- Federal, State, regional, and local grants target specific programs and projects. Grants were forecasted to generate approximately \$10 million dollars annually from 2025 through 2045.
- Gas tax and vehicle registration fees are typically used to fund maintenance and operations. However, there are exceptions, including ORS requiring 1% of the City's gas tax revenue go towards funding pedestrian and bicycle facilities. These funding mechanisms were forecasted to generate approximately \$207 million dollars from 2025 through 2045.
- County Arterial Transfer includes funding from the County to maintain and improve arterials. This funding was expected to be approximately \$133 million dollars from 2025 through 2045.

In total, projected revenues are near \$418 million between 2025 and 2045.

HISTORICAL EXPENDITURES

The City's maintenance and operations (M&O) efforts include road repair, traffic signal maintenance and optimization, sidewalk and bikeway enhancements, and roadway striping. The engineering, planning, and administration required for the work also falls under the scope of M&O. The forecasted M&O expenditure over the next 20 years is \$302 million dollars. The primary funding source for M&O work is state gas tax and vehicle registration fees as well as County Arterial Transfer, which was forecasted to generate \$340 million dollars through 2045. There is approximately a \$38 million dollar excess. It should be noted that increased fuel efficiency has put additional strain on the future of gas tax revenue and pushes an essential discussion about the stability in the City's M&O funding.

RESULTING EXPECTED REVENUES AND EXPENDITURES.

The 20-year revenue forecast, anticipated M&O costs, and capital project funding have been updated to reflect current and anticipated future revenue streams, and are shown in Table 2.

Table 2. Funding Forecast Update Through 2045

Funding Mechanism	20-Year Forecasted Revenue
SDCs	\$39,000,000
Private Developer Contributions	\$27,000,000
Urban Renewal / Local Improvement Districts	\$2,000,000
Misc. Grants	\$10,000,000
State Gas Tax & Vehicle Registration Fees	\$207,000,000
County Arterial Transfer	\$133,000,000
Total Funding	\$418,000,000
M&O Expenditure	\$302,000,000
Capital Project Funding	\$124,000,000

Note: Final projected funding is pending discussions with TAC and SAC.

These revenues do not include funds allocated for construction in the immediate-term, and those projects are likewise not considered in the project prioritization and resulting project lists. Revenues also exclude 2023 and 2024 funds, which will be expended or allocated prior to TSP adoption. Lastly, the revenues may not reflect other regional or statewide funds, which may have been included in planning processes such as Metro’s Regional Transportation Plan (RTP) and cause discrepancies.

NEW POTENTIAL REVENUES

Table 3 shows potential new funding mechanisms for Gresham projects that the City could pursue, a description of the purpose, and all entities that can pursue that type of funding. The funding sources are divided into two categories: roadway-focused funding sources are shown in light blue, and sources generally used for active transportation (e.g., transit, pedestrian, and bicycle) improvements are in light green. Many of these programs were existing programs expanded by the Bipartisan Infrastructure Law, as well as new programs. The new programs, with their total funding allocation for fiscal year (FY) 2022-2026 in parentheses, are as follows:

- **Safe Streets for All (\$6B)** – This program will provide funding directly to local and tribal governments to support their efforts to advance “vision zero” plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.
- **MEGA Projects (\$15B)** – This new National Infrastructure Project Assistance grant program will support multi-modal, multi-jurisdictional projects of national or regional significance.
- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program (\$8.7B)** – PROTECT will provide \$7.3 billion in formula funding to states and \$1.4 billion in competitive grants to eligible entities to increase the resilience of our transportation system. This includes funding for evacuation routes, coastal resilience, making existing infrastructure more resilient, or efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters.

- **Charging and fueling infrastructure discretionary grants (Up to \$2.5B)** – This discretionary grant program will provide up to \$2.5 billion in funding to provide convenient charging where people live, work, and shop.
- **Reconnecting Communities Pilot Program (\$1B)** – This new competitive program will provide dedicated funding to state, local, MPO, and tribal governments for planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure.
- **Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program (\$1B)** – The SMART Grant program will be a programmed competition that will deliver competitive grants to states, local governments, and tribes for projects that improve transportation safety and efficiency.

As the BIL funding ends in FY26 and the Oregon state legislature forms a transportation bill in 2025, the City of Gresham will need to monitor ongoing impacts to its federal and state funding sources. Locally, the City has had support for bond measures that help to fund safety projects. However, the local appetite for additional taxes is low and would need clear demonstration of project benefits to gain support.

WORKING DRAFT

Table 3. Funding Sources

Funding Source	Description	Eligibility			
		MPO	County	City	District
Surface Transportation Block Grant (STBG)	Federal flexible funding that may be used for projects to preserve and improve conditions on and performance of any federal-aid highway, bridge, or tunnel project on any public road; pedestrian and bicycle infrastructure; and transit capital projects, including intercity bus terminals. These funds are distributed through Metro's Regional Flexible Fund Allocation (RFFA), and projects are focused on four primary RTP investment priorities – Equity, Safety, Climate Smart Strategy, and Congestion.	X	X	X	
State Highway Fund	Revenue sources are: motor vehicle registration and title fees; driver license fees; motor vehicle fuel taxes; and weight-mile taxes. Fund expenditures are restricted to construction; improvement; maintenance; operation; and use of public highways, roads, streets, and roadside rest areas.		X	X	
Road Fund Serial Levy	Voter-approved property tax levied in addition to the permanent tax rate.		X	X	
Road Utility Fee	Monthly user fee with revenue dedicated to road operations. Enacted legislatively or by popular vote. This source is generally better suited to funding operations than capital improvements.		X	X	
Vehicle Registration Fee	An extra fee on all registered motor vehicles, enacted legislatively or by popular vote. This source could fund operations or capital programs.	X	X	X	
Local-Option Fuel Tax	Enacted legislatively or by popular vote. This source could fund operations or capital programs.		X	X	
Immediate Opportunity Funds	Enacted legislatively or by popular vote. This source could fund operations or capital programs.	X	X	X	
All Roads Transportation Safety (ARTS)	MAP-21 increased safety funding and emphasizes a focus on all roads. Because of this, ODOT offered a portion of its safety funds to improve safety on local roads, leading to the creation of the All Roads Transportation Safety (ARTS) program.	X	X	X	
General Fund	Property taxes from local agencies' permanent tax rate.		X	X	
Transportation Development Tax	Based on the estimated traffic generated by each type of development; revenue is dedicated to transportation capital improvements designed to accommodate growth. Eligible projects are on major roads, including sidewalks and bike lanes, as well as transit capital projects.		X	X	
System Development Charges (SDC)	A reimbursement fee, an improvement fee or a combination thereof assessed or collected at the time of increased usage of a capital improvement or issuance of a development permit, building permit, or connection to the capital improvement.		X	X	
Local Improvement District (LID)	Used as a method of financing capital improvements constructed by the local agency or utility district that provide a special benefit to the properties within the boundary of the LID.		X	X	X
Tax Increment Financing	Used to capture additional property taxes generated in the vicinity of transit-specific improvements or areas. This type of funding can also be used to capture a portion of property value increase caused by a particular investment.		X	X	
Urban Renewal Districts	Uses the future increase in property taxes from the rehabilitation of urban areas by renovating or replacing dilapidated buildings with new housing, public buildings, parks, roadways, industrial areas to finance infrastructure improvements within the district. This is a type of tax increment financing.		X	X	
Connect Oregon Funds	Projects are eligible for grants covering up to 70% of project costs. A minimum 30% cash match is required from the recipient for all grant-funded projects. Projects eligible for funding from state fuel tax revenues are not eligible for Connect Oregon funding.	X	X	X	
Private/Public Sponsorships	Private/public sponsorships involve a private entity, such as a local business owner, working with the public agency to fund a project (e.g., bus stop shelter and sidewalk connection maintenance). In return for their investment in the community, these business owners often have recognition for their role, providing a marketing venue for the business.	X	X	X	X
Congestion Mitigation & Air Quality (CMAQ)	Federal flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. These funds are distributed through Metro's Regional Flexible Fund Allocation (RFFA), and projects are focused on four primary RTP investment priorities – Equity, Safety, Climate Smart Strategy, and Congestion.	X	X	X	X
STIP Enhance	Funds allocated to projects through a competitive grant application process. Eligible projects include public transit capital improvements.		X	X	X
Property Taxes	Tax assessed on the value of an owned property, a portion of which can be used to fund transit.	X	X	X	

Funding Source	Description	Eligibility			
		MPO	County	City	District
Payroll Taxes	Taxes imposed on employers or employees, usually calculated as a percentage of the salaries that employers pay their staff, and generated through deductions from an employee's wages or taxes paid by the employer based on the employee's wages.		X	X	
Business Taxes	Tax assessed on the net income of businesses near transit facilities/routes.		X	X	
Tax Increment Financing	Used to capture additional property taxes generated in the vicinity of transit-specific improvements or areas. This type of funding can also be used to capture a portion of property value increase caused by a particular investment.		X	X	
Tax Incentive Zones	Designated areas that provide an indirect avenue for transit funding by potentially increasing fare revenue, sponsorship revenue, etc. by providing tax incentives for businesses and residents near transit-oriented or transit-friendly developments.		X	X	
Multimodal Impact Fees	Similar to transportation system development charges (SDC), but focused on improvements to multimodal transportation options. In the event a TIF is established, the fixed-route service could work to allocate a portion of funds towards transit-enhancing improvements.		X	X	
ODOT Safe Routes to School Grant Program	Eligible projects include safety improvements that positively affect the ability of children to walk and bicycle to school. Projects must be within a public road right-of-way, consistent with jurisdictional plans, supported by the school or school district, within a one-mile radius of a school, and able to be constructed within five years of the application. Project examples include sidewalks, median refuge islands, rapid flashing beacons, etc. The minimum funding request is \$60,000, and the maximum is \$2 million.		X	X	X
Metro Grant Programs	Metro provides grant opportunities for various transportation-based projects. One such opportunity is the Regional Travel Options (RTO) grant, which includes Infrastructure and Innovation grants to support light infrastructure that make it easier, more convenient, or safer for people to get around using travel options and Safe Routes to School grants.	X	X	X	X
Innovative Mobility Program	<p>The Innovative Mobility Program is a new initiative that aims to improve historically underserved communities' access to public and active transportation. Program goals also include reducing the number of trips Oregonians make by car and reducing greenhouse gas emissions. The Innovative Mobility Program is designed to increase social equity and mobility while reducing the effects of climate change. The core objectives of the program are to:</p> <ol style="list-style-type: none"> 1. Improve historically underserved communities' access to public and active transportation. 2. Reduce the number of drive-alone trips. 3. Reduce greenhouse gas emissions. <p>The term "historically underserved communities" refers to populations sharing a particular characteristic, as well as geographic communities, whose access to resources and opportunities have been historically limited due to systemic barriers. This includes, but is not limited to, communities who have been historically underserved or under-resourced due to age, disability status, language, income, race/ethnicity, immigration status, or gender.</p>	X	X	X	X

Constrained Project List

This section describes the updated order-of-magnitude cost estimates of the project lists, and the resulting constrained project list based on available funding, project prioritization scoring, and project cost. This list will be refined using feedback from the TAC, SAC, and Public Outreach #3.

UPDATED ORDER-OF-MAGNITUDE COST ESTIMATES

Project cost estimates from the prior TSP were updated to reflect the impacts of inflation and the rising costs of construction since 2013. Oregon Metro’s 2023 Regional Transportation Plan (RTP) update provided recent cost estimates for select projects that were included in The City of Gresham’s 2013 TSP. In comparing the 2023 RTP and 2013 TSP costs, project costs increased between 75-100%, for projects whose scope remained relatively unchanged during that timeframe. This is also in line with national and local construction cost trends during this period. Consequently, corridor and intersection-based projects cost estimates from the prior TSP were updated to reflect a 90% increase from the 2013 estimates. The transportation systems management operations/intelligent transportation systems, outreach and education transportation projects were increased at the same rate.

Similarly, the pedestrian and bicycle projects in the City’s 2018 Active Transportation Plan (ATP) were increased roughly 45%, consistent with industry trends. Not all active transportation projects had cost estimates in the 2018 ATP. Therefore, new cost estimates were developed by calculating an average cost-per-mile where estimates existed, then applying this factor to the other projects. Lastly, pedestrian crossing projects were assumed to cost between \$150,000 - \$200,000.

DRAFT CONSTRAINED PROJECT LIST

The draft constrained project list was identified by identifying the prioritization scoring where the total project cost for those above that score was within 125% of the projected revenues. That score was identified as 25.9 (meaning projects got on average, a 5 or “medium” ranking for each goal). At 25.9, total project costs are near \$133 million, about 7% higher than the projected revenues.

Project List	Costs	Number of Projects	Average Cost per Project	Percent of Total Cost
Corridors	\$33,040,000.00	3	\$11,013,333	25%
Intersections	\$16,950,000.00	1	\$16,950,000	13%
Pedestrians	\$53,967,000.00	26	\$2,075,654	41%
Bicycles	\$26,669,000.00	11	\$2,424,455	20%
Total Costs	\$130,626,000.00	41	\$3,186,000	100%
100% Projected Revenues	\$123,794,229.21			
125% Projected Revenues	\$154,742,786.51			

Table 4 and Figures X through X show the constrained project lists. Table 5 shows the supporting programs for the transportation system.

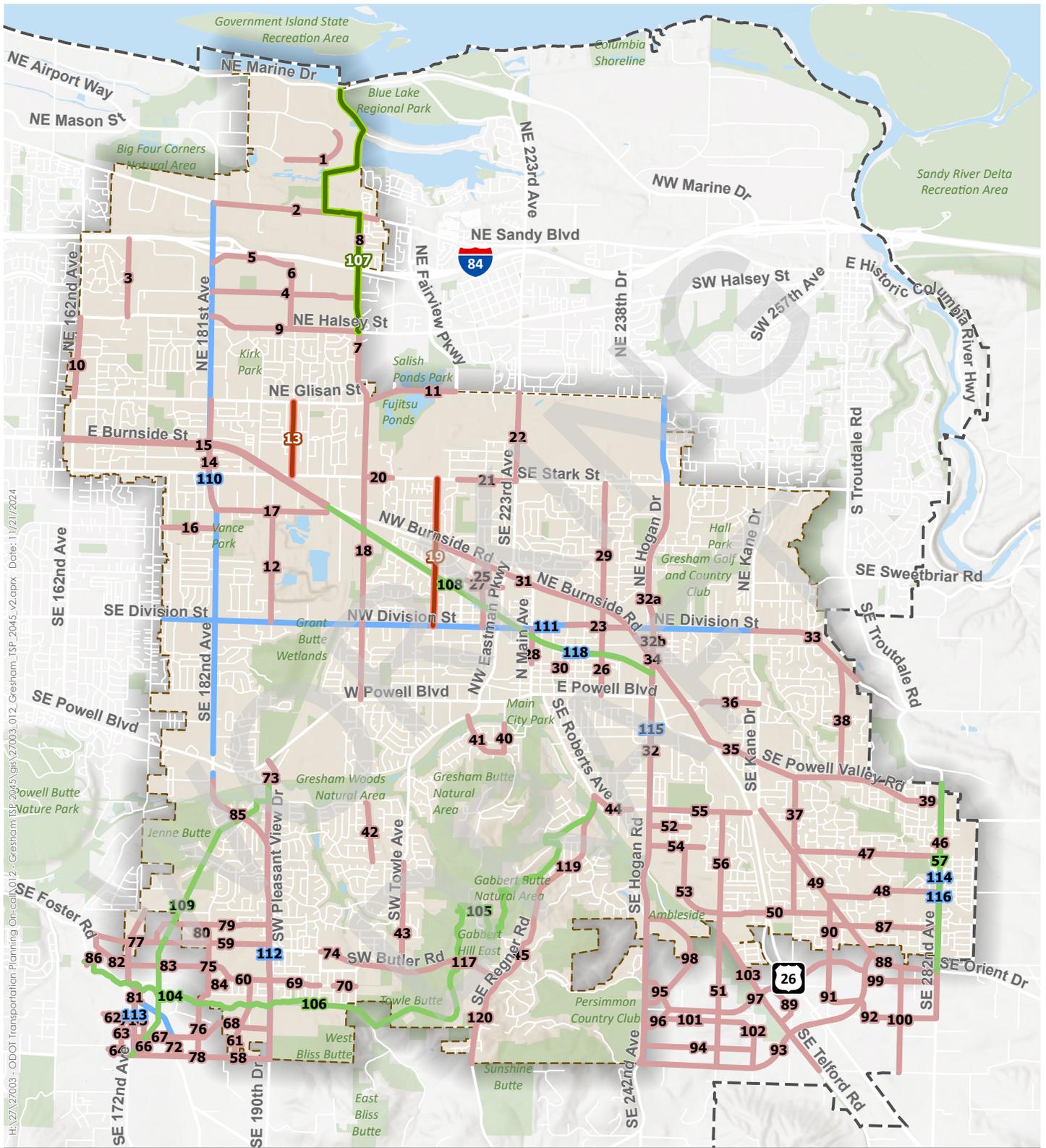
Table 4. Draft Constrained Project List

Project Number	On Street	From	To	New Project Description	Subject to CFEC-related Enhanced Review Rulemaking?	Fiscally Constrained	2025 Cost Estimate	Safety	Climate	Connectivity	Equity	Economic Development	Total
Corridor Projects													
13	192nd Avenue	Glisan Street	Stark Street	Construct to minor collector cross section (Missing pedestrian and bicycle facilities)	-	X	\$8,420,000	10	0	10	6.7	5.0	31.7
19	Wallula Avenue	Division Street	Stark Street	Construct to standard collector cross section (Sidewalk gaps exist, missing bicycle facilities)	-	X	\$15,860,000	10	0	10	6.7	5.0	31.7
107	Gresham/ Fairview Trail	Halsey	Marine Drive	Construct new multi-use trail	-	X	\$8,760,000	10	10	0	8.3	0.0	28.3
Intersection Projects													
69	Rockwood TC 181st lightrail station and pedestrian enhancements			Enhancements at the Rockwood Town Center/181st Avenue lightrail station, including pedestrian enhancements	-	X	\$16,950,000	10	10	5	5.0	0	30.0
Pedestrian Projects													
C1	181st Ave	San Rafael St		Crossing Enhancement	-	X	\$175,000	10	5	5	10.0	5	35.0
C2	Halsey St	169th Ave		Crossing Enhancement	-	X	\$175,000	5	5	5	10.0	5	30.0
C5	162nd Ave	Glisan St		Crossing Enhancement	-	X	\$175,000	5	5	10	10.0	10	40.0
C6	181st Ave	Glisan St		Crossing Enhancement	-	X	\$160,000	5	5	10	10.0	10	40.0
C7	Glisan St	188th Ave		Crossing Enhancement	-	X	\$175,000	5	5	10	8.3	10	38.3
C11	Stark St	175th Pl		Crossing Enhancement	-	X	\$175,000	10	5	5	10.0	10	40.0
C14	182nd Ave	Stephens St		Crossing Enhancement	-	X	\$175,000	10	5	0	10.0	5	30.0
C15	Division St	182nd Ave		Crossing Enhancement	-	X	\$180,000	10	5	5	10.0	5	35.0
C16	182nd Ave	Brooklyn St		Crossing Enhancement	-	X	\$175,000	10	5	5	10.0	5	35.0
C17	182nd Ave	Powell Blvd		Crossing Enhancement	-	X	\$175,000	10	5	5	10.0	5	35.0
C23	Burnside Rd	Eastman Pkwy		Crossing Enhancement	-	X	\$175,000	10	5	10	5.0	10	40.0
C24	Powell Blvd	Eastman Pkwy		Crossing Enhancement	-	X	\$175,000	10	5	10	5.0	10	40.0
C25	Kelly Ave	8th St		Crossing Enhancement	-	X	\$175,000	5	10	10	6.7	10	41.7
C26	Powell Blvd	Cleveland Ave		Crossing Enhancement	-	X	\$175,000	10	0	10	6.7	10	36.7

Project Number	On Street	From	To	New Project Description	Subject to CFEC-related Enhanced Review Rulemaking?	Fiscally Constrained	2025 Cost Estimate	Safety	Climate	Connectivity	Equity	Economic Development	Total
C31	Division St	Hogan Dr		Crossing Enhancement	-	X	\$181,000	10	0	7.5	5.0	5	27.5
S2	Halsey St	201st Ave		2700 ft Sidewalk infill	-	X	\$4,487,000	5	10	5	5.0	5	30.0
S3	201st Ave	Glisan St	Holladay St	1400 ft Sidewalk infill	-	X	\$2,326,000	5	10	5	5.0	5	30.0
S4	Burnside Rd	West of Eastman Pkwy		2000 ft Sidewalk infill	-	X	\$3,323,000	5	10	5	6.7	10	36.7
S5	176th Ave	Division St	Yamhill St	4100 ft Sidewalk infill	-	X	\$6,813,000	5	10	5	8.3	5	33.3
S6	176th Pl	Division St	Marie St	4100 ft Sidewalk infill	-	X	\$6,813,000	5	10	0	10.0	5	30.0
S7	190th Ave	North of Division St		2000 ft Sidewalk infill	-	X	\$3,323,000	5	10	2.5	6.7	5	29.2
S8	Birdsdale Ave	North & South of Division S		1600 ft Sidewalk infill	-	X	\$2,659,000	5	10	5	5.0	5	30.0
S12	US 26	Powell Blvd	Palmquist Dr	7000 ft Sidewalk infill	-	X	\$11,632,000	5	10	0	8.3	5	28.3
S13	Highland Dr	11th St	Springwater Corridor	500 ft Sidewalk infill	-	X	\$831,000	5	10	0	10.0	5	30.0
S15	Orient Dr	Salquist Dr	Welch Rd	5300 ft Sidewalk infill	-	X	\$8,807,000	5	10	5	6.7	5	31.7
S16	17th St	La Mesa Pl		200 ft Sidewalk infill	-	X	\$332,000	5	10	5	1.7	5	26.7
Bicycle Projects													
BR1	-	NW Division St	I-84	2.9 mile bike boulevard	-	X	\$4,785,000	10	5	10	10.0	10	45.0
BR2	-	NE Halsey St	NE Marine Dr	2.5 mile trail	-	X	\$2,900,000	10	5	5	6.7	5	31.7
BR3	-	NE 162nd Ave	NE 201st Ave	2.3 mile bike boulevard	-	X	\$1,740,000	5	5	7.5	10.0	5	32.5
BR4	-	SE Yamhill St	NE Hassalo St	1 mile bike boulevard	-	X	\$1,450,000	5	5	10	8.3	10	38.3
BR5	-	SE Main St	NE Hogan Dr	2.1 mile bike boulevard	-	X	\$4,785,000	5	5	10	10.0	10	40.0
BR8	-	Springwater Corridor Trail	NW Burnside Rd	1.4 mile bike boulevard	-	X	\$1,595,000	5	5	2.5	6.7	10	29.2
BR9	-	Gresham-Fairview Trail	N Main Ave	1.8 mile bike boulevard	-	X	\$508,000	5	5	5	5.0	10	30.0
BR10	-	N Main Ave	NE Scott Dr	1.9 mile bike boulevard	-	X	\$4,350,000	5	5	2.5	8.3	10	30.8
BR12	-	Springwater Corridor Trail	SE Salmon Ct	1.3 mile bike boulevard	-	X	\$1,160,000	5	5	10	6.7	10	36.7
BR19	-	NE Burnside Rd	City limits (South)	2.7 mile separated bike lane	-	X	\$3,162,000	10	5	7.5	8.3	5	35.8
BR27	-	I-84 bike path	I-84 bike path	0.2 mile separated bike lane jog	-	X	\$234,000	5	10	2.5	10.0	0	27.5

Table 5. Other Project Lists

Project Type	Project Name	Description	2025 Cost Estimate
Transportation Systems Management Operations/Intelligent Transportation Systems	Glisan Street: Arterial Corridor Management System	Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide real-time and forecasted traveler information on arterial roadways including current roadway conditions, congestion information, travel times, incident information, construction work zones, current weather conditions and other events that may affect traffic conditions.	\$2,300,000
	NE 181st/182nd Avenues: Arterial Corridor Management	Improve arterial corridor operations by upgrading traffic signal equipment and timings.	\$1,300,000
Outreach and Education Transportation Projects	Transportation Management Associations: Gresham Regional Center	Support public private partnerships in regional or town centers that assist employees and/or residents increase use of travel options.	\$1,300,000
	Transportation Management Associations: Rockwood Town Center	Support public private partnerships in regional or town centers that assist employees and/or residents increase use of travel options.	\$1,300,000
	Safe Routes to School Program (SRTS)	Developing active transportation networks (pedestrian and bicycle) near schools to ensure the safety of children and individuals travelling to and from schools. These projects may also include sidewalk infills, introduction of bike lanes, protected paths, etc. This program plays a vital role in promoting the safety, health and well-being of students and the surrounding community.	TBD
Shared Micromobility Programs	Shared Micromobility Pilot Program	Micromobility projects involve small, lightweight vehicles like bicycles, e-scooters and/or e-bikes. They play a crucial role in transforming urban transportation and complete the transportation network by providing last mile connectivity.	TBD



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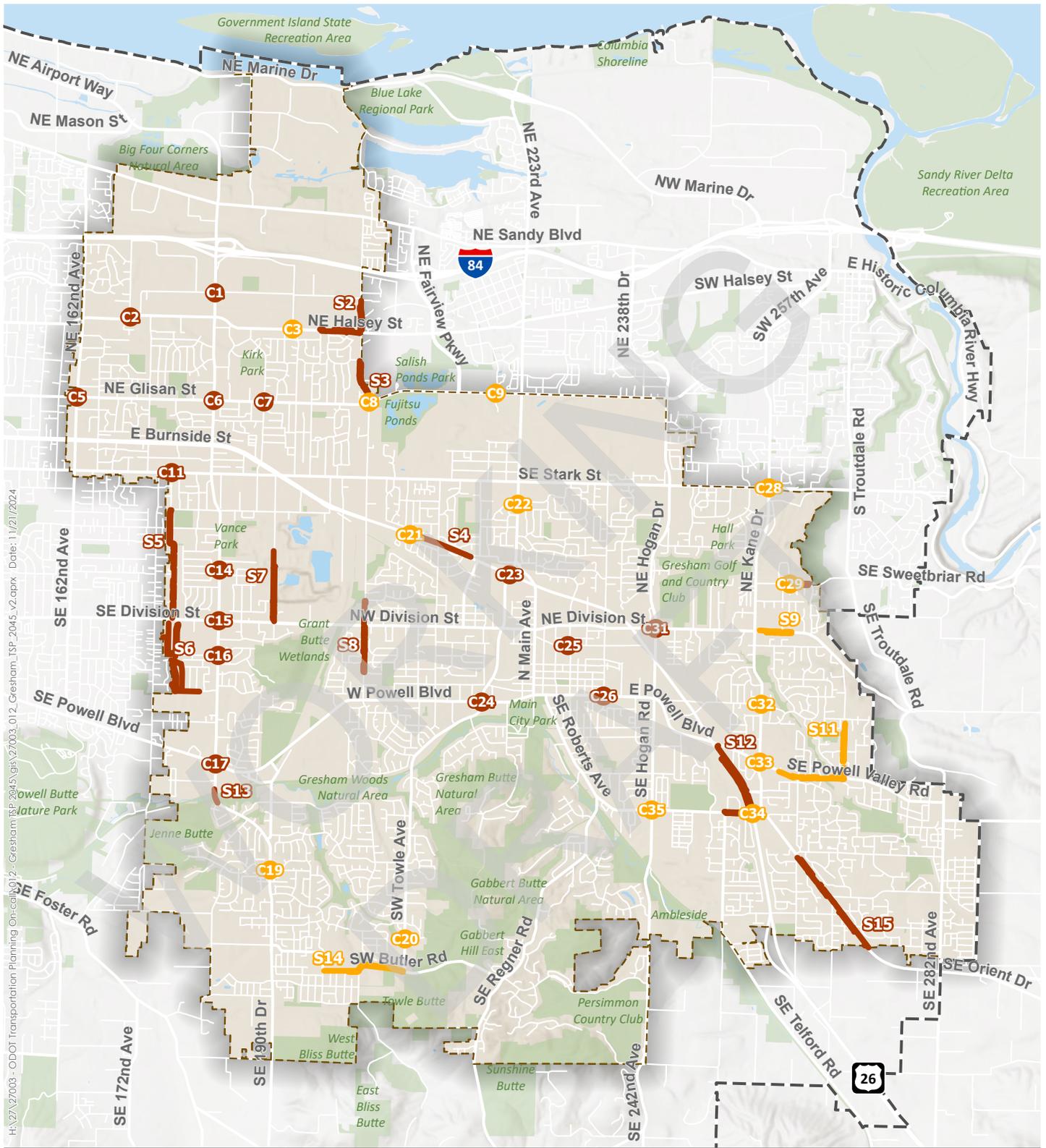
-  Urban Growth Boundary
-  City Limits

-  Corridor Studies
-  Street Corridors
-  Trail Corridors
-  Constrained Street Corridors
-  Constrained Trail Corridors



Project Number





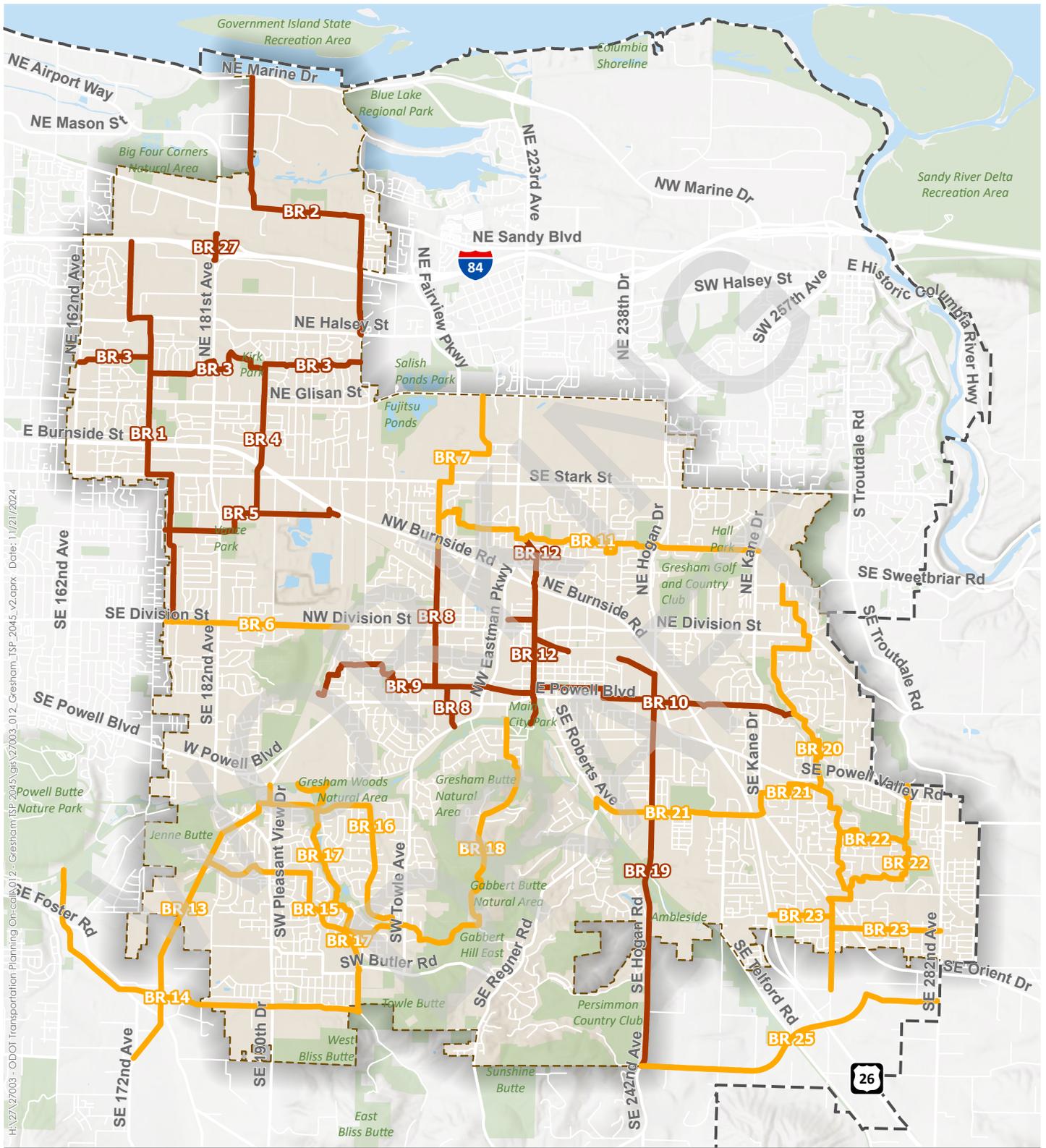
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-  Urban Growth Boundary
-  City Limits
-  Project Number

-  Constrained Projects
-  Unconstrained Projects

-  Constrained Projects
-  Unconstrained Projects





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-  Urban Growth Boundary
-  City Limits

-  Constrained Projects
-  Unconstrained Projects



Project Number



Next Steps

The funding projections and prioritized project lists will be shared with the PMT, discussed in the TAC #5 and SAC #5 meetings, and brought forward to the community for feedback and insights during Public Outreach #3. Public Outreach #3, estimated to begin in January 2025, will include focus groups and follow-up sessions to solicit feedback. This memorandum will also be discussed during Planning Commission Work Session #2. Based on the feedback from these groups, the draft prioritized list will be refined and incorporated into the draft TSP.

Appendices

- A1. Corridor Project List
- A2. Intersection Project List
- B1. Pedestrian Project List
- B2. Bicycle Project List

Appendix A1: Street Corridor Project List

Project Number	On Street	From	To	New Project Description	Subject to CFEC-related Enhanced Review Rulemaking?	Fiscally Constrained	2025 Cost Estimate	Safety	Climate	Connectivity	Equity	Economic Development	Total
13	192nd Avenue	Glisan Street	Stark Street	Construct to minor collector cross section (Missing pedestrian and bicycle facilities)		X	\$8,420,000	10	0	10	6.7	5.0	31.7
19	Wallula Avenue	Division Street	Stark Street	Construct to standard collector cross section (Sidewalk gaps exist, missing bicycle facilities)		X	\$15,860,000	10	0	10	6.7	5.0	31.7
107	Gresham/ Fairview Trail	Halsey	Marine Drive	Construct new multi-use trail		X	\$8,760,000	10	10	0	8.3	0.0	28.3
16	Main Street	Western City limits	SE 182nd Avenue	Construct to standard collector cross section (Missing pedestrian facilities)			\$4,470,000	10	0	5	8.3	2.5	25.8
32	Hogan Road Corridor	Stark Street	Rugg Road	Construct to standard arterial cross section with boulevard design where applicable. Extension of 5 lanes between Burnside Rd to Rugg Road	Yes		\$131,670,000	10	0	5	8.3	2.5	25.8
31	Burnside Road	Wallula Avenue	Hogan Road	Construct to standard arterial cross section with boulevard design where applicable. Completed project. 5 lanes between streets. No gaps.	Yes		\$11,120,000	0	0	10	6.7	7.5	24.2
33	Division Street	Kane Drive	UGB	Construct to minor arterial cross section (Missing pedestrian and bicycle facilities)			\$7,500,000	10	10	0	1.7	2.5	24.2
15	Burnside Street	162nd Avenue	197th Avenue	Complete to standard arterial standard and improve remaining segments to boulevard standards where designated and applicable	Yes	P	\$15,110,000	0	0	10	8.3	5.0	23.3
75	182nd Avenue	Giese Road	Richey Road	Construct to major collector cross section between Giese Road and Knapp Road and to standard collector cross section between Knapp Road and Richey Road (Missing pedestrian and bicycle facilities)			\$12,650,000	10	10	0	3.3	0.0	23.3
109	East Buttes Powerline Trail	Springwater/ Gresham Fairview Trail	Clackamas Greenway	Build trail linking Gresham and the Clackamas River			\$3,610,000	10	10	0	3.3	0.0	23.3
25	NW Norman Avenue	Burnside Road	Division Street	Construct to major collector cross section consistent with Civic Neighborhood Plan design			\$4,750,000	0	0	10	6.7	5.0	21.7
27	16th Street	Eastman Parkway	NW Civic Drive	Construct to major collector cross section with Civic Neighborhood Plan design			\$4,750,000	0	0	10	6.7	5.0	21.7
28	Main Avenue	Division Street	5th Street	Ped to MAX project, improve pedestrian access to light rail transit			\$4,750,000	0	0	10	6.7	5.0	21.7
50	Hillyard Road	Palmlblad Road	Anderson Road	Construct to standard collector cross section (Missing pedestrian and bicycle facilities)			\$18,290,000	10	0	0	8.3	2.5	20.8
55	Palmquist Road	Hogan Road	HWY 26	Construct to minor arterial cross section (Sidewalk gaps exist, missing bicycle facilities)			\$5,180,000	10	0	0	8.3	2.5	20.8
56	Palmlblad Road	Palmquist Road	Hillyard Road	Construct to standard collector cross section (Sidewalk gaps exist, missing bicycle facilities)			\$14,870,000	10	0	0	8.3	2.5	20.8
10	162nd Avenue	Halsey Street	Glisan Street	Construct to standard arterial cross section. Fill gap between Halsey St and Glisan St.	Yes		\$8,490,000	0	0	10	10.0	0.0	20.0
4	San Rafael Street	181st Avenue	201st Avenue	Construct to minor arterial cross section (Missing bicycle facilities, sidewalk gaps exist)			\$18,980,000	10	0	0	8.3	0.0	18.3
104	East Buttes Loop Trail	190th Avenue	Springwater Trail	Construct new shared use trail (12' wide pervious asphalt)			\$10,480,000	10	0	0	3.3	5.0	18.3
59a	Giese Road	Gresham City Limits	190th Drive	Construct to minor arterial cross section and boulevard design where adjacent to town center(Missing pedestrian and bicycle facilities)			\$8,660,000	10	0	0	3.3	5.0	18.3

Project Number	On Street	From	To	New Project Description	Subject to CFEC-related Enhanced Review Rulemaking?	Fiscally Constrained	2025 Cost Estimate	Safety	Climate	Connectivity	Equity	Economic Development	Total
3	169th Avenue	Wilkes Road	Halsey Street	Construct to standard collector cross section (Missing bicycle facilities)			\$980,000	5	0	0	10.0	2.5	17.5
7	201st/202nd Avenue	Glisan Street	San Rafael Street	Construct to standard collector cross section (Missing pedestrian and bicycle facilities)			\$11,590,000	10	0	0	5.0	2.5	17.5
37	Barnes Road	Powell Valley Road	Hillyard Road	Construct to standard collector cross section (Missing bicycle facilities)			\$13,560,000	10	0	0	6.7	0.0	16.7
74	Butler Road	Binford Way	Rodlin Road	Realign and widen between Binford Way and Rodlin Road (Missing pedestrian and bicycle facilities)			\$10,500,000	10	0	0	3.3	2.5	15.8
115	Hogan Road	Glisan Street	Rugg Road	Corridor Planning Study for Hogan			\$190,000	10	0	0	3.3	2.5	15.8
49b	Orient Drive	Palmquist Road	Springwater Major Arterial	Construct to standard arterial cross section (Missing pedestrian and bicycle facilities)	Yes		\$16,530,000	10	0	0	3.3	2.5	15.8
6	192nd Avenue	Wilkes Road	Halsey Street	Construct to minor arterial cross section (Missing pedestrian and bicycle facilities)			\$7,280,000	10	0	0	5.0	0.0	15.0
40	Walters Drive	Springwater Corridor Trail	7th Street	Construct to standard collector cross section (Missing pedestrian and bicycle facilities)			\$4,790,000	10	0	5	0.0	0.0	15.0
41	7th Street	Eastman Avenue	Walters Drive	Construct to standard collector cross section (Missing bicycle facilities)			\$2,950,000	10	0	5	0.0	0.0	15.0
88	Orient Drive	Springwater major arterial	282nd Ave	Construct to minor arterial cross section (Missing pedestrian and bicycle facilities)			\$17,100,000	10	0	0	0.0	5.0	15.0
12	190th Avenue	Division Street	Yamhill Street	Construct to standard collector cross section			\$1,730,000	0	0	5	6.7	2.5	14.2
38	Williams Road	Division Street	Powell Valley Road	Construct to standard collector cross section (Missing pedestrian and bicycle facilities)			\$13,680,000	10	0	0	1.7	2.5	14.2
39	Powell Valley Road	Kane Drive	282nd Avenue	Construct to minor arterial cross section (Missing bicycle facilities)			\$27,830,000	10	0	0	1.7	2.5	14.2
35b	Powell Valley Road	Burnside Road	Kane Drive	Construct to standard arterial cross section with boulevard design where applicable (Missing pedestrian and bicycle facilities)	Yes		\$10,060,000	10	0	0	1.7	2.5	14.2
36b	1st Street	Burnside Road	Kane Drive	Construct to standard arterial cross section with boulevard design where applicable (Missing pedestrian and bicycle facilities)	Yes		\$10,060,000	10	0	0	1.7	2.5	14.2
1	Riverside Parkway	Riverside Parkway	Portal Way	Construct to minor arterial design, looping Riverside Parkway with Portal Way consistent with special street designation. New roadway segment.			\$9,500,000	0	0	0	8.3	5.0	13.3
5	Wilkes Road	181st Avenue	192nd Avenue	Construct to minor arterial cross section. (Missing bicycle facilities, sidewalk only along one side, some sidewalk gaps exist)			\$12,890,000	5	0	0	8.3	0.0	13.3
23	Division Street	Kelly Avenue	Burnside Road	N/A - Completed project. 5 lanes between streets. No gaps.			\$3,780,000	0	0	10	3.3	0.0	13.3
43	Towle Avenue	Binford Lake Parkway	Butler Road	Construct to minor arterial cross section (Missing pedestrian and bicycle facilities)			\$22,610,000	0	10	0	3.3	0.0	13.3
58	Cheldelin Road	1,500 feet west of 190th Avenue (2013 western Gresham City limits)	190th Avenue	Construct to minor arterial cross section (Missing pedestrian and bicycle facilities)			\$1,940,000	10	0	0	3.3	0.0	13.3
63	170th Avenue	Crystal Springs Boulevard	Baxter Road	Construct to minor collector cross section (Missing pedestrian and bicycle facilities)			\$2,580,000	10	0	0	3.3	0.0	13.3

Project Number	On Street	From	To	New Project Description	Subject to CFEC-related Enhanced Review Rulemaking?	Fiscally Constrained	2025 Cost Estimate	Safety	Climate	Connectivity	Equity	Economic Development	Total
65	Crystal Springs Boulevard	172nd Avenue	Pleasant Valley planned road #66	Construct to standard collector cross section (Missing pedestrian and bicycle facilities)			\$660,000	10	0	0	3.3	0.0	13.3
72	Foster Road	Pleasant Valley planned road #140	Cheldelin Road	Construct to minor collector cross section (Missing pedestrian and bicycle facilities)			\$1,320,000	10	0	0	3.3	0.0	13.3
73	Pleasant View Drive	Powell Boulevard	Highland Drive	Construct to minor arterial cross section (Missing pedestrian and bicycle facilities)			\$7,600,000	10	0	0	3.3	0.0	13.3
76	Giese Road	Richey Road	Cheldelin Road	Construct to standard collector cross section except where adjacent to schools, then construct to major collector cross section (Missing pedestrian and bicycle facilities)			\$9,110,000	10	0	0	3.3	0.0	13.3
78	Cheldelin Road	Pleasant Valley western boundary	1,500 feet west of 190th Avenue (2013 western Gresham city limits)	Construct to minor arterial cross section (Missing pedestrian and bicycle facilities)			\$11,610,000	10	0	0	3.3	0.0	13.3
106	East Buttes Loop Trail	Rodlun Road	190th Avenue	Construct new shared use trail (12' wide pervious asphalt)			\$5,320,000	10	0	0	3.3	0.0	13.3
9b	Halsey Street	181st Avenue	201st Avenue	Construct to standard arterial cross section (Missing pedestrian and/or bicycle facilities).	Yes		\$15,420,000	10	0	0	3.3	0	13.3
29	Cleveland Avenue	Stark Street	Division Street	Construct to minor arterial cross section. Reconstruct street from Stark to Burnside, with two travel lanes, center turn lane, bike lane, and sidewalk.			\$26,290,000	0	0	5	5.0	2.5	12.5
48	Chase Road	Orient Drive	282nd Avenue	Construct to standard collector cross section (Sidewalk gaps exist, missing bicycle facilities)			\$4,740,000	10	0	0	0.0	2.5	12.5
57	40 Mile Loop Extension: Orient to Troutdale Rd.	Gresham City Limits at Troutdale Road	Orient Drive	Construct Multi-Use Trail			\$20,900,000	10	0	0	0.0	2.5	12.5
30	Beech Avenue	4th Avenue	5th Avenue	Complete street			\$670,000	0	0	0	6.7	5.0	11.7
51	252nd Avenue/ Palmlblad Road	Hillyard Road	Rugg Road	Construct to minor arterial cross section (Sidewalk gaps exist, missing bicycle facilities)			\$12,440,000	10	0	0	1.7	0.0	11.7
105	East Buttes Loop Trail	Springwater Trail	Rodlun Road	Construct new shared use trail (12' wide pervious asphalt)			\$1,580,000	10	0	0	1.7	0.0	11.7
52	Springwater Planned Road	Hogan Road	Fleming Avenue	Construct to standard collector cross section (New road segment to be constructed)			\$4,980,000	0	0	0	8.3	2.5	10.8
54	19th Street	Hogan Road	100 feet west of Palmlblad Road	Construct to minor arterial cross section (New road segment to be constructed)			\$7,810,000	0	0	0	8.3	2.5	10.8
8	201st Avenue	San Rafael Street	Sandy Boulevard	Construct to minor arterial cross section (Missing bicycle facilities, sidewalk only along one side, some sidewalk gaps exist)			\$15,840,000	5	0	0	5.0	0.0	10.0
42	Heiney Road	14th Drive	Binford Lake Parkway	Construct to standard collector cross section (Missing bicycle facilities)			\$6,810,000	10	0	0	0.0	0.0	10.0
46	282nd Avenue	Powell Valley Road	Southern City Limits	Construct to minor arterial cross section (Missing pedestrian and bicycle facilities)			\$5,930,000	10	0	0	0.0	0.0	10.0
47	Salquist Road	Barnes Road	282nd Avenue	Construct to standard collector cross section (Sidewalk gaps exist, missing bicycle facilities)			\$10,500,000	10	0	0	0.0	0.0	10.0
87	Welch Road	Anderson Road	282nd Avenue	Construct to standard collector design and intersection improvements (Missing pedestrian and bicycle facilities)			\$18,060,000	10	0	0	0.0	0.0	10.0
90	Anderson Road	Orient Drive	Rugg Road Extension	Construct to standard collector cross section (Sidewalk gaps exist, missing bicycle facilities)			\$4,850,000	10	0	0	0.0	0.0	10.0
91	Anderson Road	Springwater Collector	Rugg Road Extension	Construct to standard collector cross section(Sidewalk gaps exist, missing bicycle facilities)			\$10,700,000	10	0	0	0.0	0.0	10.0

Project Number	On Street	From	To	New Project Description	Subject to CFEC-related Enhanced Review Rulemaking?	Fiscally Constrained	2025 Cost Estimate	Safety	Climate	Connectivity	Equity	Economic Development	Total
92	Anderson Road	Rugg Road Extension	282nd Avenue	Construct to standard collector cross section(Sidewalk gaps exist, missing bicycle facilities)			\$11,910,000	10	0	0	0.0	0.0	10.0
99	Carl Street	Rugg Road extension	282nd Avenue	Construct to standard collector cross section (Missing pedestrian and bicycle facilities)			\$6,560,000	10	0	0	0.0	0.0	10.0
114	40 Mile Loop Extension: Orient to Troutdale Rd.	Gresham City Limits at Troutdale Road	Orient Drive	Corridor Planning Study for Multi-Use Trail			\$190,000	10	0	0	0.0	0	10.0
53	Fleming Avenue	19th Street extension	252nd Avenue	Construct to standard collector cross section (New road segment to be constructed-Extension project)			\$8,390,000	0	0	0	8.3	0.0	8.3
77	Giese Road	Pleasant Valley Boundary	Gresham City Limits	Construct to minor arterial cross section (New roadway)			\$11,540,000	0	0	0	3.3	5.0	8.3
79	Pleasant Valley planned road	Giese Road	Gresham city limits	Construct to standard collector cross section (New roadway)			\$6,300,000	0	0	0	3.3	5.0	8.3
81	172nd Avenue	Jenne Road	Cheldelin Road	Construct to standard arterial cross section. Extension of 172nd between Foster Rd and Giese extension (New roadway)	Yes		\$67,230,000	0	0	0	3.3	5.0	8.3
82	Pleasant Valley planned road	Giese Road	172nd Avenue	Construct to standard collector cross section (New roadway)			\$3,460,000	0	0	0	3.3	5.0	8.3
83	Knapp Street (We are not extending Knapp street anymore. Dalquist Road is being extended)	172nd Avenue	182nd Avenue	Construct to major collector cross section with boulevard design where applicable (New roadway)			\$8,580,000	0	0	0	3.3	5.0	8.3
118	Ped to MAX	Gresham Central TC	Cleveland Avenue Station	Planning study and mobility improvements to light rail and bus transit			\$1,900,000	0	0	0	3.3	5	8.3
59 b	Giese Road	182nd Avenue	172nd Avenue	Giese - 182nd to 172nd: Road, Bike, Ped Extension; New extension of Giese Road, 182nd to 172nd.			\$0	0	0	0	3.3	5.0	8.3
69	41st Street	190th Drive	Binford Avenue	Construct to minor collector cross section			\$3,480,000	0	0	0	3.3	2.5	5.8
70	41st Street	Eleven Mile Avenue	Rodlun Road	Construct to minor collector cross section			\$1,550,000	0	0	0	3.3	2.5	5.8
85	SE 190th Drive (Pleasant View Drive and Highland Drive)	11th Street	Cheldelin Road	Construct to minor arterial cross section. Improve existing road to major arterial standards, signalize 190th at Richey and Cheldelin.			\$32,320,000	0	0	0	3.3	2.5	5.8
32c	Hogan Road - Phase 3	Powell Boulevard	Palmquist Road	Construct to major arterial cross section. Gap filling between Palmquist Road and Powell Blvd	Yes		\$32,660,000	0	0	0	3.3	2.5	5.8
32d	Hogan Road - Phase 4	Palmquist Road	Rugg Road	Construct to major arterial cross section. Extension project. 5 lanes at intersection of Palmquist road only. Rest to be developed	Yes		\$64,620,000	0	0	0	3.3	2.5	5.8
35a	Powell Valley Road	Burnside Road	Kane Drive	Construct to standard arterial cross section with boulevard design where applicable. Extension of 5 lanes between Burnside Ave and Kane Rd	Yes		\$10,060,000	0	0	0	3.3	2.5	5.8

Project Number	On Street	From	To	New Project Description	Subject to CFEC-related Enhanced Review Rulemaking?	Fiscally Constrained	2025 Cost Estimate	Safety	Climate	Connectivity	Equity	Economic Development	Total
49a	Orient Drive	Palmquist Road	Springwater Major Arterial	Construct to standard arterial cross section. Extension of 5 lanes between Salquist Rd and Springwater Major Arterial	Yes		\$16,530,000	0	0	0	3.3	2.5	5.8
11	Glisan Street	202nd Avenue	Fairview Parkway	Construct to standard arterial cross section. Project cost estimate is for full street build-out. Fill 5 lane section gap between 202nd Ave and Fairview Parkway.	Yes		\$12,920,000	0	0	0	5.0	0.0	5.0
93	Rugg Road	242nd Avenue	Orient Drive	Construct to major arterial cross section per the SW IAMP alignment. Half of street from Hogan Rd east 4,100 ft is within Clackamas Co. jurisdiction. Cost est for entire project length full build-out. Extension of Rugg Rd between 267th and Orient Dr and expansion of Rugg Rd between 242nd and 267th (New roadway)	Yes		\$92,730,000	0	0	0	0.0	5.0	5.0
44	Roberts Avenue	Maple Loop	Regner Road	Construct to minor collector cross section consistent with special street designation			\$800,000	0	0	0	1.7	2.5	4.2
36a	1st Street	Burnside Road	Kane Drive	Construct to standard arterial cross section with boulevard design where applicable. Extension of 5 lanes between Burnside Ave and Kane Rd	Yes		\$10,060,000	0	0	0	1.7	2.5	4.2
61	Pleasant Valley planned road	Pleasant Valley planned road #124	Cheldelin Road	Construct to standard collector cross section			\$5,600,000	0	0	0	3.3	0.0	3.3
62	Pleasant Valley planned road	Springwater boundary	Crystal Springs	Construct to standard collector cross section			\$1,340,000	0	0	0	3.3	0.0	3.3
64	Pleasant Valley planned road	Baxter Road	Pleasant Valley boundary	Construct to standard collector cross section			\$1,350,000	0	0	0	3.3	0.0	3.3
66	Pleasant Valley planned road	Chrystal Springs	Cheldelin Road	Construct to standard collector cross section			\$2,440,000	0	0	0	3.3	0.0	3.3
67	Pleasant Valley planned road	172nd Avenue	182nd Avenue	Construct to standard collector cross section			\$6,500,000	0	0	0	3.3	0.0	3.3
68	Pleasant Valley planned road	182nd Avenue	City Limits	Construct to standard collector cross section			\$3,320,000	0	0	0	3.3	0.0	3.3
71	Crystal Springs	Pleasant Valley planned road #118	172nd Avenue	Construct to minor collector cross section			\$870,000	0	0	0	3.3	0.0	3.3
80	Pleasant Valley planned road	Giese Road	Pleasant Valley planned road #79	Construct to minor collector cross section (New roadway)			\$1,770,000	0	0	0	3.3	0.0	3.3
84	Pleasant Valley planned road	182nd Avenue	Knapp Street	Construct to standard collector cross section (New roadway)			\$2,570,000	0	0	0	3.3	0.0	3.3

Project Number	On Street	From	To	New Project Description	Subject to CFEC-related Enhanced Review Rulemaking?	Fiscally Constrained	2025 Cost Estimate	Safety	Climate	Connectivity	Equity	Economic Development	Total
86	Pleasant Valley planned road	Pleasant Valley boundary	Pleasant Valley planned road #82	Construct to standard collector cross section (New roadway)			\$1,440,000	0	0	0	3.3	0.0	3.3
59c	Giese Road	182nd Avenue	190th Avenue	Giese - 182nd to 190th: Complete Buildout; Construct 3 lane street to urban standards with sidewalks and buffered bike lanes.			\$0	0	0	0	3.3	0.0	3.3
9a	Halsey Street	181st Avenue	201st Avenue	Construct to standard arterial cross section. Extension of 5 lanes between 190th Pl and 201st Ave.	Yes		\$15,420,000	0	0	0	3.3	0	3.3
45	Regner Road	Gabbert Road	Butler Road	Construct to minor arterial cross section (Missing pedestrian and bicycle facilities)			\$25,670,000	0	0	0	1.7	0.0	1.7
89	Springwater Planned Road	Springwater Planned Road #86	Rugg Road Extension	Construct to standard collector cross section (New roadway)			\$3,170,000	0	0	0	1.7	0.0	1.7
94	Springwater Planned Road	Hogan Road	Planned SW road ~4,000 feet east of Hogan Road	Construct to standard collector cross section (New roadway)			\$10,490,000	0	0	0	1.7	0.0	1.7
95	Springwater Planned Road	Hogan Road 2,900 feet north of Rugg Road	McNutt Road	Construct to minor arterial cross section (New roadway)			\$13,020,000	0	0	0	1.7	0.0	1.7
96	Springwater Planned Road	Hogan Road 1,300 feet north of Rugg Road	McNutt Road	Construct to minor arterial cross section with boulevard design (New roadway)			\$3,590,000	0	0	0	1.7	0.0	1.7
98	Springwater Planned Road	Hogan Road ~5,200 feet north of Rugg Road	Hogan Road ~2,300 feet north of Rugg Road	Construct to standard collector cross section (New roadway)			\$18,830,000	0	0	0	1.7	0.0	1.7
101	Springwater Planned Road	Approximately 2,100 feet west of 252nd Avenue	252nd Avenue	Construct to standard collector cross section			\$3,930,000	0	0	0	1.7	0.0	1.7
102	Springwater Planned Road	252nd Avenue	Rugg Road Extension	Construct to standard collector cross section			\$21,540,000	0	0	0	1.7	0.0	1.7
103	Telford Road	252nd Avenue/ Palmsblad Road	Southern Springwater boundary	Construct to minor arterial cross section			\$55,900,000	0	0	0	1.7	0.0	1.7
117	Butler Road	Rodlun Road	Regner Road	Construct to minor arterial cross section. Consider special cross section design.			\$15,060,000	0	0	0	1.7	0	1.7
119	Regner Road	Roberts Avenue	Gabbert Road	Construct to minor arterial cross section.			\$19,760,000	0	0	0	1.7	0	1.7
120	Regner Road	Butler Road	County Line	Construct to minor arterial cross section.			\$9,880,000	0	0	0	1.7	0	1.7
97	McNutt Road	Intersection of planned roads #95 and 96	Planned Rugg Road extension	Construct to major arterial cross section per SW IAMP alignment and boulevard design where designated.. Extension and expansion of McNutt Rd between planned streets.	Yes		\$32,410,000	0	0	0	0.0	0.0	0.0
100	Springwater Planned Road	Orient Drive	Stone Road	Construct to standard collector cross section			\$24,560,000	0	0	0	0.0	0.0	0.0
116	282nd Avenue	Powell Valley Road	Orient Drive	282nd Corridor Access Study per Springwater Plan Area TSP			\$190,000	0	0	0	0.0	0	0.0

Appendix A2. Intersection Projects

Project Number	Street	At	New Project Description	Subject to CFEC-related Enhanced Review Rulemaking?	Fiscally Constrained	2025 Cost Estimate	Safety	Climate	Connectivity	Equity	Economic Development	Total
69	Rockwood TC 181st lightrail station and		Enhancements at the Rockwood Town Center/181st Avenue lightrail station, including pedestrian enhancements		X	\$16,950,000	10	10	5	5.0	0	30.0
1	Stark Street	162nd Avenue	Widen to add eastbound right-turn pocket. Restripe to increase storage for northbound and southbound left-turn pockets. Modify signal to add protected-permitted left-turn phasing on all approaches.			\$1,300,000	0	0	7.5	10.0	0	17.5
39	Stark Street	181st Avenue	Restripe to increase northbound and southbound left-turn pockets. Modify signal to add protected-permitted left-turn phasing			\$110,000	0	0	5	10.0	2.5	17.5
2	Burnside Street	181st Avenue	Install access control in NE 181st Ave. to block left turns to and from NE Couch St. Restripe southbound left-turn pocket to increase storage.			\$20,000	0	0	5	8.3	2.5	15.8
9	Halsey Street	201st Avenue	Modify signal to add protected-permitted left-turn phasing on all approaches, to install vehicle detection, and to install pedestrian push buttons for all crossings.			\$240,000	10	0	0	5.0	0	15.0
38	Stark Street	174th Avenue	Modify signal to add protected-permitted left-turn phasing			\$20,000	0	0	5	10.0	0	15.0
7	Stark Street	Kane Drive	Widen to add eastbound right-turn pocket. Modify signal to add protected-permitted left-turn and overlap right-turn phasing.			\$580,000	0	0	5	6.7	2.5	14.2
30	Burnside Road	Eastman Parkway	Modify signal to add protected-permitted left-turn phasing			\$40,000	0	0	5	6.7	2.5	14.2
31	Burnside Road	Main Avenue	Restripe to extend northbound left-turn pocket. Modify signal to add protected-permitted left-turn phasing.			\$40,000	0	0	5	6.7	2.5	14.2
32	Burnside Road	Kelly Avenue	Modify signal to add protected-permitted left-turn phasing			\$40,000	0	0	5	6.7	2.5	14.2
33	Burnside Road	Cleveland Avenue	Add southbound right-turn pocket. Restripe to extend northbound and southbound left-turn pockets. Modify signal to add protected-			\$1,120,000	0	0	5	6.7	2.5	14.2
28	Burnside Street	Stark Street	Widen to extend northwest-bound left-turn pocket			\$220,000	0	0	5	8.3	0	13.3
64	SE 5th Street	Williams Road	Add Crosswalks.			\$10,000	10	0	0	3.3	0	13.3
67	Foster Road	Richey Road	Install roundabout or traffic signal			\$340,000	10	0	0	3.3	0	13.3
3	Halsey Street	181st Avenue	Widen to add second northbound left-turn pocket. Widen to add second southbound left-turn pocket and a southbound right-turn	Yes		\$2,880,000	0	0	0	10.0	2.5	12.5
40	Division Street	Main Avenue	Restripe to extend northbound and southbound left-turn pockets. Modify signal to add protected-permitted left-turn phasing			\$60,000	0	0	5	6.7	0	11.7

Project Number	Street	At	New Project Description	Subject to CFEC-related Enhanced Review Rulemaking?	Fiscally Constrained	2025 Cost Estimate	Safety	Climate	Connectivity	Equity	Economic Development	Total
14	Burnside Road	Powell Boulevard	Restripe to prohibit eastbound and westbound left turns. Modify signal to add westbound right-turn overlap.			\$40,000	0	0	0	8.3	2.5	10.8
48	Hogan Road	SE 5th Street	Widen Hogan Rd. to 5-lane section through intersection. Replace signal.	Yes		\$4,030,000	0	0	0	8.3	2.5	10.8
17	Stark Street	Hogan Drive	Widen to add dual left-turn pockets on all approaches. Widen to add northbound right-turn pocket. Connect southbound Hogan Dr. to SE	Yes		\$3,660,000	0	0	0	6.7	2.5	9.2
29	Burnside Street	202nd Avenue	Modify signal to add protected-permitted left-turn phasing			\$60,000	0	0	2.5	6.7	0	9.2
19	Palmquist Road Intersection	Palmblad Road	Widen Palmquist Rd. to full 3-lane section through intersection. Widen to add northbound left-turn pocket.			\$1,340,000	0	0	0	8.3	0	8.3
65	172nd Avenue	Knapp Road	Signalize intersection.			\$340,000	5	0	0	3.3	0	8.3
70	SE 172nd	Crystal Springs Boulevard	Signalize intersection			\$340,000	5	0	0	3.3	0	8.3
51	Kane Drive	Palmquist Road	Modify signal to add eastbound right-turn overlap phasing			\$30,000	0	0	0	5.0	2.5	7.5
49	Hogan Road	Cleveland Drive	Widen Hogan Rd. to 5-lane section through intersection. Restripe to add eastbound right-turn pocket	Yes		\$5,390,000	0	0	0	1.7	2.5	4.2
50	Hogan Road	Butler Road	Widen Hogan Rd. to 5-lane section through intersection. Construct new westbound approach with 100-foot left-turn pocket and through lane.	Yes		\$4,450,000	0	0	0	1.7	2.5	4.2
47	Towle Road	Butler Road	Install single-lane roundabout			\$1,840,000	0	0	0	3.3	0	3.3
56	Foster Road	172nd Avenue	Bridge			\$340,000	0	0	0	3.3	0	3.3
59	Cheldelin Road	190th Avenue	190th and Cheldelin			\$390,000	0	0	0	3.3	0	3.3
60	Giese Road	172nd Avenue	172nd and Giese			\$340,000	0	0	0	3.3	0	3.3
61	Foster Road	172nd Avenue	Install roundabout or traffic signal			\$650,000	0	0	0	3.3	0	3.3
62	Cheldelin Road	172nd Avenue	172nd and Cheldelin			\$340,000	0	0	0	3.3	0	3.3
26	Orient Drive	Welch Road	Widen intersection to create a center turn lane on Orient Drive			\$290,000	0	0	0	0.0	2.5	2.5
23	Regner Rd - D.	Butler Road	Install single-lane roundabout			\$1,330,000	0	0	0	1.7	0	1.7

Project Number	Street	At	New Project Description	Subject to CFEC-related Enhanced Review Rulemaking?	Fiscally Constrained	2025 Cost Estimate	Safety	Climate	Connectivity	Equity	Economic Development	Total
42	Powell Valley Road	Barnes Road	Widen to create a center turn lane on both Powell Valley Rd. approaches			\$270,000	0	0	0	1.7	0	1.7
57	Cheldelin Road	182nd Avenue	Cheldelin and 182nd			\$340,000	0	0	0	1.7	0	1.7
58	Cheldelin Road	Foster Road	Cheldelin and Foster			\$340,000	0	0	0	1.7	0	1.7
43	Powell Valley Road	282nd Avenue	Install signal or single-lane roundabout			\$760,000	0	0	0	0.0	0	0.0
52	282nd Avenue	Lusted Road	Install signal or single-lane roundabout			\$760,000	0	0	0	0.0	0	0.0
53	282nd Avenue	Salquist Road	Widen to add left turn lane			\$170,000	0	0	0	0.0	0	0.0
55	282nd Avenue	Welch Road	Widen to add left turn lane			\$100,000	0	0	0	0.0	0	0.0

WORKING DRAFT

Appendix B1. Project List: Pedestrian

ID	Main Facility Type	Location	Cross Street	Length (feet)	Fiscally Constrained	2025 Cost Estimate	Safety	Climate	Connectivity	Equity	Economic Development	Total
C25	Crossing enhancement	Kelly Ave	8th St	N/A	X	\$175,000	5	10	10	6.7	10	41.7
C11	Crossing enhancement	Stark St	175th Pl	N/A	X	\$175,000	10	5	5	10.0	10	40.0
C23	Crossing enhancement	Burnside Rd	Eastman Pkwy	N/A	X	\$175,000	10	5	10	5.0	10	40.0
C24	Crossing enhancement	Powell Blvd	Eastman Pkwy	N/A	X	\$175,000	10	5	10	5.0	10	40.0
C5	Crossing enhancement	162nd Ave	Glisan St	N/A	X	\$175,000	5	5	10	10.0	10	40.0
C6	Crossing enhancement	181st Ave	Glisan St	N/A	X	\$160,000	5	5	10	10.0	10	40.0
C7	Crossing enhancement	Glisan St	188th Ave	N/A	X	\$175,000	5	5	10	8.3	10	38.3
C26	Crossing enhancement	Powell Blvd	Cleveland Ave	N/A	X	\$175,000	10	0	10	6.7	10	36.7
S4	Sidewalk infill	Burnside Rd	West of Eastman Pkwy	2000	X	\$3,323,000	5	10	5	6.7	10	36.7
C1	Crossing enhancement	181st Ave	San Rafael St	N/A	X	\$175,000	10	5	5	10.0	5	35.0
C15	Crossing enhancement	Division St	182nd Ave	N/A	X	\$180,000	10	5	5	10.0	5	35.0
C16	Crossing enhancement	182nd Ave	Brooklyn St	N/A	X	\$175,000	10	5	5	10.0	5	35.0
C17	Crossing enhancement	182nd Ave	Powell Blvd	N/A	X	\$175,000	10	5	5	10.0	5	35.0
S5	Sidewalk infill	176th Ave	Division St to Yamhill St	4100	X	\$6,813,000	5	10	5	8.3	5	33.3
S15	Sidewalk infill	Orient Dr	Salquist Dr to Welch Rd	5300	X	\$8,807,000	5	10	5	6.7	5	31.7
C14	Crossing enhancement	182nd Ave	Stephens St	N/A	X	\$175,000	10	5	0	10.0	5	30.0
C2	Crossing enhancement	Halsey St	169th Ave	N/A	X	\$175,000	5	5	5	10.0	5	30.0
S13	Sidewalk infill	Highland Dr	11th St to Springwater Corridor	500	X	\$831,000	5	10	0	10.0	5	30.0
S2	Sidewalk infill	Halsey St	201st Ave	2700	X	\$4,487,000	5	10	5	5.0	5	30.0
S3	Sidewalk infill	201st Ave	Glisan St to Holladay St	1400	X	\$2,326,000	5	10	5	5.0	5	30.0
S6	Sidewalk infill	176th Pl	Division St to Marie St	4100	X	\$6,813,000	5	10	0	10.0	5	30.0
S8	Sidewalk infill	Birdsdale Ave	North & South of Division S	1600	X	\$2,659,000	5	10	5	5.0	5	30.0
S7	Sidewalk infill	190th Ave	North of Division St	2000	X	\$3,323,000	5	10	2.5	6.7	5	29.2
S12	Sidewalk infill	US 26	Powell Blvd to Palmquist Dr	7000	X	\$11,632,000	5	10	0	8.3	5	28.3
C31	Crossing enhancement	Division St	Hogan Dr	N/A	X	\$181,000	10	0	7.5	5.0	5	27.5
S16	Sidewalk infill	17th St	La Mesa Pl	200	X	\$332,000	5	10	5	1.7	5	26.7
C21	Crossing enhancement	Burnside Rd	208th Ave	N/A		\$175,000	10	5	5	5.0	0	25.0
C22	Crossing enhancement	223rd Ave	Morrison St	N/A		\$175,000	5	5	5	5.0	5	25.0
C8	Crossing enhancement	Glisan St	202nd Ave	N/A		\$175,000	10	5	5	5.0	0	25.0
S14	Sidewalk infill	Butler Rd	Towle Ave to Binford Ave	2100		\$3,490,000	5	10	0	3.3	5	23.3
C28	Crossing enhancement	Stark St	Kane Dr	N/A		\$175,000	5	0	5	6.7	5	21.7
S11	Sidewalk infill	Powell Valley Rd	Williams Rd	3500		\$5,816,000	5	10	0	1.7	5	21.7
S9	Sidewalk infill	Division St	Kane Dr to Centurion Dr	1500		\$2,493,000	5	10	0	1.7	5	21.7
C3	Crossing enhancement	Halsey St	192nd St	N/A		\$175,000	5	5	2.5	8.3	0	20.8
C9	Crossing enhancement	Glisan St	219th Ave	N/A		\$175,000	5	5	5	5.0	0	20.0
C35	Crossing enhancement	Hogan Rd	Roberts Rd	N/A		\$175,000	10	0	2.5	6.7	0	19.2
C33	Crossing enhancement	Kane Dr	Powell Valley Rd	N/A		\$175,000	5	0	5	3.3	5	18.3
C29	Crossing enhancement	17th St	La Mesa Pl	N/A		\$175,000	5	0	5	1.7	5	16.7
C10	Crossing enhancement	Stark St	165th Ave	N/A		\$175,000	5	5	0	3.3	0	13.3
C12	Crossing enhancement	181st Ave	Stark St	N/A		\$950,000	5	5	0	3.3	0	13.3
C13	Crossing enhancement	Stark St	Burnside St	N/A		\$181,000	5	5	0	3.3	0	13.3

ID	Main Facility Type	Location	Cross Street	Length (feet)	Fiscally Constrained	2025 Cost Estimate	Safety	Climate	Connectivity	Equity	Economic Development	Total
C19	Crossing enhancement	Pleasantview Dr	23rd St	N/A		\$175,000	5	5	0	3.3	0	13.3
C20	Crossing enhancement	Towle Ave	33rd St	N/A		\$175,000	5	5	0	3.3	0	13.3
C34	Crossing enhancement	US26	Palmquist Rd	N/A		\$175,000	5	0	0	8.3	0	13.3
C32	Crossing enhancement	1st St	Kane Dr	N/A		\$175,000	5	0	2.5	3.3	0	10.8
C36	Crossing enhancement	Orient Dr	Hillyard Rd	N/A		\$175,000	5	0	0	3.3	0	8.3

WORKING DRAFT

Appendix B2. Prioritized Project List: *Bicycle*

ID	Main Facility Type	Start (S or W)	Finish (N or E)	Length (Miles)	Fiscally Constrained	2025 Cost Estimate	Safety	Climate	Connectivity	Equity	Economic Development	Total
BR1	Bike boulevard	NW Division St	I-84	2.9	X	\$4,785,000	10	5	10	10.0	10	45.0
BR5	Bike boulevard	SE Main St	NE Hogan Dr	2.1	X	\$4,785,000	5	5	10	10.0	10	40.0
BR4	Bike boulevard	SE Yamhill St	NE Hassalo St	1	X	\$1,450,000	5	5	10	8.3	10	38.3
BR12	Bike boulevard	Springwater Corridor Trail	SE Salmon Ct	1.3	X	\$1,160,000	5	5	10	6.7	10	36.7
BR19	Separated bike lane	NE Burnside Rd	City limits (South)	2.7	X	\$3,162,000	10	5	7.5	8.3	5	35.8
BR3	Bike boulevard	NE 162nd Ave	NE 201st Ave	2.3	X	\$1,740,000	5	5	7.5	10.0	5	32.5
BR2	Trail	NE Halsey St	NE Marine Dr	2.5	X	\$2,900,000	10	5	5	6.7	5	31.7
BR10	Bike boulevard	N Main Ave	NE Scott Dr	1.9	X	\$4,350,000	5	5	2.5	8.3	10	30.8
BR9	Bike boulevard	Gresham-Fairview Trail	N Main Ave	1.8	X	\$508,000	5	5	5	5.0	10	30.0
BR8	Bike boulevard	Springwater Corridor Trail	NW Burnside Rd	1.4	X	\$1,595,000	5	5	2.5	6.7	10	29.2
BR27	Separated bike lane jog	I-84 bike path	I-84 bike path	0.2	X	\$234,000	5	10	2.5	10.0	0	27.5
BR11	Bike boulevard	SE 212th Ave	NE Kane Dr	2.6		\$3,044,000	5	5	5	5.0	5	25.0
BR6	Separated bike lane	SE 176th Ave	Gresham-Fairview	1.5		\$435,000	5	5	0	10.0	5	25.0
BR23	Bike boulevard	Hwy 16	SE 282nd Ave	1.2		\$1,405,000	5	5	2.5	6.7	5	24.2
BR21	Bike boulevard	Springwater Corridor Trail	SE Wendy Ave	1.8		\$2,108,000	5	5	0	8.3	5	23.3
BR17	Trail	Kelley Creek Trail	Springwater Corridor Trail	2.2		\$2,576,000	5	10	2.5	0.0	5	22.5
BR7	Bike boulevard	NW Burnside Rd	NE Glisan St	1.4		\$1,639,000	5	5	2.5	5.0	5	22.5
BR26	Overpass	SE Palmquist Rd	SE Kane Dr	0.1		\$117,000	5	5	0	6.7	5	21.7
BR13	Trail	City limits (South) Corridor Trail	Springwater	2.3		\$2,693,000	5	5	2.5	3.3	5	20.8
BR15	Bike boulevard	Powerline Trail	SW 33rd St	2		\$2,342,000	5	5	2.5	3.3	5	20.8
BR20	Bike boulevard	SE Callister Rd	NE 17th	3.7		\$4,332,000	5	5	5	0.0	5	20.0
BR14	Trail	Springwater Corridor Trail	Kelley Creek Trail end	2.7		\$3,162,000	5	5	0	3.3	5	18.3
BR22	Bike boulevard	SE Williams Ave & SE Baker Way	SE Old Woods Loop	1.7		\$1,991,000	5	5	2.5	0.0	5	17.5
BR18	Trail	SW 33rd St	Springwater Corridor Trail	2.1		\$2,459,000	5	5	5	0.0	0	15.0
BR25	Trail	SE 242nd Ave	SE 282nd Ave	2.3		\$2,693,000	5	5	0	1.7	0	11.7
BR16	Bike boulevard	SW Pleasant View Dr	SW 33rd St	1.7		\$1,991,000	5	5	0	0.0	0	10.0