

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2006-) RESOLUTION NO. 06-3694
09 METROPOLITAN TRANSPORTATION)
IMPROVEMENT PROGRAM TO ADD NEW) Introduced by Councilor Rex Burkholder
PROJECTS RECEIVING FUNDING FROM THE)
2005 FEDERAL TRANSPORTATION)
AUTHORIZATION ACT AND FROM AN)
AWARD OF THE STATE TRANSPORTATION)
ENHANCEMENTS DISCRETIONARY FUND)

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council must approve the MTIP and any subsequent amendments to add new projects to the MTIP; and

WHEREAS, the JPACT and the Metro Council approved the 2006-09 MTIP on August 18, 2005; and

WHEREAS, various transportation agencies in the region were awarded funding in the 2005 Federal Transportation Authorization Act (Safe, Accountable, Flexible and Equitable Transportation Efficiency Act – a Legacy for Users or SAFETEA-LU); and

WHEREAS, the director of the Oregon Department of Transportation has nominated the restoration and temporary operations support of the Willamette Falls Locks in Clackamas County for funding from discretionary Transportation Enhancements funds; and

WHEREAS, the city of Gresham will be constructing two street projects: 190th Avenue between the Gresham city limits and Cheldelin Street and Geise Road between 182nd and 190th Avenues with local funds to be financed through the State Infrastructure Bank; and

WHEREAS, projects to be financed through the State Infrastructure Bank need to be included in the MTIP; and

WHEREAS, these projects have been assessed for impacts to regional air quality analysis and found to comply with the State Implementation Plan for air quality; and

WHEREAS, these projects are consistent with the policies and objectives of the Regional Transportation Plan; and

WHEREAS, these projects are new transportation projects requiring amendment into the MTIP prior to these funds being made available to the projects; and

WHEREAS, new projects to be amended into the MTIP require approval by JPACT and the Metro Council; and

WHEREAS, the new projects to be added to the MTIP are listed in Exhibit A; now therefore

BE IT RESOLVED that the Metro Council hereby amends the 2006-09 Metropolitan Transportation Improvement Program to include the projects as described in Exhibit A.

ADOPTED by the Metro Council this 11th day of May 2006.



David Bragdon, Council President

Approved as to Form:



Daniel B. Cooper, Metro Attorney

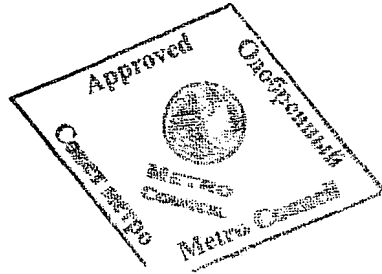


Exhibit A
Resolution No. 06-3694

The Portland metropolitan area received several project funding earmarks through the SAFETEA High Priority Project and/or Transportation Improvements Program funding, an award of discretionary Transportation Enhancements funds, and locally funded projects in the City of Gresham. Programming of federal funds to these projects is outlined in tables below.

SAFETEA High Priority Project - Transportation Improvements Program earmarks

Barber Road: Kinsman to 110th	2006	2007	2008	2009
PE - Final Design	\$1,480,000			
Right-of-Way		\$740,000		
Construction			\$740,000	\$740,000

Columbia Corridor Rail	2006	2007	2008	2009
PE - Final Design	\$4,400,000			
Construction		\$2,200,000	\$2,200,000	\$2,200,000

I-205/Airport Way Interchange	2006	2007	2008	2009
PE - Final Design	\$400,000	\$200,000	\$200,000	\$200,000

Macadam Avenue and South Waterfront Access	2006	2007	2008	2009
PE - Final Design	\$4,400,000			
Right-of-Way		\$2,200,000		
Construction			\$2,200,000	\$2,200,000

Gresham Civic LRT Station and Plaza	2006	2007	2008	2009
PE - Final Design	\$468,160			
Construction		\$234,080	\$234,080	\$234,080

Exhibit A
Resolution No. 06-3694

Lake Road: Hwy 224 to 21 st Avenue	2006	2007	2008	2009
PE - Final Design	\$1,600,000			
Right-of-Way		\$800,000		
Construction			\$800,000	\$800,000

Tualatin River Wildlife Refuge Access	2006	2007	2008	2009
PE - Final Design	\$317,440			
Right-of-Way		\$158,720		
Construction			\$158,720	\$158,720

OR 10: Oleson/Scholls Ferry Rd. Intersection	2006	2007	2008	2009
PE - Final Design	\$1,200,000	\$600,000	\$600,000	
Right-of-Way				\$600,000

Portland Streetcar	2006	2007	2008	2009
Planning	\$1,500,000	\$1,500,000		

I-205/Highway 213 Interchange	2006	2007	2008	2009
Planning	\$1,200,000	\$600,000	\$600,000	\$600,000

Interchange Enhancements at I-84 and 257 th Avenue	2006	2007	2008	2009
Planning	\$400,000	\$200,000	\$200,000	\$200,000

US 26: Cornelius Pass to 185th	2006	2007	2008	2009
Planning	\$396,800	\$198,400	\$198,400	\$198,400

Discretionary Transportation Enhancement Fund Project

Willamette Falls Locks	2006	2007	2008	2009
Construction - Operations	\$324,300			

Local Programming - City of Gresham

These are local funds only, but need to be programmed in the MTIP to be eligible for financing through the State Infrastructure Bank.

190 th Avenue: City Limits to Cheldelin	2006	2007	2008	2009
PE - Final Design	\$375,000			
Right-of-Way	\$1,065,000	\$1,065,000		
Construction		\$2,125,000		

Giese Road: 182 nd to 190 th	2006	2007	2008	2009
PE - Final Design	\$330,000			
Right-of-Way		\$260,000		
Construction		\$1,920,000		

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 06-3694, FOR THE PURPOSE OF AMENDING THE 2006-09 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM TO ADD NEW PROJECTS RECEIVING FUNDING FROM THE 2005 FEDERAL TRANSPORTATION AUTHORIZATION ACT AND FROM AN AWARD OF THE STATE TRANSPORTATION ENHANCEMENTS DISCRETIONARY FUND

Date: May 18, 2006

Prepared by: Ted Leybold

BACKGROUND

The Joint Policy Advisory Committee on Transportation and the Metro Council must approve the amendment of new projects to the Metropolitan Transportation Improvement Program for the Metro Area.

The Federal Transportation Reauthorization Act (Safe, Accountable, Flexible, Equitable Transportation Efficiency Act – a Legacy for Users or SAFETEA-LU) designated several transportation projects in the Metro Area to receive transportation funding. Those projects included in Exhibit A to Resolution 06-3694 are proposed to be added to the 2006-09 Metropolitan Transportation Improvement Program (MTIP).

Clackamas County has also received a state administered Transportation Enhancement discretionary funding for a new project to repair and temporarily operate the Willamette Falls Locks. The purpose and administrative rules to this funding program are provided as Attachment 1 to this staff report. These funds are awarded by the director of the Oregon Department of Transportation. As they are federal funds for a new project within the Metro area, however, they must be programmed in the MTIP to be eligible for use by the recipient agency.

The city of Gresham is also proposing to program local funds to two street improvement projects, 190th Avenue and Giese Road, into the 2006-09 MTIP. Gresham intends to use financing opportunities through the Oregon State Infrastructure Bank that will be funded through local system development charges. To qualify to use the state infrastructure bank, the projects must be included in the MTIP. These projects are included in the Regional Transportation Plan.

Air quality conformity analysis and consultation was performed for these projects with state and federal partners April 20 through April 28, 2006. Adjustments to the analysis were made based on this consultation. Consultation was also completed with TPAC at its meeting on April 28, 2006. The air quality analysis is provided as Attachment 2 to this staff report.

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** Amends the 2006-09 Metropolitan Transportation Improvement Program as adopted by Metro Resolution No. 05-3606 on August 18, 2005 (FOR THE PURPOSE OF APPROVING THE 2006-09 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA).

3. **Anticipated Effects** Adoption of this resolution allows transportation agencies in the Metro Area to access federal funding for the transportation projects identified in Exhibit A of the resolution.
4. **Budget Impacts** None.

RECOMMENDED ACTION

Staff recommends the adoption of Resolution No. 06-3694.

DATE: April 13, 2006

TO: Oregon Transportation Commission

FROM: Matthew L. Garrett
Director

SUBJECT: Transportation Enhancement (TE) Discretionary Funding
Willamette Falls Locks: Rehabilitation and Interim Operations

Requested Action:

Approve an amendment to the 2006-2009 Statewide Transportation Improvement Program to add the Willamette Falls Locks: Rehabilitation and Interim Operations project. Funding of \$318,300 in TE Discretionary funds to support seasonal operation costs at Willamette Falls Locks for a two-year period.

Background:

The Willamette Falls Locks, operated by the U.S. Army Corps of Engineers, connect the upper and lower sections of the Willamette River at Oregon City and West Linn, providing the only passage for boats around the 40-foot high Willamette Falls. The Corps' operating budget has been steadily decreasing in recent years, and the 2006 budget puts the locks in "caretaker" status, essentially closing the locks for all uses except the one-day Lock Fest event and rare emergencies. The locks are in imminent danger of being permanently closed unless local or state funding and operation can be arranged.

Continued operation of Willamette Falls Locks is designated an Oregon Solutions project by the Governor. State, federal, and private-sector partners have been meeting since October 2005 to plan for long-term operation and funding of the Locks. In the meantime, the locks are essentially closed, but a number of industrial and recreational users want to utilize the locks as early as June 2006.

To meet these short term needs, and provide time to develop the longer-term strategy, the Oregon Solutions partners (including the Corps of Engineers) are working to secure funds for interim operations in Fiscal Years 2006 and 2007. The request for TE funds is part of that effort.

The request is for "rehabilitation and operation" funds to allow seasonal operation of the historic Willamette Falls locks and canal for a two year interim period. \$410,300 is needed to provide service five days a week for five months a year between May and October. The main costs are: lock operator salaries (not otherwise in the Army Corps of Engineers budget); essential training; materials, supplies and service costs; routine maintenance; and minor repairs critical for safe operation. There will also be public tours and other activities to educate the public about the historic nature of the locks. Over 25 percent of the cost will be paid by the partner agencies and through contributions from recreation and historic preservation interest groups, and the business community.

The proposed two-year term of this project underscores that this is interim funding. The Oregon Solutions partners are confident that during those two years, they can successfully arrange for continued operations and secure long-range funding.

Permanent closure of the locks would mean losing an important historical asset, the oldest continuously operating multi-lock system in America, and a legacy of Oregon's industrial development. It would divide the Willamette River just at a time when communities are focusing on the river in their community revitalization and economic development efforts.

Continuation of locks operations will create an opportunity to turn the locks into a cultural destination in themselves, and promote recreational and tourist commercial boat traffic from Portland to areas upriver from the falls. The Governor recently celebrated the opening and further plans for the Willamette River Water Trail.

Discussion:

September 10, 2004 was the application deadline for 2006-2008 TE funding through the competitive process. The first inquiry about the subject project was in October 2005. The application period now under way (February 1– June 30, 2006) is for projects going to contract in 2009 and later. This project cannot wait that long. It is important to ensure continued operation of Willamette Falls Locks on at least a seasonal basis to avoid irretrievable loss of an important transportation link and a significant historic resource.

The Transportation Enhancement program provides federal funds for projects that strengthen the cultural, aesthetic, or environmental value of our transportation system.

In April 2002, the Oregon Transportation Commission approved a TE Discretionary Account with funding at \$2 million per year starting in 2006. This allows the Oregon Department of Transportation to apply TE funds to qualified projects as needs become known, separate from the statewide competitive process. Use of the Discretionary Account is guided by a general policy adopted by the OTC in November 2003, and detailed implementing procedures adopted by the TE Advisory Committee. Projects are subject to the same eligibility criteria and selection priorities used in the competitive process.

This project is eligible for TE funding under TE Activity #7: Rehabilitation and Operation of Historic Transportation Facilities. The request for funds is part of an Oregon Solutions team effort. Matching funds from more than ten public and private sector partners will cover about 30 percent of the overall cost. Short-term and long-range planning efforts have been under way since October 2005. If funding is approved, the locks will be open to commercial and personal river traffic on a regular schedule between May and September in 2006 and 2007, while long-range financing is secured. TE Discretionary Account funds needed for this project can be advanced from the Fiscal Year 2007 allocation for use in 2006 and 2007.

Attachments:

1. Focus Areas for the FY 2008-2011 Funding Cycle
2. Excerpts from "Implementing Procedures for the Discretionary Account"
Vicinity and Location Maps

Copies (w/attachments) to:

Doug Tindall
John Jackley

Joan Plank
Marty Andersen

Mike Marsh
Pat Fisher

Patrick Cooney
Jason Tell

Transportation Enhancement Program Focus Areas for the FY 2008-2011 Funding Cycle

In January 2006 the Oregon Transportation Commission decided that the highest priority for Transportation Enhancement funding in Fiscal Years 2008 through 2011 will go to projects that fall into one or more of the following project types:

- Bicycle and pedestrian facilities
- Repair and operation of historic transportation buildings
- Landscaping and scenic preservation
- Control of highway-related water pollution
- Main streets and streetscape projects

Projects that address the following will also receive preference in the project selection process:

- Benefits a state highway or state-owned transportation facility.
- Benefits a rural/distressed community or a county facing a severe drop in road funds due to the loss of Secure Rural Schools and Community Self Determination Act of 2000
- Benefits a Special Transportation Area (STA).
- Supports or augments an upcoming pavement preservation project, mixed-use or compact development, or Governor's Economic Revitalization Team effort.
- Directly supports existing tourism and economic development efforts or that has tourism promotion or economic development as its primary focus.

Qualifying Transportation Enhancement Activities

<ol style="list-style-type: none"> 1. Provision of facilities for pedestrians and bicyclists 2. Provision of safety and educational activities for pedestrians and bicyclists 3. Acquisition of scenic easements and scenic or historic sites (including historic battlefields). 4. Scenic or historic highway programs (including the provision of tourist and welcome center facilities) 5. Landscaping and other scenic beautification 6. Historic preservation 	<ol style="list-style-type: none"> 7. Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals) 8. Preservation of abandoned railway corridors (including the conversion and use of the corridors for pedestrian or bicycle trails) 9. Inventory, control and removal of outdoor advertising 10. Archaeological planning and research 11. Environmental mitigation—to address (i) water pollution due to highway runoff; or (ii) reduce vehicle-caused wildlife mortality while maintaining habitat connectivity 12. Establishment of transportation museums
--	---

Excerpts from “**Implementing Procedures for the Discretionary Account**”**I. Purpose**

The purpose of the TE Discretionary Account is to allow ODOT to apply TE funds directly to qualified projects as needs become known, separate from the competitive selection process. It provides a means for funding TE activities that have a desired delivery time less than the typical two to four years, and it allows ODOT to leverage TE funds with other funding when opportunities arise outside the defined TE application period.

Most TE funds are awarded through a statewide competitive process on a two-year cycle. The TE Discretionary Account allows for expedited consideration and funding of projects that cannot wait for the next selection cycle. These funds are not meant for projects that could have competed in the previous selection cycle, or that can likely be completed with other funds. They may be used only when other sources of financial support are unavailable or insufficient.

II. Intended Projects

TE Discretionary funds are primarily for start-up or “gap” funding on multi-agency projects, though stand-alone projects advanced by a single applicant can also qualify. Projects must be ready to proceed. Most will have design or development efforts already in progress. Projects that directly support tourism or economic development receive preferential consideration.

Prospective projects must meet the same eligibility and technical requirements as TE projects awarded through competitive selection. They must fit the existing “project selection criteria” and represent an effective use of funds for efforts that promote the intent of the TE program. Projects must also demonstrate:

- A clear sense of urgency, including a convincing reason why the project cannot wait for the next selection cycle, and why it was not submitted in the last cycle.
- Strong local support for advancing the project immediately.

VI. Application and Review Process (summary)**1. Notice of Intent**

Applicant submits a NOI to the TE Program Manager. The narrative must explain the elements of urgency, readiness, and local support that justify immediate action.

2. Eligibility Determination

TE Program Manager determines if the proposal is eligible for TE funding.

3. **Urgency/Need Determination**
TE Advisory Committee considers the project's urgency, readiness and local support to determine if TE Discretionary funds are appropriate. They then decide to endorse or oppose advancing it for technical review and scoring.
4. **Application and Supporting Documents**
Applicant provides a complete application, with detail and supporting documents sufficient for technical review and scoring.
5. **Technical Review and Scoring**
ODOT staff conducts a technical review, and with that information the TE Advisory Committee scores the proposal according to pre-established selection criteria.
6. **ODOT Director Review**
TE Program Manager forwards the proposal to the ODOT Director. Director may endorse it as is, or return it to Committee or applicants for clarification and revisions.
7. **Request to OTC**
ODOT Director submits the funding request for OTC approval.
8. **OTC Approval**
OTC approves TE Discretionary funds and approves adding the project to the Statewide Transportation Improvement Program (STIP).

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1794



METRO

DATE: April 19, 2006
TO: TPAC and Interested Parties
FROM: Ted Leybold, Mark Turpel
SUBJECT: Portland Metro area SAFETEA-LU High Priority Projects Conformity Consultation

* * * * *

As the Portland metropolitan area is in maintenance status for carbon monoxide (CO), an air quality conformity analysis and consultation is required prior to programming new projects into the Metropolitan Transportation Improvement Program. Following is the air quality analysis and draft conformity determination for High Priority Project funding authorized to transportation projects in the Portland metropolitan area air quality maintenance boundary through SAFETEA-LU legislation, for a project award of discretionary Transportation Enhancement funds, and a change in local funding scheduled for two city of Gresham projects.

Proposed Process

This memorandum outlines the proposed air quality methodology to be used to conform the proposed projects to the state implementation plan for air quality and is the basis for consultation with air quality staff and TPAC. The project air quality analysis and methodology includes an assessment of why the project conforms to the SIP. After consultation, these projects will proceed through the amendment process to be added to the TIP.

New MTIP Projects

Projects Needing Assessment as to Whether Air Quality Conformity Analysis is Needed and Consultation

The following projects will be new projects in the Portland area MTIP and not exempt from air quality conformity or a regional emissions analysis.

Barber Road: Kinsman to 110th: \$3,700,000 for engineering, right-of-way and construction of a 3-lane arterial street in Wilsonville.

Air Quality Assessment: Funding of this project on the proposed programming schedule (right-of-way phase in 2009) is consistent with the 2005 MTIP Conformity analysis. The 2005 conformity analysis projected this facility would be constructed and operating in 2011-15 time frame, consistent with this earmark.

Columbia Corridor Rail: \$11,000,000 to construct freight rail projects that relieve rail congestion.

Air Quality Assessment: The \$11 million Columbia Corridor SAFETEA-LU earmark will be put towards two projects:

1. Leadbetter overcrossing (RTP #4087) - The project has already been through conformity and is expected to be constructed and operational by 2010. This project is already through PE and into ROW. These funds will help complete construction by 2009.
2. Ramsey Rail Yard (RTP #4082) - The project involves no on-road facilities and is not a travel demand model input. This type of project is not included in transportation conformity determinations, as only on-road transportation modes are analyzed.

Willamette Falls Locks: \$425,300 (\$324,300 federal Transportation Enhancement) to rehabilitate and provide for temporary operation of the historic locks and canal for seasonal operation.

Air Quality Assessment: This type of project is not included in transportation conformity determinations, as only on-road transportation modes are analyzed.

I-205/Airport Way Interchange: \$15,000,000 (\$1,000,000 federal) for planning and project preliminary engineering and right-of-way work up to but not including acquisition. Other work includes an Interchange Area Management Plan (IAMP), environmental work, preliminary and final plans for construction, specifications and estimates for construction.

Air Quality Assessment: This project was included in the 2005 air quality conformity determination.

Macadam Avenue and South Waterfront Access: \$11,000,000 to construct a new exit ramp from I-5 Northbound to N Macadam Avenue that will fly-over N. Macadam to land on the right lane to allow access to the South Waterfront area.

Air Quality Assessment: This project was included in the 2005 air quality conformity determination and the scheduled programming of earmark funds is consistent with the project being constructed and operating in the 20011-2015 time frame as assumed in the conformity analysis.

Gresham Civic LRT Station and Plaza: \$1,170,400 to construct a light rail station with adjoining public plaza and station area development.

Air Quality Assessment: This station was included in the transit network, accounting for the light rail operation schedule. However, the transportation analysis zone (TAZ) surrounding the Gresham Civic Station was connected to the next light rail station. Metro travel forecasting staff has concluded that while connecting the TAZ to the Gresham Civic Station would slightly change the ridership and vehicle miles traveled, such a change would be very very small. Further, as there is no park and ride facility at this station, such a change would not significantly change the regional air quality emission total. Accordingly, staff recommend that this qualitative assessment suffice and no quantitative air quality analysis be done (This would entail re-running the travel model and rerunning the MOBILE6.2h, air quality model). The TAZ surrounding this station will be connected to this station in the next emissions analysis.

190th Avenue, City Limits to Cheldelin (RTP # 7036): Widen to five lanes with sidewalks and bike lanes. Project is in the RTP financially constrained system but local System Development Charge funds will finance construction of this facility by 2009 rather than the planned 2016-2025 time frame.

Air Quality Assessment: Although scheduled for construction in the 2026-2025 timeframe in the Regional Transportation Plan, this project was actually modeled as constructed by 2010 in the 2005 MTIP air quality conformity determination. Therefore, the project has been analyzed as meeting conformity.

Giese Road, 182nd to 190th (RTP #7040): Upgrade two-lane rural street to urban standards with sidewalks and bike lanes and turn pockets at intersections. Project is in the RTP financially constrained system but local System Development Charge funds will finance construction of this facility by 2009 rather than the planned 2016-2025 time frame.

Air Quality Assessment: Although scheduled for construction in the 2026-2025 timeframe in the Regional Transportation Plan, this project was actually modeled as constructed by 2010 in the 2005 MTIP air quality conformity determination. Therefore, the project has been analyzed as meeting conformity. Furthermore, the project is not viewed as regionally significant, even though a slight increase to the vehicle capacity of the facility is identified in the travel demand model.

Projects that are not regionally significant

Lake Road: Hwy 224 to SE 21st: \$4,000,000 to reconstruct Lake Road and add sidewalks and pedestrian enhancements and bike lanes.

Air Quality Assessment: Funding of this project on the proposed schedule is consistent with the 2005 MTIP Conformity analysis. The existing conformity analysis projected this facility would be constructed and operating in 2011-15 time frame. Furthermore, as no new travel lanes will be added as part of this reconstruction project, the project is not regionally significant. There is no affect on motor vehicle capacity that could be measured by a regional model travel demand and emissions model effort. Therefore, the project is conformed to the State Transportation Plan for air quality.

Tualatin River Wildlife Refuge Access: \$793,600 to construct transportation facilities at the Tualatin River Wildlife Refuge. The project will add a turn refuge on an existing road for access into and driveway access improvements to the parking area of the Tualatin Wildlife refuge.

Air Quality Assessment: This project is not regionally significant and will not result in any measurable results from the regional travel demand model or air quality emissions model. Therefore, the project is conformed to the State Transportation Plan for air quality.

Regional Emissions Analysis not required per Table 3

OR 10: Oleson/Scholls Ferry Rd Intersection: \$3,000,000 for preliminary engineering and right-of-way to reconfigure the intersection of Beaverton-Hillsdale highway (OR 10), Oleson and Scholls Ferry Road. Oleson Road will be relocated approximately 600 feet to the east to improve motor vehicle safety and intersection operations. Project will also add bike lanes and sidewalks and improve bus transit stops at the intersection.

Air Quality Assessment: Project is exempt from Regional Emissions Analysis per Table 3. Project modifies the configuration of this signalized intersection. Funding schedule is consistent with the 2005 MTIP Conformity analysis of this facility being constructed and operating in 2011-15 time frame.

Exempt Projects per Table 2

Portland Streetcar: \$3,000,000 for planning and project development work (environmental and preliminary design) for extensions to the Portland streetcar system. Potential extensions are east across the Broadway bridge to serve the Lloyd District, central eastside and OMSI and south through the South Waterfront district to Lake Oswego.

Air Quality Assessment: This work is exempt from air quality conformity determination per Table 2: Other; Specific activities which do not involve or lead directly to construction, such as planning and technical studies.

I-205/Highway 213 Interchange: \$3,000,000 for to complete an interchange area management plan and conduct environmental work.

Air Quality Assessment: This work is exempt from air quality conformity determination per Table 2: Other; Specific activities which do not involve or lead directly to construction, such as planning and technical studies.

Interchange Enhancements at I-84 and 257th: \$1,000,000 for planning and project development work to develop alignment design and preliminary environmental work for interchange and surrounding access roads.

Air Quality Assessment: This work is exempt from air quality conformity determination per Table 2: Other; Specific activities which do not involve or lead directly to construction, such as planning and technical studies.

US 26: Cornelius Pass to 185th: \$992,000 for planning and project development work to develop feasibility of widening of highway and preliminary environmental work.

Air Quality Assessment: This work is exempt from air quality conformity determination per Table 2: Other; Specific activities which do not involve or lead directly to construction, such as planning and technical studies.