

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE AIR ) RESOLUTION NO. 07- 3824  
QUALITY CONFORMITY DETERMINATION )  
FOR THE 2008-2011 METROPOLITAN ) Introduced by Councilor Rex Burkholder  
TRANSPORTATION IMPROVEMENT )  
PROGRAM )

WHEREAS, clean air contributes to the health of residents and the quality of life of a region; and

WHEREAS, the federal Clean Air Act and other federal laws include air quality standards designed to ensure that federally supported activities meet air quality standards and these federal standards apply to the Metro area with regard to on-road transportation activities; and

WHEREAS, Chapter 340, Division 252, Transportation Conformity, of the Oregon Administrative Rules was adopted to implement section 176(c) of the federal Clean Air Act, as amended, and these state rules also apply to Metro area on-road transportation activities; and

WHEREAS, these federal and state regulations require an air quality conformity determination whenever regionally significant changes are made to certain transportation documents, such as the metropolitan transportation improvement program; and

WHEREAS, the 2008 - 2011 Metropolitan Transportation Improvement Program (MTIP) has been proposed and this 2008 - 2011 MTIP contains new projects that include federal funding and are regionally significant updates and changes; and

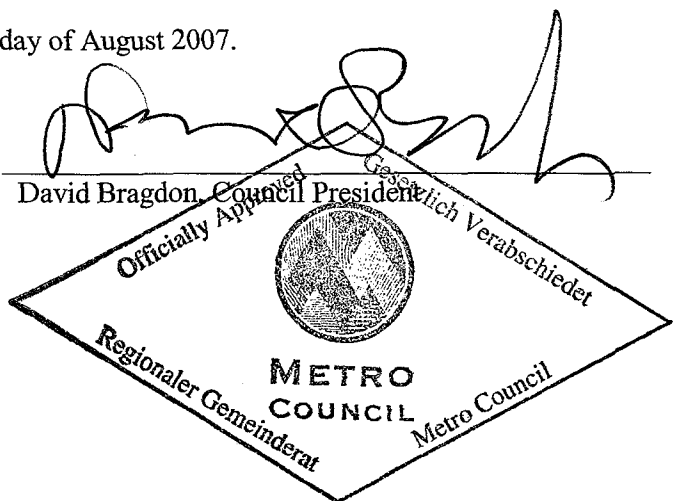
WHEREAS, the air quality analysis included in Exhibit "A" demonstrates that the changes included in the 2006-2009 MTIP could be built and the resulting total air quality emissions, to the year 2025, are forecast to be less than the motor vehicle emission budgets, or maximum transportation source emission levels; and

WHEREAS, the Metro Council adopted Resolution No. 07-3773 For the Purpose of Allocating \$64.0 Million of Transportation Priorities Funding For the Years 2010 and 2011, Pending Air Quality Conformity Determination, on March 15, 2007, now, therefore,

BE IT RESOLVED that the Metro Council:

- 1. Approves the air quality conformity determination as documented in Exhibit "A".
- 2. Directs the Chief Operating Officer to forward the air quality conformity determination to the Federal Highway Administration and Federal Transit Administration for approval.

ADOPTED by the Metro Council this 16<sup>th</sup> day of August 2007.



Approved as to Form:

Daniel B. Cooper, Metro Attorney



# AIR QUALITY CONFORMITY DETERMINATION

For the  
2008-2011 Metropolitan Transportation  
Improvement Program (MTIP)

July 31, 2007



Exhibit A to  
Resolution No. 07-3824

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## 1.0 Overview

### 1.1 What is Transportation Conformity/Report Purpose

Transportation Conformity is described by the US Department of Transportation as “...a way to ensure that Federal funding and approval are given to those transportation activities that are consistent with air quality goals. It ensures that these transportation activities do not worsen air quality or interfere with the ‘purpose’ of the State Implementation Plan (SIP), which is to meet the National Ambient Air Quality Standards (NAAQS).”

This report analyses the 2008-2011 MTIP, estimating the future air quality conditions and comparing those with the motor vehicle emission budgets, or maximum amounts of regulated pollutants generated by on road vehicles. This analysis, using best available information and Environmental Protection Agency (EPA) and Oregon Department of Environmental Quality (DEQ) approved methods, confirms whether proposed transportation improvements conform with federal and state air quality laws.

### 1.2 Results/Conclusions

**Table 1. Comparison of Motor Vehicle Emission Budgets and Forecast Surface Transportation Emissions**

| Year | Carbon Monoxide Motor Vehicle Emission Budget (pounds/ winter day) | Forecast Carbon Monoxide Emissions (pounds/ winter day) | Hydrocarbon Motor Vehicle Emission Budget (tons/summer day) | Forecast Hydrocarbon Emissions (tons/summer day) | Oxides of Nitrogen Motor Vehicle Emission Budget (tons/ summer day) | Forecast Oxides of Nitrogen Vehicle Emissions (tons/summer day) |
|------|--|---|---|--|---|---|
| 2010 | 1,033,578  | 976,015   | 40  | 32.6   | 52  | 46.6  |
| 2015 | n/a  | n/a   | 40  | 23.5   | 55  | 28.5  |
| 2017 | 1,181,341  | 837,797   | n/a   | n/a  | n/a   | n/a   |
| 2020 | n/a  | n/a   | 40  | 21.5   | 59  | 23.9  |
| 2025 | 1,181,341  | 901,569   | 40  | 19.5   | 59  | 19.3  |

From these data, we conclude the 2008-2011 MTIP and the proposed transportation improvements contained within it, meet federal and state air quality standards. That is, for the years 2010, 2017 and 2025, Carbon Monoxide emissions from on road transportation sources are less than maximum allowed levels (motor vehicle emission budgets). Further, for the years 2010, 2015, 2020 and 2025, Ozone precursors (Hydrocarbons and Oxides of Nitrogen) are less than the maximum allowed levels.

### 1.3 Regulatory Background

The federal Clean Air Act is the primary regulatory framework for national, state and local efforts to protect air quality. Under the Clean Air Act, the EPA is responsible for setting standards, known as national ambient air quality standards (NAAQS), for pollutants considered harmful to people and the environment. These standards are set at levels that are meant to protect the health of the most sensitive population groups, including the elderly,

children and people with respiratory diseases. Air quality planning is focused on meeting the NAAQS and deadlines set by the federal EPA and DEQ for meeting the standards. Further, the United States Department of Transportation has established regulations. Failing to conform restricts an area's ability to receive federal transportation funds during any period for which the air quality approval has lapsed.

More specifically, federal air quality conformity requirements come from the integration of requirements in the Clean Air Act Amendments of 1990 and the *Intermodal Surface Transportation Efficiency Act* (ISTEA) of 1991 and are codified at 40 CFR Part 93. These requirements were also included in the *Transportation Equity Act for the 21st Century* (TEA21) and most recently in the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU). SAFETEA-LU has made changes and additions to the previous air quality requirements for transportation planning and these are reflected in this document.

Oregon's air quality regulations, adopted by the Oregon Environmental Quality Commission under OAR 340-200-0040 and approved by EPA, establishes rules and standards for determining air quality conformity of transportation plans, programs and projects within Oregon (specifically, OAR 340 Division 252). These regulations contain all federal requirements plus a few additional state standards. The Department of Environmental Quality is responsible for writing the air quality plan for the Metro region. By meeting the Oregon standards for purposes of demonstrating air quality conformity, the federal standards are also met.

Metro is the Portland area's designated Metropolitan Planning Organization (MPO). As the MPO, Metro is the lead agency for development of regional transportation plans and the scheduling of federal transportation funds in the Portland urban area. The Metro Council, after receiving recommendations from the Joint Policy Advisory Committee on Transportation (JPACT), approves regional transportation plans and implementation programs and air quality conformity determinations. In addition, the Transportation Policy Alternatives Committee (TPAC) is specifically named in the state rule as the standing committee designated for "interagency consultation", a technical review process.

The 2004 Regional Transportation Plan (RTP) and 2004-2007 Metropolitan Transportation Improvement Plan (MTIP) were conformed and, after consultation with the USEPA, received approval of USDOT on March 5, 2004. On November 1, 2005, the USDOT approved the conformity determination of the 2006-2009 MTIP. As Metro and the region have proposed a new MTIP – for the years 2008-2011, an air quality conformity determination has been prepared for the transportation improvements proposed in this latest transportation improvement plan.

In order to demonstrate that the proposed 2008-2011 MTIP meets federal and state air quality planning requirements, Metro must complete a technical analysis, consult with relevant agencies and provide for public comment. The draft conformity determination report is then brought to JPACT for consideration and then the Metro Council. If the Metro Council approves the air quality conformity determination, it is submitted to the United States Department of Transportation (USDOT). In practice, this means review by

the Federal Highway Administration and Federal Transit Administration. The USDOT makes a conformity determination after consultation with the Environmental Protection Agency. Upon USDOT approval, federal funding of transportation projects may commence.

#### **1.4 Status of Pollutants in the Region**

The National Ambient Air Quality Standards adopted by both the EPA and DEQ identify seven air pollutants for which standards are established and regulations in place to address areas which exceed or exceeded the standards in the past. (Other air pollutants, such as benzene, have been identified, but standards and procedures for addressing them have not been approved.) These seven air pollutants are:

- Carbon Monoxide;
- Lead;
- Nitrogen Dioxide;
- Ozone;
- Particulate Matter (2.5 micrometers and smaller diameter);
- Particulate Matter (10 micrometers and smaller diameter); and,
- Sulfur Dioxide.

The Portland/Vancouver area has one interconnected airshed. However, given the State boundary along the Columbia River and the differing jurisdictions and state laws, the Federal government approved each side of the airshed taking responsibility for its area. For the Oregon side, a Metro area airshed was established.

The Metro region has not exceeded the standards for five of these air pollutants – Lead, Nitrogen Dioxide, PM10, PM2.5 and Sulfur Dioxide. In the past, the Metro region has exceeded Carbon Monoxide and Ozone standards. Charts showing the historic record for the Metro area are included below.

The current status, as determined by the US EPA as of April 9, 2007, is that the Metro area has a maintenance status for Carbon Monoxide and is in attainment for both 1 hour and 8 hour Ozone. (For Carbon Monoxide see the EPA's Green Book located at: <http://www.epa.gov/oar/oaqps/greenbk/cmcs.html#OREGON>. For the Ozone status see: <http://www.epa.gov/oar/oaqps/greenbk/gnc13.html>).

#### **Carbon Monoxide**

The Oregon DEQ describes carbon monoxide as follows:

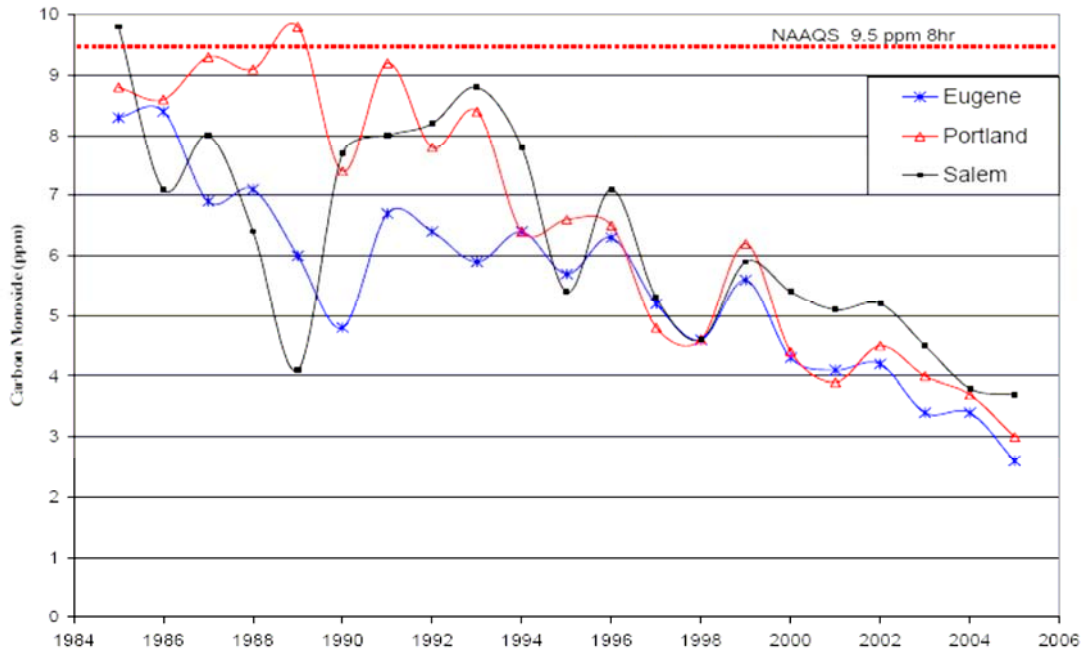
*“Carbon monoxide is a colorless, odorless gas. In the body, CO binds tightly to hemoglobin (the red pigment in blood which transports oxygen from the lungs to the rest of the body). Once hemoglobin is bound to CO, it can no longer carry oxygen. In this way, CO reduces the oxygen-carrying capacity of the blood and can result in adverse health effects. High concentrations of CO strongly impair the functions of oxygen-dependent tissues, including brain, heart, and muscle. Prolonged exposure to low levels of CO aggravates existing conditions in people*

*with heart disease or circulatory disorders. There is a correlation between CO exposure and increased hospitalization and death among such patients. Even in otherwise healthy adults, carbon monoxide has been linked to increased heart disease, decreased athletic performance, and diminished mental capacity. Carbon monoxide also affects newborn and unborn children. High CO levels have been associated with low birth weights and increased infant mortality.*

*A major natural source of CO is spontaneous oxidation of naturally occurring methane (swamp gas). The major human-caused source is incomplete combustion of carbon-based fuels, primarily from gasoline-powered motor vehicles. Other important sources are wood stoves and slash burns. How a motor vehicle is operated has an effect on the amount of CO emitted. In stop-and-go driving conditions, CO emissions are high. Emissions are also increased when the outside temperature is low. Oregon's most serious CO problems occur during the winter in urban areas when CO emitted by slow-moving traffic is trapped near the ground where people can inhale them.”*

As shown by the figure below, the Portland Metro area has not exceeded the 8 hour Carbon Monoxide standards since 1989 and total emissions have been trending downward.

**Figure 1. Carbon Monoxide Trends – Total Emissions, All Sources**



CO trend for Portland, Eugene, and Salem using second highest eight hr average.

Source: 2005 Oregon Air Quality Data Summaries, Oregon Department of Environmental Quality see

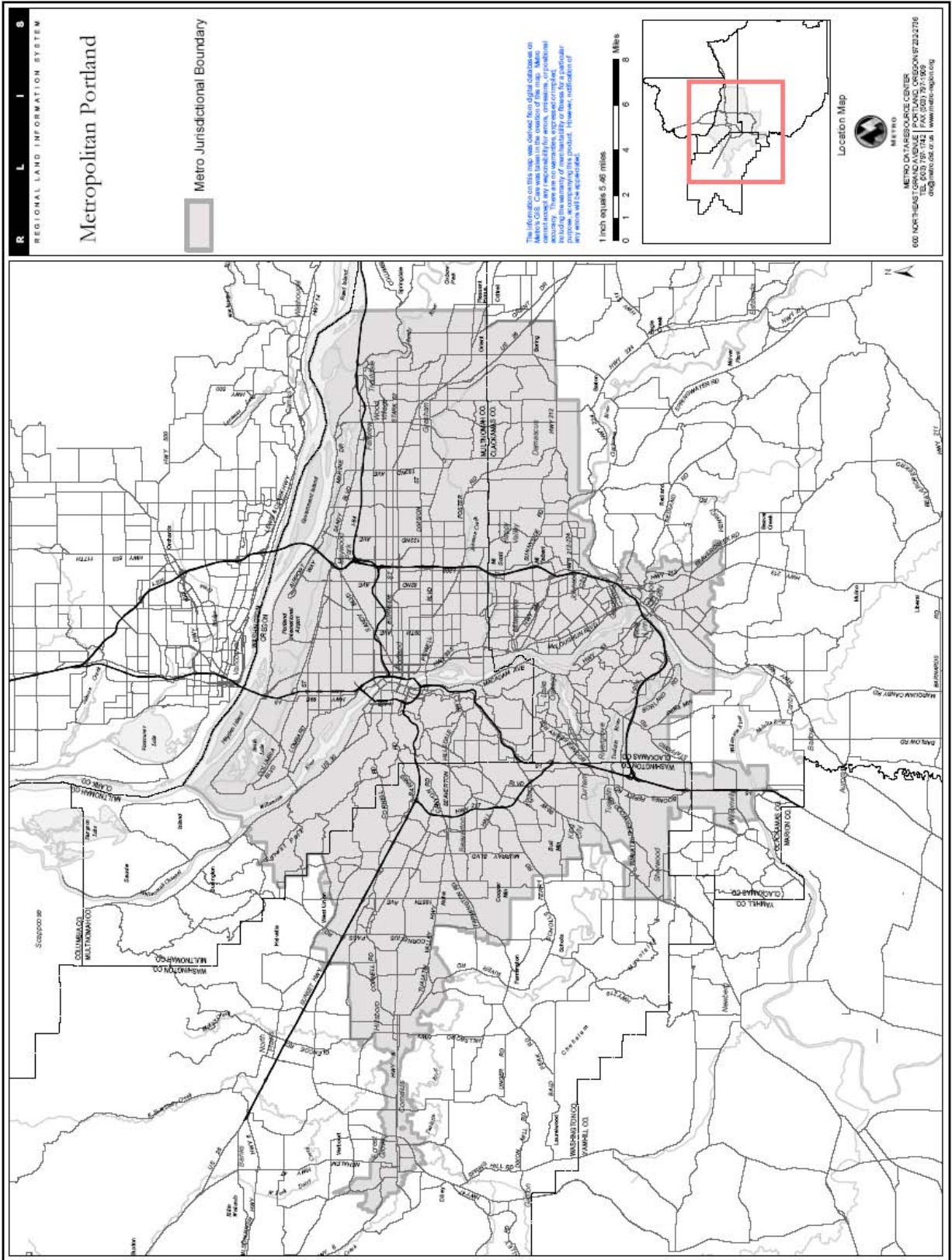
<http://www.deq.state.or.us/air/forms/2005ar/2005ar.pdf>

As of March 2007, the Metro area is a maintenance area for carbon monoxide (CO), meaning that while the region meets federal CO standards, it must continue to monitor CO levels through a air quality conformity determination comparing forecast levels of air quality assuming proposed transportation investments with motor vehicle emission budgets, or maximum allowed levels of the pollutant from the on-road and transit elements of the region's transportation system. In 2006, the EPA approved a new CO State Implementation Plan (SIP) finding new CO motor vehicle emission budgets adequate for transportation conformity purposes in the Second Portland Area Carbon Monoxide Maintenance Plan. This second CO maintenance plan is effective through 2017, after which time conformity demonstration will no longer be necessary, if the area continues to not violate the CO NAAQS.

For Carbon Monoxide, the Metro jurisdictional boundary was established as the geographic extent of concern for which emission budgets (maximum pollutant levels) were created. Below is a map of the metro jurisdictional boundary used for the air quality analysis.



Figure 2. Carbon Monoxide - Area Analyzed



## **Ozone**

The Oregon DEQ describes ozone and its threat as follows:

*“Ozone (a component of smog) is a pungent, toxic, highly reactive form of oxygen. A new eight hour standard protects the public against lower level exposures over a longer time period which has been found to be more detrimental than shorter peak levels. The long term exposure effects cause significant breathing problems, such as loss of lung capacity and increased severity of both childhood and adult asthma.*

*Ozone causes irritation of the nose, throat, and lungs. Exposure to ozone can cause increased airway resistance and decreased efficiency of the respiratory system. In individuals involved in strenuous physical activity and in people with pre-existing respiratory disease, ozone can cause sore throats, chest pains, coughing, and headaches. Plants can also be affected. Reductions in growth and crop yield have been attributed to ozone. Ozone can affect a variety of materials, resulting in fading of paint and fiber, and accelerated aging and cracking of synthetic rubbers and similar materials. It is also a major contributor to photochemical smog.*

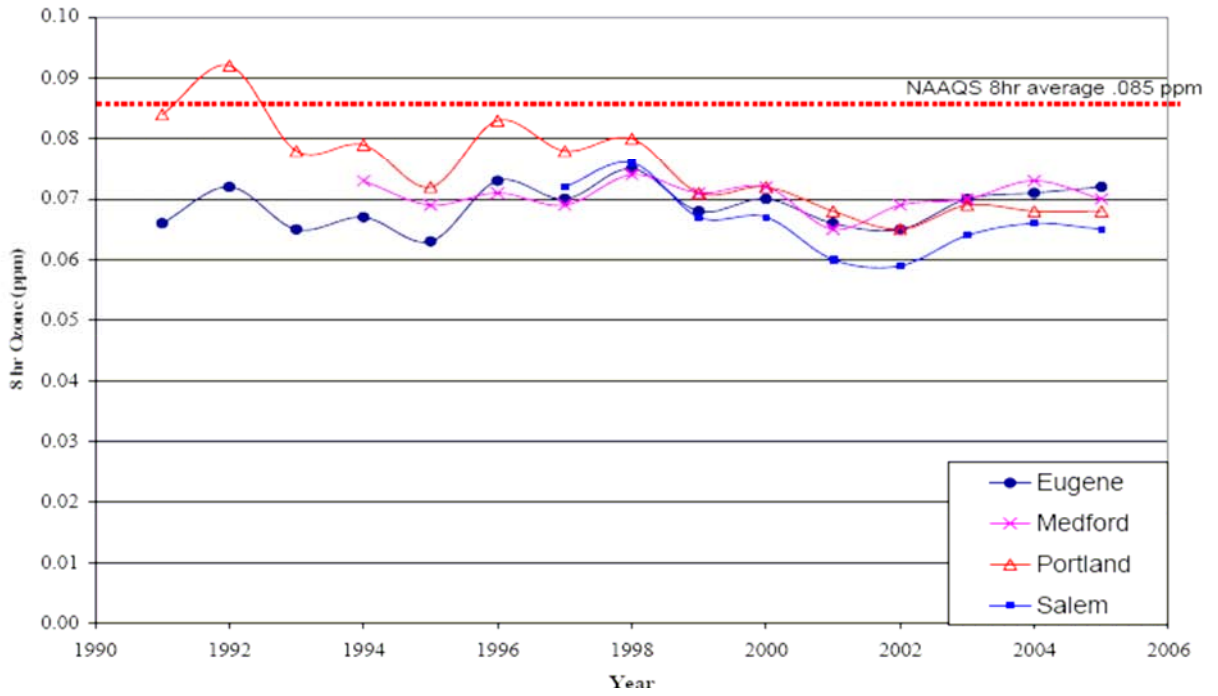
*Ozone is not emitted directly into the air. It is formed through a series of photochemical (sunlight requiring) reactions between other pollutants and oxygen (O<sub>2</sub>) during hot weather. Most important are nitrogen oxides and volatile organic compounds. To control ozone pollution, it is necessary to control emissions of these other pollutants. It is primarily caused by chemicals from car and small engine exhaust, and business and industry emissions on hot sunny days.*

*The Portland region has attained the one hour ozone standard and in 1996 EPA approved a 10-year plan to maintain good air quality.”*

In February 2007, the Oregon Environmental Quality Commission adopted an updated Portland Ozone Maintenance Plan and the DEQ submitted this to the US EPA, whose approval is pending. A very recent court case, *South Coast Air Quality Management District v. EPA*, December 2006, heard before the US Court of Appeals, has indicated that: *“Because one-hour conformity determinations constitute “controls”, under section 172(e), they remain “applicable requirements” that must be retained.”* However, further actions, judicial and otherwise, are pending. That is, neither a final legal ruling has not yet been concluded, nor have further EPA regulatory actions been defined.

Below is a chart showing the historic rates of Ozone levels in the Metro region as compared with the federal and state standards.

Figure 3. Ozone Trends – Total Emissions, All Sources

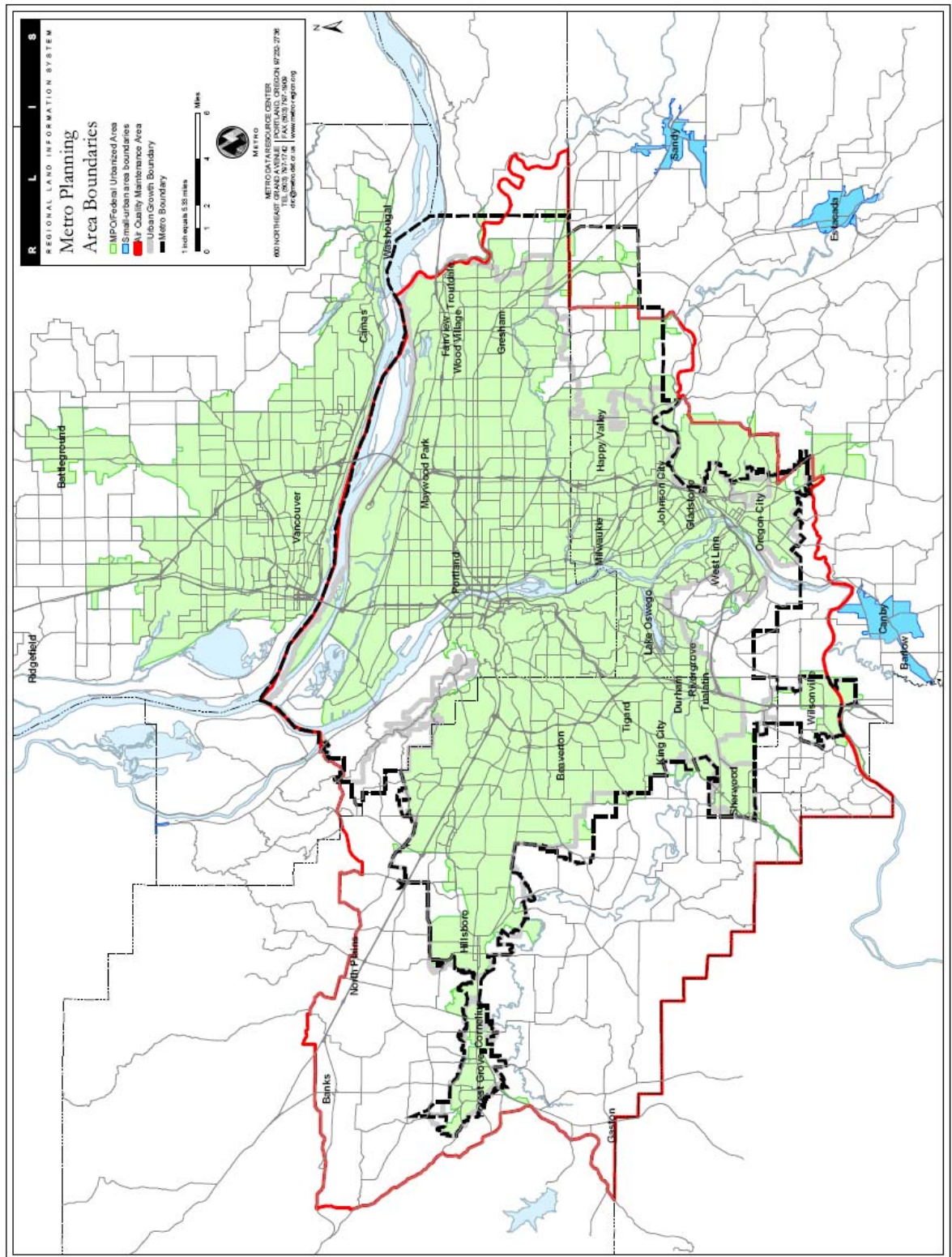


. Ozone trend using the three year average of fourth highest eight hour ozone value.

Source: 2005 Oregon Air Quality Data Summaries, Oregon Department of Environmental Quality see

<http://www.deq.state.or.us/aq/forms/2005ar/2005ar.pdf>

**Figure 4 Ozone - Air Quality Maintenance Area**



Plot time: Feb 26, 2003 J:\traced\03\067\mipo.mxd Recycle to cycle with mixed paper

## **2.0 Demonstration of Conformity for CO**

This air quality analysis is organized around and addresses those sections of the federal statutes and state administrative rule that are applicable to this MTIP and RTP amendment conformity determination. Accordingly, each subsection will cite a subject (e.g. “Consultation”) and then describe how the requirement was addressed. Federal statutes concerning transportation air quality conformity begin at 40 CFR 93.100 and end at 40 CFR 93.128. Oregon administrative rules for transportation conformity follow federal statute and begin at OAR 340-252-0010 and end at OAR 340-252-0290. Each section is address in numerical order, except as noted in Appendix E.

### **2.1 GENERAL REQUIREMENTS**

#### **2.2.1 Applicability (OAR 340-252-0020 and 40 CFR 93.102)**

This conformity rule applies to the proposed 2008-2011 Metropolitan Transportation Improvement Program as the Metro area has a Carbon Monoxide maintenance status and the actions being proposed are regionally significant as confirmed in consultation with other agencies including the DEQ, EPA, Federal Highway Administration, Federal Transit Administration, ODOT and TriMet at a meeting held on March 12, 2007. As the legal status of the Ozone requirements is not yet resolved, an Ozone analysis is also included, also concurred by members of the interagency consultation group.

#### **2.1.2 Frequency of Conformity Determinations (OAR 340-252-0050 and 40 CFR 93.104)**

These regulations call for a new conformity determination no less frequently than every three years or upon preparation of a new MTIP. On November 1, 2005, the USDOT approved the air quality conformity determination for the 2006-2009 MTIP. With the proposed 2008-2011 MTIP, air quality conformity is also required.

In addition, federal regulations mandate that a conformity determination be done within 18 months of EPA approval of an implementation plan which changes TCMs and state regulations call for conformity within 24 months of EQC adoption of a state implementation plan revision with adds TCMs. The EPA approved a new Carbon Monoxide SIP effective February 23, 2006. Accordingly, as of August 2007 a conformity determination would also be required.

Accordingly, this conformity determination has been prepared for the 2008-2011 MTIP.

#### **2.1.3 Consultation (OAR 340-252-0060 and 40 CFR 93.105)**

This section addresses the consultation requirements for air quality planning. The regulations in this section state that the metropolitan planning organization is responsible for development the transportation plan (RTP) and transportation improvement program (MTIP), making the conformity determination, performing regional emissions analysis and documenting timely implementation of transportation control measures.

Consultation is comprised of two components – technical and public. Agency representatives must be provided the opportunity to review and comment on the technical

aspects of a conformity determination and the public must be given the opportunity to see the conformity determination report and provide comment.

On March 12, 2007, representatives of the Federal Highway Administration, Federal Transit Administration, EPA, DEQ, ODOT, TriMet and Metro met and discussed the upcoming 2008-2011 MTIP and discussed and commented on a Pre-Conformity Plan (see Appendix F). Further, TPAC was part of the many months of the development process of the proposed 2008-2011 MTIP and they were also provided the Pre-Conformity Plan and project summary for discussion at their March 30, 2007 meeting.

These technical groups will be provided an opportunity to comment on this document during a 30 day period starting June 15, 2007 and ending July 16, 2007.

In addition to technical review, an opportunity for public comment period also must be provided prior to taking formal action. Reasonable access to technical and policy information must be provided at the beginning of the public comment period. Any charges for public inspection and copying must be consistent with a specified fee schedule.

Metro is making this document available on its website at the beginning of the public comment period, June 15, 2007, so that it may be accessed for free at any public library via the internet or from a resident's home, if they have a computer and internet access. In addition, a telephone number has been advertised so that the public may call should they have questions. Metro has also arranged to mail hard copies of this report to those who may wish to use this method of inspecting the document. Metro has also provided a telephone number for the hearing impaired so that questions may be answered using TTY technology, so that text messages may be conveyed back and forth. Public comments received by July 16, 2007, will be compiled and written responses addressing comments will be completed and made available to the Joint Policy Advisory Committee on Transportation and the Metro Council and will be included in Appendix B.

#### **2.1.4 Content of Transportation Plans (OAR 340-252-0070 and 40 CFR 93.106)**

This regulation concerns the years in which a "snapshot" of transportation conditions are estimated. The years may not be more than 10 years apart and the first horizon year must not be more than 10 years from the base year. The last year must be the last year of the transportation plan's forecast period and the forecast demographic conditions (location and amount of jobs, housing and population) for each of these analysis years must be included in the plan.

The 2004 RTP is based on forecasts out to the year 2025. The air quality analysis years for this 2008-2011 MTIP include 2010, 2015, 2017, 2020 and 2025 to address the Carbon Monoxide and Ozone budgets established by the relevant SIP.

#### **2.1.5 Relationship of Transportation Plan and TIP Conformity with the NEPA Process (OAR 340-252-0080 and 40 CFR 93.107)**

This provision provides some flexibility between the projects described in the RTP and MTIP and specific projects for which National Environmental Policy Act (NEPA) analysis is being completed.

The Sunrise Project is currently being considered in a NEPA effort and for purposes of air quality conformity determination modeling, the project was analyzed consistent with the definition of the project already in the financially constrained system of the RTP. That is, the Project was modeled from I-205 to 122nd as a 4 lane, limited access expressway, parallel with Hwy212. The Sunrise Project EIS and Damascus/Boring Concept Plan will identify projects beyond 122nd Avenue in the future.

The OTIA funding award is for that portion of the project that is included in the existing financially constrained 2004 RTP - that is, I-205 to 122nd (also known as Phase 1 of Unit 1). No construction project beyond 122nd was modeled for the conformity analysis or programmed in the MTIP at this time (and no right-of-way acquisition east of 122nd Avenue is planned at this time).

When a project hasn't been adequately defined through the NEPA process, conformity allows coding the network based upon a placeholder project as best as can be defined at the time. For purposes of this air quality conformity determination, a specific configuration to the phase 1 project has been made. If the final configuration is substantially different than what has been assumed, there will need to be a determination whether additional conformity analysis will be needed at that time.

#### **2.1.6 Fiscal Constraints for Transportation Plans and TIP (OAR 340-252-0090 and 40 CFR 93.108)**

This section requires that transportation plans and transportation improvement programs be fiscally constrained. That is, that the total cost of the transportation plan and the TIP be equal or less than the total of identified transportation resources. The 2004 RTP was adopted to include a fiscally constrained system. Likewise, the 2008-2011 MTIP has been created based on the availability of funds, the project list starting from one that vastly exceeded available dollars, to the proposed project list consistent with foreseeable revenues during the program period.

Each project included in the Financially Constrained System of the Regional Transportation Plan and those programmed in the Metropolitan Transportation Improvement Program has an identified funding source(s) that can be reasonably expected to be available over the planning period. This is documented in section 1.4 of the 2008-2011 MTIP.

## **2.2 CRITERIA AND PROCEDURES FOR DETERMINING CONFORMITY**

### **2.2.1 General (OAR 340-252-0100 and 40 CFR 93.109)**

This section outlines which portion of the conformity rule is applicable for particular actions. Compliance with this section is specifically demonstrated in the following sections.

### **2.2.2 Latest Planning Assumptions (OAR 340-252-0110 and 40 CFR 93.110)**

The assumptions about land use, including the location of jobs, housing and the demographic characteristics of the population are a key element in the transportation analysis and accordingly, are reflected in the air quality assessment. As noted before, using estimates of the location and quantity of total housing, population and jobs for the years 2005, 2010, 2015 and 2025 were estimated for the 2004 RTP. These forecasts, as part of the 2004 RTP, were adopted by the Metro Council. As they provide a 20 year forecast – 2005 through 2025, they provide a long enough time horizon to understand the results of both the forecast demographic and employment changes and how the combination of the existing transportation system and improvements included in the financially constrained system will operate. From this, air quality analysis is derived.

### **2.2.3 Latest Emissions Model (OAR 340-252-0120 and 40 CFR 93.111)**

One difference from the last conformity determination and this one is that a new air quality emission model is required to be used. This new model, MOBILE6.2, the latest EPA approved model, has been employed for this air quality conformity determination.

### **2.2.4 Consultation (OAR 340-252-0130 and 40 CFR 93.112)**

This section refers back to the earlier section on consultation and provides for the state implementation plans (SIP) to have additional consultation requirements if appropriate. The second Portland Area CO Maintenance Plan and both the first and second Ozone Maintenance Plans have no further consultation requirements beyond those already addressed in the earlier consultation section.

### **2.2.5 Timely Implementation of Transportation Control Measures (OAR 340-252-0140 and 40 CFR 93.113)**

The State and Federal conformity regulations require that the air quality conformity determination demonstrates compliance with Transportation Control Measures (TCM) that are included in the Carbon Monoxide Maintenance Plan by providing for the timely completion or implementation of all TCM. It must also be demonstrated that nothing in the MTIP program or RTP amendment interferes with the implementation of TCMs.

The Second Portland Area CO Maintenance Plan includes three TCM and has been approved by the Oregon Environmental Quality Commission and US EPA and are addressed below. These TCM are: 1) Transit Service Increase; 2) Bicycle Paths; and 3) Pedestrian Paths.

#### **TCM 1. Transit Service Increase**

*Regional transit service revenue hours (weighted by capacity) shall be increased 1.0% per year. The increase shall be assessed on the basis of a 5 year rolling average of actual hours for assessments conducted between 2006 and 2017. Assessments made for the period through 2008 shall include the 2004 opening of Interstate MAX."*



## Compliance Actions - Transit Service Increase

This transit service TCM calls for a calculation of actual hours for assessments conducted between 2006 and 2017. However, data is only available for 2006, and other years necessary to calculate a five-year average beginning 2006 are estimated based on financial plans. The first full assessment using actual service hours would first be calculated in year 2011, with data from 2006 through 2010. Presented below are projections of transit service hours with a combination of actual service hours in year 2006 and planned hours from 2007 through 2010.

| <b>Table 5. Service Hours – Weighted by Capacity</b> |           |                        |                             |                                 |           |                             |
|--|-----------|------------------------|-----------------------------|---------------------------------|-----------|-----------------------------|
|  | Bus       | Rail (bus equivalency) | Streetcar (bus equivalency) | Commuter Rail (bus equivalency) | Total     | Percent Change year-to-year |
| 2006 (actual)  | 1,953,420 | 1,126,543              | 33,640                      |                                 | 3,113,603 | -                           |
| 2007 (planned)                                       | 1,953,420 | 1,133,601              | 39,582                      |                                 | 3,126,603 | 0.42%                       |
| 2008 (planned)                                       | 1,953,420 | 1,167,070              | 54,839                      | 0                               | 3,175,329 | 1.56%                       |
| 2009 (planned)                                       | 1,953,420 | 1,199,760              | 54,839                      | 17,521                          | 3,225,539 | 1.58%                       |
| 2010 (planned)                                       | 1,953,420 | 1,543,304              | 54,839                      | 21,023                          | 3,572,586 | 10.76%                      |
| Average annual change                                |           |                        |                             |                                 |           | <b>2.6%</b>                 |

Source: TriMet. Year 2006 is actual service hours weighted by capacity derived from the Monthly Reports prepared by TriMet's Financial Analysis Division. Years 2007 through 2010 are projections based on planned changes to service. Streetcar hours were provided by Portland Streetcar Inc.

**Findings.** Accordingly it is found that this transit service TCM concerning transit service increase been met because:

- the above analysis of weighted transit service hours shows an annual average transit service increase of 2.6 percent, which exceeds the TCM of 1.0 percent.

### **TCM 2. Bicycle Paths**

*“Jurisdictions and government agencies shall program a minimum total of 28 miles of bikeways or trails within the Portland metropolitan area between the years 2006 through 2017. Bikeways shall be consistent with state and regional bikeway standards. A cumulative average of 5 miles of bikeways or trails per biennium must be funded from all sources in each Metropolitan Transportation Improvement Program (MTIP). Facilities subject to this TCM must be in addition to those required for expansion or reconstruction projects under ORS 366.514.”*

## Compliance Actions - Bicycle Paths

As shown in Table 2<sup>1</sup>, the region has allocated funding for at least 20.54 miles of bicycle lanes and multi-use paths for 2006-2011. This represents an average of 6.85 miles per biennium, 37% above the 5 mile per biennium target for new bicycle/trail improvements.

**Table 2. MTIP 2006-2011 Bicycle Projects**

| <u>2006-2007 Funding</u>                |                | <u>2008-2009 Funding</u> |                |
|---|----------------|--------------------------|----------------|
| Beaverton Powerline trail               | 1.95 mi        | Springwater trail        | 0.9 mi         |
| Washington SQ RC multi-use trail        | 0.57 mi        | Marine Dr. bike lanes    | 1.5 mi         |
| Mcloughlin: I-205 to Hwy 43 bridge      | 0.10 0mi       | Gresham-Fairview trail   | 1.9 mi         |
| 102nd Ave boulevard improvements        | 0.80 mi        | Gresham MAX trail        | 1.9 mi         |
| Hwy 99W: 64 <sup>th</sup> to Canterbury | 0.00 mi        | Rock Creek trail         | 0.8 mi         |
| Hwy 224 Preservation project            | <u>0.00 mi</u> | Trolley trail            | 6.0 mi         |
| Total 2006-2007                         | 3.42 mi        | SE 92 <sup>nd</sup> Ave  | 0.38 mi        |
|   |                | Waud Bluff trail         | <u>0.25 mi</u> |
|   |                | Total 2008-2009          | 11.73 mi       |
| <br><u>2010-2011 Funding</u>            |                |                          |                |
| NE/SE 50s Bikeway                       | 4.30 mi        |                          |                |
| East Baseline St, Cornelius             | 0.54 mi        |                          |                |
| East Burnside                           | <u>0.55 mi</u> |                          |                |
| Total 2010-2011                         | 5.39 mi        |                          |                |
| <b>Total 2006-2011</b>                  |                | <b>20.54 mi</b>          |                |

Additionally, the RTP Financially Constrained list includes several bicycle projects to be completed by 2017. A sample is provided below (analysis was not continued once it could be shown that the goal could be met. In no case were projects beyond the year 2015 included).

**Table 3. RTP Financially Constrained System Bicycle Projects**

|   |                |
|---|----------------|
| SE Holgate Bikeway, Phase 1 (28th to 136th) | 5.53 mi        |
| NE Glisan Street Bikeway (162nd to 202nd)   | 2.01 mi        |
| <b>Total:</b>                               | <b>7.54 mi</b> |

Adding this mileage to the 20.54 miles from 2006-2011 MTIP allocations totals 28.708 miles, which slightly exceeds the target of 28 miles by 2017.

**Findings.** Accordingly, it is found that this TCM concerning bicycle paths has been met because:

- almost 21 miles of bicycle paths are programmed for the years 2006-2011; and,
- the Financially Constrained System of the RTP shows an additional 7.54 miles of bicycle paths to be constructed by 2017; and,

1. Mileage counts are derived from GIS measurements based on project descriptions.

- the total miles planned to be constructed by 2017 is 28.08 miles, which slightly exceeds the TCM of 28 miles by the year 2017.

**TCM 3. Pedestrian Paths**

*“Jurisdictions and government agencies shall program at least nine miles of pedestrian paths in mixed use centers between the years 2006 through 2017, including the funding of a cumulative average of 1½ miles in each biennium from all sources in each MTIP. Facilities subject to this TCM must be in addition to those required for expansion or reconstruction projects under ORS 366.514, except where such expansion or reconstruction is located within a mixed-use center.”*

**Compliance Actions - Pedestrian Projects**

As shown in Table 4 below, the region has allocated funding for at least 6.5 miles of new pedestrian improvements in mixed-use centers for 2006-2011.<sup>2</sup> This represents an average of 2.17 miles per biennium, 44% above the 1.5 mile for new pedestrian improvements.

**Table 4. MTIP 2006-2011 Pedestrian Projects<sup>3</sup>**

| <u>2006-2007 Funding</u>  |                | <u>2008-2009 Funding</u> |                |
|---|----------------|--------------------------|----------------|
| St John’s Ped/Freight Improvement   | 0.45 mi        | Forest Grove TC*         | 0.65 mi        |
| Hillsboro Regional Center Ped Project                                     | 1.77 mi        | Milwaukie TC             | 0.26 mi        |
| Central Eastside Bridgeheads  | <u>0.10 mi</u> | SE 92 <sup>nd</sup> Ave  | 0.38 mi        |
| Total 2006-2007   | 2.22 mi        | Gresham MAX trail        | <u>0.40 mi</u> |
|   |                | Total 2008-2009          | 1.69 mi        |
| <u>2010-2011 Funding</u>  |                |                          |                |
| Hood Street: Se Division St to SE Powell Blvd                             |                | 0.18 mi                  |                |
| Foster-Woodstock: SE 87 <sup>th</sup> St to SE 101 <sup>st</sup> St       |                | 1.13 mi                  |                |
| East Baseline St, Cornelius: 10 <sup>th</sup> Ave to 19 <sup>th</sup> Ave |                | 0.18 mi                  |                |
| East Burnside: 3 <sup>rd</sup> Ave to 14 <sup>th</sup> Ave                |                | <u>1.1 mi</u>            |                |
| Total 2010-2011   |                | 2.59 mi                  |                |
| <b>Total 2006-2011</b>  | <b>6.5 mi</b>  |                          |                |

\*Note Scope of Forest Grove TC project reduced due to cost constraint

Additionally, the RTP Financially Constrained list includes several bicycle projects to be completed by 2017.

2. Mileage counts are derived from GIS measurements based on project descriptions.

3. The MAX multi-use path project is 2.32 miles total, with 1.90 miles being applied to the bike/trail TCM target, and 0.40 miles counting toward TCM pedestrian target, as it is located in the Gresham regional and Rockwood town centers.

**Table 5. RTP Financially Constrained System Pedestrian Projects**

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|   |                |
|---|----------------|
| SW Capitol Hwy Ped Improvements (Multnomah to Taylor's Ferry) | 1.0 mi         |
| SE 17th Ave Milwaukie (SE Ochoco to SE Lava Drive)            | 0.9 mi         |
| Sandy Blvd Pedestrian Improvements                            | 0.24 mi        |
| Pine St Sherwood (Willamette to Sunset)                       | 0.47 mi        |
| Westhaven Rd Pathways (Morrison to Springcrest)               | <u>0.17 mi</u> |
| <b>Total:</b>   | <b>2.78 mi</b> |

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Adding this mileage to the 6.5 miles from the 2006-2011 MTIP allocations totals 9.28 miles, which exceeds the target of 9 miles by 2017.

**Findings.** Accordingly, it is found that this TCM concerning pedestrian projects has been met because:

- a total of 6.5 miles of pedestrian paths are programmed for the period 2006-2011; and,
- a total of an additional 2.78 miles of pedestrian paths are included in the Financially Constrained System of the RTP by the year 2017; and
- the total of programmed and planned pedestrian paths between 2006 and 2017 is 9.28 miles, which slightly exceeds the TCM of 9 miles by the year 2017. (The calculation of pedestrian facility funding was not continued once it could be shown that the target could be met. In no case were projects beyond the year 2015 counted in the tally)
- the number of miles of pedestrian paths funded per average biennium is 2.17 miles per biennium, 44% above the 1.5 mile for new pedestrian improvements.

### **Overall TCM findings**

The above facts and findings for each TCM demonstrate the timely completion or implementation of each TCM. In addition, the above examination of each TCM demonstrates that there are no obstacles that interfere with the implementation of any TCM in the current or proposed CO maintenance plans, including no obstacles in the MTIP or RTP as proposed to be amended.

Accordingly, it is found that the criteria and procedures of *Criteria and Procedures: Timely Implementation of TCMs*, ( OAR 340-252-0140 and 40 CFR 93.113) have been met.

### **2.2.6 Currently conforming transportation plan and TIP (OAR 340-252-0150 and 40 CFR 93.114)**

This section concerns projects, and that only one conforming transportation plan or TIP may exist at any one time and the old conformity determination for a transportation plan or TIP expires once the new one is approved. Potentially a project could lose its conformity determination if not built and not carried over to the new conformity determination.

The 2008-2011 MTIP, upon conformity determination approval, will allow for three years of transportation improvements to proceed, consistent with the financially constrained system of the 2004 RTP.

**2.2.7 Motor Vehicle Emissions Budget (OAR 340-252-0190 and 40 CFR 93.118)**

This section requires that the projected emissions from the entire transportation system not exceed the approved motor vehicle emission budget for each year that an emission budget has been established. The EPA found that the motor vehicle emission budgets in the *Second Portland Area Carbon Monoxide Maintenance Plan* are adequate for transportation conformity purposes (see Appendix D)

These EPA approved budgets for wintertime Carbon Monoxide levels from all on-road transportation sources are as follows:

- 2005 - 1,238, 575 pounds per day
- 2010 – 1,003,578 pounds per day
- 2017 – 1,181,341 pounds per day (2017 is the proposed end year of the Maintenance Plan)
- 2025 – same as 2017

The 1996 Portland Ozone Maintenance Plan (which may or may not be applicable depending on pending judicial action and EPA decisions) includes the following MOBILE5 based motor vehicle emission budgets:

| Year | Hydrocarbon<br>Motor Vehicle Emission Budget<br>(tons/summer day) | Oxides of Nitrogen<br>Motor Vehicle Emission Budget<br>(tons/ summer day) |
|------|---|---|
| 2010 | 40  | 52  |
| 2015 | 40  | 55  |
| 2020 | 40  | 59  |
| 2025 | 40  | 59  |

As is shown below, none of these budgets have been exceeded.

Using the Metro travel forecast model, the transportation network capacity that would result with the implementation of the financially constrained system of the 2004 RTP and the specific timing of projects included in the proposed 2008-2011 MTIP, as consistent with the financially constrained 2004 RTP, the forecasts of population, housing, employment and the use of the MOBILE6.2 air quality model with the assumptions as listed above, the following results, when comparing these to the motor vehicle emission budgets, is found:

**Table 6. Carbon Monoxide and Ozone Emission Results Compared with Budgets**

| <b>Year</b> | <b>Carbon Monoxide Motor Vehicle Emission Budget</b><br>(pounds/ winter day) | <b>Forecast Carbon Monoxide Emissions</b><br>(pounds/ winter day) | <b>Hydrocarbon Motor Vehicle Emission Budget</b><br>(tons/summer day) | <b>Forecast Hydrocarbon Emissions</b><br>(tons/summer day) | <b>Oxides of Nitrogen Motor Vehicle Emission Budget</b> (tons/ summer day) | <b>Forecast Oxides of Nitrogen Vehicle Emissions</b><br>(tons/summer day) |
|-------------|--|---|---|--|--|---|
| <b>2010</b> | 1,033,578  | 976,015   | 40  | 32.6   | 52   | 46.6  |
| <b>2015</b> | n/a  | n/a   | 40  | 23.5   | 55   | 28.5  |
| <b>2017</b> | 1,181,341  | 837,797   | n/a   | n/a  | n/a  | n/a   |
| <b>2020</b> | n/a  | n/a   | 40  | 21.5   | 59   | 23.9  |
| <b>2025</b> | 1,181,341  | 901,569   | 40  | 19.5   | 59   | 19.3  |

Accordingly, based on these model results, the other data provided in this document and on documents in the appendices, it is concluded that the proposed 2008-2011 MTIP meets the transportation air quality conformity determination requirements and standards.

## **2.3 REGIONAL EMISSIONS ANALYSIS & METHODOLOGY**

### **2.3.1 Transportation Networks**

The projects listed in Appendix A are those assumed for the region. This list includes the project name, location, project description, whether it was included in the air quality analysis (for example, some of the projects are exempt, like safety improvements that do not include capacity improvements) and the year that the project was assumed to be completed and therefore added to the system modeled.

### **2.3.2 Procedures for Determining Regional Transportation-Related Emissions (OAR 340-252-0230 and 40 CFR 93.122)**

This section requires that the analysis be performed for all “regionally significant” projects. Metro’s approach has been to attempt to model any improvement that can be modeled. This approach helps ensure that any capacity increases that may be involved in an improvement are included in the analysis and that all possible consideration of improvements has been made.

This section also addresses the model assumptions and methods to be used. The Metro travel demand model was used in the first step of this analysis. Once the travel demand model has been run for a particular year, with the attendant assumptions about the transportation network improvements and capacities, transit service levels, jobs, housing and demographic characteristics, the miles traveled and the speeds at which the miles are traveled are estimated.

MOBILE6.2, the air quality model, is the second step taken to estimate air pollutant levels for the year that the transportation model was run. To run MOBILE6.2, several additional assumptions must be made. Following are the assumptions made for running MOBILE6.2

**Table 7. MOBILE6.2 Input Assumptions**

|    | <b>Parameter</b>        | <b>Details</b>   | <b>Data Source</b> |
|----|-------------------------|--|--------------------|
| a. | Emission Model Version: | MOBILE6.2  | EPA                |
| b. | Emission Model Runs:    | 2010, 2015, 2025   | EPA, DEQ           |
| c. | Time Periods:           | Seven - 2200hrs-0559; 0600-0659;0700-0859; 0900-1359; 1400-1459, 1800-1859 (PM shoulder); 1500-1759 and 1900-2159.   |                    |
| d. | Pollutants Reported:    | Carbon Monoxide, Ozone   |                    |
| e. | Vehicle Class:          | As per MOBILE6.2   | EPA                |
| f. | Functional Class:       | MOBILE6.2 default (freeways, arterials, local and ramp)  |                    |
| g. | Temperatures:           | Min, Max for January   | OR DEQ             |
| h. | VMT mix:                | MOBILE6.2 default  |                    |
| i. | Speed:                  | 3-65 MPH   |                    |
| j. | Vehicle Registration:   | 1999 fleet for 2000 run, all other runs using 2004 fleet, except for trips originating in Washington State which are provided through the SW Clean Air Agency. | OR DEQ / ODOT DMV  |
| k. | I/M Program:            | Assumes no oxygenated fuels and two Inspection and Maintenance tests depending on vehicle manufacture year - Basic and On-Board Diagnostic*                    | OR DEQ             |
| l. | Reid Vapor Pressure:    | 13.6 – Jan.  | OR DEQ             |

\* This conformity determination does not assume oxygenated fuels or the Enhanced I/M test – in contrast to earlier air quality conformity determination analyses. As a result, transportation emission results are higher than if these programs were in place (as they were in the past). This is a change from the pre-Conformity Plan discussed at the Interagency Consultation meetings in March 2007.

The transit network used for this analysis included the existing transit network as well as the improvements included in the financially constrained system of the RTP, which includes TriMet's Transit Investment Plan.

This section also provides for emission reduction credits for any transportation control measures (TCM) that may be implemented as long as timely implementation can be assured. As the analysis has demonstrated that the region's regional CO emission levels have been achieved at this time without the use of emission reduction credits, these credits have not been included in these calculations.

### **2.3.3 Exempt Projects (OAR 340-252-0270 and 40 CFR 93.126)**

This section includes certain safety (railroad/highway crossings, hazard elimination program, etc.), mass transit (operating assistance to transit agencies, purchase of support vehicles, etc.) air quality (ride-sharing and van pooling promotion, bicycle and pedestrian facilities, etc.), unless the standing committee concurs that the project has potentially adverse emission impacts.

As noted in Appendix A, all projects that could be modeled were included in this conformity determination. However, most all of projects qualifying as an exempt project would not be included in the travel forecast model and this air quality analysis.

### **2.3.4 Projects Exempt from Regional Emissions Analyses (OAR 340-252-0280 and 40 CFR 93.127)**

In addition to the list of exempt projects, certain projects are exempt from regional emissions analyses. These include intersection channelization projects, intersection signalization at individual intersections, changes in vertical and horizontal alignments and other projects that do not significantly affect the regional emission analysis (but which must have a local hot spot analysis to check on potential impact to the area directly around the project's location.)

As was noted in the section above, all possible improvements possible to be modeled in the travel forecast model were included.

### **2.3.5 Traffic Signal Synchronization Projects (OAR 340-252-0290 and 40 CFR 93.128)**

Regionally significant traffic signal synchronization projects must be included as required by these sections of federal and state statutes. The literature suggests that throughput from such traffic signal synchronization projects can be increased by as much as ten percent. However, the Metro travel forecast model has been revised to allow only additional 50 vehicles per hour more capacity through intersections with traffic signal signalization projects than those without this feature. Analysis of existing or in construction projects will provide better information about the actual capacity increase that such improvements provide. Recent traffic signal synchronization changes include:

- a joint City of Gresham/Multnomah County adaptive (real-time) traffic signal control system on Burnside Road between Eastman Parkway and Powell Boulevard; (2006) (An assessment of effectiveness of this project is underway)
- a Portland Central City signal re-timing of 150 intersections (2005)
- an incidence responsive (for example an accident on I-205) traffic signal system on 82<sup>nd</sup> Avenue (being completed). This approach was also completed for Barbur Boulevard.

As future air quality conformity determinations are made, the Metro travel forecast model will continue to improve its modeling by including consideration of traffic signal synchronization projects.



**APPENDIX A – *Project List***

# Metro Region Transportation Project List\*

2004 RTP Project list as  
Amended by Metro Resolution No. 03-3380A  
Ordinance No. 04-1045A, and Ordinance No. 05-3585

| Travel Forecast Model Input? | RTP Number | Sponsor Agency  | Project Name                                 | Project Location   | Project Description  | Earliest Air Quality Analysis Year Project Operating for 2008-11 MTIP Analysis |
|------------------------------|------------|-----------------|--|--|--|--|
| Y                            | 1001       | TriMet          | I-205 LRT Extension                          | Gateway RC to Clackamas TC   | Construct LRT and improvements to downtown transit mall  | 2010   |
| Y                            | 1003       | TriMet          | Milwaukie Light Rail Extension               | Rose Quarter to Milwaukie TC   | Construct LRT  | 2015   |
| N                            | 1007       | Multnomah Co.   | Broadway and Burnside Bridge Improvements    | Broadway and Burnside bridges  | Broadway-painting, phase 1 seismic retrofit, sidewalk replacements and resurface bridge deck and approaches; Burnside - deck rehabilitation, mechanical improvements, painting and phase 1 seismic retrofit        | 2004-25  |
| N                            | 1008       | ODOT/Metro      | I-5 South Corridor Study                     | Highway 217 to Wilsonville/Charbonneau   | Study to define needed improvements for motor vehicle, truck and transit travel in corridor  | 2025   |
| N                            | 1009       | Portland        | Springwater Trail Access Improvements        | Sellwood Bridge to SPRR  | Construct shared-use path; improve bicycle/pedestrian access   | 2010   |
| N                            | 1010       | Multnomah Co.   | Morrison Bridge Deck Replacement             | Morrison Bridge  | Replace deck on lift-span and bridge approach  | 2010   |
| Y                            | 1012       | Multnomah Co.   | Sellwood Bridge Replacement                  | Multnomah County   | Implement recommendations from South Willamette Study  | 2010   |
| Y                            | 1015       | TriMet/Portland | Portland Street Car - Phase 3a (River Place) | PSU to Riverplace  | Construct street car   | 2010   |
| N                            | 1020       | Various         | Red Electric Line Trail                      | Willamette Park to Oleson Road   | Study feasibility of shared-use path   | 2010   |
| N                            | 1022       | Portland        | I-84/Banfield Trail                          | Willamette River/Eastbank Esplanade to I-205 bike lanes                            | Study feasibility of shared-use path   | 2025   |
| Y                            | 1024       | ODOT            | I-5/McLoughlin Ramps                         | McLoughlin to I-5 north at Division  | Construct new I-5 SB on-ramp and I-5 NB on-ramp at McLoughlin Boulevard  | 2025   |
| Y                            | 1025       | ODOT            | I-5/North Macadam Access Improvements        | NB I-5 to NB Macadam Avenue  | Construct new off-ramp   | 2015   |
| N                            | 1027       | Portland/ODOT   | South Portland Improvements                  | South Portland sub-area  | Redesign Naito Pkwy as a neighborhood collector and reconnect east-west local streets. Rebuild Ross Island Bridge Ramps to separate regional traffic from neighborhood streets and improve access to I-405 and I-5 | 2015   |
| N                            | 1028       | Portland/ODOT   | Kerby Street Improvements                    | Kerby Street at I-5  | Improve I-405/Kerby Street interchange to calm traffic and improve local access  | 2010   |
| Y                            | 1029       | Portland        | SE Water Avenue Extension                    | SE Water Avenue  | Extend SE Water Avenue from Carruthers to Division Place   | 2010   |
| Y                            | 1030       | ODOT            | Ross Island Bridge Interchange               | East approach to Ross Island Bridge  | Interchange improvement  | 2025   |
| Y                            | 1032       | Portland        | Southern Triangle Circulation Improvements   | Between the Ross Island Bridge - Hawthorne Bridge/ Willamette River - SE Grand-MLK | Improve local street network and regional access routes in the area. Improve freeway access route from CEID to I-5 SB via the Ross Island Bridge   | 2025   |
| N                            | 1035       | Portland        | SW Columbia Street Reconstruction            | 18th Avenue to Naito Parkway   | Rebuild street   | 2010   |

\* includes all 2004 RTP financially constrained system, all 2008-2011 MTIP and locally funded projects.

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| Travel Forecast Model Input? | RTP Number | Sponsor Agency  | Project Name   | Project Location                              | Project Description  | Earliest Air Quality Analysis Year Project Operating for 2008-11 MTIP Analysis |
|------------------------------|------------|-----------------|--|---|--|--|
| N                            | 1036       | Portland        | Broadway/Flint Arena Access                                      | Broadway/Flint at Rose Quarter                | Intersection realignment   | 2010   |
| Y                            | 1037       | Portland        | Bybee Boulevard Overcrossing                                     | Bybee Boulevard/McLoughlin Boulevard          | Replace substandard 2-lane bridge with 2-lane bridge with standard clearance   | 2015   |
| Y                            | 1039       | Portland        | SE Belmont Ramp  | Belmont ramp of Morrison Bridge, eastside     | Reconstruction of the ramp to provide better access to the Central Eastside  | 2015   |
| N                            | 1046       | Portland        | Transit Mall Restoration   | Central City                                  | Reduce maintenance and repair costs  | 2010   |
| N                            | 1047       | Portland        | SE 7-8th Avenue Connection                                       | Central Eastside Industrial District          | Construct new street connection from SE 7th to 8th Avenue at Division Street   | 2015   |
| N                            | 1048       | Portland        | South Waterfront Pedestrian and Bicycle Access Improvements      | South Waterfront District of the central city | Implement pedestrian and bicycle district access improvements identified in the South Waterfront Framework Plan, including overcrossings of I-5, improvements to Sheridan-Corbett and the Greenway Trail     | 2010   |
| N                            | 1049       | Portland        | South Waterfront Transit Improvements                            | South Waterfront District of the central city | Implement transit improvements identified in the North Macadam Framework Plan, including central city transit hub and local bus service improvements   | 2015   |
| N                            | 1050       | TriMet/Portland | North Macadam TMA  | South Waterfront District of the central city | Implement transportation management area improvements identified in the South Waterfront Framework Plan (placeholder TMA)  | 2010   |
| N                            | 1051       | Portland        | W. Burnside Street Improvements                                  | W 15th to NW 23rd                             | Boulevard design improvements including pavement reconstruction, wider sidewalks, curb extensions, safer crossings, traffic signals at W 20th Pl and W 22nd, and traffic management to limit motorist delays | 2010   |
| N                            | 1052       | Portland        | North Macadam Street Improvements                                | South Waterfront District of the central city | Implement street improvements identified in the South Waterfront Framework Plan, including Bancroft, Bond, Curry, River Parkway, Harrison connector, key access intersections and other street improvements  | 2010   |
| N                            | 1053       | Portland        | Naito Parkway Improvements                                       | NW Davis to SW Market                         | Complete boulevard design improvements, including bike lanes, pedestrian crossings and pavement reconstruction   | 2010   |
| N                            | 1054       | Portland        | Broadway/Weidler Improvements, Phase II and III                  | At Arena and 15th Avenue to 24th Avenue       | Complete boulevard design improvements and ITS   | 2010   |
| N                            | 1055       | Portland/ODOT   | MLK/Grand Improvements   | Central Eastside and Lloyd districts          | Complete boulevard design improvements   | 2025   |
| N                            | 1057       | Portland        | Eastbank-Springwater Trail Connector (Three Bridges) Improvement | Sellwood Bridge to SPRR                       | Construct shared-use path and three bridges to connect the Eastbank Esplanade and Springwater Corridor shared-use path, including new bridges over McLoughlin boulevard and Johnson Creek                    | 2010   |
| N                            | 1062       | Multnomah Co.   | WRBAP Future Phase Project Implement.                            | Morrison Bridge                               | Morrison Bicycle Pathway; improve pedestrian access  | 2010   |

\* includes all 2004 RTP financially constrained system, all 2008-2011 MTIP and locally funded projects.

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| Travel Forecast Model Input? | RTP Number | Sponsor Agency  | Project Name   | Project Location  | Project Description   | Earliest Air Quality Analysis Year Project Operating for 2008-11 MTIP Analysis |
|------------------------------|------------|-----------------|--|---|---|--|
| N                            | 1068       | Portland        | SE Division Place/SE 9th Bikeway                       | SE 7th Avenue to SE Center Street                           | Retrofit bike lanes to existing street  | 2025   |
| N                            | 1080       | Portland        | Hawthorne Boulevard Pedestrian Improvements            | 20th Avenue to 60th Avenue                                  | Improved lighting, crossings, bus shelters, bike parking, benches and parallel facility bike improvements   | 2010   |
| Y                            | 1082       | Portland        | SE Grand Avenue Bridgehead Improvements                | Central Eastside Industrial District                        | Reconstruct west edge of SE Grand at bridgehead to provide sidewalks and urban standard turn lanes for vehicles and truck safety and access   | 2010   |
| N                            | 1084       | Portland        | Clay/2nd Pedestrian/Vehicle Signal                     | SW Clay Street and SW 2nd Avenue                            | New signal installation   | 2010   |
| Y                            | 1086       | TriMet/Portland | Portland Street Car - Phase 3b (Gibbs)                 | Riverplace to Gibbs Street                                  | Construct street car  | 2010   |
| Y                            | 1087       | TriMet/Portland | Portland Street Car - Phase 3c (Bancroft)              | Gibbs Street to Bancroft Street                             | Construct street car  | 2010   |
| Y                            | 1089       | Portland        | East Burnside/NE Couch Couplet and Street Improvements | East 12th Avenue to Burnside Bridge                         | Implement a one-couplet design including new traffic signals, widened sidewalks, curb extension, bike lanes, on-street parking and street trees   | 2015   |
| Y                            | 1090       | Portland        | W Burnside/NW Couch Couplet and Street Improvements    | Burnside Bridge to West 15th Avenue                         | Implement a one-couplet design including new traffic signals, widened sidewalks, curb extension, bike lanes, on-street parking and street trees   | 2015   |
| N                            | 1095       | Portland        | Union Station Multi-modal Center Study                 | North transit mall in Central City                          | Identify improvements to meet additional transportation services to Union Station.  | 2025   |
| N                            | 1096       | Portland        | Barbur/I-5 Corridor Study                              | I-405 to Highway 217  | Assess corridor improvement options   | 2010   |
| N                            | 1097       | Portland        | Naito Parkway Street and Pedestrian Improvements       | Broadway Bridge north of Terminal one property              | Construct streetscape improvements including pedestrian amenities   | 2010   |
| Y                            | 1098       | Portland        | Aerial Tram  | Marquam Hill - South Waterfront District                    | Develop and implement an aerial tram between Marquam Hill and South Waterfront District. Project implementers include Oregon Health & Science University, Portland Aerial Tram Inc, and others. | 2010   |
| N                            | 1100       | ODOT/Portland   | Central City TSM improvements                          | Central City - various locations                            | Implement Central City TSM improvements to arterials.   | 2010   |
| N                            | 1101       | Portland        | SW Jefferson Street ITS                                | At SW 18th Avenue   | Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow  | 2015   |
| N                            | 1102       | Portland        | Macadam Avenue ITS                                     | Three signals between the Sellwood Bridge and Hood/Bancroft | Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow  | 2015   |
| N                            | 1103       | Portland        | N. Going Street ITS                                    | Two signals at N. Greeley and at Interstate Avenue          | Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow  | 2015   |
| N                            | 1104       | Portland        | NW Yeon/St. Helens                                     | Four signals between I-405/Vaughn/23rd and Nicolai Street   | Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow  | 2010   |

\* includes all 2004 RTP financially constrained system, all 2008-2011 MTIP and locally funded projects.

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| Travel Forecast Model Input? | RTP Number | Sponsor Agency | Project Name  | Project Location   | Project Description  | Earliest Air Quality Analysis Year Project Operating for 2008-11 MTIP Analysis |
|------------------------------|------------|----------------|---|--|--|--|
| N                            | 1105       | Portland       | SW-NW 14/16th - SW 13th/14th Avenue ITS                                       | Six signals between SW Clay and NW Glisan                      | Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow   | 2015   |
| Y                            | 1106       | Portland       | Portland Streetcar - Eastside, Phase 1 (Lloyd District)                       | Pearl District to Lloyd District                               | Construct street car from NW Lovejoy/10th Avenue to NE 7th Avenue/Oregon Street  | 2010   |
| Y                            | 1107       | Portland       | Portland Streetcar - Eastside, Phase 2 (Central Eastside Industrial District) | Lloyd District to Central Eastside Industrial District         | Construct street car from NE Oregon Street to Water Avenue   | 2010   |
| N                            | 1108       | Portland       | Streetcar Feasibility Study   | Inner eastside Portland neighborhoods                          | Conduct a feasibility study of streetcar service   | 2010   |
| Y                            | 1109       | Portland       | Going Street Rail Overcrossing  | North Going Street at Swan Island                              | Seismic retrofit project will include work to both the substructure and superstructure to help minimize the risk of structural collapse in a major earthquake  | 2010   |
| N                            | 1113       | Portland       | Going Street Bikeway  | N Interstate Avenue to N Basin Street and N. Lagoon to Channel | Retrofit bike lanes to existing street   | 2010   |
| N                            | 1118       | TriMet         | Sandy Boulevard Frequent Bus  | Sandy Boulevard  | Construct improvements that enhance Frequent Bus service   | 2015   |
| N                            | 1119       | Portland       | Sandy Boulevard/Burnside/12th Avenue Intersection                             | Sandy Boulevard/Burnside/12th Avenue Intersection              | Redesign intersection  | 2010   |
| N                            | 1120       | Portland       | Sandy Boulevard Multi-Modal Improvements, Phase I                             | 12th Avenue to 47th Avenue                                     | Retrofit existing street with multi-modal boulevard improvements including redesign of selected intersections to add turn lanes and improve pedestrian crossings, bike lanes, on-street parking, and safety improvements | 2010   |
| N                            | 1122       | Portland       | Sandy Boulevard Multi-Modal Improvements, Phase II                            | 47th Avenue to 99th Avenue                                     | Retrofit existing street with multi-modal boulevard improvements including redesign of selected intersections to add turn lanes and improve pedestrian crossings, bike lanes, on-street parking, and safety improvements | 2015   |
| N                            | 1126       | Portland       | NE/SE 50s Bikeway   | NE Tillamook to SE Woodstock                                   | Retrofit streets to add bike lanes   | 2015   |
| N                            | 1130       | Portland       | Hollywood TC Pedestrian District Improvements                                 | NE Halsey Street, NE 37th to 47th, Tillamook Street to I-84    | Multi-modal street improvements, traffic signals, restriping, improved pedestrian crossings and connections to transit center  | 2010   |
| N                            | 1135       | TriMet         | MLK/Lombard Frequent Bus  | PCBD to St. Johns Town Center                                  | Construct improvements that enhance Frequent Bus service   | 2015   |
| N                            | 1137       | Portland       | Lombard/St. Louis/Ivanhoe Multi-modal Improvements                            | Lombard Street/St. Louis/Ivanhoe Streets                       | Implement signal and pedestrian crossing improvements to improve pedestrian safety and freight flow  | 2010   |
| N                            | 1138       | TriMet         | Lombard/39th Frequent Bus   | Milwaukie Town Center to St. Johns Town Center                 | Construct improvements that enhance Frequent Bus service   | 2010   |
| N                            | 1143       | ODOT           | N / NE Lombard Bikeway  | N Reno to N Columbia; St. Johns Bridge to MLK Boulevard        | Retrofit bike lanes to existing street   | 2015   |
| N                            | 1147       | Portland       | Willamette Cove Segment Trail   | Willamette Cove to St. Johns Bridge                            | Study feasibility of shared-use path   | 2010   |

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| N                            | 1150       | Portland/ODOT  | St. Johns TC Pedestrian District                             | Lombard Street: MLK Jr. Boulevard to St. Johns TC                     | Plan and construct improvements to the pedestrian environment within the Pedestrian District such as improved lighting and crossings   | 2010   |
| N                            | 1156       | Portland       | SE Ellis Bikeway   | SE Foster Road to SE 92nd Avenue                                      | Retrofit bike lanes to existing street   | 2025   |
| N                            | 1157       | Portland       | SE 92nd Avenue Bikeway and Pedestrian Improvements           | SE Powell Boulevard to Foster Road                                    | Construct sidewalk, crossing improvements, and bike lanes  | 2010   |
| N                            | 1158       | Portland       | Lents TC Pedestrian District                                 | Lents Town Center Pedestrian District                                 | Pedestrian facility improvements to key links accessing th Foster-Woodstock couplet  | 2015   |
| N                            | 1159       | Portland       | Foster Pedestrian Access to Transit Improvements             | Powell Boulevard to Lents TC  | Improve sidewalks, lighting, crossings, bus shelters & benches   | 2010   |
| N                            | 1160       | Portland       | Foster-Woodstock, Phase I                                    | 87th-94th Avenues and 92nd Avenue within the Foster-Woodstock couplet | Implement Lent Town Center Business District Plan with new traffic signals, pedestrian amenities, wider sidewalks, pedestrian crossings, street lighting, increased on-street parking  | 2015   |
| N                            | 1161       | Portland       | Foster-Woodstock, Phase II                                   | 87th-94th Avenues and 92nd Avenue within the Foster-Woodstock couplet | Implement Lent Town Center Business District Plan with new traffic signals, pedestrian amenities, wider sidewalks, pedestrian crossings, street lighting   | 2015   |
| N                            | 1162       | Portland       | Foster Road Improvements                                     | 79th to 87th Avenues  | Implement Lent Town Center Business District Plan with new traffic signals, pedestrian amenities, wider sidewalks, pedestrian crossings, street lighting, increased on-street parking, as appropriate  | 2025   |
| Y                            | 1163       | ODOT           | I-205/Powell Boulevard/Division interchanges                 | I-205 and Powell Boulevard and Division Street                        | Construct improvements to allow full turning movements   | 2025   |
| N                            | 1164       | ODOT           | I-205 Ramp Study - PE/EA                                     | I-205/Powell to Division  | Perform a design study to evaluate modifications to the existing overpass at I-205 and Powell Boulevard, including full access ramps to and from I-205. The study should also address impacts to the interchange influence area along Powell Boulevard, Division Street, and SE 92nd Avenue. | 2010   |
| N                            | 1165       | ODOT           | I-205 Ramp Right-of-way Acquisition                          | I-205/Powell to Division  | Acquire ROW  | 2010   |
| N                            | 1166       | Portland       | Capitol Highway/Vermont/30th Avenue Intersection Improvement | Capitol Highway at Vermont and 30th Avenue                            | Provide traffic safety and pedestrian and bicycle improvements at this intersection and approaching street segments  | 2015   |
| N                            | 1167       | Portland       | Capitol Highway Improvements                                 | Sunset Boulevard to Barbur Boulevard                                  | Provide pedestrian and bicycle improvements to implement Capitol Highway Plan  | 2015   |
| N                            | 1168       | Portland       | Hillsdale Intersection Improvements                          | BH Highway/Capitol Highway/Bertha Boulevard                           | Redesign the intersection with "boulevard design"  | 2010   |
| N                            | 1169       | Portland       | SW Vermont Bikeway, Phase I and II                           | SW Oleson to 45th Avenue; SW 45th Avenue to SW Terwilliger            | Retrofit bike lanes to existing street   | 2025   |
| N                            | 1171       | Portland       | SW 30th Avenue Bikeway                                       | BH Highway to SW Vermont Street                                       | Retrofit bike lanes to existing street   | 2025   |

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| N                            | 1172       | Portland       | SW Bertha Bikeway Improvements                                     | SW Vermont to BH Highway  | Widen street to add bike lanes  | 2010   |
| N                            | 1173       | Portland/ODOT  | Hillsdale TC Pedestrian Improvements                               | Capitol, BH Highway, Bertha. and neighborhood streets             | Construct pedestrian and street network improvements  | 2015   |
| N                            | 1176       | Portland       | SW Beaverton-Hillsdale Highway Pedestrian and Bicycle Improvements | Capitol Highway to 65th Avenue                                    | Construct sidewalks, crossing improvements for access to transit and bike improvements  | 2010   |
| N                            | 1177       | Portland       | SW Sunset Pedestrian and Bicycle Improvements                      | Capitol Highway to Dosch Road                                     | Construct sidewalks, crossing improvements for access to transit and bike improvements  | 2010   |
| N                            | 1181       | Portland       | Beaverton-Hillsdale Highway ITS                                    | Three signals: at Terwilliger, Bertha Boulevard and Shattuck Road | Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow  | 2015   |
| Y                            | 1184       | ODOT/WashCo    | BH Highway/Oleson/Scholls Ferry Redesign                           | BH Highway/Scholls/Oleson intersection                            | Redesign intersection to improve safety and relieve traffic congestion (FC project to complete PE and construct Phase 1 of project realigning Oleson Rd. to provide direct connections to Scholls Ferry Rd. and BH Hwy) | 2015   |
| Y                            | 1185       | Washington Co. | Oleson Road Improvements   | Fanno Creek to Hall Boulevard                                     | Improve to urban standard with bike lanes, sidewalks, lighting, crossings, bus shelters & benches; signal at 80th   | 2010   |
| N                            | 1189       | Portland       | SW 62nd Avenue at Beaverton-Hillsdale Highway                      | SW 62nd Avenue at Beaverton-Hillsdale Highway                     | Install median refuge to improve pedestrian crossing.   | 2010   |
| N                            | 1193       | Portland/ODOT  | West Portland TC Safety Improvements                               | Barbur/Capitol/Taylor's Ferry intersection                        | Safety improvements, incl. signalization at Capitol Hwy/Taylor's Ferry and Huber/Barbur and sidewalks and crossing improvements   | 2010   |
| N                            | 1199       | Portland/ODOT  | Barbur Boulevard Pedestrian Access to Transit Improvements         | Downtown Portland to Tigard                                       | Improve sidewalks, lighting, crossings, bus shelters and benches  | 2010   |
| N                            | 1202       | Portland       | SW Capitol Highway Pedestrian and Bicycle Improvements             | Multnomah Boulevard to Taylor's Ferry Road                        | Construct sidewalks, improve crossings and bike facilities  | 2010   |
| N                            | 1209       | Portland       | NW 23rd Avenue Reconstruction                                      | Burnside Street to Lovejoy Street                                 | Rebuild street  | 2010   |
| N                            | 1211       | Portland       | Garden Home/Oleson/Multnomah Improvements                          | Multnomah Boulevard to 71st Avenue                                | Reconstruct intersection, sidewalks, crossings  | 2010   |
| N                            | 1212       | Portland       | SE Division Bikeway  | SE 52nd to SE 82nd; SE 122nd to Portland city limit               | Retrofit bike lanes to existing street  | 2025   |
| N                            | 1214       | Portland       | Division Street Transit Improvements, Phase I                      | SE Grand Avenue to 136th Avenue                                   | Improve sidewalks, lighting, crossings, bus shelters & benches  | 2010   |
| N                            | 1219       | Portland       | Belmont Pedestrian Improvements                                    | 25th Avenue to 43rd Avenue  | Identify improvements along Belmont to enhance pedestrian access to transit, improve safety, and enhance streetscape such as traffic signals, lighting, bus shelters, benches, and crossings                            | 2015   |
| N                            | 1220       | Portland       | Fremont Pedestrian Improvements                                    | NE 42nd Avenue to 52nd Avenue                                     | Plan and develop streetscape and transportation improvements  | 2010   |

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|------------------------------|------------|----------------|---|--|--|--|
| N                            | 1221       | Portland       | Killingsworth Street Improvements                                   | N. Interstate to NE MLK Jr. Blvd.  | Construct street improvements to improve pedestrian connections to Interstate Max LRT and to establish a mainstreet character promoting pedestrian-oriented activities                             | 2010   |
| N                            | 1223       | Portland       | NE Alberta Pedestrian Improvements                                  | NE Alberta - MLK Boulevard to 33rd Avenue                                | Construct streetscape and transportation improvements  | 2010   |
| N                            | 1224       | Portland       | NE Cully Boulevard Multi-modal Improvements                         | NE Fremont to Columbia Blvd.   | Road reconstruction (Prescott-Killingsworth) including Intersection improvements at Prescott. Bike lanes ( Prescott-Columbia). Sidewalks and crossing improvements (Killingsworth -Fremont)        | 2015   |
| N                            | 1225       | Portland       | Lower Albina Area Improvements                                      | Russell Avenue, Albina Avenue, Mississippi Avenue                        | Construct improvements to Russell (Williams - Interstate), Albina & Mississippi (Russell - Interstate) to enhance ped connections from Eliot neighborhood and Lower Albina dist to the LRT station | 2015   |
| N                            | 1226       | Portland       | Killingsworth Bridge Improvements                                   | Killingsworth at I-5   | improvements to bridge to create a safe and pleasant crossing for pedestrians and bicyclists over I-5  | 2025   |
| N                            | 1227       | Portland       | Tacoma Mainstreet Plan Phase III, Spokane & Umatilla Bike Boulevard | 7th Avenue to Tacoma Overcrossing  | Project development and implementation of Spokane/Umatilla bike boulevard to complete Tacoma Mainstreet Plan   | 2010   |
| N                            | 1230       | Portland       | NE/SE 122nd Avenue ITS  | Seven signals between Powell Boulevard and Airport Way                   | Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow   | 2015   |
| N                            | 1231       | Portland       | SE Tacoma Street ITS  | Four signals between Sellwood Bridge and SE 45th/Johnson Creek Boulevard | Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow   | 2015   |
| N                            | 1232       | TriMet         | NW 23rd/Belmont Frequent Bus  | NW 23rd to Mt. Tabor via Belmont Avenue                                  | Construct improvements that enhance Frequent Bus service   | 2010   |
| N                            | 1233       | TriMet         | Hawthorne Boulevard Frequent Bus                                    | Hawthorne Boulevard  | Construct improvements that enhance Frequent Bus service   | 2010   |
| N                            | 1234       | Portland       | Lombard Street Improvements   | I-5 to Denver Street   | Establish a landscaped boulevard to promote pedestrian-oriented uses and to create a safe, pleasant pedestrian link to I-5 w/ new traffic light and road access to Fred Meyer development          | 2010   |
| N                            | 1235       | Portland       | Prescott Station Area Street Improvements                           | Prescott, Skidmore and Maryland streets                                  | Construct improvements to Prescott & Skidmore (Interstate-Maryland) & Maryland (Interstate-Prescott) to provide neighborhood focal point at LRT  | 2015   |
| N                            | 1236       | TriMet         | NE 15/Jackson Park Frequent Bus Improvements                        |  | Construct improvements that enhance Frequent Bus service   | 2010   |
| N                            | 1237       | TriMet         | Fessenden Frequent Bus Improvements                                 |  | Construct improvements that enhance Frequent Bus service   | 2010   |

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|------------------------------|------------|----------------|---|---|--|--|
| N                            | 1239       | Portland       | NE Sandy Boulevard ITS  | Burnside to 82nd Avenue   | Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow   | 2010   |
| N                            | 1240       | Portland       | 82nd Avenue ITS Corridor  | 82nd Avenue: entire corridor within city limits                                       | Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow   | 2010   |
| N                            | 1242       | Portland       | MLK/Interstate ITS  | MLK/Interstate Avenue intersection  | Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow   | 2010   |
| N                            | 1245       | Portland       | Capitol Highway Pedestrian Improvements                           | SW Barbur Blvd. to 49th Avenue  | Complete curb extensions and medians recommended in the Capitol Highway Plan   | 2015   |
| N                            | 1246       | Portland       | NE Klickitat/Siskiyou Bikeway                                     | NE 14th Avenue to Rocky Butte Road  | Retrofit streets to add bike boulevard   | 2025   |
| N                            | 1247       | Portland       | SE Holgate Bikeway, Phase I                                       | 28th Avenue to 136th Avenue   | Retrofit street to add bike lanes  | 2010   |
| N                            | 1248       | Portland       | SE Holgate Bikeway, Phase II                                      | SE McLoughlin Boulevard to SE 39th Avenue   | Stripe bike lanes  | 2025   |
| N                            | 1252       | Portland       | Inner Powell Streetscape Plan                                     | Ross Island Bridge to SE 50th Avenue  | Develop streetscape improvements that address pedestrian safety and urban design issues  | 2010   |
| N                            | 1253       | Portland       | NE Prescott Pedestrian and Bicycle Improvements                   | NE Prescott, Cully to I-205; sidewalks from Sandy to I-205                            | Retrofit bike lanes to existing street; improve sidewalks, lighting and crossings  | 2010   |
| N                            | 1259       | Portland       | N/NE Skidmore Bikeway   | N Interstate to NE Cully  | Retrofit streets to add bike boulevard   | 2010   |
| N                            | 1263       | Portland/ODOT  | Banfield SC Pedestrian Improvements                               | 60th, 82nd, 148th, 162nd & intersecting streets                                       | Improve sidewalks, lighting, crossings, bus shelters & benches   | 2015   |
| N                            | 1264       | Portland       | Ventura Park Pedestrian District                                  | Eastside MAX Station Corridor at 122nd Avenue   | Improve sidewalks, lighting, crossings, bus shelters & benches to improve ease of crossing and install curb extensions at transit stops.   | 2010   |
| N                            | 1266       | Portland       | NE/SE 99th Avenue Phases II and III                               | NE Glisan Street to SE Washington Street and SE Washington Street to SE Market Street | Reconstruct primary local main street in Gateway regional center   | 2015   |
| Y                            |            | Portland/ODOT  | US 30: Lake Yard Hub Access                                       | Entrance into Lake Yard   | New signal and turn lane into Lake Yard from Hwy 30.   | 2010   |
| N                            | 1271       | ODOT           | Linnton Community Bike and Pedestrian Improvements                | Harbor Avenue to 112th Avenue   | Replace 2 traffic signals @ 105th & 107th Ave., curb bulb-outs, sidewalks, and possibly adding pedestrian crossings  | 2025   |
| N                            | 1277       | Portland       | NW Champlain Viaduct Reconstruction                               | NW Champlain/US 30  | Replace existing viaduct with retaining wall and geofoam fill  | 2010   |
| N                            | 1278       | Portland       | SE 39th Avenue Reconstruction, Safety and Pedestrian Improvements | Sandy Boulevard to Woodstock Boulevard  | Reconstruct street (Burnside - Holgate). Construct sidewalks and crossing improvements (Stark - Schiller). Upgrade three pedestrian signals to full signals, remodel two full signals, and provide channelization improvements to three other signals to improve safety at high accident locations | 2010   |

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|------------------------------|------------|----------------|--|---|--|--|
| N                            | 1279       | Portland       | Holgate Street Improvements  | SE 39th Avenue to 52nd Avenue   | Reconstruct street pavement structure and stormwater drainage facilities, upgrade corner curb ramps to ADA standards, improve pedestrian crossings and add bike lanes  | 2010   |
| Y                            | 2000       | Multnomah Co.  | Hogan Corridor Improvements  | Stark Street to Palmquist (Stark to Powell in FC)                                 | Interim capacity improvements and access controls  | 2010   |
| Y                            | 2006       | Multnomah Co.  | Hogan Corridor Improvements  | Glisan Street to Stark Street   | Upgrade to include bicycle and pedestrian facilities and center turn lane/median   | 2010   |
| N                            | 2008       | Portland       | 102nd Avenue Boulevard and ITS/Safety Improvements, Phase 1        | NE Weidler to NE Glisan Street  | Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, improved pedestrian facilities and crossings, street lighting, bicycle lanes and multi-modal safety improvements | 2010   |
| N                            | 2010       | Portland       | Halsey/Weidler Boulevard and ITS                                   | within regional center between I-205 and NE 114th Avenue                          | Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, improved pedestrian facilities and crossings, street lighting and new bicycle facilities                         | 2025   |
| N                            | 2011       | Portland       | Glisan Street Boulevard and ITS                                    | within regional center between I-205 and NE 106th Avenue                          | Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, improved pedestrian facilities and crossings, street lighting and new bicycle facilities                         | 2015   |
| N                            | 2012       | Portland       | SE Stark/Washington Boulevard and ITS/Safety Improvements          | 92nd Avenue to 111th Avenue   | Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, improved pedestrian facilities and crossings, street lighting, bicycle lanes and multi-modal safety improvements | 2015   |
| N                            | 2014       | Multnomah Co.  | Glisan Street Bikeway  | 162nd Avenue to 202nd Avenue  | Widen to retrofit bike lanes to existing street  | 2010   |
| N                            | 2015       | Portland       | 102nd Avenue Boulevard and ITS/Safety Improvements, Phase II       | NE Glisan Street to SE Market Street  | Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, improved pedestrian facilities and crossings, street lighting, bicycle lanes and multi-modal safety improvements | 2015   |
| N                            | 2017       | Portland       | SE Stark/Washington Bikeway  | NE 75th Avenue to Portland city limits (excluding 92nd Avenue to 111th Avenue)    | Retrofit bike lanes to existing street   | 2010   |
| N                            | 2018       | Portland       | SE 111th/112th Avenue Bikeway                                      | SE Mt. Scott Boulevard to SE Market Street  | Retrofit bike lanes to existing street   | 2025   |
| N                            | 2019       | Portland       | NE Glisan Bikeway  | NE 47th Avenue to NE 162nd Avenue (excluding segment of I-205 to NE 106th Avenue) | Retrofit bike lanes to existing street   | 2010   |
| N                            | 2020       | Portland       | Gateway Regional Center Pedestrian District Improvements, Phase 1  | Gateway Regional Center   | High priority local street and pedestrian improvements in regional center  | 2010   |
| N                            | 2021       | Portland       | Gateway Regional Center Pedestrian District Improvements, Phase II | Gateway Regional Center   | High priority local street and pedestrian improvements in regional center  | 2015   |

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| N                            | 2022       | Portland        | Gateway Traffic Management                        | Gateway Regional Center  | Manage traffic infiltration in residential areas east and west of Gateway & necessary street and utility work; improve connectivity   | 2015   |
| N                            | 2023       | TriMet/Portland | Gateway TMA Startup                               | Gateway Regional Center  | Implements a transportation management association program with employers (placeholder TMA)   | 2015   |
| N                            | 2025       | TriMet          | Division Street Frequent Bus Capital Improvements | Gresham to PCBD  | Construct improvements that enhance Frequent Bus service  | 2010   |
| N                            | 2026       | Portland        | NE/SE 99th Avenue Phase I/NE Pacific Avenue       | NE 99th from NE Weidler to Glisan Street and NE Pacific Avenue from 97th to 102nd Avenue | Reconstruct primary local main street in Gateway regional center  | 2010   |
| N                            | 2027       | TriMet/Gresham  | Civic Neighborhood LRT station/plaza              | MAX line west of Gresham City Hall   | LRT station and retail plaza  | 2010   |
| Y                            | 2028       | ODOT            | Powell Boulevard Improvements - East County       | 174th Avenue to Eastman Parkway  | Implement streetscape design based on Gresham study recommendations   | 2010   |
| Y                            | 2029       | Multnomah Co.   | 242nd Avenue Reconstruction                       | Powell Boulevard to Burnside Road  | Reconstruct 242nd Avenue to five lanes  | 2025   |
| Y                            | 2032       | Multnomah Co.   | Burnside/Hogan Intersection Improvement           | Intersection of 242nd/Burnside Street  | Improve intersection by adding a southbound through lane  | 2025   |
| N                            | 2035       | Gresham         | Cleveland Street Reconstruction                   | Stark Street to Powell Boulevard   | Reconstruct street from Stark Street to Powell Boulevard  | 2015   |
| N                            | 2036       | Gresham         | Wallula Street Reconstruction                     | Division Street to Stark Street  | Reconstruct street from Division Street to Stark Street   | 2025   |
| N                            | 2038       | Gresham         | Walters Road Reconstruction                       | Powell Boulevard to 7th Street   | Reconstruct to improve access to Springwater Trail  | 2025   |
| N                            | 2039       | Gresham         | Regner Road Reconstruction                        | Cleveland Street to city limits  | Reconstruct Regner Road from Cleveland to city limits   | 2025   |
| Y                            | 2041       | Multnomah Co.   | 257th Avenue Corridor Improvements                | Division Street to Powell Valley Road  | Reconstruct street to arterials standards, including bike lanes, sidewalks, drainage, lighting and traffic signals  | 2010   |
| N                            | 2042       | Multnomah Co.   | 257th Avenue Intersection Improvements            | Intersection of 257th/Palmquist Road/US 26   | Realign intersection to provide for safety, capacity, bike and pedestrian movements   | 2010   |
| Y                            | 2044       | Multnomah Co.   | Orient Drive Improvements                         | 282nd Avenue to 257th Avenue   | Improve Orient Drive  | 2025   |
| Y                            | 2045       | Multnomah Co.   | 190th Avenue Improvements                         | Butler Road to Highland Drive and Powell Boulevard to 190th Avenue                       | Reconstruct and widen street to five lanes with sidewalks and bike lanes. Widen and determine the appropriate cross-section for Highland Drive and Pleasant View Drive from Powell Boulevard to 190th Avenue based on the recommendations from Phase 2 of the Powell Boulevard/Foster Road Corridor Study | 2015   |
| N                            | 2047       | Gresham         | Division Street Improvements                      | Kelly Street to Burnside Street  | Complete boulevard design improvements  | 2010   |
| N                            | 2048       | Multnomah Co.   | Burnside Street Improvements                      | NE Wallula Street to Hogan Road  | Complete boulevard design improvements  | 2010   |

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| Y                            | 2051       | ODOT           | US 26/Springwater Interchange Improvement                 | US 26 at Springwater  | New interchange on US 26 to serve industrial area  | 2010   |
| N                            | 2052       | Gresham        | MAX Shared-Use Path                                       | Ruby Junction to Cleveland Station  | Construct new shared-use path  | 2010   |
| N                            | 2053       | Gresham        | Gresham/Fairview Trail                                    | Springwater Trail to Marine Drive   | Springwater Trail connection   | 2010   |
| N                            | 2054       | Gresham        | Springwater Trail Connections                             | Springwater Trail at 182nd Avenue and Pleasant View/190th Ave.  | Provide bike access to regional trail  | 2025   |
| N                            | 2055       | Gresham        | SW Walters Road/Springwater Trail Access                  | SW 7th to Powell Boulevard  | Upgrade pedestrian signal to full traffic signal and provide bike access to regional trail   | 2025   |
| N                            | 2056       | Multnomah Co.  | Division Street Bikeway                                   | 174th Avenue to Wallula Avenue  | Retrofit street to add bike lanes  | 2015   |
| N                            | 2057       | Gresham/ODOT   | Gresham RC Pedestrian and Ped-to-MAX Improvements         | Burnside, Division, Powell, Civic way, Eastman Pkwy, Main Street, Cleveland and intersecting streets and LRT stations areas | Improve sidewalks, lighting, crossings, bus shelters and benches   | 2010   |
| N                            | 2058       | Gresham        | Springwater Trail Pedestrian Access                       | Eastman, Towle, Roberts, Regner, Hogan  | Improve sidewalks and lighting   | 2025   |
| N                            | 2059       | Gresham        | Division Street Pedestrian to Transit Access Improvements | 174th to Wallula Avenue   | Improve sidewalks, lighting, crossings, bus shelters and benches   | 2025   |
| N                            | 2065       | Gresham        | Phase 3 Signal Optimization                               | System-wide   | Optimize signals   | 2010   |
| Y                            | 2069       | ODOT           | I-205 Interchange Improvement                             | I-205 NB/Airport Way Interchange  | New I-205 NB on-ramp at I-205/Airport way interchange (Phase 1 in FC: modify signing, striping channelization and signal timing for NB on-ramp) - <b>changed to full improvement in FC system.</b> | 2010   |
| Y                            | 2070       | ODOT           | I-205 Interchange Improvement                             | I-205 SB/Airport Way Interchange  | <b>Widen I-205 SB off-ramp at Airport Way to include a new right turn lane.</b>  | 2010   |
| Y                            | 2074       | Multnomah Co.  | Sandy Boulevard Widening                                  | 122nd Avenue to 238th Avenue  | Widens street to five lanes with sidewalks and bike lanes  | 2025   |
| N                            | 2076       | TriMet         | 181st Avenue Frequent bus                                 | Gresham to Columbia South Shore   | Construct improvements that enhance Frequent Bus service   | 2015   |
| Y                            | 2077       | Multnomah Co.  | 181st Avenue Widening                                     | Halsey Street to EB on-ramp to I-84   | Widens street to three lanes southbound  | 2010   |
| N                            | 2080       | Multnomah Co.  | 202nd Railroad Crossing Improvement                       | 202nd Avenue/railroad bridge  | Replacing railroad bridge to allow for road widening   | 2010   |
| Y                            | 2081       | Multnomah Co.  | 223rd Railroad Crossing Improvement                       | 223rd Avenue/railroad bridge  | Replacing railroad bridge to allow for road widening and two crossings; one north of Sandy and one south of I-84   | 2010   |
| Y                            | 2084       | Multnomah Co.  | 181st Avenue Intersection Improvement                     | 181st Avenue/Glisan Street intersection   | Improve intersection   | 2025   |
| Y                            | 2085       | Multnomah Co.  | 181st Avenue Intersection Improvement                     | 181st Avenue/Burnside Road intersection   | Improve intersection   | 2025   |
| Y                            | 2088       | Portland       | NE Marine Drive/122nd Avenue Improvements                 | NE Marine Drive/122nd Avenue intersection   | Signalization, widen dike to install left turn lane on Marine Drive  | 2010   |

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|------------------------------|------------|---------------------|---|--|---|--|
| N                            | 2091       | Portland            | NE/SE 148th Avenue Bikeway                          | NE Marine Drive to Knott and NE Glisan to SE Division              | Retrofit bike lanes to existing street  | 2015   |
| Y                            | 2099       | Multnomah Co.       | 201st/202nd Avenue Corridor Improvements            | Sandy Boulevard-Powell Boulevard                                   | Reconstruct and widen to three lanes (Sandy to Halsey in FC System)   | 2010   |
| N                            | 2101       | Gresham             | Stark Street Improvements                           | 190th to 197th   | Complete boulevard design improvements  | 2015   |
| N                            | 2102       | Gresham             | Stark Street Improvements                           | 181st to 190th   | Complete boulevard design improvements  | 2010   |
| N                            | 2103       | Multnomah Co.       | 181st Avenue Improvements                           | Glisan to Yamhill  | Complete boulevard design improvements  | 2015   |
| N                            | 2104       | Multnomah Co.       | Burnside Road Boulevard Improvements                | 181st Avenue to 197th Avenue                                       | Complete boulevard design improvements  | 2015   |
| N                            | 2105       | Gresham             | Rockwood TC Pedestrian and Ped-to-MAX Improvements  | 181st, 188th, Stark and intersecting streets and LRT station areas | Improve sidewalks, lighting, crossings, bus shelters and benches  | 2025   |
| Y                            | 2109       | Multnomah Co.       | Glisan Street Improvements                          | 202nd Avenue to 207th Avenue                                       | Complete reconstruction of Glisan Street to five lanes  | 2010   |
| Y                            | 2110       | Multnomah Co.       | MKC Collector                                       | Halsey Street to Arata Road  | Construct new collector of regional significance  | 2025   |
| N                            | 2115       | MultCo/FV/ WV       | Fairview-wood Village TC Pedestrian Improvements    | Fairview, Halsey, Glisan and neighborhood streets                  | Improve sidewalks, lighting, crossings, bus shelters and benches  | 2025   |
| N                            | 2116       | Multnomah Co.       | NE 223rd Avenue Bikeway and Pedestrian Improvements | NE Halsey Street to Marine Drive                                   | Retrofit bike lanes and sidewalks on existing street  | 2015   |
| N                            | 2120       | Multnomah Co.       | Sandy Boulevard Bicycle and Pedestrian Improvements | 162nd to Troutdale   | Retrofit bike lanes and sidewalks on existing street  | 2025   |
| Y                            | 2123       | Multnomah Co.       | Stark Street Improvements                           | 257th Avenue to Troutdale Road                                     | Widens street to five lanes   | 2010   |
| Y                            | 2124       | Multnomah Co.       | Halsey Street Improvements - Troutdale              | 238th to 257th   | Improve Halsey Street to 3 lanes and complete boulevard design improvements   | 2015   |
| N                            | 2125       | Mult. Co./Troutdale | Troutdale TC Pedestrian Improvements                | Old Col. River Highway, 257th/Graham, Buxton Road                  | Improve sidewalks, lighting, crossings, bus shelters and benches  | 2025   |
| N                            | 2126       | Troutdale           | 257th Avenue Pedestrian Improvements                | Cherry Park Road to Stark Street                                   | Improve sidewalks, lighting, crossings, bus shelters and benches  | 2010   |
| Y                            | 3001       | ODOT                | Highway 217 Improvements                            | NB - TV Highway/Canyon Road to US 26                               | Widen NB to three lanes; ramp improvements  | 2015   |
| Y                            | 3003       | ODOT                | US 26/Jackson School Road interchange               | Jackson School Road at US 26                                       | Construct new interchange   | 2010   |
| N                            | 3004       | ODOT                | US 217 EIS Study                                    | I-5 to US 26   | Complete planning and environmental works for improvements in corridor  | 2015   |
| Y                            | 3005       | ODOT                | US 26 Refinement and EA Study                       | Sylvan interchange to 185th Avenue                                 | Complete planning and environmental work for improvements in corridor   | 2010   |
| Y                            | 3006       | ODOT                | US 26 Improvements                                  | US 26 between Sylvan and Highway 217                               | Complete interchange improvements by adding third through-lane and collector distributor system from Camelot Court to Sylvan Road (Phase 3) | 2010   |

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|------------------------------|------------|----------------|---|--|--|--|
| Y                            | 3008       | ODOT           | US 26 Improvements                                      | Highway 217 to Murray Boulevard  | Widen US 26 to six lanes   | 2010   |
| Y                            | 3009       | ODOT           | US 26 Improvements                                      | Murray Boulevard to Cornell Road   | Widen US 26 to six lanes   | 2010   |
| Y                            | 3011       | ODOT           | US 26 Improvements                                      | Cornell Road to 185th Avenue   | Widen US 26 to six lanes   | 2010   |
| N                            | 3012       | Hillsboro      | Rock Creek Greenway Shared-Use Path                     | TV Highway to Evergreen Parkway  | Completes shared-use path along Rock Creek from Tualatin Valley Highway to Evergreen Parkway | 2010   |
| N                            | 3013       | Various        | Bronson Creek Greenway Shared-Use Path                  | Beaverton Creek to Powerline Trail   | Study feasibility of corridor and construct shared-use path                                  | 2010   |
| N                            | 3014       | Various        | Powerline Beaverton Trail Corridor Trail                | Bronson Creek Greenway to Farmington Road  | Plan, design and construct shared-use path   | 2010   |
| N                            | 3015       | Various        | Beaverton Creek Greenway Corridor Study                 | Rock Creek to Fanno Creek Greenway   | Study feasibility of corridor and construct shared-use path                                  | 2010   |
| N                            | 3016       | Washington Co. | Washington County ATMS                                  | Washington County  | Acquire hardware for new traffic operations center and conduct needs analysis                | 2010   |
| N                            | 3017       | TriMet         | Beaverton Hillsdale Highway- Frequent Bus               | Beaverton-Hillsdale Highway  | Improvements to enhance Frequent bus service   | 2010   |
| Y                            | 3019       | Beaverton      | Beaverton Connectivity Improvements I: East-West        | (1) Center: Cedar Hills to Hocken via Westgate/Dawson; (2) Crescent: Cedar Hills to Hall; (3) Millikan Way: Watson/Hall to 114th; (4) Broadway to 115th connection; (5) Electric to Whitney to Carousel to 144th | Complete central Beaverton street connections  | 2015   |
| Y                            | 3020       | Beaverton      | Beaverton Connectivity Improvements II: North/South     | (6) Rose Biggs: Westgate to Broadway; (7) 120th Ave.: Center to Canyon; (8) 114th/115th: LRT to Beaverton-Hillsdale Hwy./Griffith Drive; (9) Tualaway Ave.: Electric to Millikan                                 | Complete central Beaverton street connections  | 2015   |
| N                            | 3021       | Washington Co. | 2040 Centers and Station Areas Pedestrian System Infill | Regional pedestrian system in Washington County  | Fill in missing gaps in regional pedestrian system   | 2010   |
| N                            | 3022       | Washington Co. | 2040 Centers and Station Areas Bicycle System Infill    | Regional bicycle system in Washington County   | Fill in missing gaps in regional bicycle system  | 2010   |
| Y                            | 3029       | Beaverton      | Lombard Improvements                                    | Broadway to Farmington   | Three lane improvement to realign road with segment to the north with pedestrian facilities  | 2010   |
| Y                            | 3030       | Beaverton      | Farmington Road Improvements                            | Hocken Avenue to Murray Boulevard  | Widen to five lanes; intersections improvements, add turn lanes, bike lanes and sidewalks    | 2015   |
| Y                            | 3032       | Beaverton      | Cedar Hills Boulevard Improvements                      | Farmington Road to Walker Road   | Widen to five lanes with sidewalks and bike lanes  | 2025   |
| Y                            | 3033       | Beaverton      | 125th Avenue Extension                                  | Brockman Street/Greenway to Hall Boulevard   | Construct two/three-lane extension with intersection improvements, bike lanes and sidewalks  | 2025   |
| Y                            | 3034       | Beaverton      | Hall Boulevard Extension                                | Cedar Hills Boulevard to Hocken  | Construct three-lane extension with bikeways and sidewalks                                   | 2015   |
| Y                            | 3035       | Beaverton      | Hocken Avenue Improvements                              | LRT to Beaverton Creek   | Widen to 3 lanes with bike lanes and sidewalks and reconstruct bridge                        | 2010   |

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|------------------------------|------------|-------------------------|---|---|---|--|
| Y                            | 3038       | Beaverton               | Center Street Improvements                                      | Hall Boulevard to 113th Avenue  | Widen to three lanes with bikeways and sidewalks  | 2025   |
| Y                            | 3039       | Beaverton               | Hocken Avenue Improvements                                      | Farmington Road to Millikan Way   | Widen street to accommodate 2 additional lanes between Tualatin Valley Highway and Farmington Road to allow turn lanes  | 2025   |
| N                            | 3041       | Beaverton               | Hall/Watson Improvements  | Allen Boulevard to Cedar Hills Boulevard  | Complete boulevard design improvements including crosswalks and intersection improvements, lighting and furniture replacement, create pedestrian plazas and park entries, add turn lanes, bike lanes, and sidewalks | 2015   |
| N                            | 3042       | ODOT/Beaverton/TriMet   | TV Highway Pedestrian Access to Transit Improvements            | Murray to Highway 217   | Improve sidewalks, lighting, crossings, bus shelters and benches  | 2015   |
| N                            | 3045       | Beaverton               | Farmington Road Bikeway   | Hocken to Highway 217   | Retrofit to include bike lanes  | 2025   |
| N                            | 3046       | Beaverton               | Hall Boulevard Bikeway  | BH Highway to Cedar Hills Boulevard   | Retrofit to include bike lanes  | 2015   |
| N                            | 3047       | Beaverton               | Watson Avenue Bikeway   | BH Highway to Hall Boulevard  | Retrofit to include bike lanes  | 2015   |
| N                            | 3049       | Beaverton               | Downtown Beaverton Pedestrian/Bike Improvements                 | Hocken Avenue/TV Highway/113th Avenue/110th Avenue/Cabot Street                         | Improve sidewalks, bike lanes, lighting, crossings, bus shelters and benches  | 2010   |
| N                            | 3051       | WashCo/Beaverton/TriMet | Hall Boulevard/Watson Pedestrian-to-Transit Improvements        | Cedar Hills Boulevard to Tigard TC  | Improve sidewalks, lighting, crossings, bus shelters and benches  | 2015   |
| N                            | 3052       | Beaverton               | 110th Avenue Pedestrian Improvements                            | B-H Highway to Canyon Road  | Fill in missing sidewalks   | 2010   |
| N                            | 3053       | Beaverton               | 117th Avenue Pedestrian Improvements                            | light rail transit to Center Street   | Improve sidewalks, lighting, crossings  | 2010   |
| N                            | 3055       | ODOT/Beaverton          | Beaverton-Hillsdale Highway Pedestrian and Bicycle Improvements | 65th Avenue to Highway 217 (only portion from 91st to Hwy. 217 Financially Constrained) | Improve sidewalks, lighting, crossings, bus shelters and benches; stripe bike lanes   | 2025   |
| N                            | 3057       | Beaverton               | Denney Road Bike/Pedestrian Improvements                        | Nimbus Avenue to Scholls Ferry Road   | Improve sidewalks, crossings and fill in bicycle network gaps   | 2025   |
| N                            | 3058       | TriMet/Beaverton        | Beaverton Regional Center TMA                                   | Beaverton Regional Center   | Implements a transportation management association program with employers   | 2010   |
| Y                            | 3061       | ODOT/WashCo             | TV Highway System Management                                    | TV Highway from Highway 217 to 209th  | Interconnect signals on TV Highway from 209th Avenue to Highway 217   | 2015   |
| Y                            | 3063       | Washington Co.          | Murray Boulevard Improvements                                   | TV Highway to Allen Boulevard   | Signal coordination   | 2010   |
| Y                            | 3067       | Washington Co.          | 185th Avenue Improvements                                       | West View High School to Springville Road   | Widen to five lanes with bike lanes and sidewalks   | 2015   |
| N                            | 3071       | WashCo/THPRD            | Fanno Creek Greenway Shared-Use Path                            | Greenwood Inn to Scholls Ferry Road   | Completes Fanno Creek Greenway shared-use path  | 2010   |
| N                            | 3072       | Tualatin Hills PRD      | Beaverton Powerline Shared-Use Trail                            | Farmington Road to Scholls Ferry Road   | Construct multi-use trail within powerline easement   | 2010   |
| Y                            | 3074       | Beaverton               | Hall Boulevard Bikeway  | 12th Street to south of Allen Boulevard   | Retrofit to include bike lanes; intersection turn lanes at Allen Boulevard  | 2025   |

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|------------------------------|------------|-------------------|---|---|--|--|
| N                            | 3075       | Beaverton/WashCo  | Cedar Hills Boulevard Improvements                              | Butner Road to Walker Road                                | Improve sidewalks, lighting, crossings, bike lanes, bus shelters and benches   | 2010   |
| Y                            | 3076       | Beaverton         | Allen Boulevard Improvements                                    | Highway 217 to Western Avenue                             | Widen to five lanes with bike lanes and sidewalks  | 2015   |
| N                            | 3079       | Beaverton         | Allen Boulevard Bike/Ped Improvements                           | Western Avenue to Scholls Ferry Road                      | Retrofit to include bike lanes and fill in missing sidewalks   | 2015   |
| Y                            | 3091       | Hillsboro         | Quatama Street Improvements                                     | 205th Avenue to 227th Avenue; 227th at Baseline           | Widen to three lanes and extend to Baseline with sidewalks and bike lanes  | 2015   |
| N                            | 3092       | Washington Co.    | Powerline/Rock Creek Trail                                      | Bethany/Kaiser Road to Evergreen Road/Rock Creek Greenway | Construct shared-use path for bicyclists and pedestrians just north of US 26   | 2010   |
| N                            | 3094       | Hillsboro         | Cornell Road Bikeway  | Elam Young Parkway (W) to Ray Circle                      | Retrofit to include bike lanes   | 2010   |
| N                            | 3095       | Washington Co.    | 170th Avenue Pedestrian Improvements                            | Merlo Drive to Elmonica light rail station                | Fill in sidewalk gaps and extend to light rail eastside only   | 2010   |
| N                            | 3098       | Washington Co.    | Walker Road Bike/Ped Improvements                               | Canyon Road to Cedar Hills Boulevard                      | Retrofit to include bike lanes and sidewalks   | 2025   |
| Y                            | 3099       | Washington Co.    | 1st Avenue/Glencoe Road   | Lincoln Street to Evergreen Road                          | Widen to three lanes with sidewalks and bike lanes   | 2010   |
| Y                            | 3102       | Washington Co.    | Baseline Road Improvements                                      | 201st to 231st Avenue                                     | Widen to three lanes with bike lanes and sidewalks   | 2010   |
| Y                            | 3104       | Hillsboro         | NW Alocek Drive Extension                                       | NW Amberwood Drive to Cornelius Pass Road                 | New three-lane facility with sidewalks and bike lanes  | 2010   |
| Y                            | 3105       | Hillsboro         | E/W Collector   | 185th Avenue to west of Cornelius Pass Road               | New 3-lane facility  | 2010   |
| Y                            | 3106       | Washington Co.    | 229th/231st/234th Connector                                     | Lois Street to Dogwood Street                             | New 3-lane facility and bridge   | 2010   |
| Y                            | 3107       | Hillsboro/WashCo. | SW 205th Avenue Improvements                                    | LRT to Baseline Road                                      | widen to five lanes, including bridge, sidewalks and bike lanes (sidewalk on eastside and bike lanes only in financially constrained system) | 2015   |
| N                            | 3111       | Washington Co.    | First Avenue Improvements                                       | Grant Street to Glencoe High School                       | improve sidewalks and pedestrian crossings and make transit improvements   | 2010   |
| Y                            | 3112       | ODOT              | First Avenue Improvements                                       | Oak Street to Baseline Street                             | Rechannelize NB and SB to provide protected left turn lanes and signal phasing at 1st/Oak and 1st/Baseline                                   | 2010   |
| Y                            | 3113       | Hillsboro         | 10th Avenue Improvements  | Main Street to Baseline Road                              | Add right turn lane and widen sidewalk   | 2010   |
| Y                            | 3114       | Hillsboro         | NE 28th Avenue Improvements                                     | Grant Street to East Main Street                          | widen to three lanes with sidewalks, bike lanes, street lighting and landscaping   | 2010   |
| Y                            | 3118       | Hillsboro         | Tualatin Valley Highway/Brookwood Avenue Intersection Alignment | Tualatin Valley Highway at Brookwood Avenue               | Reconfigure TV Highway/Brookwood Avenue/witch Hazel intersection and roadway improvements to Alexander Street                                | 2010   |
| N                            | 3123       | TriMet/Hillsboro  | Hillsboro Regional Center TMA Startup                           | Hillsboro Regional Center                                 | Implements a transportation management association program with employers  | 2010   |

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| Y                            | 3126       | Washington Co.        | Cornelius Pass Road Improvements            | TV Highway to Baseline Road                | Widen to five lanes including sidewalks and bike lanes   | 2010   |
| N                            | 3127       | ODOT/Hillsboro/WashCo | Hillsboro RC Pedestrian Improvements        | 18th, 21st, Oak, Maple and Walnut streets  | Improve sidewalks, lighting, crossings, bus shelters and benches   | 2010   |
| Y                            | 3128       | Washington Co.        | Cornell Road Improvements                   | Arrington Road to Main Street              | Widen to five lanes  | 2025   |
| Y                            | 3131       | Washington Co.        | Evergreen Road Improvements                 | 25th Avenue to 253rd Avenue                | Widen to five lanes including sidewalks and bike lanes   | 2010   |
| Y                            | 3133       | Washington Co./ODOT   | Cornelius Pass Road Interchange Improvement | US 26/Cornelius Pass Road                  | Construct eastbound on-ramp, westbound off-ramp and southbound auxiliary lane  | 2010   |
| Y                            | 3134       | Washington Co.        | Cornelius Pass Road Improvements            | TV Highway to Baseline Road                | Widen to three lanes including sidewalks, bike lanes and signals at Johnson and Francis  | 2010   |
| Y                            | 3135       | Washington Co.        | Cornelius Pass Road Improvements            | Baseline Road to Aloclek Drive             | Widen to five lanes including sidewalks and bike lanes   | 2010   |
| Y                            | 3137       | Washington Co.        | Brookwood Avenue Improvements               | TV Highway to Baseline Road                | Widen to three lanes including sidewalks and bike lanes  | 2010   |
| Y                            | 3139       | Hillsboro             | US 26 Overcrossing - Sunset IA              | NW Bennett Avenue to NW Wagon Way          | Construct two-lane new overcrossing with sidewalks and bike lanes to better connect areas north and south of US 26   | 2010   |
| Y                            | 3140       | Hillsboro             | 229th Avenue Extension                      | NW Wagon Way to West Union Road            | New three-lane facility with sidewalks and bike lanes  | 2015   |
| Y                            | 3141       | Washington Co.        | 170th/173rd Improvements                    | Baseline to Walker                         | Improve to 3 lanes   | 2015   |
| Y                            | 3143       | Washington Co.        | Walker Road Improvements                    | Cedar Hills to 158th Avenue                | Widen to five lanes including sidewalks and bike lanes   | 2015   |
| Y                            | 3144       | Washington Co.        | Walker Road Improvements                    | 158th Avenue to Amberglen Parkway          | Widen to five lanes including sidewalks and bike lanes   | 2015   |
| Y                            | 3147       | Hillsboro             | 25th Avenue Improvements                    | Cornell Road to Evergreen                  | Widen street to three lanes with bike lanes  | 2015   |
| Y                            | 3148       | Washington Co.        | Walker Road Improvements                    | Highway 217 to Cedar Hills Boulevard       | Widen to three lanes including sidewalks and bike lanes  | 2015   |
| Y                            | 3149       | ODOT/Washington Co.   | Shute Road Interchange Improvements         | Shute Road and US 26                       | Relocate westbound on-ramp to construct westbound to southbound loop ramp and widen overcrossing to accommodate additional southbound through lane                               | 2010   |
| Y                            | 3150       | Washington Co.        | Cornell Road System Management              | 10th Avenue to Multnomah County line       | Upgrade traffic controllers and install CCTV cameras and monitoring stations   | 2010   |
| Y                            | 3153       | Forest Grove          | David Hill Road Connector                   | Thatcher Road to Highway 47 (Sunset Drive) | Extend easterly from Thatcher Road to Sunset Drive (Highway 47) as a two-lane arterial facility with left-turn lanes at major intersections, traffic signal at 47 and bike lanes | 2010   |
| Y                            | 3157       | Washington Co.        | Sunset Drive Improvements                   | University Avenue to Beal Road             | Widen to three lanes including bike lanes, signals and sidewalks   | 2010   |

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| Y                            | 3158       | Washington Co.     | Martin Road/Cornelius-Schefflin Road Improvements     | Forest Grove northern UGB to Roy Road                                    | Realign with widened paved shoulders Martin Road and Cornelius Schefflin Road  | 2010   |
| Y                            | 3159       | ODO1/Forest Grove  | Highway 8 Improvements - Forest Grove                 | B' Street to Cornelius city limits                                       | Complete boulevard design improvements (OTIA project in FC)  | 2015   |
| N                            | 3160       | Washington Co.     | verboort Road intersection Improvement                | at Highway 47  | Intersection safety improvement  | 2015   |
| N                            | 3163       | ODO1/Forest Grove  | Forest Grove TC Pedestrian Improvements               | TV Highway, Pacific, 19th, College, Sunset, "B" and intersecting streets | Improve sidewalks, lighting, crossings, bus shelters and benches   | 2010   |
| N                            | 3164       | TriMet             | TV Highway Frequent Bus                               | Forest Grove to Hillsdale via TV Highway and B-H Highway                 | Provide improvements that enhance frequent bus service   | 2004-25  |
| N                            | 3166       | Cornelius/ODOT     | Highway 8 Intersection Reconstruction - 10th Avenue   | Intersection of 10th Avenue and Highway 8 couplet at Baseline and Adair  | Increase turning radii, add protected turn lanes, and improve pedestrian crossings to support freight access and improve pedestrian and vehicle safety   | 2010   |
| N                            | 3167       | Cornelius/ODOT     | Highway 8 Intersection Realignment - 19th/20th Avenue | Intersection of 19th/20th Avenue and Highway 8 at initiation of couplet  | Create new intersection by the aligning of 19th Avenue/20th Avenue at Highway 8; improve S. 20th (including RR crossing) to S. Alpine and improve N. 19th to RR crossing north of N. Davis)                  | 2010   |
| N                            | 3168       | Cornelius/ODOT     | Highway 8/14th Avenue Intersection Improvements       | Intersection of 14th Avenue at Highway 8 couplet (Adair and Baseline)    | Intersection geometry improvements and conversion of pedestrian signal to full mode signalization for improved Main Street District circulation and improved pedestrian safety on Adair and Baseline streets | 2010   |
| N                            | 3169       | Cornelius/ODOT     | Main Street Couplet improvements                      | Highway 8 couplet from 10th to 19th Avenue                               | Complete boulevard design improvements to Baseline, 11th, 12th, 13th, 14th, and 17th Avenues, and pedestrian alley within the Adair/Baseline couplet in Main Street District                                 | 2010   |
| N                            | 3170       | Cornelius/ODOT     | West Couplet Enhancement                              | 1st Avenue to 10th Avenue  | Complete boulevard design improvements   | 2015   |
| N                            | 3171       | Cornelius/Wash Co. | North Davis Street Reconstruction                     | 19th Avenue to 10th Avenue   | Reconstruct street to urban standards  | 2015   |
| Y                            | 3172       | Forest Grove       | 23rd/24th Avenue Extension                            | Hawthorne Ave. to Quince St. (Hwy. 47)                                   | Construct collector roadway with left-turn lane at Hawthorne   | 2010   |
| N                            | 3178       | Washington Co.     | Westhaven Road Pathways                               | Morrison to Springcrest  | Constructs off-road pathway to improve bicycle and pedestrian access to Sunset transit center  | 2015   |
| Y                            | 3182       | Washington Co.     | Cornell Road Improvements - west Cedar Mill           | 143rd Avenue to Murray Boulevard   | Widen to five lanes with boulevard design treatment  | 2025   |
| Y                            | 3183       | Washington Co.     | Cornell Road Improvements                             | Murray Boulevard to Saltzman Road  | Widen to three lanes with bikeways and sidewalks   | 2010   |
| Y                            | 3185       | Washington Co.     | Barnes Road Improvement                               | Saltzman Road to 119th Avenue  | Widen to five lanes with intersection improvement at Saltzman  | 2010   |
| Y                            | 3186       | Washington Co.     | Murray Boulevard Improvements - Cedar Mill            | US 26 to Cornell Road  | Widen Murray Boulevard to five lanes and improve Cornell/Murray intersection   | 2010   |
| Y                            | 3188       | Washington Co.     | Saltzman Road Improvements                            | Cornell Road to Laidlaw Road   | Widen to three lanes with sidewalks and bike lanes   | 2010   |

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|------------------------------|------------|----------------|--|---|--|--|
| N                            | 3192       | Washington Co. | Cedar Mill Town Center Local Connectivity, Phase 1 | Various locations in the town center  | Construct additional local road connections to improve traffic circulations  | 2010   |
| N                            | 3195       | Washington Co. | Saltzman Pedestrian Improvements                   | Marshall Road to Dogwood Road   | Construct sidewalks on west side of road   | 2010   |
| Y                            | 3197       | Washington Co. | Bethany Boulevard Improvements, Phase 1            | Bronson Road to West Union Road   | Widen to three lanes with bike lanes and sidewalks   | 2010   |
| Y                            | 3204       | Washington Co. | Cornell Road Improvements - East Tanasbourne       | 179th Avenue to Bethany Boulevard   | Widen to five lanes with sidewalks and bike lanes  | 2010   |
| N                            | 3208       | Washington Co. | Tanasbourne TC Pedestrian Improvements             | Cornell, Evergreen Pkwy and intersecting streets  | Improve sidewalks, lighting, crossings, bus shelters and benches   | 2025   |
| Y                            | 3216       | Washington Co. | 185th Avenue Improvements                          | TV Highway to Bany Road   | Widen to three lanes   | 2015   |
| Y                            | 3217       | Washington Co. | Farmington Road Improvements                       | 185th Avenue to 209th Avenue  | Widen to three lanes   | 2015   |
| Y                            |            | Hillsboro      | Airport Road                                       | Brookwood to 48th   | 3 lane road improvement  | 2010   |
| Y                            |            | Hillsboro      | Cherry Lane  | 231st to Cornelius Pass   | Extend 3-lane road.  | 2010   |
| Y                            |            | Hillsboro      | Davis Road   | Hillsboro   | Extend 3-lane road to River Road   | 2010   |
| Y                            |            | Hillsboro      | Alexander Road                                     | Hillsboro   | Extend 2-lane road to Davis Road (link Lone Oak Road)  | 2010   |
| Y                            |            | Hillsboro      | 188th Avenue                                       | Hillsboro   | Extend 2-lane road south to Walker Road  | 2010   |
| N                            | 4001       | TriMet         | Killingsworth Frequent Bus                         | Swan Island to Clackamas TC   | Construct improvements that enhance Frequent Bus service   | 2015   |
| Y                            | 4004       | ODOT           | I-5 Reconstruction and Widening                    | Greeley Street to I-84  | Modernize freeway and ramps to improve access to the Lloyd District and Rose Quarter (Greeley ramp improvements in financially constrained system) | 2010   |
| Y                            | 4005       | ODOT           | I-5 North Improvements                             | Lombard Street to Expo Center/Delta Park  | Widen to six lanes   | 2010   |
| Y                            | 4006       | ODOT           | I-5/Columbia Boulevard Improvement                 | I-5/Columbia Boulevard interchange  | Construct full direction access interchange based on recommendations from I-5 North Trade Corridor Study   | 2015   |
| Y                            | 4007       | Multnomah Co.  | Sauvie Island Bridge Replacement                   | Sauvie Island Bridge  | Replace substandard bridge   | 2010   |
| N                            | 4009       | ODOT           | I-5 Trade Corridor Study and Tier 1 DEIS           | I-405 (OR) to I-205 (WA)  | Plan improvements to I-5 to benefit freight traffic  | 2010   |
| N                            | 4011       | Portland       | NE Marine Drive Bikeway                            | NE 6th to 33rd Avenue and Gantenbein to Vancouver Way                                   | Retrofit bike lanes to existing street; on-street paths in missing locations   | 2010   |
| N                            | 4012       | Portland       | N/NE Lombard/Killingsworth ITS                     | Six signals: at junction, MLK, Interstate, Greeley, Portsmouth and Philadelphia/Ivanhoe | Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow                 | 2015   |

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|------------------------------|------------|-------------------------|--|--|--|--|
| N                            | 4017       | Port                    | SW Quad Access                                     | 33rd Avenue  | Provide street access from 33rd Avenue into SW Quad  | 2015   |
| Y                            | 4021       | Port                    | Airport Way Improvements, West                     | 82nd Avenue to PDX terminal                        | Widen to three lanes in both directions  | 2010   |
| Y                            | 4022       | Portland/Port           | East Columbia/Lombard Street Connector             | Columbia/US 30 Bypass: NE 82nd Avenue to I-205     | Provide free-flow connection from Columbia Boulevard/82nd Avenue to US 30 Bypass/I-205 interchange   | 2010   |
| Y                            | 4026       | Port/Portland           | Cascades Parkway Connection                        | Cascades Parkway to Alderwood Road                 | Construct two-lane extension   | 2010   |
| Y                            | 4028       | Port                    | Airport Way/82nd grade separation                  | 82nd Avenue/Airport Way                            | Construct grade separated overcrossing   | 2015   |
| N                            | 4029       | Portland                | PDX ITS  | Traffic signalization                              | Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow   | 2010   |
| N                            | 4031       | Port                    | Airport Way return and Exit Roadways               | Airport Way  | Relocate Airport way exit roadway and construct new return roadway   | 2015   |
| N                            | 4032       | Port                    | Airport Way terminal entrance roadway relocation   | PDX terminal                                       | Relocate and widen Airport Way northerly at terminal entrance to maintain access and circulation   | 2010   |
| N                            | 4033       | Port                    | Airport way east terminal access roadway           | PDX east terminal                                  | Construct Airport Way east terminal access roadway   | 2015   |
| Y                            | 4037       | Portland/Port           | Lombard-Columbia Connection near MLK Jr. Boulevard | Columbia Boulevard and Lombard Street near MLK     | Improve road connection between Columbia Boulevard and Lombard in the vicinity of MLK Jr. Boulevard to 11/13th Avenue to facilitate freight movement. <b>PE only in FC system.</b> | 2010   |
| Y                            | 4038       | Port                    | 82nd Avenue/Alderwood Road Improvement             | 82nd Avenue/Alderwood Road intersection            | Construct new turn lanes, restripe and modify traffic signal   | 2010   |
| N                            | 4039       | <b>City of Portland</b> | NE 92nd Avenue                                     | NE 92nd/Columbia Boulevard/Alderwood               | Improvement to be defined  | 2010   |
| Y                            | 4040       | Portland                | 47th Avenue Intersection and Roadway Improvements  | at Columbia Boulevard                              | Widen and channelize NE Columbia Boulevard to facilitate truck turning movements; add sidewalks and bike facilities  | 2010   |
| Y                            | 4041       | Portland                | Columbia Boulevard/Alderwood Improvements          | at Alderwood Road intersection                     | Widen and signalize intersection   | 2010   |
| N                            | 4042       | Port                    | Cornfoot Road Intersection Improvement             | Alderwood/Cornfoot intersection                    | Add signal, improve turn lanes at intersection   | 2010   |
| N                            | 4043       | Portland                | 33rd/Marine Drive Intersection Improvement         | NE 33rd and Marine Drive                           | Signalize 33rd/Marine Drive intersection for freight movement  | 2015   |
| Y                            | 4044       | Port/Portland           | Columbia/82nd Avenue Improvements                  | Columbia Boulevard at 82nd Avenue southbound ramps | Add through lanes on Columbia Boulevard, a SB right turn lane and signalize  | 2010   |
| Y                            | 4045       | Port/Portland           | Airport Way/122nd Avenue Improvements              | Airport Way at 122nd Avenue                        | <b>Add a second northbound left turn lane and a second south bound through lane on NE 122nd.</b>   | 2010   |
| N                            | 4046       | Portland                | NE Alderwood Bikeway                               | NE Columbia Boulevard to Alderwood Trail           | Retrofit bike lanes to existing street   | 2015   |

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|------------------------------|------------|----------------|--|--|--|--|
| N                            | 4049       | Portland       | NE 82nd Avenue Bikeway                                   | Columbia Boulevard to Airport Way  | Retrofit bike lanes to existing street   | 2010   |
| N                            | 4050       | Portland       | N/NE Columbia Boulevard Bikeway                          | N Lombard to MLK Boulevard   | Retrofit bike lanes to existing street   | 2015   |
| N                            | 4051       | Portland       | NE Cornfoot Bikeway                                      | NE Alderwood to NE 47th Avenue   | Retrofit bike lanes to existing street   | 2025   |
| N                            | 4053       | Port           | Pedestrian and Bicycle Access Improvements               | PDX terminal between N. Frontage Road and the terminal building                    | Provide pedestrian and bicycle access to the terminal  | 2010   |
| N                            | 4054       | Portland       | N Columbia Pedestrian Improvements, Phase I and Phase II | Swift to Portland Road; Argyle Way to Albina                                       | Construct sidewalk and crossing improvements.  | 2010   |
| N                            | 4055       | Port           | Airtrans/Cornfoot Rd Intersection Improvement            | Airtrans and Cornfoot Road   | Provide channelization, construct new traffic signal   | 2010   |
| N                            | 4056       | Portland       | Columbia Boulevard ITS                                   | Six signals between N. Burgard and I-205   | Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow   | 2015   |
| N                            | 4057       | Portland       | N/NE Marine Drive ITS                                    | Three signals between N. Portland Road and NE 185th Avenue                         | Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow   | 2010   |
| N                            | 4058       | Portland       | NE Airport Way ITS                                       | Three signals between I-205 and NE 158th Avenue                                    | Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow   | 2010   |
| N                            | 4059       | Port           | 82nd Avenue Pedestrian Access Improvements               | Airport Way to Alderwood Road  | Provide pedestrian improvements  | 2010   |
| N                            | 4060       | Port/Portland  | Lightrail station/track realignment                      | PDX terminal   | Realign light rail track into terminal building (includes double tracking)   | 2015   |
| Y                            | 4063       | ODOT/Portland  | N. Lombard Improvements                                  | Lombard Street from Rivergate Boulevard (Purdy) to south of Columbia Slough bridge | Widen street to three lanes  | 2010   |
| N                            | 4064       | Port           | Marine Drive Improvement, Phase 2                        | Rail overcrossing  | Construct rail overcrossing  | 2025   |
| Y                            | 4065       | Port/Portland  | North Lombard Overcrossing                               | South Rivergate  | Construct overpass from Columbia/Lombard intersection into South Rivergate entrance to separate rail and vehicular traffic. Project includes motor vehicle lanes, bike lanes, and sidewalks. | 2010   |
| N                            | 4067       | Port           | Columbia River Channel Deepening - Regional Share        | Deepen Columbia River Channel from Astoria to Portland                             | State-wide issue, project is outside Metro region  | 2010   |
| N                            | 4072       | Portland       | N. Force/Broadacre/Victory Bikeway                       | N. Marine Drive to N. Denver   | Signed bikeway connection to I-5 river crossing  | 2025   |
| N                            | 4073       | Portland/Metro | Kelley Point Park Access Trail/40 Mile Loop Trail        | Vicinity of Kelley Point Park  | Construct shared-use path  | 2010   |
| N                            | 4076       | Various        | Columbia Slough Greenway Trail Study                     | Kelly Point Park to Blue Lake Park   | Determine feasibility of shared-use path of regional significance  | 2010   |
| N                            | 4082       | Port/RR        | Ramsey Rail Complex                                      | South of Columbia Slough bridge  | Construct six tracks and one mainline track and lead   | 2010   |

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|------------------------------|------------|-----------------------|---|---|---|--|
| N                            | 4084       | Port                  | East Airport Pedestrian and Bicycle Access Improvements | Mt. Hood Avenue to Marine Drive                   | Provide bicycle and pedestrian connection between Mt. Hood Avenue and Marine Drive  | 2010   |
| N                            | 4085       | Port                  | Terminal area Bicycle and Pedestrian Improvements       | Southside of PDX terminal to 82nd Avenue          | Provide bicycle and pedestrian connection between terminal and 82nd Avenue south of Airport Way   | 2010   |
| N                            | 4086       | Port                  | PIC Bike and Pedestrian Improvements                    | Portland International Center                     | Provide bicycle and pedestrian connection between Alderwood Road and Mt. Hood LRT station   | 2010   |
| Y                            | 4087       | Port                  | Leadbetter Street Extension and Grade Separation        | to Marine Drive                                   | Extend street and construct grade separation  | 2010   |
| N                            | 4088       | Port/Portland         | Terminal 4 Driveway Consolidation                       | Lombard Street at Terminal 4                      | Consolidate two signalized driveways at Terminal 4  | 2010   |
| Y                            |            | Port                  | I-205 SB off-ramp at Airport Way                        |   | Install an additional SB right turn lane  | 2010   |
| N                            |            | <b>Port</b>           | <b>Sandy/105th</b>                                      | <b>Intersection</b>                               | <b>Add SB left turn lane</b>  | 2010   |
| N                            | 5001       | TriMet                | Transit center and park-and-ride upgrades               | Various locations in subarea                      | Construct, expand and/or upgrade transit stations and park-and-rides throughout subarea   | 2004-25  |
| Y                            | 5007       | ODOT                  | Highway 212   | Rock Creek to Damascus                            | Construct climbing lanes to 172nd Avenue  | 2010   |
| N                            | 5013       | ODOT                  | I-205 Climbing Lanes                                    | Willamette River to West Linn in Clackamas County | New SB truck climbing lane at I-205 bridge (between Willamette River and 10th Street) - PE/ROW in financially constrained system  | 2025   |
| Y                            | 5016       | ODOT                  | Highway 213 Grade Separation                            | Washington Street at Highway 213                  | Grade separate southbound Highway 213 at Washington Street and add a northbound lane to Highway 213 from just south of Washington Street to the I-205 on-ramp.  | 2015   |
| Y                            | 5017       | ODOT                  | Highway 213 Intersection Improvements                   | Abernethy at Highway 213                          | Intersection improvements   | 2015   |
| Y                            | 5020       | ODOT                  | Highway 213 Improvements                                | Clackamas CC to Leland Road                       | Access management, sidewalks and capacity improvements including (adding one lane in each direction north of Canyon Ridge Drive in FC system)   | 2015   |
| Y                            | 5021       | ODOT                  | Highway 224 Extension                                   | I-205 to Highway 212/122nd Avenue                 | Construct new four-lane highway and reconstruct Highway 212/122nd Avenue interchange  | 2015   |
| Y                            | 5023       | ODOT                  | I-205/Highway 213 Interchange Improvement               | I-205 at Highway 213                              | Reconstruct I-205 southbound off-ramp to Highway 213 to provide more storage and enhance freeway operations and safety  | 2015   |
| N                            | 5024       | ODOT/Clackamas County | Sunrise Project Supplemental EIS                        | I-205 to Rock Creek                               | Corridor analysis from I-205 to 172nd Avenue to develop and complete the environmental process that would determine selected alternative and develop phasing recommendations adequate to support future ROW acquisition | 2010   |
| N                            | 5025       | ODOT/Clackamas County | Sunrise Corridor Unit 2 Locational EIS                  | Rock Creek to US 26                               | Evaluate Sunrise Corridor Unit 2 as part of the Damascus/Boring Concept plan  | 2010   |

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|------------------------------|------------|----------------------|--|--|--|--|
| N                            | 5026       | Metro                | Portland Traction Co. Shared-Use Trail           | Milwaukie to Gladstone                     | Planning, PE and construction of multi-use trail   | 2010   |
| N                            | 5027       | Metro/ODOT           | I-205 South Corridor Study- EIS                  | I-5 to Highway 224                         | Conduct EIS corridor analysis to study long-term transit and road improvements   | 2015   |
| N                            | 5033       | Various              | Willamette River Greenway Study                  | Sellwood Bridge to Lake Oswego             | Study feasibility of corridor  | 2010   |
| N                            | 5035       | TriMet               | McLoughlin Boulevard Rapid Bus                   | Milwaukie TC to Oregon City TC             | Construct improvements that enhance Rapid Bus service  | 2015   |
| N                            | 5037       | Milwaukie/ClackCo    | Lake Road Improvements                           | 21st Avenue to Highway 224                 | Reconstruct street to narrow travel lanes and bike lanes and add sidewalks, landscaped median, curbs, storm drainage and left turn refuges at some intersections                                     | 2010   |
| N                            | 5040       | Milwaukie            | Railroad Avenue Bike/Ped Improvement             | 37th Avenue to Linwood Road                | Retrofit bike lanes and sidewalks  | 2015   |
| N                            | 5041       | Milwaukie            | 37th Avenue Bike/Ped Improvement                 | Highway 224 to Harrison Street             | Retrofit bike lanes and sidewalks  | 2015   |
| Y                            | 5045       | Clack. Co./Milwaukie | Linwood/Harmony/Lake Road Improvements           | Linwood/Harmony/Lake Road intersection     | Add NB right turn lane, add EB right turn lane, add WB left turn lane and grade separate UPRR  | 2015   |
| N                            | 5048       | ODOT                 | McLoughlin Boulevard Improvements - Milwaukie    | Harrison Street to Kellogg Creek           | Complete boulevard design improvements   | 2010   |
| N                            | 5052       | Milwaukie            | 17th Avenue Trolley Trail Connector              | Springwater Corridor to Trolley Trail      | Construct sidewalks on 17th Avenue to provide trail connection   | 2015   |
| N                            | 5053       | Region               | Tillamook Branch Trestle Trail Study             | Milwaukie TC to Lake Oswego TC             | Conduct feasibility study of east-west multi-use trail connection across Willamette River in conjunction with evaluating bridge as a freight connection and possible future commuter rail connection | 2010   |
| N                            | 5059       | Milwaukie            | King Road Boulevard Improvements                 | 42nd Avenue to Linwood Avenue              | Boulevard design, including wider sidewalks, bikeway, median treatment and access management   | 2025   |
| N                            | 5062       | TriMet/Milwaukie     | Milwaukie TMA Startup                            | Milwaukie town center area                 | Implements a transportation management association program with employers  | 2015   |
| Y                            | 5066       | Clackamas Co.        | East Sunnyside Road Improvements                 | 122nd Avenue to 172nd Avenue               | Widen to five lanes to improve safety and accessibility to Damascus  | 2015   |
| Y                            | 5067       | Clackamas Co.        | Johnson Creek Boulevard Interchange Improvements | Johnson Creek Boulevard at I-205           | Add loop ramp and NB on-ramp; realign SB off-ramp  | 2025   |
| Y                            | 5069       | Clackamas Co.        | Harmony Road Improvements                        | Sunnyside Road to Highway 224              | Widen to five lanes to improve safety and accessibility  | 2015   |
| Y                            | 5070       | Clackamas Co.        | Otty Road Improvements                           | 82nd Avenue to 92nd Avenue                 | Widen and add turn lanes   | 2010   |
| Y                            | 5071       | Clackamas Co.        | William Otty Road Extension                      | I-205 frontage road to Valley View Terrace | Extend William Otty Road as two-lane collector to improve east-west connectivity   | 2025   |
| Y                            | 5072       | Clackamas Co.        | West Monterey Extension                          | 82nd Avenue to Price Fuller Road           | Two-lane extension to improve east-west connectivity   | 2015   |

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| Y                            | 5073       | Clackamas Co.   | Monterey Improvements                     | 82nd to new overcrossing of I-205                                     | Widen to five lanes from 82nd to I-205  | 2010   |
| Y                            | 5074       | Clackamas Co.   | Causey Avenue Extension                   | Causey - over I-205 to new east frontage road                         | Extend new three-lane crossing over I-205 to improve east-west connectivity                         | 2025   |
| Y                            | 5076       | Clackamas Co.   | Fuller Road Improvements                  | Johnson Creek Boulevard to Otty Road                                  | Widen street and add turn lanes   | 2010   |
| Y                            | 5077       | Clackamas Co.   | Summers Lane Extension                    | 122nd Avenue to 142nd Avenue  | New three-lane extension to provide alternative e/w route to Sunnyside                              | 2025   |
| Y                            | 5080       | Clackamas Co.   | Fuller Road Improvements                  | Harmony Road to Monroe Street   | Widen to three lanes with sidewalks and bike lanes; includes disconnecting auto access to King Road | 2025   |
| Y                            | 5081       | Clackamas Co.   | Boyer Drive Extension                     | 82nd Avenue to Fuller Road  | New two-lane extension  | 2025   |
| N                            | 5082       | Clackamas Co.   | 82nd Avenue Multi-Modal Improvements      | Clatsop Road to Monterey Avenue                                       | Widen to add sidewalks, lighting, crossings, bike lanes and traffic signals                         | 2015   |
| N                            | 5085       | Clackamas Co.   | Clackamas RC Bike/Pedestrian Corridors    | Clackamas RC existing and new developments                            | Provide bike and pedestrian connections in the RC   | 2025   |
| N                            | 5086       | Clackamas Co.   | 82nd Avenue Boulevard Design Improvements | Monterey Avenue to Sunnybrook Street                                  | Complete boulevard design improvements  | 2010   |
| Y                            | 5087       | Clackamas Co.   | West Sunnybrook Road Extension            | 82nd Avenue to Harmony Road   | Construct three-lane extension to provide alternative e/w route to Sunnyside Road                   | 2025   |
| N                            | 5089       | Clackamas Co.   | Sunnyside Road Bikeway                    | SE 82nd Avenue to I-205   | Restripe to include bike lanes  | 2015   |
| N                            | 5090       | Clackamas Co.   | Lawnfield Road Bikeway                    | SE 82nd Dr. to SE 97th Avenue   | Widen to include bike lanes   | 2025   |
| N                            | 5091       | Clackamas Co.   | Causey Avenue Bikeway                     | I-205 path to SE Fuller   | Restripe to include bike lanes  | 2015   |
| N                            | 5092       | Clackamas Co.   | SE 90th Avenue Bikeway                    | SE Causey to SE Monterey  | Construct bike lanes  | 2025   |
| N                            | 5093       | Clackamas Co.   | SE 97th Avenue Bikeway                    | SE Lawnfield to SE Mather   | Construct bike lanes  | 2025   |
| N                            | 5094       | Clackamas Co.   | CRC Trail                                 | Clackamas Regional Park to Phillips Creek                             | N Clackamas shared-use path   | 2015   |
| N                            | 5095       | Clackamas Co.   | Phillips Creek Greenway Trail             | Causey Avenue to Mt. Scott Greenway                                   | Conduct reasonability study and construct trail (\$100,000 feasibility study in FC only)            | 2010   |
| N                            | 5098       | TriMet          | King Road Frequent Bus                    | Clackamas Regional Center   | Construct improvements that enhance Frequent Bus service  | 2015   |
| N                            | 5099       | TriMet          | Webster Road Frequent Bus                 | Clackamas Regional Center   | Construct improvements that enhance Frequent Bus service  | 2015   |
| N                            | 5100       | Clackamas Co.   | Fuller Road Pedestrian Improvements       | Harmony Road to King Road   | Improve sidewalks   | 2010   |
| N                            | 5101       | Clack. Co./ODOT | Clackamas RC Pedestrian Improvements      | 82nd Avenue, Sunnyside, Sunnybrook, Monterey and intersecting streets | Improve sidewalks, lighting, crossings, bus shelters and benches                                    | 2025   |
| N                            | 5103       | Clackamas Co.   | Clackamas County ITS Plan                 | County-wide   | Advanced transportation system management and intelligent transportation system program             | 2010   |

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| Y                            | 5106       | Clackamas Co.           | SE 82nd Drive Improvements                              | Highway 212 to Lawnfield Road                                   | Widen to five lanes to accommodate truck movement   | 2025   |
| N                            | 5109       | Clackamas Co.           | 82nd Drive Bicycle Improvements                         | SE Jennifer Street to Fred Meyer                                | Widen to include bike lanes   | 2015   |
| N                            | 5110       | Clackamas Co.           | Jennifer Street Bicycle Improvements                    | SE 106th to 120th Avenue  | Widen to include bike lanes   | 2010   |
| N                            | 5117       | Clackamas Co.           | Linwood Road Bike Lanes                                 | SE Monroe Street to SE Johnson Creek Boulevard                  | Widen to include bike lanes   | 2010   |
| N                            | 5126       | Oregon City             | South Amtrak Station Phase 2                            | Oregon City Amtrak Station                                      | Improve Amtrak station  | 2010   |
| N                            | 5132       | Oregon City             | Main Street Extension                                   | Highway 99E to Main Street                                      | Widen to include bike lanes   | 2010   |
| Y                            | 5133       | Oregon City             | Washington/Abernethy Connection                         | Abernethy Road to Washington Street                             | Construct new two lane minor arterial with sidewalks and bike lanes   | 2015   |
| N                            | 5135       | ODOT/ClackCo            | McLoughlin Boulevard Improvements Phase 1 - Oregon City | I-205 to 10th Street  | Complete boulevard design improvements  | 2010   |
| N                            | 5136       | Clackamas Co.           | 7th Street Improvements                                 | High Street to Division Street                                  | Complete boulevard design improvements  | 2015   |
| N                            | 5137       | Oregon City             | Washington Street Improvements                          | Abernathy to 5th Street   | Complete boulevard design improvements  | 2025   |
| N                            | 5138       | Oregon City             | Washington Street Improvements                          | Abernathy to Highway 213  | Complete boulevard design improvements  | 2015   |
| N                            | 5142       | TriMet                  | Mollala Avenue Frequent Bus                             | Oregon City to Clackamas Community College                      | Construct improvements that enhance Frequent Bus service  | 2015   |
| N                            | 5143       | Oregon City/ODOT/TriMet | Oregon City RC Pedestrian Improvements                  | McLoughlin, Main, Washington, 7th, 5th and neighborhood streets | Improve sidewalks, lighting, crossings, bus shelters and benches  | 2025   |
| N                            | 5144       | Oregon City/ODOT        | Oregon City RC River Access Improvements                | McLoughlin Boulevard  | Improve pedestrian access to the Willamette River from downtown Oregon City   | 2025   |
| N                            | 5149       | Oregon City             | Oregon City Bridge Study                                | Highway 43/7th Street in Oregon City                            | Evaluate long-term capacity of Oregon City bridge   | 2010   |
| N                            | 5150       | TriMet/Oregon City      | Oregon City TMA Startup Program                         | Oregon City Regional Center                                     | Implements a transportation management association program with employers   | 2025   |
| N                            | 5152       | Oregon City             | Willamette River Shared-Use Path                        | Clackamette Park and Smurfit                                    | Construct shared-use path   | 2015   |
| Y                            | 5154       | Clackamas Co.           | Beavercreek Road Improvements Phase 3                   | Clackamas Community College to urban growth boundary            | Widen to 4 lanes with sidewalks and bike lanes  | 2025   |
| Y                            | 5156       | Oregon City             | Beavercreek Road Improvements, Phase 1                  | Highway 213 to Molalla Avenue                                   | Green Street major arterial design, widen to five lanes, improve access management, and provide sidewalks and bike lanes to connect multi-family and commercial/ employment areas | 2010   |
| N                            | 5157       | Oregon City             | Mollala Avenue Streetscape Improvements                 | 7th Street to Highway 213 (9 segments)                          | Streetscape improvements, including widening sidewalks, sidewalk infill, ADA accessibility, bike lanes, reconfigure travel lanes, add bus stop amenities, streetscape             | 2004-25  |

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| N                            | 5161       | TriMet                        | Macadam Frequent Bus                                  | Lake Oswego to PCBD   | Construct improvements that enhance Frequent Bus service   | 2015   |
| N                            | 5165       | Lake Oswego                   | Willamette Greenway Path                              | Roehr Park to George Rogers Park  | shared-use path  | 2010   |
| N                            | 5169       | Lake Oswego                   | Trolley Trestle Repairs                               | Lake Oswego to Portland   | Repair trestles along rail line  | 2010   |
| N                            | 5171       | Lake Oswego                   | Transit Station Relocation                            | from 4th Avenue to location TBD   | Relocate transit station   | 2025   |
| N                            | 5172       | TBD                           | Lake Oswego Trolley Study                             | Study phasing of future trolley commuter service between Lake Oswego and Portland | Study phasing of future trolley commuter service between Lake Oswego and Portland  | 2010   |
| Y                            | 5199       | ODOT                          | I-205 Auxiliary Lanes                                 | I-5 to Stafford Road  | Add auxiliary lanes as part of pavement preservation project   | 2010   |
| Y                            | 5204       | Clackamas Co.                 | Stafford Road   | Stafford Road/Rosemont intersection   | Realign intersection, add signal and right turn lanes  | 2010   |
| N                            | 5207       | Clack. Co./Happy Valley/NCPRD | Mt. Scott Creek Trail                                 | Sunnyside Road to Mt. Talbert   | Feasibility study and construction of undercrossing of Sunnyside Road to Mt. Talbert (feasibility study of \$100,000 in FC only) | 2025   |
| Y                            | 5209       | Clackamas Co.                 | 122nd/129th Improvements                              | Sunnyside Road to King Road   | Widen to three lanes, smooth curves  | 2025   |
| N                            | 5211       | Happy Valley                  | Scott Creek Lane Pedestrian Improvements              | SE 129th Avenue to Mountain Gate Road   | Construct pedestrian path and bridge crossing  | 2010   |
| Y                            | 6000       | WashCo/TriMet                 | Beaverton-Wilsonville Commuter Rail                   | Wilsonville to Beaverton  | Peak-hour service only with 30-minute frequency in existing rail corridor  | 2010   |
| N                            | 6004       | ODOT                          | I-5/99W Connector Corridor Study                      | I-5 to 99W  | Conduct study and complete environmental design work for I-5 to 99W Connector. (See Project 6141)                                | 2010   |
| Y                            | 6011       | ODOT/Tigard                   | Highway 217 Overcrossing - Cascade Plaza              | Nimbus to Locust  | Provide a new connection from Nimbus to Washington Square south of Scholls Ferry Road  | 2025   |
| Y                            | 6015       | Tigard/WashCo                 | Greenburg Road Improvements, North                    | Hall Boulevard to Washington Square Road  | Widen to five lanes with bikeways and sidewalks  | 2010   |
| Y                            | 6016       | Tigard/WashCo                 | Greenburg Road Improvements, South                    | Shady Lane to North Dakota  | Widen to five lanes with bikeways and sidewalks  | 2010   |
| Y                            | 6018       | Washington Co.                | Scholls Ferry/Allen Intersection Improvement          | Scholls Ferry Road/Allen Boulevard intersection                                   | Realign intersection   | 2015   |
| N                            | 6019       | Washington Co.                | Oak Street Improvements                               | Hall Boulevard to 80th Avenue   | Signal improvement, bikeway and sidewalks  | 2010   |
| N                            | 6020       | Tualatin Hills PRD            | Beaverton Powerline Shared-Use Trail                  | Scholls Ferry Road to Tualatin River Greenway                                     | Plan, design and construct multi-use path  | 2010   |
| Y                            | 6025       | Washington Co.                | Scholls Ferry Road TSM Improvements                   | Highway 217 to 125th Avenue   | Implement appropriate TSM strategies such as signal interconnects, signal re-timing and channelization to improve traffic flows  | 2010   |
| N                            | 6026       | TriMet/WashCo                 | Washington Square Regional Center TMA Startup Program | Washington Square Regional Center   | Implements a transportation management association program with employers  | 2010   |
| N                            | 6029       | TriMet                        | Hall/Kruse Frequent Bus                               | Tigard-Lake Oswego-Kruse Way  | Construct improvements that enhance Frequent Bus service   | 2015   |

\* includes all 2004 RTP financially constrained system, all 2008-2011 MTIP and locally funded projects.

# Metro Region Transportation Project List\*

2004 RTP Project list as  
Amended by Metro Resolution No. 03-3380A  
Ordinance No. 04-1045A, and Ordinance No. 05-3585

| Travel Forecast Model Input? | RTP Number | Sponsor Agency       | Project Name  | Project Location   | Project Description   | Earliest Air Quality Analysis Year Project Operating for 2008-11 MTIP Analysis |
|------------------------------|------------|----------------------|---|--|---|--|
| Y                            | 6034       | Tigard               | Walnut Street Improvements, Phase 3                         | 135th Avenue to 121st Avenue   | Widen to three lanes with bikeways and sidewalks  | 2015   |
| Y                            | 6035       | Tigard               | Gaarde Street Improvements                                  | 110th Avenue to Walnut Street  | Widen to three lanes with bikeways and sidewalks  | 2010   |
| Y                            | 6040       | Tigard               | 72nd Avenue Improvements                                    | 99W to Hunziker Road   | Widen to five lanes   | 2010   |
| Y                            | 6041       | Tigard               | 72nd Avenue Improvements                                    | Hunziker Road to Bonita Road   | Widen to five lanes   | 2015   |
| Y                            | 6042       | Tigard               | 72nd Avenue Improvements                                    | Bonita Road to Durham Road   | Widen to five lanes with bikeways and sidewalks   | 2015   |
| Y                            | 6045       | Tigard               | Dartmouth Street Improvements                               | 72nd Avenue to 68th Avenue   | Widen to four lanes with turn lanes   | 2015   |
| N                            | 6056       | ODOT                 | Highway 99W/Hall Boulevard Intersection Improvements        | 99W/Hall Boulevard   | Add turn signals and modify signal  | 2015   |
| N                            | 6057       | Tigard               | Washington Square Regional Center Greenbelt Shared Use Path | Hall Boulevard to Highway 217  | Complete shared-use path construction   | 2015   |
| N                            | 6064       | TriMet               | Hall Boulevard Frequent Bus                                 | Tualatin-Hall-TV Highway   | Construct improvements that enhance frequent bus service  | 2015   |
| Y                            | 6065       | Tualatin             | Herman Road Improvements                                    | Tualatin Road to Cipole Road   | Widen to three lanes including bike lanes and sidewalks   | 2010   |
| Y                            | 6066       | ODOT/Tualatin        | I-5 Interchange Improvement - Nyberg Road                   | Nyberg Road/I-5 interchange.   | Widen Nyberg Road/I-5 interchange   | 2010   |
| N                            | 6070       | ODOT/WashCo          | Lower Boones Ferry  | Boones to Bridgeport   | Sidewalk, bikeway, interconnect signals   | 2010   |
| Y                            | 6071       | Washington Co.       | Tualatin-Sherwood Road Improvements                         | 99W to Teton Avenue  | Widen to five lanes with bike lanes and sidewalks; intertie signals at Oregon and Cipole streets              | 2015   |
| Y                            | 6073       | Tualatin             | 124th Avenue Improvements                                   | Myslony Street to Tualatin-Sherwood Road   | Construct new 3 lane arterial with bikeways and sidewalks   | 2015   |
| Y                            | 6076       | Tualatin             | Myslony/112th Connection                                    | Myslony to Tualatin-Sherwood Rd. @ Avery   | Extend 3 lane road with sidewalks and bike lanes  | 2010   |
| N                            | 6079       | WashCo/Tualatin/ODOT | Tualatin TC Pedestrian Improvements                         | Nyberg, Boones Ferry, Tualatin, Tualatin-Sherwood, Sagert and neighborhood streets | Improve sidewalks, lighting, crossings, bus shelters and benches  | 2010   |
| N                            | 6080       | Tualatin/Durham      | Tualatin River Pedestrian Bridge                            | Durham City Park to Tualatin Community Park  | Construct cantilevered pedestrian/bike path on railroad trestle across Tualatin River to Tualatin town center | 2010   |
| N                            | 6081       | WashCo/Tualatin      | Nyberg Road Pedestrian and Bike Improvements                | 65th Avenue to I-5   | Complete sidewalks and bike facilities  | 2010   |
| N                            | 6083       | TriMet /WashCo       | Tualatin Town Center TMA Startup                            | Tualatin Town Center   | Implements a transportation management association program with employers                                     | 2010   |
| Y                            | 6086       | Wilsonville          | Kinsman Road Extension                                      | Kinsman Road to Boeckman Road  | Two-lane extension  | 2010   |
| Y                            | 6088       | Wilson./WashCo       | Elligsen Road Improvements                                  | Canyon Creek to Parkway Center   | Improve Elligsen Road to 5 lanes  | 2015   |

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| Travel Forecast Model Input? | RTP Number | Sponsor Agency           | Project Name  | Project Location                                    | Project Description  | Earliest Air Quality Analysis Year Project Operating for 2008-11 MTIP Analysis |
|------------------------------|------------|--------------------------|---|---|--|--|
| Y                            | 6090       | Wilsonville              | Boeckman Road Extension - West                                | Boeckman Road to Tooze Road                         | Extend 3 lanes with sidewalks and bike lanes   | 2015   |
| Y                            | 6093       | Wilsonville              | Barber Street Extension                                       | Barber Street at Kinsman Road                       | Extend Barber Street as 3 lanes to 110th   | 2015   |
| N                            | 6105       | Wilsonville              | Town Center Loop Bike and Pedestrian Improvements             | Parkway to Wilsonville Road                         | Retrofit street to add bike lanes and sidewalks  | 2015   |
| N                            | 6109       | Washington Co.           | Beef Bend/175th Avenue Realignment                            | Beef Bend at 175th Avenue                           | Realign intersection to eliminate offset of Beef Bend road with 175th Avenue   | 2025   |
| Y                            | 6119       | Washington Co./Beaverton | Teal Boulevard Extension                                      | Barrows Road to Scholls Ferry Road                  | Construct 2-lane extension with sidewalks and bike lanes to town center loop and Barrows Road  | 2010   |
| Y                            | 6121       | Beaverton/WashCo/Tigard  | Murray Boulevard Extension                                    | Scholls Ferry Road to Barrows Road at Walnut Street | Construct 2-lane roadway and bridge, additional turn lanes at intersections, bike lanes, and sidewalks   | 2010   |
| Y                            | 6122       | Beaverton                | Davies Road Connection  | Scholls Ferry Road to Barrows Road                  | Three lane connection with bikeways and sidewalks  | 2015   |
| Y                            | 6127       | Lake Oswego              | Boones Ferry Road Improvements -                              | Kruse Way to Washington Court                       | Widen to five lanes with sidewalks and bike lanes; Boones Ferry Corridor Study completed in 2000 with Lake Grove Town Center study work continuing in 2003/04 funded by City. Project will be broken into three phases; upper, middle and lower. | 2015   |
| N                            | 6129       | Clackamas Co.            | Bangy Road Intersection Improvements                          | Bangy Road/Bonita Road intersection                 | Add traffic signal and turn lanes  | 2015   |
| N                            | 6130       | Clackamas Co.            | Bangy Road Intersection Improvements                          | Bangy Road/Meadows Road intersection                | Add traffic signal and turn lanes  | 2015   |
| N                            | 6131       | Lake Oswego              | Willamette River Greenway                                     | Roehr Park to Tryon Creek                           | shared-use path  | 2015   |
| N                            | 6135       | Clackamas Co.            | Boones Ferry Road Bike Lanes                                  | Kruse Way to Multnomah County line                  | Construct bike lanes   | 2010   |
| N                            | 6138       | ODOT/Wilsonville         | Wilsonville Road/I-5 Interchange Improvements (Phase 1 and 2) | Town Center Loop to Boones Ferry Road ramps         | Construct ramp improvements (PE and ROW only in financially constrained system) <b>Construction</b>  | 2015   |
| Y                            | 6141       | ODOT/WashCo              | I-5/99W Connector: Phase 1 Arterial                           | I-5 to 99W  | Acquire right-of-way and construct new arterial based on recommendations from I-5/99W Arterial connection study that protects through traffic movements between these highways.  | 2015   |
| Y                            | 6142       | Durham                   | Upper Boones Ferry Road Improvement                           | Durham Road to Tualatin River                       | Widen to 3 lanes with sidewalks and bike lanes   | 2010   |
| N                            | 7000       | Clackamas Co.            | 172nd Avenue Improvements                                     | Foster Road to Highway 212                          | Widen to five lanes  | 2025   |
| Y                            | 7001       | Clackamas Co.            | Sunnyside Road Improvements                                   | 172nd Avenue to Highway 212                         | widen to five lanes in preferred/3 lanes in strategic and constrained  | 2015   |

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# Metro Region Transportation Project List\*

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| Travel Forecast Model Input? | RTP Number | Sponsor Agency   | Project Name                      | Project Location                     | Project Description   | Earliest Air Quality Analysis Year Project Operating for 2008-11 MTIP Analysis |
|------------------------------|------------|------------------|-----------------------------------|--------------------------------------|---|--|
| Y                            | 7006       | Portland         | SE Foster Improvements            | SE 122nd Avenue to Jenne Road        | widen Foster Road to four lanes from SE 122nd to SE Barbara Welch Road. Widen and determine the appropriate cross section of Foster Road from SE Barbara Welch Road to Jenne Road by completing Phase 2 of the Powell Boulevard/Foster Road Corridor Study in order to meet roadway, transit, pedestrian and bike needs   | 2015   |
| Y                            | 7007       | Portland/Gresham | SE 174th North/South Improvements | SE Foster to Powell Boulevard        | based on the recommendations from the Powell Boulevard/Foster Road Corridor Study (#1228), construct a new north-south capacity improvement project in the vicinity of SE 174th Avenue/Jenne Road between SE Powell Boulevard and Giese Road in Pleasant Valley. This replaces former project 7007 which widened Jenne Road to three lanes from Powell Boulevard to Foster Road | 2015   |
| N                            | 7009       | Clackamas Co.    | SE 145th/147th Bike Lanes         | SE Clatsop to SE Monner              | Widen to construct bike lanes   | 2015   |
| N                            | 7010       | Clackamas Co.    | SE 162nd Avenue Bike Lanes        | SE Monner to SE Sunnyside            | Widen to construct bike lanes   | 2025   |
| N                            | 7011       | Clackamas Co.    | SE Monner Bike Lanes              | SE 147th to 162nd Avenue             | Widen to construct bike lanes   | 2025   |
| Y                            | 7019       | Clackamas Co.    | 242nd Avenue Improvements         | Multnomah County line to Highway 212 | Reconstruct and widen to three lanes  | 2025   |
| N                            | 7022       | TriMet           | Sunnyside Road Frequent bus       | Clackamas TC to Damascus TC          | Construct improvements that enhance Frequent bus s  | 2015   |
| Y                            | 7034       | Gresham/Mult. Co | Foster Road Extension             |                                      | New north extension of Foster Road  | 2015   |
| Y                            | 7035       | Gresham/Mult. Co | Giese Road Extension              | Giese Road to Foster Road            | New extension of Giese Road to Foster Road  | 2025   |
| Y                            | 7036       | Gresham/Mult. Co | 190th Avenue Improvements         | Butler Road to city limits           | Widen to five lanes with sidewalks and bike lanes   | 2025   |
| Y                            | 7037       | Gresham/Mult. Co | 172nd Avenue Improvements         | Giese Road to Butler Road            | Upgrade street to urban standards with sidewalks and bike lanes   | 2025   |
| N                            | 7038       | Gresham/Mult. Co | 172nd Avenue Improvements         | Bulter Road to Cheldelin Road        | Upgrade street to urban standards with sidewalks and bike lanes   | 2025   |
| N                            | 7039       | Gresham/Mult. Co | Giese Road Improvements           | 172nd Avenue to 182nd Avenue         | Upgrade street to urban standards with sidewalks and bike lanes   | 2025   |
| N                            | 7040       | Gresham/Mult. Co | Giese Road Improvements           | 182nd Avenue to 190th Avenue         | Upgrade street to urban standards with sidewalks and bike lanes   | 2025   |
| Y                            | 7041       | Gresham/Mult. Co | Foster Road bridge                | Foster Road                          | Construct bridge crossing   | 2025   |
| Y                            | 7042       | Gresham/Mult. Co | Giese Road Extension bridge       | Giese Road                           | Construct bridge crossing   | 2025   |
| Y                            | 7043       | Gresham/Mult. Co | Butler Road Bridge                | Bulter Road                          | Construct bridge crossing   | 2025   |

\* includes all 2004 RTP financially constrained system, all 2008-2011 MTIP and locally funded projects.

# Metro Region Transportation Project List\*

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Amended by Metro Resolution No. 03-3380A  
Ordinance No. 04-1045A, and Ordinance No. 05-3585

| Travel Forecast Model Input? | RTP Number | Sponsor Agency | Project Name  | Project Location                               | Project Description   | Earliest Air Quality Analysis Year Project Operating for 2008-11 MTIP Analysis |
|------------------------------|------------|----------------|---|--|---|--|
| N                            | 8000       | Metro          | Bicycle Travel Demand Forecasting Model                                   | Region-wide                                    | Develop regional bicycle travel demand forecasting model  | 2010   |
| N                            | 8001       | Metro          | Bike Safety, Educ. & Encouragement Pilot Project                          | Region-wide                                    | Encourage bicyclist, pedestrian and motorist safety   | 2010   |
| N                            | 8002       | Metro          | Expand "Bike Central" Program   | Selected Regional Centers and Town Centers     | Provide shower, locker and storage facilities for bike commuters  | 2015   |
| N                            | 8003       | Metro          | LRT Station Area "Free Bike" Pilot Project                                | LRT Station Areas throughout the region        | Administer free bike program in station areas   | 2025   |
| N                            | 8004       | TriMet         | LRT and Transit Station Bike Parking                                      | Selected LRT Station Areas and transit centers | Administer and maintain bicycle lockers   | 2015   |
| N                            | 8005       | Metro          | Regional TOD Projects   | Region-wide                                    | Flexible funding program to leverage transit-oriented development   | 2004-25  |
| N                            | 8007       | ODOT           | Pedestrian/Bicycle Improvements to ODOT Preservation/Maintenance Projects | Various locations in region                    | Implement bicycle and pedestrian enhancements as part of preservation and maintenance projects on ODOT facilities | 2004-25  |
| N                            | 8025       | TriMet/SMART   | Transit Center Upgrades   | Region-wide                                    | New or improved transit centers at various locations in the region  | 2004-25  |
| N                            | 8028       | TriMet         | Vehicle Purchases   | 1.5% per year expansion                        | Vehicle purchases to provide for expanded service   | 2004-25  |
| N                            | 8032       | TriMet/SMART   | Bus Operating Facilities  | Region-wide                                    | Bus operating facilities  | 2004-25  |
| N                            | 8035       | TriMet/SMART   | Frequent/Rapid Bus Improvements   | Baseline Network                               | Transit stations, improved passenger amenities, bus priority and reliability improvements                         | 2025   |
| N                            | 8038       | TriMet         | Tri-Met Park and Ride Lots  | Baseline Network                               | Park-and-ride facilities to serve bus and light rail stops and stations   | 2004-25  |
| N                            | 8042       | SMART          | SMART Park and Ride Lots  | SMART district                                 | Park-and-ride facilities to serve bus and commuter rail station   | 2004-25  |
| N                            | 8043       | TriMet/SMART   | Bus Stop Improvements   | Region-wide                                    | Bus stop improvements region-wide   | 2004-25  |
| N                            | 8046       | TriMet/SMART   | Bus Priority Treatments   | Region-wide                                    | Bus Priority Treatments   | 2025   |
| N                            | 8049       | TriMet         | Priority Pedestrian Access to Transit Improvements                        | Region-wide                                    | Construct improvements that enhance pedestrian access to transit - sidewalks, crosswalks, ADA improvements        | 2004-25  |
| N                            | 8050       | Metro/SMART    | SMART TDM Program   | SMART district                                 | Regional employer outreach, transit marketing, vanpool and carpool, station cars and car sharing programs         | 2004-25  |
| N                            | 8052       | Metro/TriMet   | Regional Travel Options TDM Program                                       | Financially Constrained                        | Regional employer outreach, transit marketing, vanpool and carpool, station cars and car sharing programs         | 2004-25  |
| N                            | 8053       | Metro/TriMet   | Region 2040 Initiatives   | Region-wide                                    | Implementation of innovative transportation solutions in locations with high regional significance                | 2004-25  |
| N                            | 8054       | Metro/DEQ      | ECO Clearinghouse   | Region-wide                                    | Continue provision of ECO information clearinghouse services  | 2004-25  |

\* includes all 2004 RTP financially constrained system, all 2008-2011 MTIP and locally funded projects.

# Metro Region Transportation Project List\*

2004 RTP Project list as  
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| Travel Forecast Model Input? | RTP Number | Sponsor Agency | Project Name  | Project Location | Project Description  | Earliest Air Quality Analysis Year Project Operating for 2008-11 MTIP Analysis |
|------------------------------|------------|----------------|---|------------------|--|--|
| N                            | 8055       | Metro/TriMet   | Transportation Management Associations Innovative Programs                | Region-wide      | Implementation of innovative transportation solutions in locations with high regional significance | 2004-25  |
| N                            | 8056       | Metro/TriMet   | Future Transportation Management Associations Start-Up and Sustainability | Region-wide      | Future implementation and sustainability of TMA's with employers                                   | 2004-25  |
| N                            | 8057       | TriMet         | LIFT Vehicle Purchases  | Region-wide      | 4 percent per year expansion   | 2010   |
| N                            | 8058       | TriMet         | Ride Connection Vehicle Purchases   | Region-wide      | Purchase five vehicles per year  | 2010   |

\* includes all 2004 RTP financially constrained system, all 2008-2011 MTIP and locally funded projects.

## **APPENDIX B – Public Notice**

(Text submitted to the Oregonian for public notice ad for publication on June 15, 2007)

### **Metropolitan Transportation Improvement Program (MTIP) Air Quality Conformity Determination Notice**

Metro has prepared an Air Quality Conformity Determination for the 2008-11 Metropolitan Transportation Improvement Program (MTIP) as required by state and federal law. The document shows that the metro area, including the 25 cities and the urban portions of 3 counties of the greater Portland region, will continue to meet federal and state air-quality standards to the year 2025, even with the transportation improvements included in the 2004 Regional Transportation Plan (RTP) as implemented through the 2008-11 MTIP.

The document is available for public review and comment for a 30-day period beginning at noon on Friday, June 15, 2007, and ending at noon on Monday, July 16, 2007. Copies of the document may be obtained from the planning office at 600 NE Grand Avenue, Portland, Oregon, or downloaded from Metro's web site: [www.metro-region.org/airquality](http://www.metro-region.org/airquality). You may also request a copy by phone at 503-797-1735.

The factors addressed in the Air Quality Conformity Determination are used to estimate future carbon monoxide emissions and precursors of smog (volatile organic compounds and oxides of nitrogen) from cars and trucks operating within the greater Portland air shed to the year 2025. The estimated emissions must not exceed the "budget" established for mobile sources by plans approved for the region by the Oregon Environmental Quality Commission and the United States Environmental Protection Agency.

You may submit comments by mail to Metro Planning 600 NE Grand Avenue, Portland, Oregon, 97232, or by email at [trans@metro.dst.or.us](mailto:trans@metro.dst.or.us). The hearing impaired may call TDD 503-797-1804. Comments must be received by noon on Monday, July 16, 2007.

The Metro council will hold a hearing on Thursday, August 16, 2007, in the council chamber to deliberate on the air quality conformity document, consider public comments received during the comment period, and act on a resolution to adopt the 2008-11 MTIP with the Air Quality Conformity Determination report.



**APPENDIX C** – *Federal Register Notice of Proposed Approval of State Implementation Plan for Portland Oregon – Portland Carbon Monoxide Second 10-Year Maintenance Plan* (September 6, 2005)

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**ENVIRONMENTAL PROTECTION  
AGENCY****40 CFR Part 52**

[Docket ID #: R10-OAR-2005-OR-0001;  
FRL-7964-7]

**Approval and Promulgation of State  
Implementation Plans: Oregon;  
Portland Carbon Monoxide Second 10-  
Year Maintenance Plan**

**AGENCY:** Environmental Protection  
Agency (EPA).

**ACTION:** Proposed rule.

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**SUMMARY:** The EPA proposes to approve the second 10-year maintenance plan for carbon monoxide (CO) for the Portland, Oregon CO Attainment Area. Specifically, in this action EPA

proposes to approve the following: Oregon's demonstration that the Portland CO Attainment Area will maintain air quality standards for CO through the year 2017; a revised CO motor vehicle emissions budget for transportation conformity purposes using the MOBILE6.2 emissions model and latest growth and planning assumptions; and revised state implementation plan (SIP) control strategies and contingency measures.

**DATES:** Comments must be received on or before October 6, 2005.

**ADDRESSES:** Submit your comments, identified by Docket ID No. R10-OAR-2005-OR-0001, by one of the following methods:

1. Federal eRulemaking Portal: <http://www.regulations.gov>. Follow the on-line instructions for submitting comments.
2. Agency Web site: <http://www.epa.gov/edocket>. EDOCKET, EPA's electronic public docket and comment system, is EPA's preferred method for receiving comments. Follow the on-line instructions for submitting comments.
3. Mail: Environmental Protection Agency, Office of Air, Waste and Toxics, Attn: Connie Robinson, Mail code: AWT-107, 1200 Sixth Avenue, Seattle, WA 98101.
4. Hand Delivery: Environmental Protection Agency Region 10, Attn: Connie Robinson (AWT-107), 1200 Sixth Ave., Seattle, WA 98101, 9th floor. Such deliveries are only accepted during EPA's normal hours of operation, and special arrangements should be made for deliveries of boxed information.

**Instructions:** Direct your comments to Docket ID No. R10-OAR-2005-OR-0001. EPA's policy is that all comments received will be included in the public docket without change, including any personal information provided, unless the comment includes information claimed to be Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Do not submit information that you consider to be CBI or otherwise protected through [regulations.gov](http://www.regulations.gov) or e-mail. The EPA EDOCKET and the [www.epa.gov](http://www.epa.gov) Federal regulations.gov Web site are "anonymous access" systems, which means EPA will not know your identity or contact information unless you provide it in the body of your comment. If you send an e-mail comment directly to EPA without going through EDOCKET or [regulations.gov](http://www.regulations.gov), your e-mail address will be automatically captured and made available on the Internet. If you submit an electronic comment, EPA recommends that you

include your name and other contact information in the body of your comment and with any disk or CD-ROM you submit. If EPA cannot read your comment due to technical difficulties and cannot contact you for clarification, EPA may not be able to consider your comment. Electronic files should avoid the use of special characters, any form of encryption, and be free of any defects or viruses. For additional information about EPA's public docket visit EDOCKET on line or see the **Federal Register** of May 31, 2002 (67 FR 38102). For additional instructions on submitting comments, go to Section I. General Information of the **SUPPLEMENTARY INFORMATION** section of this document.

**Docket:** All documents in the docket are listed in the EDOCKET index at <http://www.epa.gov/edocket>. Although listed in the index, some information may not be publicly available, such as CBI or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the Internet and will be publicly available only in hard copy form. Publicly available docket materials are available either electronically in EDOCKET or in hard copy at EPA Region 10, Office of Air, Waste, and Toxics, 1200 Sixth Avenue, Seattle, Washington, from 8 a.m. to 4:30 p.m. Monday through Friday, excluding legal holidays. Please contact the individual listed in the **FOR FURTHER INFORMATION CONTACT** section to schedule your inspection.

**FOR FURTHER INFORMATION CONTACT:** Connie Robinson, Environmental Protection Agency, Region 10, Office of Air, Waste, and Toxics, AWT-107, 1200 Sixth Ave., Seattle, WA 98101; phone: (206) 553-1086; fax number: (206) 553-0110; e-mail address: [robinson.connie@epa.gov](mailto:robinson.connie@epa.gov).

#### **SUPPLEMENTARY INFORMATION:**

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- III. What Is the Background for This Action?
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- V. How Have the Public and Stakeholders Been Involved in This Rulemaking Process?
- VI. What Are the Sources and Magnitude of CO Emitted in the Portland Maintenance Area?
- VII. How Does the State Demonstrate Maintenance of the CO Standard for the Second 10-Year Period?
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- IX. What Contingency Measures Are Considered, in Case of the Monitored Exceedance or Violation of the Federal Standard?
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- XI. In Conclusion, How Would This EPA Approval Affect the General Public and Citizens of the Portland Area?
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#### **I. General Information**

##### **A. What Should I Consider as I Prepare My Comments for EPA?**

1. **Submitting CBI.** Do not submit this information to EPA through RME, [regulations.gov](http://www.regulations.gov) or e-mail. Clearly mark the part or all of the information that you claim to be CBI. For CBI information in a disk or CD-ROM that you mail to EPA, mark the outside of the disk or CD-ROM as CBI and then identify electronically within the disk or CD-ROM the specific information that is claimed as CBI. In addition to one complete version of the comment that includes information claimed as CBI, a copy of the comment that does not contain the information claimed as CBI must be submitted for inclusion in the public docket. Information so marked will not be disclosed except in accordance with procedures set forth in 40 CFR part 2.

2. **Tips for Preparing Your Comments.** When submitting comments, remember to:

- i. Identify the rulemaking by docket number and other identifying information (subject heading, **Federal Register** date and page number).
- ii. Follow directions—The Agency may ask you to respond to specific questions or organize comments by referencing a CFR part or section number.
- iii. Explain why you agree or disagree; suggest alternatives and substitute language for your requested changes.
- iv. Describe any assumptions and provide any technical information and/or data that you used.
- v. If you estimate potential costs or burdens, explain how you arrived at your estimate in sufficient detail to allow for it to be reproduced.
- vi. Provide specific examples to illustrate your concerns, and suggest alternatives.
- vii. Explain your views as clearly as possible, avoiding the use of profanity or personal threats.
- viii. Make sure to submit your comments by the comment period deadline identified.

##### **II. What Is the Purpose of This Proposed Rulemaking?**

The purpose of this proposed rulemaking is to solicit comment on the

State of Oregon's plan to replace the existing CO maintenance plan for the Portland area in Oregon with a second 10-year maintenance plan to demonstrate continued maintenance of the CO ambient air quality standard through 2017.

The State of Oregon presented a trend analysis of the historical CO monitored data for the Portland area demonstrating that since the Portland area was redesignated to attainment, CO concentrations have fallen steadily. That trend reflects a national pattern of new vehicles producing considerably reduced amounts of CO.

Implementation of new national control measures including tighter standards for motor vehicle tailpipe emissions and cleaner fuel will result in significant improvements of air quality for the next 10-year period. EPA agrees with Oregon's analysis and proposes to approve the second 10-year maintenance plan through this rulemaking and notice in the **Federal Register**.

Federal transportation conformity regulations require that transportation agencies use the latest EPA mobile source emissions model for conformity determinations. EPA officially released a new version of motor vehicle emissions model (MOBILE6) on January 29, 2002. All SIPs that are adopted after that date must use the new model to estimate motor vehicle emissions. The release of MOBILE6 also began a 24-month grace period for conformity. All conformity determinations that are initiated after January 29, 2004 must use a MOBILE6 model. The Oregon Department of Environmental Quality (ODEQ) used MOBILE6.2 to estimate CO emissions for the Portland area for the next 10-year maintenance period through 2017 and conducted a technical analysis with MOBILE6.2 that showed new motor vehicle emissions will not cause or contribute to violations of the air quality standards. EPA agrees with this analysis and proposes to approve revised motor vehicle emissions budgets for conformity determinations.

The State of Oregon took this rulemaking opportunity to change several of the emission control strategies and contingency measures. EPA finds these changes acceptable and proposes to approve them in this rulemaking.

### III. What Is the Background for This Action?

In a March 15, 1991 letter to the EPA Region 10 Administrator, the Governor of Oregon recommended the Portland area be designated as nonattainment for CO as required by section 107(d)(1)(A) of the Clean Air Act (the "Act"). The area was designated by EPA as nonattainment for CO and classified as "moderate" with a design value less than or equal to 12.7 parts per million (ppm) under the provisions outlined in sections 186 and 187 of the Act.

The State of Oregon, following the requirements of the Act, prepared and submitted revisions to the Oregon SIP that first included an attainment plan, and then developed a plan to demonstrate maintenance of the standard for a 10-year period beyond the statutory attainment date. EPA published approval of a redesignation request to attainment and the first 10-year maintenance plan on September 2, 1997.

The first 10-year CO maintenance plan included a commitment for periodic review of the plan and submission of the second 10-year maintenance plan to EPA during the last two years of the first 10-year maintenance period. The planning effort included detailed technical analyses such as preparation of base and future year emissions inventories, review of control measures for CO, etc. The results of this planning effort provide the basis of today's proposed approval by EPA.

### IV. What Is the Status of Current CO Levels in the Portland Area and How Do They Compare With the Federal Standards?

The national 8-hour CO ambient standard is attained when the daily average 8-hour CO concentration of 9.0 ppm is exceeded no more than one time in a calendar year for two consecutive years. Since the redesignation of the Portland area to attainment for CO on October 2, 1997, the second highest concentration in a calendar year measured by the approved monitoring network was 7.3 ppm, which is less than 9.0 ppm.

### V. How Have the Public and Stakeholders Been Involved in This Rulemaking Process?

ODEQ met directly with a variety of stakeholder groups, including representative of the petroleum and ethanol industries, the Oregon Environmental Council and with other state agencies to seek input on the CO maintenance plan. Those state agencies included the Oregon Department of Energy, Agriculture, and Economic and Community Development. Notices were published in the newspaper and public hearings were conducted by ODEQ. ODEQ responded to all comments and the Environmental Quality Commission adopted the revisions to the SIP under OAR 340-200-0040 on December 10, 2004, effective December 25, 2004.

### VI. What Are the Sources and Magnitude of CO Emitted in the Portland Maintenance Area?

An emissions inventory was prepared for the Portland area for the base year of 1999. The year 1999 was selected for the inventory because that year reflected the highest ambient CO concentrations in Portland's recent history and therefore represented a conservative base for demonstrating future compliance with the CO NAAQS. The emissions inventory is a list, by source, of the air contaminants directly emitted into the Portland CO Area's air. The data in the emissions inventory is based on calculations and is developed using emission factors, which is a method for converting source activity levels into an estimate of emissions contributions for those sources. Because violations of the CO NAAQS are most likely to occur on winter weekdays, the inventory prepared reflects a "design day" with ambient temperatures, traffic volumes and other emission source activity levels of a typical winter weekday in 1999.

In addition to the base year 1999 inventory, emission forecasts were prepared for 2005, 2010 and 2017. These projected inventories were prepared in accordance with EPA guidance. The projections in Table 1 below show that total calculated CO emissions, are not expected to exceed the level of the 1999 base year inventory during the second 10-year maintenance plan period.

TABLE 1.—1999 BASE YEAR ACTUAL EMISSIONS AND \*2005, \*2010 AND \*2017 PROJECTED EMISSIONS  
[Pounds CO/winter day]

| Emissions          | 1999    | *2005   | *2010   | *2017   |
|--------------------|---------|---------|---------|---------|
| Point Source ..... | 106,590 | 67,401  | 71,085  | 76,241  |
| Area Source .....  | 809,454 | 872,852 | 925,684 | 999,648 |

TABLE 1.—1999 BASE YEAR ACTUAL EMISSIONS AND \*2005, \*2010 AND \*2017 PROJECTED EMISSIONS—Continued  
[Pounds CO/winter day]

| Emissions             | 1999      | *2005     | *2010     | *2017     |
|-----------------------|-----------|-----------|-----------|-----------|
| Non-Road Mobile ..... | 372,098   | 530,435   | 619,753   | 690,469   |
| On-Road Mobile .....  | 1,525,114 | 1,226,323 | 975,074   | 834,301   |
| Total .....           | 2,813,256 | 2,697,011 | 2,591,596 | 2,600,659 |

\* Without oxy fuel program and without enhanced Inspection and Maintenance (I/M) testing.

The large decrease in point source emissions between 1999 and 2005 is the result of permanent closure of a large aluminum company. The emissions inventory predicts substantial future reductions in CO emissions, largely as a result of a decrease in on-road emissions, which are expected to continue to decline as older motor vehicles are replaced by newer vehicles that meet Federal Tier II emission standards and operate on low sulfur fuels.

#### VII. How Does the State Demonstrate Maintenance of the CO Standard for the Second 10-Year Period?

The current, EPA-approved first 10-year CO maintenance plan used a rollforward approach to demonstrate maintenance of the CO standard. A review and update of this methodology to a probabilistic rollback approach using more recent monitored air quality and projected emissions data was conducted to demonstrate continued maintenance of the CO standard for a second 10-year period. The probabilistic analysis showed that the CO standard was maintained on all three permanent monitoring sites in 1999 with at least 99% probability. The probabilistic rollback approach demonstrated regional, long-term maintenance by demonstrating that maintenance at the monitoring site with the highest design value (82nd and Division) will be maintained for a second 10-year period with the same level of assurance.

#### VIII. What Control Measures Are Being Proposed for This Second 10-Year Plan?

The second 10-year plan changes the I/M program requirement for CO from the current Enhanced I/M program to a basic I/M program for CO. Moderate CO Attainment areas were only required to implement a basic I/M program. This is a change to the CO SIP only. The Ozone Maintenance Plan continues to require the Enhanced I/M Program. ODEQ will consider vehicles that meet the enhanced test requirement as also meeting the basic test requirement. If the Ozone Plan is changed to a basic I/

M program, it will already be approved for CO.

The Oxygenated Fuel Program remains a control measure in the Portland CO maintenance area until October 31, 2007 when it will be discontinued. It will then become a contingency measure in the second 10-year maintenance plan as required by 175A(d).

Best Available Control Technology (BACT) continues to be required. The plan also continues to offer an industrial Growth Allowance that may be used by new or expanding sources instead of securing emission offsets.

The Transportation Control Measures (TCMs) in this plan replace the TCMs specified in the first Portland Area CO Maintenance Plan. The emission reduction benefits of these TCMs are included in the emission projections on which the Portland Area CO Maintenance Plan is based. The revised TCMs are:

*Transit Service Increase:* Region transit service revenue hours (weighted by capacity) shall be increased 1.0% per year. The increase shall be assessed on the basis of a 5-year rolling average of actual hours for assessments conducted between 2006 and 2017.

*Bicycle Paths:* Jurisdictions and government agencies shall program a minimum of 28 miles of bikeways or trails within the Portland metropolitan area between the years 2006 through 2017.

*Pedestrian Paths:* Jurisdictions and government agencies shall program at least nine miles of pedestrian paths in mixed use centers between the years 2006 through 2017.

Oregon has a TCM substitution policy under which identified TCMs may be substituted in whole, or in part, with other TCMs providing equivalent emission reductions. See 62 FR 4621, September 2, 1997. Appendix D9-2 of the second 10-year maintenance plan identifies the requirements for TCM substitutions.

#### IX. What Contingency Measures Are Considered, in Case of the Monitored Exceedance or Violation of the Federal Standard?

The maintenance plan is to contain contingency measures to ensure that the State will promptly correct any violation of the standard that occurs during the maintenance period. The contingency measures in the second 10-year maintenance plan for the Portland area are based on risk of violation and actual violation.

If monitored CO levels at any monitoring site register a second high concentration equaling or exceeding 8.1 ppm during a calendar year, ODEQ will form a planning group to evaluate the implementation of additional emission strategies. Additional strategies to be considered include, but are not limited to: Increased parking pricing in the Central City, increased funding for transit, value pricing on major roadways that increase vehicle travel capacity, a trip reduction program, modified regional parking ratios, and accelerated implementation of bicycle and pedestrian networks.

If the Portland area violates the NAAQS for CO, the following contingency measures will automatically be implemented. New Source Review requirements will be changed. The requirement to install Best Available Control Technology will be replaced with Lowest Achievable Emissions Rate technology. The downtown parking lid will be reinstated if the violation occurs in the downtown area formerly subject to the parking lid requirement. If the violation occurs in 2007 or later, the Oxygenated Fuel Program will be reinstated.

#### X. How Does This Action Affect Transportation Conformity?

Under Section 176(c) of the Act, transportation plans, programs, and projects in nonattainment or maintenance areas that are funded or approved under the Federal Transit Act, must conform to the applicable SIP. In short, a transportation plan is deemed to conform to the applicable SIP if the emissions resulting from

implementation of that transportation plan are less than or equal to the motor vehicle emission level established in the SIP for the maintenance year and other analysis years.

In this maintenance plan, procedures for estimating motor vehicle emissions are well documented. The regional

motor vehicle emissions calculated by MOBILE6.2 were used in the probabilistic rollback method to compute a threshold level of regional emissions inventory that would provide maintenance of the CO standard with 99% certainty and confidence through the second 10-year maintenance period.

The computed attainment threshold of regional motor vehicle emissions can be used to assess the long term attainment prospects. The total on-road motor vehicle CO emissions in the Portland area for 2005, 2010 and 2017 are shown in Table 2.

TABLE 2.—PORTLAND MAINTENANCE AREA CO MOTOR VEHICLE EMISSIONS BUDGETS  
[Pounds per winter day]

| Year         | 2005      | 2010      | 2017      |
|--------------|-----------|-----------|-----------|
| Budget ..... | 1,238,575 | 1,033,578 | 1,181,341 |

For the purpose of demonstrating transportation conformity in the timeframe of the area's transportation plan for all years beyond 2017, motor vehicle emissions must be less than or equal to the maintenance plan's motor vehicle emissions budget for 2017.

#### XI. In Conclusion, How Would This EPA Approval Affect the General Public and Citizens of the Portland Area?

This action proposes to approve measures adopted by ODEQ to ensure maintenance of the Federal air quality standards for CO in the Portland area for a second 10-year period and protect the health and welfare of the area citizens from adverse effects of degraded air quality levels.

#### XII. Statutory and Executive Order Reviews

Under Executive Order 12866 (58 FR 51735, October 4, 1993), this proposed action is not a "significant regulatory action" and therefore is not subject to review by the Office of Management and Budget. For this reason, this action is also not subject to Executive Order 13211, "Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use" (66 FR 28355, May 22, 2001). This proposed action merely proposes to approve state law as meeting Federal requirements and imposes no additional requirements beyond those imposed by state law. Accordingly, the Administrator certifies that this proposed rule will not have a significant economic impact on a substantial number of small entities under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*). Because this rule proposes to approve pre-existing requirements under state law and does not impose any additional enforceable duty beyond that required by state law, it does not contain any unfunded mandate or significantly or uniquely affect small governments, as described

in the Unfunded Mandates Reform Act of 1995 (Pub. L. 104-4).

This proposed rule also does not have tribal implications because it will not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes, as specified by Executive Order 13175 (65 FR 67249, November 9, 2000). This action also does not have Federalism implications because it does not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government, as specified in Executive Order 13132 (64 FR 43255, August 10, 1999). This action merely proposes to approve a state rule implementing a Federal standard, and does not alter the relationship or the distribution of power and responsibilities established in the Clean Air Act. This proposed rule also is not subject to Executive Order 13045 "Protection of Children from Environmental Health Risks and Safety Risks" (62 FR 19885, April 23, 1997), because it is not economically significant.

In reviewing SIP submissions, EPA's role is to approve state choices, provided that they meet the criteria of the Clean Air Act. In this context, in the absence of a prior existing requirement for the State to use voluntary consensus standards (VCS), EPA has no authority to disapprove a SIP submission for failure to use VCS. It would thus be inconsistent with applicable law for EPA, when it reviews a SIP submission, to use VCS in place of a SIP submission that otherwise satisfies the provisions of the Clean Air Act. Thus, the requirements of section 12(d) of the National Technology Transfer and Advancement Act of 1995 (15 U.S.C. 272 note) do not apply. This proposed

rule does not impose an information collection burden under the provisions of the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*).

#### List of Subjects in 40 CFR Part 52

Environmental protection, Air pollution control, Carbon monoxide, Intergovernmental relations, Reporting and recordkeeping requirements.

Dated: August 23, 2005.

Julie M. Hagensen,  
Acting Regional Administrator, EPA Region 10.

[FR Doc. 05-17537 Filed 9-2-05; 8:45 am]

BILLING CODE 6560-50-P

**APPENDIX D** - *EPA approval of the Portland Carbon Monoxide Second 1- Year Maintenance Plan (January 24, 2006)*

**ENVIRONMENTAL PROTECTION  
AGENCY****40 CFR Part 52**

[Docket No.: EPA-R10-OAR-2005-OR-0001; FRL-8015-3]

**Approval and Promulgation of State  
Implementation Plans: Oregon;  
Portland Carbon Monoxide Second 10-  
Year Maintenance Plan**

**AGENCY:** Environmental Protection  
Agency (EPA).

**ACTION:** Final rule.

**SUMMARY:** This action finalizes our approval of the State Implementation Plan (SIP) revisions submitted by the Oregon Department of Environmental Quality on January 3, 2005. EPA is approving the State of Oregon's second 10-year carbon monoxide (CO) maintenance plan for the Portland maintenance area. Specifically, EPA is approving the following: Oregon's demonstration that the Portland CO Attainment Area will maintain air quality standards for CO through the year 2017; a revised CO motor vehicle emissions budget for transportation conformity purposes using the MOBILE6.2 emissions model and latest growth and planning assumptions; and revised state implementation plan (SIP) control strategies and contingency measures.

**DATES:** This final rule is effective on February 23, 2006.

**ADDRESSES:** EPA has established a docket for this action under Docket ID No. EPA-R10-OAR-2005-OR-0001. All documents in the docket are listed on the <http://www.regulations.gov> Web site. Although listed in the index, some information is not publicly available, e.g., CBI or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the Internet and will be publicly available only in hard copy form. Publicly available docket materials are available either electronically through <http://www.regulations.gov> or in hard copy at the EPA, Region 10, Office of Air, Waste and Toxics (AWT-107), 1200 Sixth Avenue, Seattle WA. EPA requests that if all possible, you contact the contact listed in the **FOR FURTHER INFORMATION CONTACT** section to schedule your inspection. The Regional Office's official hours of business are Monday through Friday, 8:30 to 4:30 excluding legal holidays.

**FOR FURTHER INFORMATION CONTACT:** Gina Bonifacino, Office of Air, Waste and Toxics (AWT-107), EPA Region 10,



1200 Sixth Avenue, Seattle WA 98101; telephone number: (206) 553-2970; fax number: (206) 553-0110; e-mail address: [bonifacino.gina@epa.gov](mailto:bonifacino.gina@epa.gov).

**SUPPLEMENTARY INFORMATION:**

Throughout this document, wherever "awe," "aus," or "aour" is used, we mean the EPA. Information is organized as follows:

- I. What Is the Background of This Rulemaking?
- II. What Comments Did We Receive on the Proposed Action?
- III. What Is Our Final Action?
- IV. Statutory and Executive Order Reviews

**I. What Is the Background of This Rulemaking?**

On September 6, 2005, EPA published in the *Federal Register*, a detailed description of our proposed action to approve the Portland, Oregon, CO Second 10-year maintenance plan. See 70 FR 52956.

The air quality data shows that the Portland CO maintenance area has not recorded a violation of the primary or secondary CO air quality standards since 1989. EPA believes the area will continue to meet the National Ambient Air Quality Standards (NAAQS or standards) until at least 2017 as required by the Clean Air Act.

**II. What Comments Did We Receive on the Proposed Action?**

EPA provided a 30-day review and comment period to solicit comments on our proposal published in the September 6, 2005 *Federal Register*. We received one comment letter on the proposed rulemaking. This comment letter was from Pacific Environmental Advocacy Center on behalf of the Northwest Environmental Defense Center. In general, the letter opposed the proposed SIP revision. The comments and our responses are summarized as follows:

*Comment:* The commenter states that EPA cannot approve Oregon's proposed CO Maintenance Plan because it does not account for agricultural sources' contributions to CO in the Portland area.

*Response:* The Portland Area Carbon Monoxide Maintenance Plan Emission Inventory and Forecast was prepared using current and applicable EPA procedure and guidance documents and computer software programs. The primary procedure and guidance documents are Procedures for the Preparation of Emission Inventories for Carbon Monoxide and Precursors of Ozone, Volume I, and Emission Inventory Requirements for Carbon Monoxide State Implementation Plans. Emission factors were taken from the supplemental Short List of AMS SCCS

and Emission Factors, and Compilation of Air Pollutant Emission Factors (AP-42).

By letter dated November 15, 2005, as corrected on November 21, 2005, the Oregon Department of Environmental Quality (ODEQ) provided specific information in response to the comment. As part of the Portland carbon monoxide maintenance plan, agricultural activity was inventoried per EPA guidance. The types of agricultural activity inventoried by ODEQ were orchard pruning burning (11 tons/year), agriculture field burning (61 tons/year) and non-road agriculture equipment (298.9 tons/year) for a total of 370.8 tons/year. The 370.8 tons of CO that ODEQ calculates are generated by agriculture in the Portland area represents .07% of the region's total. ODEQ informed EPA that there are no Concentrated Animal Feeding Operations (CAFOs) within the boundary of the Portland CO Maintenance Area.

CO is not a pollutant where transport is a concern and there is no information to suggest that CO emissions from CAFOs outside of the Portland CO Maintenance Area impact CO levels within the maintenance area. For these reasons, EPA finds the State of Oregon's second 10-year CO maintenance plan for the Portland CO Maintenance Area adequately accounts for emissions from agricultural sources.

*Comment:* The commenter states ODEQ cannot properly implement the maintenance plan as a result of budget cuts. Specifically, the commenter is concerned because the ODEQ air program is expected to lose nearly 20 staff members and 4 of the 5 air quality monitors that were installed in the Portland area several years ago are being decommissioned.

*Response:* ODEQ has informed EPA that the four air quality monitors which are to be decommissioned by ODEQ due to budget cuts are part of a temporary effort to investigate toxic air pollutants in the Portland airshed. The monitors to be removed do not measure CO and are not required by EPA for monitoring of CO. As stated in the maintenance plan submitted by ODEQ, three CO monitors operating in the Portland CO maintenance area will continue to operate throughout the second 10-year period. For these reasons, EPA believes that ODEQ will continue to fulfill the monitoring commitments set forth in the Maintenance Plan.

**III. What Is Our Final Action?**

EPA is taking final action to approve the Portland, Oregon CO Second 10-Year Maintenance Plan consistent with

the published proposal. A Technical Support Document on file at the EPA Region 10 office contains a detailed analysis and rationale in support of the plan.

**IV. Statutory and Executive Order Reviews**

Under Executive Order 12866 (58 FR 51735, October 4, 1993), this action is not a "significant regulatory action" and therefore is not subject to review by the Office of Management and Budget. For this reason, this action is also not subject to Executive Order 13211, "Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use" (66 FR 28355, May 22, 2001). This action merely approves state law as meeting Federal requirements and imposes no additional requirements beyond those imposed by state law. Accordingly, the Administrator certifies that this rule will not have a significant economic impact on a substantial number of small entities under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*). Because this rule approves pre-existing requirements under state law and does not impose any additional enforceable duty beyond that required by state law, it does not contain any unfunded mandate or significantly or uniquely affect small governments, as described in the Unfunded Mandates Reform Act of 1995 (Public Law 104-4).

This rule also does not have tribal implications because it will not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes, as specified by Executive Order 13175 (65 FR 67249, November 9, 2000). This action also does not have federalism implications because it does not have substantial direct effects on the States, on the relationship between the National Government and the States, or on the distribution of power and responsibilities among the various levels of government, as specified in Executive Order 13132 (64 FR 43255, August 10, 1999). This action merely approves a state rule implementing a Federal standard, and does not alter the relationship or the distribution of power and responsibilities established in the Clean Air Act. This rule also is not subject to Executive Order 13045 "Protection of Children from Environmental Health Risks and Safety Risks" (62 FR 19885, April 23, 1997), because it is not economically significant.

In reviewing SIP submissions, EPA's role is to approve state choices, provided that they meet the criteria of the Clean Air Act. In this context, in the absence of a prior existing requirement for the State to use voluntary consensus standards (VCS), EPA has no authority to disapprove a SIP submission for failure to use VCS. It would thus be inconsistent with applicable law for EPA, when it reviews a SIP submission, to use VCS in place of a SIP submission that otherwise satisfies the provisions of the Clean Air Act. Thus, the requirements of section 12(d) of the National Technology Transfer and Advancement Act of 1995 (15 U.S.C. 272 note) do not apply. This rule does not impose an information collection burden under the provisions of the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*).

The Congressional Review Act, 5 U.S.C. 801 *et seq.*, as added by the Small Business Regulatory Enforcement Fairness Act of 1996, generally provides that before a rule may take effect, the agency promulgating the rule must submit a rule report, which includes a copy of the rule, to each House of the Congress and to the Comptroller General of the United States. EPA will submit a report containing this rule and other required information to the U.S. Senate, the U.S. House of Representatives, and the Comptroller General of the United States prior to publication of the rule in the **Federal Register**. A major rule cannot take effect until 60 days after it is published in the **Federal Register**. This action is not a "major rule" as defined by 5 U.S.C. 804(2).

Under section 307(b)(1) of the Clean Air Act, petitions for judicial review of this action must be filed in the United States Court of Appeals for the appropriate circuit by March 27, 2006. Filing a petition for reconsideration by the Administrator of this final rule does not affect the finality of this rule for the purposes of judicial review nor does it extend the time within which a petition for judicial review may be filed, and shall not postpone the effectiveness of such rule or action. This action may not be challenged later in proceedings to enforce its requirements. (See section 307(b)(2).)

#### List of Subjects in 40 CFR Part 52

Environmental protection, Air pollution control, Carbon monoxide, Incorporation by reference, Intergovernmental relations, Reporting and recordkeeping requirements.

Dated: December 8, 2005.

L. Michael Bogert,  
Regional Administrator, EPA Region 10.

■ Part 52, chapter I, title 40 of the Code of Federal Regulations is amended as follows:

#### PART 52—[AMENDED]

■ 1. The authority citation for part 52 continues to read as follows:

Authority: 42 U.S.C. 7401 *et seq.*

#### Subpart MM—Oregon

■ 2. Section 52.1970 is amended by adding paragraph (c)(145) to read as follows:

#### § 52.1970 Identification of plan.

\* \* \* \* \*

(c) \* \* \*

(145) On December 27, 2004, the Oregon Department of Environmental Quality submitted to the Regional Administrator of EPA, the Second Portland Area Carbon Monoxide Maintenance Plan that demonstrates continued attainment of the NAAQS for carbon monoxide through the year 2017.

(i) Incorporation by reference.

(A) Oregon Administrative Rules, Chapter 340: 200-0040, 204-0090 and 242-0440, as effective December 15, 2004.

■ 3. Paragraph (a) of § 52.1973 is revised to read as follows:

#### § 52.1973 Approval of plans.

(a) Carbon monoxide.

(1) EPA approves as a revision to the Oregon State Implementation Plan, the Second Portland Area Carbon Monoxide Maintenance Plan, effective December 15, 2004, and submitted to EPA on December 27, 2004.

(2) [Reserved]

\* \* \* \* \*

[FR Doc. 06-636 Filed 1-23-06; 8:45 am]

BILLING CODE 6560-50-P

## APPENDIX E

### **Summary of Non-Applicable State and Federal Regulations and Why They Are Not Addressed**

In some cases there are sections of federal statutes or state administrative rule that do not apply or do not apply directly and are not addressed.

Sections not addressed directly and reasons for not addressing them include:

*Purpose* (OAR 340-252-0010 and 40 CFR 93.100 - handled by addressing all sections with specific requirements);

*Definitions* (OAR 340-252-0030 and 40 CFR 93.101 - this conformity determination uses these definitions when addressing requirements in other sections);

*Priority* (OAR 340-252-0040 and 40 CFR 93.103 - this applies to the priorities that the Federal Highway Administration and Federal Transit Administration place on transportation improvements that have been prepared to attain or maintain air quality standards.);

*Projects from a Plan and TIP* (OAR 340-252-0160 and 40 CFR 93.115 - this is a project level requirement and must be satisfied by the project, but is not needed in a regional emissions conformity determination.);

*Localized CO and PM<sub>10</sub> Violations* (OAR 340-252-0170 and 40 CFR 93.116 – this determination is a region-wide analysis. This section concerns local project conditions. Individual projects are responsible for independent hot spot, or localized CO analyses. The region has always been in compliance with PM<sub>10</sub> standards. Accordingly, this section does not apply);

*Compliance with PM<sub>10</sub> Control Measures* (OAR 340-252-0180 and 40 CFR 93.117 – as noted, the region has always been in compliance with PM<sub>10</sub> standards, so this section does not apply);

*Emission Reductions in Areas without Motor Vehicle Emissions Budgets* (OAR 340-252-0200 and 40 CFR 93.119 - the Metro region has EPA approved emission budgets, so this section does not apply);

*Consequences of Control Strategy Implementation Plan Failures* (OAR 340-252-0210 and 40 CFR 93.120 – EPA has approved implementation plans for the Metro region, so this section does not apply);

*Requirements for Adoption or Approval of Project by Other Recipients of Funds Designated under Title 23 USC or the Federal Transit Laws* (OAR 340-252-0220 and 40

CFR 93.121- this conformity determination is being conducted to ensure that all federally funded transportation projects, as well as regionally significant locally funded projects, are assessed and no exception is being sought under this section);

*Procedures for Determining Localized CO and Pm<sub>10</sub> Concentration* (OAR 340-252-0240 and 40 CFR 93.123 – as noted above, this is a region-wide analysis of CO. Individual projects are responsible for local CO hot spot analyses independent of this region-wide analysis);

*Using the Motor Vehicle Emissions Budget in the Applicable Implementation Plan or Implementation Plan Submission* (OAR 340-252-0250 and 40 CFR 93.124 – this regulation concerns the implementation plan, not the conformity determination directly, accordingly it is not addressed);

*Enforceability of Design Concept and Scope and Project-Level Mitigation and Control Measures* (OAR 340-252-0260 and 40 CFR 93.125 – this is a individual project level requirement that each project must address and is not a region-wide requirement).

**APPENDIX F – Pre-Conformity Plan**

**Metro**  
**2008-2011 Metropolitan Transportation Improvement Plan (MTIP)**  
**Air Quality Conformity Plan**

March 20, 2007

DRAFT

**Background**

The Metro region is proposing the following procedures to conduct an air quality conformity analysis of the Fiscal Year 2008-2011 Metropolitan Transportation Improvement Plan (MTIP). This air quality conformity plan is intended to follow the requirements set forth in Oregon Administrative Rules, Chapter 340, Division 252 (OAR 340-252 "Transportation Conformity"), which, in turn, is intended to implement the Federal Clean Air Act (42 U.S.C 7401 and 23 U.S.C 109j, as amended). These conformity determinations must be periodically updated and the proposed air quality conformity determination of the 2008-2011 MTIP is meant to comply with these updating requirements.

The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council are scheduled to adopt a resolution for the FY08-FY011 MTIP, including the results of the air quality analysis, in August 2007, following a 30 day technical and public review period. JPACT and the Metro Council, in concert, are the Metropolitan Planning Organization for the greater Portland, Oregon metropolitan area including 25 cities and portions of three counties. The conformity determination will then be submitted to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) mid-August (see attached schedule). After consultation with the US Environmental Protection Agency, the region will be notified by FHWA and FTA as to whether the MTIP conformity determination is approved which would allow the transportation improvements included in the MTIP, to proceed.

This Metro air quality conformity plan is being submitted to the interagency consultation partners for comments and to seek consensus. Both federal and state law require interagency consultation. State law requires that the Transportation Policy Advisory Committee (TPAC) be the interagency consultation body for the Metro area. In order to meet federal requirements, representatives of the following agencies coordinate for interagency consultation:

- Federal Highway Administration, Oregon Division
- Federal Transit Administration, Region X
- US Environmental Protection Agency, Region X
- Oregon Department of Transportation
- Oregon Department of Environmental Quality
- TriMet
- Metro

Early notification of the procedures and schedule will assist in the interagency consultation requirements of OAR 340-252-0060. The procedures may be revised as Metro proceeds

with the analysis. If changes are sought, there will be notification of interagency consultation partners about such changes, and, if needed, additional consultation and opportunity for comment will be provided.

### **Air Quality Regulatory Status of the Metro area**

As of March 2007, the Metro area is a maintenance area for carbon monoxide (CO), meaning that while the region meets federal CO standards, it must continue to monitor CO levels through an air quality conformity determination comparing forecast levels of air quality assuming proposed transportation investments with motor vehicle emission budgets, or maximum allowed levels of the pollutant from the on road and transit elements of the region's transportation system. In 2006, the EPA approved a new CO State Implementation Plan (SIP) finding new CO motor vehicle emission budgets adequate for transportation conformity purposes in the Second Portland Area Carbon Monoxide Maintenance Plan.

Another possible air pollutant of concern within the Metro region is ground level ozone, which is comprised of volatile organic compounds, or VOC, (also known as hydrocarbons) and oxides of Nitrogen (NOx) that are emitted from a variety of sources, including on-road motor vehicles and some transit vehicles. In June 2005, the EPA revoked the 1 hour ozone standard and an 8 hour ozone standard was promulgated. For the Metro area, this meant that the maintenance status for the 1 hour ozone standard to which the Metro area previously had to demonstrate air quality conformity was no longer required. Further, the Metro area was in attainment with the 8 hour ozone standard. Accordingly, for the 2005 conformity determination, only CO was formally assessed.

A very recent court case, *South Coast Air Quality Management District v. EPA*, has indicated that: "*Because one-hour conformity determinations constitute "controls", under section 172(e), they remain "applicable requirements" that must be retained.*" However, further actions, judicial and otherwise, are pending. That is, a final legal ruling has not yet been concluded. As a result, the air quality conformity determination for the 2008-2011 MTIP will include only CO air quality conformity determination. A separate analysis of VOC and NOx will be conducted and reported by Metro to the interagency consultation members. Should judicial review be completed during the period prior to the air quality conformity determination report provided for 30 day public and technical review, the ozone element would be added if needed.

### **Air Quality Forecasting Overview**

Assessing air quality from surface transportation sources is achieved by first running Metro's travel demand computer model that uses forecasts of households and jobs as well as the characteristics of the future transportation system. The results of the transportation model are then used in an air quality computer model to estimate the amount of air pollutants that would be generated under these conditions, comparing these amounts to maximums set for the surface, on-road transportation system. More specific information about these models and assumptions are listed below.

### **Travel Demand Model Specifications**

The Metro travel demand model (Agnes) will be used in the MTIP conformity process. The specifications for this model are documented in the report *Technical Specifications- March 1998 Travel Demand Model*.

The generation of person trips, the distribution patterns of the trips, the mode selection, and the time of day profile will be forecasted using the above Metro model. The vehicle trips from this model will be assigned to the conformity networks to determine speeds and VMT.

### **Project Listing**

**A listing of all projects included in the financially constrained system of the Regional Transportation Plan will be provided in the air quality conformity determination report along with their status with regard to:**

- a. whether the project was an input to the travel forecasting model;**
- b. the earliest year the project was forecast to be operational.**

### **Exempt Projects**

The air quality conformity determination report will identify exempt projects in the MTIP.

### **Demographics**

The following demographic data will be used in the transportation model:

- a. Population/Housing: Census data was used to validate the 2000 population and housing data. Population forecasts to the year 2025 were approved by JPACT and the Metro Council as part of the 2004 Federal Update to the Regional Transportation Plan, after review and comment by local government technical staffs.
- b. Employment: Oregon Employment Department ES-202 was used for the 2000 employment base and further detailed by Metro estimates of self-employed. Employment forecasts to the year 2025 were approved by JPACT and the Metro Council as part of the 2004 Federal Update to the Regional Transportation Plan, after review and comment by local government technical staff.
- c. Socio-economics: Metro uses socio-economic data issued by the Census Bureau from the 2000 Census, including household size, incomes, age and head of household. In addition, the population, housing and job forecasts use data from the State of Oregon concerning birth and death rates as well as forecasts from Global Insight that was used in the regional economic forecast.

**Validation year:** The base year for the Metro transportation model (Agnes) is the year 2000. The model was last validated for that base year in 2003.



**RTP Horizon:** 2025 based on the 2004 Federal Update of the RTP.

**MTIP years:** FY 2008-2011

**Transportation Networks**

The Metro year 2005 transportation network will be the base year network from which all future year networks are developed. The 2005 network includes the highway and transit system as of January 2005.

Future transportation networks include completion of all regionally significant projects and other projects that can be modeled, as included in the MTIP and the Financially Constrained System of the 2004 Federal Update to the Regional Transportation Plan. Future year networks will also include a transit system from the TriMet *Transit Investment Plan* (2004), which is consistent with the Metro RTP, 2004 Federal Update.

**Air Quality Model Assumptions**

The following provides information on the Metro transportation network model and the EPA approved MOBILE6.2 air quality emissions model that will be used in the emissions analysis. Metro will use the following inputs for the MOBILE6.2. computer model to complete the MTIP conformity analysis:

|    | <b>Parameter</b>        | <b>Details</b>  | <b>Data Source</b> |
|----|-------------------------|---|--------------------|
| a. | Emission Model Version: | MOBILE6.2   | EPA                |
| b. | Emission Model Runs:    | See Analysis Years table, above   | EPA, DEQ           |
| c. | Time Periods:           | Seven - 2200hrs-0559; 0600-0659;0700-0859; 0900-1359; 1400-1459, 1800-1859 (PM shoulder); 1500-1759 and 1900-2159.              |                    |
| d. | Pollutants Reported:    | CO  |                    |
| e. | Vehicle Class:          | As per MOBILE6.2  | EPA                |
| f. | Functional Class:       | MOBILE6.2 default (freeways, arterials, local and ramp)   |                    |
| g. | Temperatures:           | Minimum and Maximum temperatures for January  | OR DEQ             |
| h. | VMT mix:                | MOBILE6.2 default   |                    |
| i. | Speed:                  | 3-65 MPH  |                    |
| j. | Vehicle Registration:   | All runs using 2004 fleet, except for trips originating in Washington State which are provided through the SW Clean Air Agency. | OR DEQ / ODOT DMV  |
| k. | I/M Program:            | Assumes On-Board Diagnostic   | OR DEQ             |
| l. | Reid Vapor Pressure:    | Winter - 13.6psi  | OR DEQ             |

**Conformity Criteria**

Conformity will be based on the requirements of OAR 340-252-0190 (Criteria and Procedures: Motor Vehicle Emissions Budget). Specifically, 252-0190 (b)(A) states that for each analysis year, the emission analysis must demonstrate that the emissions from the Action scenario is less than or equal to the motor vehicle emissions budget(s) established for the last year of the maintenance plan, and for any other years for which the maintenance plan establishes motor vehicle emission budgets. In addition, the regional emissions analysis must be performed for the last year of the transportation plan's forecast period.

**Motor Vehicle Emission Budgets and Analysis Years**

Based on the Second Portland Area Carbon Monoxide Maintenance Plan, as found adequate for transportation conformity purposes by the EPA on February 15, 2005, the following are the motor vehicle emission budgets to be used in the analysis.

Motor Vehicle Emission Budgets for Carbon Monoxide

- 2005** – 1,238,575 lbs. per winter day
- 2010** – 1,033,578 lbs. per winter day
- 2017** – 1,181,341 lbs. per winter day
- 2025** – same as 2017

Based on these required emission budget years, the requirements in OAR 340-252-0190 and data availability, the following are the years in which the Metro transportation model will be run and MOBILE6.2 software for this conformity determination.

| <b>Analysis Years</b>         | <b>2010</b>  | <b>2015</b>  | <b>2017</b>                                   | <b>2020</b>                                   | <b>2025</b>  |
|-------------------------------|--|--|---|---|--|
| <b>Tasks</b>                  | - Full Transportation Model run<br>- Trip Assignments<br>- MOBILE6.2 | - Interpolate vehicle trips<br>- Trip Assignments<br>- MOBILE6.2 | - Interpolate emissions between 2015 and 2025 | - Interpolate emissions between 2015 and 2025 | - Full Transportation Model run<br>- Trip Assignments<br>- MOBILE6.2 |
| <b>Transportation Network</b> | 2010   | 2015   | No unique network                             | No unique network                             | 2025   |

**Transportation Control Measures**

The Second Portland Area CO Maintenance Plan approved by the EPA includes several TCM which must be shown to be addressed. These TCM include the following:

1. Transit Service Increase: Regional transit service revenue hours (weighted by capacity) shall be increased 1.0% per year. The increase shall be assessed on the basis of a 5 year rolling average of actual hours for assessments conducted between 2006 and 2017. Assessments made for the period through 2008 shall include the 2004 opening of Interstate MAX.
  
2. Bicycle Paths: Jurisdictions and government agencies shall program a minimum total of 28 miles of bikeways or trails within the Portland metropolitan area between the years 2006 through 2017. Bikeways shall be consistent with state and regional bikeway standards. A cumulative average of 5 miles of bikeways or trails per biennium must be funded from all sources in each Metropolitan Transportation Improvement Program (MTIP). Facilities subject to this TCM must be in addition to those required for expansion or reconstruction projects under ORS 366.514.
  
3. Pedestrian Paths: Jurisdictions and government agencies shall program at least nine miles of pedestrian paths in mixed use centers between the years 2006 through 2017,

including the funding of a cumulative average of 1½ miles in each biennium from all sources in each MTIP. Facilities subject to this TCM must be in addition to those required for expansion or reconstruction projects under ORS 366.514, except where such expansion or reconstruction is located within a mixed-use center.

The air quality conformity determination for the 2008-2011 MTIP will include an analysis of whether these TCM have been addressed.

**Air Quality Conformity Determination Schedule  
for the Adoption of the  
2008-2011 Metropolitan Transportation Improvement Plan**

March 2006

The following is the proposed schedule for air quality analysis, public and technical review and approval of the air quality conformity determination for the upcoming 2008-2011 Metropolitan Transportation Improvement Plan (MTIP). This schedule was developed to receive provide for public and local technical review, Environmental Protection Agency review and Federal Highway Administration and Federal Transit Administration approval by September 2007.

- Mar 12, 2007** Interagency consultation on detailed 2008-11 MTIP air quality conformity determination assumptions, methods, etc.
- Mar 15, 2007 Metro Council action on 2008-11 MTIP - pending air quality analysis.
- Mar 30, 2007** TPAC introduction to upcoming 2008-11 MTIP air quality analysis.
- Mar/Apr 15, 2007** Local governments provide locally funded project information.
- May 1, 2007** Air quality conformity determination emission analysis begins.
- June 15, 2007** Air quality conformity modeling and draft report complete. 30-day public review period begins of complete air quality conformity analysis, including emission results. Analysis also sent to TPAC members, federal air quality partners (EPA, FHWA, FTA).
- July 16, 2008** 30-day public review of 2008-11 MTIP with air quality conformity analysis ends.
- Jul 16-20, 2007** Federal interagency consultation concerning air quality analysis results, recommendations.
- Jul 27, 2007** TPAC: Consultation on air quality analysis results, recommendations.
- Aug 9, 2007** JPACT: Recommend adoption of the air quality conformity determination and 2008-11 MTIP.
- Aug 16, 2007** Metro Council: Adopt air quality conformity determination and 2008-11 MTIP.
- Aug 17, 2007** Submit to USDOT for conformity determination.
- October 1, 2007** Conformity determination approval from FHWA/FTA.

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## STAFF REPORT

### IN CONSIDERATION OF RESOLUTION NO. 07-3824, FOR THE PURPOSE OF APPROVING THE AIR QUALITY CONFORMITY DETERMINATION FOR THE 2008-2011 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

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Date: July 18, 2007

Prepared by: Mark Turpel

## BACKGROUND

### Overview

Federal and state regulations require that the 2008-2011 Metropolitan Transportation Improvement Plan (MTIP) be tested to see whether the existing on-road transportation system, plus all of the proposed new transportation projects, complies with air quality standards. This air quality analysis – known as an air quality conformity determination - must be approved in order for the region and local jurisdictions to continue to be eligible to receive federal funds for transportation projects.

The Metro area is in compliance with all air pollutants regulated by federal and state regulations. However, the existing status of air quality in the Metro region is that it has a “maintenance” status for Carbon Monoxide. That is, while the region has improved Carbon Monoxide levels and has not exceeded maximum levels since 1989, it still must monitor Carbon Monoxide levels and complete air quality conformity determinations for Carbon Monoxide.

### Carbon Monoxide Conformity Determination

Exhibit "A" to Resolution No. 07-3824, For The Purpose of Approving the Air Quality Conformity Determination for the 2008-2011 Metropolitan Transportation Improvement Program, includes a Carbon Monoxide emission analysis.

The analysis shows that federal and state air quality standards for Carbon Monoxide can be met in the Metro region even with: 1) the existing transportation system, and, 2) the projects included in the 2008-2011 Metropolitan Transportation Improvement Program; 3) all of the other improvements included in the financially constrained system of the 2004 Regional Transportation Plan; and 4) all other local transportation projects that are considered regionally significant

In addition, there has been concern that because of court cases and new proposed federal regulation, the region also should assess the Ozone conditions. Accordingly, Table 1, below shows the results of air quality modeling for the region for various time horizons for Carbon Monoxide as well as the precursors of Ozone – Hydrocarbons and Oxides of Nitrogen.

As Table 1 demonstrates, for each of the time horizons and for each air pollutant, the region is forecast to meet the motor vehicle emission budgets, or maximum levels of pollutants from motor vehicles.

**Table 1. Comparison of Motor Vehicle Emission Budgets and Forecast Surface Transportation Emissions**

| Year | Carbon Monoxide Motor Vehicle Emission Budget (pounds/winter day) | Forecast Carbon Monoxide Emissions (pounds/winter day) | Hydrocarbon Motor Vehicle Emission Budget (tons/summer day) | Forecast Hydrocarbon Emissions (tons/summer day) | Oxides of Nitrogen Motor Vehicle Emission Budget (tons/summer day) | Forecast Oxides of Nitrogen Vehicle Emissions (tons/summer day) |
|------|---|--|---|--|--|---|
| 2010 | 1,033,578   | 976,015  | 40  | 32.6   | 52   | 46.6  |
| 2015 | n/a   | n/a  | 40  | 23.5   | 55   | 28.5  |
| 2017 | 1,181,341   | 837,797  | n/a   | n/a  | n/a  | n/a   |
| 2020 | n/a   | n/a  | 40  | 21.5   | 59   | 23.9  |
| 2025 | 1,181,341   | 901,569  | 40  | 19.5   | 59   | 19.3  |

Accordingly, approval of the air quality conformity determination can be considered.

If approved, the conformity determination may be forwarded to the Federal Highways Administration and Federal Transit Administration, who, after conferring with the EPA, may approve the conformity determination. Approval of the conformity determination also allows consideration of approval of the 2008-2011 MTIP.

**ANALYSIS/INFORMATION**

1. **Known Opposition** None.

**2. Legal Antecedents**

Federal: 40 CFR 93. (transportation air quality conformity)

State: OAR 340-252 (transportation air quality conformity)

Metro:

Resolution No. 03-3381A, FOR THE PURPOSE OF ADOPTING THE 2004-2007 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA, adopted on December 11, 2003.

Resolution No. 03-3382A-02, FOR THE PURPOSE OF ADOPTING THE PORTLAND AREA AIR QUALITY CONFORMITY DETERMINATION FOR THE 2004 REGIONAL TRANSPORTATION PLAN AND 2004-2007 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM, adopted on January 15, 2004

Resolution No. 05-3529A, FOR THE PURPOSE OF ALLOCATING \$62.2 MILLION OF TRANSPORTATION PRIORITIES FUNDING FOR THE YEARS 2008 AND 2009, PENDING AIR QUALITY CONFORMITY DETERMINATION, adopted on March 24, 2005.

Resolution No. 05-3589A, FOR THE PURPOSE OF AMENDING THE REGIONAL TRANSPORTATION PLAN TO MOVE THE I-205 NORTHBOUND ONRAMP/AIRPORT WAY INTERCHANGE IMPROVEMENT FROM THE ILLUSTRATIVE LIST TO THE FINANCIALLY CONSTRAINED LIST, adopted on June 9, 2005.

Resolution No. 07-3773 FOR THE PURPOSE OF ALLOCATING \$64.0 MILLION OF TRANSPORTATION PRIORITIES FUNDING FOR THE YEARS 2010 AND 2011, PENDING AIR QUALITY CONFORMITY DETERMINATION, adopted on March 15, 2007.

3. **Anticipated Effects** Allows for consideration of approval of proposed transportation projects in the 2008-2011 MTIP.
4. **Budget Impacts** None directly by this action. Upon approval of another related resolution for the 2008-2011 Metropolitan Transportation Improvement Program, the budget impact would be provision of funding support for some Metro transportation activities.

### **RECOMMENDED ACTION**

Approve Resolution No. 07-3824, FOR THE PURPOSE OF APPROVING THE AIR QUALITY CONFORMITY DETERMINATION FOR THE 2008-2011 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM.