

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE)
2000 REGIONAL TRANSPORTATION PLAN)
FINANACIAL CONSTRAINED SYSTEM;)
AMENDING ORDINANCE NO. 00-869A)
AND RESOLUTION NO. 00-2969B TO)
REFLECT RESOLUTION 02-3186B)

ORDINANCE NO. 02-945A

Introduced by
Councilor Rod Monroe

WHEREAS, Metro's 2000 Regional Transportation Plan ("RTP") is the regional "metropolitan transportation plan" required by federal law as the basis for coordinating federal transportation expenditures; and

WHEREAS, the Oregon Transportation Commission, on February 13, 2002, approved bonded financing of approximately \$105 million of road, bridge and freeway expansion and preservation projects in ODOT - Region 1, pursuant to the Oregon Transportation Investment Act (OTIA) (see Exhibit "A"); and

WHEREAS, included in the bonding are funds which allows the U.S. 26/Jackson School Road interchange project to advance to project development and construction; and

WHEREAS, Washington County seeks to advance project development for widening of US 26 from Murray Boulevard to 185th Avenue, (see Exhibit "A"); and

WHEREAS, neither the interchange nor widening projects are in the 2000 RTP financially constrained system; and

WHEREAS, state and federal regulation require that no transportation project may be added to the RTP except that a Conformity Determination is prepared for such amendments showing that the newly included project shall not interfere with attainment or maintenance of air quality standards; and

WHEREAS, during Metro's preparation of an air quality Conformity Determination for the interchange and widening projects, local jurisdictions declared approved revisions they have made to the timing, scope or concept of projects currently included in the 2000 RTP financially constrained system, (see Exhibit A); and

WHEREAS, the 2000 RTP financial constrained system list was revised during performance of quantitative analysis of the interchange and widening projects to reflect the locally approved system revisions; and

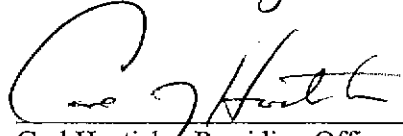
WHEREAS, Resolution No. 02-3186B approves companion amendments to the 2002 Metropolitan Transportation Improvement Program (MTIP) and adopts the air quality conformity determination for those amendments and for the RTP amendments approved by this Ordinance that are summarized in Exhibit "A"; and

WHEREAS, Exhibit "B" of this ordinance contains the precise 2000 RTP amendments adopted by this Ordinance; now therefore

THE METRO COUNCIL ORDAINS AS FOLLOWS:

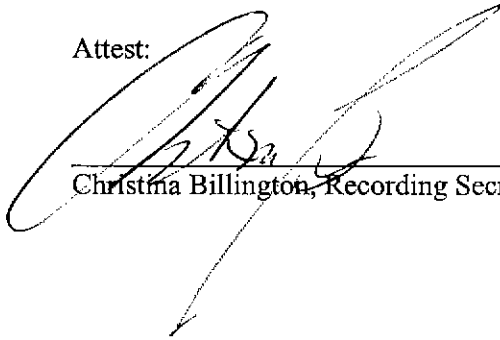
1. The revisions to the financial constrained system of the 2000 Regional Transportation Plan shown in Exhibit "B" are approved.

ADOPTED by the Metro Council this 25th day of July, 2002.



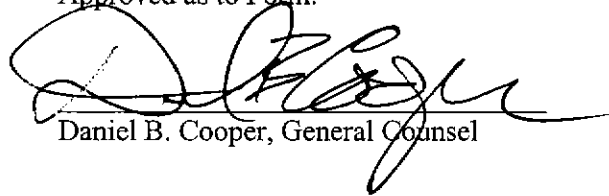
Carl Hosticka, Presiding Officer

Attest:



Christina Billington, Recording Secretary

Approved as to Form:



Daniel B. Cooper, General Counsel

1. Projects not currently included in 2000 Regional Transportation Plan financially constrained system:

- **Jackson School Road Interchange.** In February, 2002, pursuant to the Oregon Transportation Investment Act of 2001 (OTIA), the Oregon Transportation Commission (OTC) approved bond financing of this road project.
- **US 26 (Murray Boulevard to 185th Avenue).** In the summer 2001, Washington County indicated its intention to design a project to widen U.S. 26 to three lanes in each direction from the Murray Boulevard Interchange to the 185th Avenue Interchange. Actual allocation the 04-05 MTIP funds to the PE project was made contingent on approval of a conformity determination supporting amendment of the 2000 RTP to include the project in the financially constrained system (Resolution No. 02-3186).

2. Locally Declared Changes of Scope, Concept or Timing of projects in the 2000 RTP financially constrained system:

Locally Declared Amendments to Financially Constrained RTP Network:						
242 nd Avenue Connector project (#2001): The project was split. The portion of 242nd between Glisan and Stark is currently 4 lanes, sidewalk on one side, no bike lanes or center turn lane. Multnomah County carries a project in its Capital Improvement Program to add a center (5th) turn lane, bike lanes and sidewalks on each side by 2005. The 2005 network was modified to show 242nd: Glisan/Stark as a 5 lane section. The 242 Avenue: Glisan to I-84 section was delayed to the 2020 network.						
Network Change	RTP ID No.	Jurisdiction	Facility	Termini	Project Features	RTP Year of Operation
2005 network	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. Model south leg of Glisan/99th intersection improvement (RTP #1266) as part of RTP #2026 and advance #2026 to 2005 network year.	2006-10
2010 network	4022	Portland / Port	East End 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;	2000-05

					widen SB I-205 on-ramp at Columbia Boulevard	
Model as 2-lanes, not 4	4065	Port/Portland	South Rivergate Entry Overpass	South Rivergate	Construct overpass from Columbia/Lombard intersection to South Rivergate	2006-10
2005 network	7008	Clackamas Co.	147th Avenue Improvements	Sunnyside Road to 142nd Avenue	Realign 147th Avenue to 142nd Avenue	2006-10
2005 network	6128	Clackamas Co.	Carmen Drive Intersection Improvements	Carmen Drive/Meadows Road intersection	Add traffic signal, turn lanes, realign intersection	2006-10
2005 network	5204	Clackamas Co.	Stafford Road	Stafford Road/Rosemont intersection	Realign intersection, add signal and right turn lanes	2006-10
2005 network	5108	Clackamas Co.	Jennifer Street/135th Avenue Extension	130th Avenue to Highway 212	Two-lane extension to 135th Avenue and widen 135th Avenue	Confirm current year of operation
2005 network	3171	Cornelius/Wash Co.	Hwy 8/4th Ave Intersection	Intersection of 4th Avenue and couplet	Intersection improvement with signal	2006-10
Operational in 1998	2111	Multnomah Co.	207th Connector	Halsey Street to Glisan Street	Complete reconstruction of 207th Avenue	2000-05
Wallula to Birdsall	2047	Gresham	Division Street Improvements	NE Wallula Street to Hogan Road	Complete boulevard design improvements	2000-05
Model as 2-lane not 4.	1037	Portland	Bybee Boulevard Overcrossing	Bybee Blvd/McLoughlin Blvd	Replace substandard 2-lane bridge with 4-lane bridge	2006-10
Glencoe to 268th/Sewall	3130	WashCo/Hillsboro	Evergreen Road Improvements	Glencoe Road to 15th Avenue	Widen to three lanes to include bikeways and sidewalks	2000-05

Chapter 5 2000 RTP Amendments

Page 5-37

4022 East End Connector

Construct an at-grade intersection connection from Columbia Boulevard at 82nd Avenue to US 30 Bypass/I-205 interchange and widen I-205 southbound on-ramp at Columbia Boulevard. This project is intended to better distribute traffic between Columbia Boulevard and Lombard Street. (~~2000-2005~~2006-2010)

Page 5-39

4065 South Rivergate Entry Overpass

Construct an two-lane overpass from the intersection at Columbia Boulevard and Lombard Street to South Rivergate entrance to separate rail and vehicular traffic. (2000-2005)

Page 5-43

1037 Bybee Boulevard Over-crossing

Replace existing bridge with a ~~4-lane~~ 2-lane bridge with standard clearance. (2006-2010)

Page 5-51

2001 Hogan Corridor Improvements

Construct a new interchange at I-84 and extend new interchange connection south to Glisan Stark Street. (~~2000-2005~~2010-2020)

Page 5-52

2026 99th Avenue/Pacific Avenue Reconstruction - Phase 1

Reconstruct primary local main streets in Gateway Regional Center. (~~2006-2010~~2000-2005)

2047 Division Street Improvements

Boulevard retrofit of street from Wallula Street to ~~Hogan Road~~ Birdsdale Avenue including bike lanes, wider sidewalks, curb extensions and safer street crossings. (2000-2005)

Page 5-57

5021 Highway 224 Extension

Construct a new four-lane highway from I-205 to Highway 212/122nd Avenue. This project includes reconstruction of Highway 212/122nd Avenue interchange. (2006-2010)

7008 147th Avenue Improvements

Realign 147th Avenue to 142nd Avenue at Sunnyside Road to provide additional access into town center. (~~2000-2005-2006-2010~~)

Page 5-61

5003 Sunrise Corridor

Construct a new four-lane highway from I-205 122nd to Rock Creek/152nd Avenue as an extension of the Highway 224 project (5021). Project includes construction of interchanges at

~~122nd Avenue, 135th Avenue and the Rock Creek Junction, and modification of I-205 interchange. (2000-2005/2006-2010).~~

Note, specific project development activities related to phasing, scope, land use planning and project financing of a full Sunrise Corridor project that serves anticipated growth in the Damascus and Pleasant Valley areas and provides a regional connection to US 26 are under discussion between FHWA, ODOT, Clackamas County, and Metro. Therefore, the scope, timing, and phasing of this project and the Financially Constrained System for the RTP will be amended, as necessary, to reflect the results of those discussions.

(Note the project will be listed in the priority and preferred RTP networks.)

5024 Sunrise Corridor Tier 1 EIS

Corridor analysis from I-205 to US 26 to develop phasing recommendations adequate to support future right of way acquisition. (2000-2005)

(Note this project has been added to the Financially Constrained system and the Preferred and Priority systems. The project cost is \$2 million)

Page 5-63

5108 Jennifer Street/135th Avenue Extension

Extend Jennifer Street to 135th Avenue and widen to three lanes. This project includes sidewalks and bike lanes. ~~(2006-2010-2000-2005)~~

Page 5-64

5204 Stafford Road

Realign the intersection and construct turn lanes at Rosemont Road. This project will include construction of a traffic signal. ~~(2006-2010-2000-2005)~~

Page 5-69

6128 Carmen Drive Intersection Improvements

Realign the intersection at Meadows Road, including a new traffic signal and turn lanes. ~~(2006-2010-2000-2005)~~

Page 5-73

3009 US 26

Widen US 26 to six lanes from Murray Boulevard to 185th Avenue. (2011-2020)

Page 5-75

3101 Jackson School Road

Construct interchange at US 26/Jackson School Road. (2000-05)

3130 Evergreen Road Improvements

Widen the street to three lanes from Glencoe Road to ~~15-268th~~/Sewall Avenue. This project also will include sidewalks and bike lanes to improve safety. (2000-2005)

Page 5-76

3171 Highway 8/4th Avenue Improvement
Install a traffic signal. (~~2006-2010~~ 2000-2005)

TRANSPORTATION COMMITTEE REPORT

CONSIDERATION OF ORDINANCE NO. 02-945A, FOR THE PURPOSE OF AMENDING THE 2000 REGIONAL TRANSPORTATION PLAN FINANCIAL CONSTRAINED SYSTEM; AMENDING ORDINANCE NO. 00-869A AND RESOLUTION NO. 00-2969A TO REFLECT RESOLUTION NO. 02-3186.

Date: July 22, 2002

Introduced by: Councilor Burkholder

Committee Action: At its June 6, 2002 meeting, the Transportation Committee voted 3-0 to amend and recommend Council adoption of Resolution 02-3159A. Voting in favor: Councilors Atherton, Monroe, and Burkholder.

Background: This ordinance is a companion to Resolution 02-3186B. They were heard together in the Transportation Committee on June 6, 2002. Resolution 02-3186B was subsequently adopted by the Metro Council on June 20, 2002. Ordinance 02-945A was held over at Council to allow time for notice to state and local agencies.

Ordinance 02-945A amends the Regional Transportation Plan, while Resolution 02-3186B amends the Metropolitan Transportation Improvement Program (MTIP). Both pieces of legislation respond to the Oregon Transportation Act (OTIA). About \$105 million of phase II OTIA bond funds are directed to 17 regional projects. Additionally, \$359,000 of reserve Surface Transportation Program (STP) funds are directed to widening US 26 to three lanes in each direction between Murray Blvd. and SW 185th. Finally, the legislation approves a conformity determination prepared by Metro that shows that these actions, and related RTP amendments will conform with the State Implementation Plan for maintenance of the region's air quality.

Committee Issues/Discussion:

Mike Hogland, regional planning director, made the staff presentation on both pieces of legislation. The legislation brings the projects into the RTP financially constrained list so the MTIP can be amended, conformity can be done and ODOT can begin spending money to design and implement the projects.

He went on to clarify an inconsistency in the RTP as to how the Sunrise Corridor is laid out in the financially constrained list, and ensuing discussion at TPAC. Clackamas County officials were concerned that their eventual desires to improve the corridor beyond 122nd were not adequately addressed, and could harm chances of funding in the future. Their concerns are addressed in a note added to exhibit B of the ordinance, and agreement to longer-term discussion with Metro.

- Existing Law: This action is required by federal and state transportation and air quality regulations, including: the Clean Air Act of 1991, and OAR chapter 340, Division 252, Section 0010 et. seq.

- **Budget Impact:** There is no impact on Metro's budget. The MTIP is amended to schedule and allocate about \$100 million, and \$359,000 for different aspects of the MTIP.

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 02-945A FOR THE PURPOSE OF AMENDING THE 2000 REGIONAL TRANSPORTATION PLAN FINANCIAL CONSTRAINED SYSTEM; AMENDING ORDINANCE NO. 00-869A AND RESOLUTION NO. 00-2969B TO REFLECT RESOLUTION 02-3186A

Date: May 7, 2002

Prepared by: Terry Whisler
Planning Department

This Ordinance amends the Regional Transportation Plan (RTP) financially constrained system to include the U.S. 26/Jackson School Road Interchange and widening of U.S. 26 to three lanes in both directions from Murray Boulevard to 185th Avenue. The RTP is also amended to reflect revisions to the scope, timing and/or concept of system projects that have been approved by local governments since adoption of the RTP in fall of 2000.

These actions will enable amendment of the Metropolitan Transportation Improvement Program (MTIP) to approve allocation of about \$100 million of state bond funds, which derive from the 2001 Oregon Transportation Investment Act (OTIA), to 17 projects. Also, \$359,000 of reserve STP funds will be freed for design of the widening project. Resolution No. 02-3186, pending, implements this programming and is shown in Attachment 1 of this staff report. The Resolution also approves a Conformity Determination prepared by Metro, which shows that the RTP actions and the related MTIP amendments will conform with the State Implementation Plan for maintenance of the region's air quality. The Executive Summary of this finding is included in Attachment 1.

BACKGROUND

Jackson School Road Interchange. The 2001 Legislature approved the OTIA bond program to address road, bridge and freeway capacity expansion and preservation needs throughout the state. ODOT - Region 1 received about \$105 million of these funds, which were assigned to specific projects by the Oregon Transportation Commission on February 13, 2002 (see Exhibit 1 of the Resolution). One of these projects is the U.S. 26/Jackson School Road interchange. The interchange is actually located outside Metro's boundary but lies within the Portland air quality maintenance area (AQMA). Under agreements between Metro, ODOT and Oregon Department of Environmental Quality (DEQ), Metro is responsible for documenting that the newly authorized interchange will not adversely effect the region's air quality.

The 2000 RTP financially constrained system was shown to be consistent with air quality plans in a Conformity Determination approved by the U.S. Department of Transportation in January 2001. However, the RTP does not authorize a full interchange at Jackson School Road. Ordinance 02-945 is amending the RTP to include the project. This Resolution is amending the MTIP to program design and construction dollars for the project. This Resolution also approves a new Conformity Determination (see Exhibit 2 of the Resolution) showing that construction of the new interchange "conforms" with the State Implementation Plan's (SIP) provisions for assuring that automotive emissions will not cause deterioration of the region's air quality.

U.S. 26 Widening. In the summer of 2001, Washington County stated its intention to begin design of a project to widen U.S. 26 to three lanes in each direction between the Murray Boulevard and 185th Avenue interchanges. During the Priorities 2002 Update last fall, Metro assigned \$359,000 of regional STP funds to a reserve account intended to help pay for a portion of the design work. However, as with the Jackson

School Road interchange, the widening project is not included in the conforming financially constrained system of the 2000 RTP. Design work cannot begin until the RTP is amended to include the project. This is accomplished by Ordinance 02-945. This Resolution amends the MTIP to assign the reserve dollars to preliminary engineering for the widening project and also approves the Conformity Determination that shows that both the RTP and the MTIP, as amended, will continue to conform with the SIP.

Miscellaneous Conformity Issues. During preparation of the Conformity Determination, Metro requested that local jurisdictions declare any modifications they may have approved to the timing, scope or concept of projects included in the 2000 RTP financially constrained system after its adoption. Approximately eight changes were declared to Metro and these are described in Ordinance 02-945. These changes were incorporated into Metro's regional model and are reflected in the quantitative portion of the Conformity Determination performed by Metro that calculates future anticipated regional automotive emissions. Two of the most obviously significant changes include:

- **East End Connector (82nd Avenue @ Columbia Boulevard):** delay of assumed operation from the 2005 to the 2010 analysis year. (This recognizes a schedule whereas the project will open after the 2005 summer ozone season. 2010 represents the next analysis year to capture project emissions.
- **I-84 to 242 Avenue Connector:** delay of assumed operation from the 2010 to the 2020 analysis year.

Sunrise Corridor. The status of the Sunrise Corridor arose during interagency consultation. During the 2002 MTIP Update, Metro allocated \$2.0 million of planning money for refinement of corridor land use and transportation issues. Metro staff suggested that it would be appropriate to clarify distinctions in the RTP between projects approved for construction in the corridor and policies that address future planning and project concepts appropriate to the corridor.

Seventy three million dollars is reserved in the 2000 RTP financial analysis to improve the I-205/224 interchange and to provide a new four-lane connection to Hwy 212 at 122nd Avenue for truck volumes otherwise destined for the overburdened I-205/Hwy 212 Interchange. Elements of this project were reflected in a broader \$180 million first phase concept of the Sunrise Highway (RTP #5003).

The RTP Preferred System endorses a broad set of improvements to the Sunrise Corridor, costing over \$520 million and which encompass construction of a new four-lane highway from I-205 all the way to U.S. 26 in rural Clackamas County. The cost of such improvements goes beyond the region's reasonably anticipated revenues for the next 20-years. Additionally, significant land use issues concerning urbanization of the Damascus area is anticipated and should be addressed in conjunction with an overall Sunrise Corridor project.

In light of confusion between the RTP's presentation of immediate financially constrained project authority and its treatment of longer-term, unconstrained policies concerning the Sunrise Corridor, Metro staff made two revisions to the financially constrained system. First, a distinct "Hwy. 224 Extension" project from I-205 to the Highway 212/122nd Avenue interchange was identified as project #5021 of the financially constrained system, costing \$73 million. Second, a "Sunrise Corridor EIS: I-205 to U.S. 26" project was added as RTP #5024 for approximately \$2.0 million. Project #5003 is retained in the Preferred system of the RTP.

The EIS project (#5024) includes \$1.0 million of the funds allocated by Metro in the 2002 MTIP and anticipated ODOT and/or Clackamas County contributions toward the study. ODOT requested inclusion of the project in the system list to assure that the very broad termini of the study go beyond the concept of projects specifically endorsed by the RTP. Simultaneous with the EIS, Metro, in cooperation with

Clackamas County, anticipates using the second \$1.0 million, approximately, to conduct Damascus-area land use analyses to help inform the EIS alternatives analysis. Damascus area planning would occur only if significant land were brought into the UGB as a result of Metro's periodic review of the UGB.

TPAC Action. Clackamas County expressed concern that these actions might preclude the County's plans to obtain financing for the extension from 122nd to a Rock Creek terminus. More immediately, they are concerned that by defining the project termini as 122nd, a further terminus to 135th, which is presently under consideration, will be rendered infeasible. Metro staff agree that insufficient basis exists at this time to stipulate either a 122nd or a 135th interchange terminus. However, the 2000 RTP modeled a 122nd Avenue terminus for conformity purposes and that is the basis for the current conformity determination quantitative analyses. If, upon conclusion of the planning and environmental work currently in process a 135th Avenue, or other terminus is endorsed, Metro staff agrees that it would be appropriate to amend the project description and model characteristics at that time.

ANALYSIS/INFORMATION

1. **Known Opposition.** There is no known opposition to approval of these RTP amendments. As described above, Clackamas County has expressed concern with language regarding Sunrise Corridor.
2. **Legal Antecedents.** These actions are mandated by state and federal transportation and air quality regulations, including the Clean Air Act of 1991 and OAR Chapter 340, Division 252, Section 0010 et. seq.
3. **Anticipated Effects.** The Ordinance will amend the RTP financially constrained system to approve a full US 26/Jackson School Road Interchange and widening of U.S. 26 to three lanes in each direction between the Murray Boulevard and 185th Avenue interchanges. These amendments will clear the way for the MTIP to schedule about \$100 million of state bond funds allocated by the Oregon Transportation Commission (OTC) to 17 projects in and around the Portland urban area. The funds derive from the OTIA bond program. Also, \$359,000 of reserve STP funds for design of the widening project will be approved.
4. **Budget Impacts.** There would be no effects on Metro's budget from adoption of this Ordinance.

RECOMMENDED ACTION

The Council approve Ordinance 02-945.

I:\trans\tp\share\OTIA Bond Res-Ord-Conformity\Ord 02-945 sf rpt v 2

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE)	RESOLUTION NO. 02-3186A
METROPOLITAN TRANSPORTATION)	
IMPROVEMENT PROGRAM (MTIP) TO INCLUDE)	Introduced by
STATE BOND FUNDS; PROGRAMMING)	Councilor Rod Monroe
PRELIMINARY ENGINEERING FUNDS FOR US 26)	
WIDENING, AND APPROVING A CONFORMITY)	
DETERMINATION FOR THESE ACTIONS AND)	
THOSE OF ORDINANCE NO. 02-945A THAT AMENDS)	
AMENDS THE REGIONAL TRANSPORTATION PLAN.)	

WHEREAS, the Oregon Transportation Commission approved allocation of approximately \$105 million of bond funds to road, bridge and freeway modernization and preservation projects in Oregon Department of Transportation (ODOT) – Region 1 (see Exhibit A), including design and construction of the U.S. 26/Jackson School Road interchange; and

WHEREAS, Washington County has stated its intention to design a project to widen U.S. 26 to three lanes in each direction from Murray Boulevard to 185th Avenue; and

WHEREAS, Metro allocated \$359,000 of regional surface transportation program (STP) funds to a reserve account to assist with this design project (see Exhibit A); and

WHEREAS, state and federal regulations mandate that Metro list significant transportation projects in it's jurisdiction, or within the Portland-area Air Quality Maintenance Area that extends beyond Metro's jurisdiction, in the financially constrained system of the 2000 Regional Transportation Plan (RTP); and

WHEREAS, state and federal regulations mandate that Metro show funding for significant transportation projects approved within it's jurisdiction in the 2002 Metropolitan Transportation Improvement Program (MTIP); and

WHEREAS, no significant transportation projects may be approved, including their design, unless they come from a transportation program and/or plan that has been shown to conform with State Implementation Plan (SIP) provisions that assure maintenance of regional air quality; and

WHEREAS, Ordinance 92-945 amends the 2000 RTP financially constrained system to include both the Jackson School Road and U.S. 26 widening projects; and

WHEREAS, Metro has prepared an air quality Conformity Determination supporting these RTP amendments (see Exhibit B); and

WHEREAS, local jurisdictions declared a number of approved revisions of the timing, scope or concept of projects included in the 2000 RTP financially constrained system during the course of preparing the Conformity Determination; and

WHEREAS, these locally declared RTP system revisions are incorporated into the RTP by Ordinance 02-945 and are reflected in the quantitative analysis portion of the Conformity Determination; and

WHEREAS, the Conformity Determination was the subject of interagency consultation and a proactive public involvement process; now, therefore;

BE IT RESOLVED that the Metro Council;

1. Amends the 2002 MTIP to include the schedule of funds shown in Exhibit A of this Resolution, including all Portland urban-area bond projects.
2. Allocates \$359,000 of STP reserve funds (ODOT Key #12452) shown in Exhibit A, for support of preliminary engineering of a project to widen U.S. 26 from Murray Boulevard to 185th Avenue.
3. Declares that use of STP funds for the design of the US 26: Murray to 185th widening project is contingent on the project receiving at least ½ its construction funding from Washington County sources.
4. Declares that use of STP funds for right of way acquisition or construction for the US 26: Murray to 185th project is not authorized.
5. Approves the Conformity Determination shown in Exhibit B with respect to MTIP amendments shown in Exhibit A of this Resolution and companion amendments of the 2000 RTP financially constrained system approved in Ordinance 02-945.

ADOPTED by the Metro Council this _____ day of _____, 2002.

Carl Hosticka, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

MTIP AMENDMENTS AUTHORIZED BY METRO RESOLUTION NO. 02-3186

ODOT KEY NUMBER	PROJECT NAME	WORK PHASE	02	03	04	05	TOTAL
EXISTING PROGRAMMING							
12452	US 26: Murray/Cornell PE Reserve	RESERVE	0.359				\$ 0.359
ODOT	Reserve of funds anticipated for use to design widening of US 26 from Murray to Cornell Blvd.	ROW					
		CON					
		TOT	\$ 0.359				\$ 0.359
NEW APPROVED PROGRAMMING							
12452	US 26: Murray/185th Ave. PE	PE	0.359				\$ 0.359
ODOT	<i>Funds to design widening of US 26 from Murray to 185th Avenue.</i>	ROW					
		CON					
		TOT	\$ 0.359				\$ 0.359
NEWLY INCLUDED ODOT – REGION 1 OTIA BOND PROJECTS (Urban Area)							
8838	East Columbia Blvd. - Lombard St. Connector Construct new wider underpass and at grade intersection further from existing 92nd Ave connection. Widen Col. Blvd approach to I-205; additional left turn lane. \$12.123 million construction phase in 2007.	PE					
ODOT/ COP		ROW				7.642	\$ 7.642
		CON					
MOD*		TOT				\$ 7.642	\$ 7.642
12394	US 26: Hwy 217/Camelot Interchange	PE	1.255				\$ 1.255
ODOT	Build new eastbound general purpose travel lane to match west bound widening; sound walls, bike lane ramp meters	ROW	0.465				\$ 0.465
		CON		18.879			\$ 18.879
MOD		TOT	\$ 1.720	\$ 18.879			\$ 20.599
12393	U.S. 26 @ Jackson School Rd Interchange	PE	0.794				\$ 0.794
ODOT	New rural diamond interchange to replace existing, unsafe at-grade interchange	ROW			1.550		\$ 1.550
		CON				13.790	\$ 13.790
MOD		TOT	\$ 0.794		\$ 1.550	\$ 13.790	\$ 16.134
11435	I-5/Nyberg Interchange Widening Project	PE					
ODOT/ Tualatin	Add two new eastbound lanes on Nyberg Overcrossing of I-5 w/ bike and ped amenities. Construction partially funded w/ regional dollars.	ROW				1.172	\$ 1.172
		CON					
MOD		TOT			\$ 1.172		\$ 1.172
12400	Boeckman Rd. - Tooze Rd. Connection	PE	1.490				\$ 1.490
ODOT/ Wilsonville	Extend Boeckman Rd. west to Dammasch Hospital site	ROW		0.487			\$ 0.487
		CON					
MOD		TOT	\$ 1.490	\$ 0.487			\$ 1.977
12399	Sunnyside Rd. Widening (Ph. 2): 122nd/152nd	PE					
ODOT/ Clack Co.	Widen to five lanes with bike/ped amenities. PE funded with regional dollars.	ROW		8.000			\$ 8.000
		CON				0.443	\$ 0.443
MOD		TOT		\$ 8.000		\$ 0.443	\$ 8.443

MTIP AMENDMENTS AUTHORIZED BY METRO RESOLUTION NO. 02-3186

ODOT KEY NUMBER	PROJECT NAME	WORK PHASE	02	03	04	05	TOTAL
12392	Farmington Rd. Preservation: Hwy219/SW 209th	PE	0.075				\$ 0.075
ODOT/ Wash Co. PRES**	Overlay and improved shoulders; add bike/ped amenities. Part of agreement for Wash Co. to assume facility ownership from ODOT.	ROW		2.241			\$ 2.241
		CON					\$ 2.241
		TOT	\$ 0.075	\$ 2.241			\$ 2.316
8850	Farmington Rd. Preservation: SW 209TH/SW 198th	PE	0.636				\$ 0.636
ODOT/ Wash Co. PRES	Overlay and improved shoulders; add bike/ped amenities; new signals at 198th & 209th SPIS-ranked intersections. Leads to Wash Co. taking facility ownership from ODOT.	ROW		0.250			\$ 0.250
		CON			1.547		\$ 1.547
		TOT	\$ 0.636	\$ 0.250	\$ 1.547		\$ 2.433
12390	Sandy Blvd. Boulevard Retrofit: NE 13th/NE 47th	PE	0.720				\$ 0.720
ODOT/ COP PRES	Restore pavement; reduce auto/bike/ped/transit conflicts w/ circulation and access improvements in Hollywood Dist.; effect transfer of road to COP jurisdiction.	ROW				7.182	\$ 7.182
		CON					\$ 7.182
		TOT	\$ 0.720			\$ 7.182	\$ 7.902
12388	Boones Ferry Preservation: Tualatin Rv Brdg/Norwood	PE	0.231				\$ 0.231
ODOT/ Wash Co. PRES	2.6 mi of grind/overlay; two new signals, ped improvements; Norwood Crk culvert replacement.	ROW	0.255				\$ 0.255
		CON		2.095			\$ 2.095
		TOT	\$ 0.486	\$ 2.095			\$ 2.581
5651	McLoughlin Blvd. "Boulevard" Retrofit: Harrison St/ Kellogg Lake Bridge	PE					
ODOT/ Milw. PRES	Overlay/reconstruct 1.25 mi thru downtown Milw.; add bike/ped/transit amenities; redesign signal systems.	ROW				2.000	\$ 2.000
		CON					\$ 2.000
		TOT				\$ 2.000	\$ 2.000
11136	Broadway Bridge Rehabilitation (Phase 7) (Br# 06757)	PE					
ODOT/ Mult Co. BRIDGE***	Repaint entire steel structure above deck. Remove and replace conduit, wiring and controls. Combine with Ph. 4, 5 & 6 contracts to reduce closure time and cost.	ROW		7.000			\$ 7.000
		CON					\$ 7.000
		TOT		\$ 7.000			\$ 7.000
12448	NE 33rd Ave. O'King: Lombard St. & UPRR (Br# 02484)	PE			0.373		\$ 0.373
ODOT/ COP BRIDGE	Strengthen steel girders through post tensioning, place bonded deck overlay on entire structure.	ROW				0.020	\$ 0.020
		CON				3.113	\$ 3.113
		TOT			\$ 0.373	\$ 3.133	\$ 3.506
12445	NE 33rd Ave. Over Columbia Slough Replacement (Br# 25T12)	PE			0.239		\$ 0.239
ODOT/ COP BRIDGE	Replace bridge structure.	ROW				0.025	\$ 0.025
		CON				1.190	\$ 1.190
		TOT			\$ 0.239	\$ 1.215	\$ 1.454
12431	SW Champlain St. Semi Viaduct Replacement(Br# 25B34)	PE			0.082		\$ 0.082
ODOT/ COP BRIDGE	Remove bridge and replace w/ retaining wall and geo-foam fill.	ROW			0.020		\$ 0.020
		CON			0.181		\$ 0.181
		TOT			\$ 0.282		\$ 0.282

MTIP AMENDMENTS AUTHORIZED BY METRO RESOLUTION NO. 02-3186

ODOT KEY NUMBER	PROJECT NAME	WORK PHASE	02	03	04	05	TOTAL
12449 ODOT/ Wash Co. BRIDGE	Tualatin River Overflow Bridge (Br# 671234.) Replace bridge with wider structure.	PE					
		ROW					
		CON		0.854			\$ 0.854
		TOT		\$ 0.854			\$ 0.854
12441 ODOT/ Mult Co. BRIDGE	Beaver Creek Bridge (Br# 04522) Replace bridge with longer, wider structure, including bike/ped amenities and improved in-stream characteristics. \$1.308 Construction phase in 2006.	PE			0.120		\$ 0.120
		ROW			0.060		\$ 0.060
		CON					
		TOT			\$ 0.180		\$ 0.180

* MOD – "Modernization," means adding new travel lanes, adding capacity to existing roadways and/or reconstruction of highway interchanges or bridges that add automobile capacity.

** PRES – "Preservation," means reconstruction of existing road features, or surface treatments to preserve existing road surfaces that do not add automobile capacity.

*** BRIDGE – means replacement, reconstruction or rehabilitation of bridge facilities without increasing automobile capacity.



Conformity Determination

Supporting Amendments to the 2000 Regional Transportation Plan
and 2002 Metropolitan Transportation Improvement Program
to incorporate OTIA bond projects

EXECUTIVE SUMMARY

Conformity Finding

Metro has prepared a Conformity Determination addressing amendment of the 2000 Regional Transportation Plan (RTP) and the 2002 Metropolitan Transportation Improvement Program (MTIP). The specific amendments are discussed below. Metro has determined that regional emissions generated by the proposed amendments to the region's financially constrained system of planned improvements remain within budgets established in the State Implementation Plan (SIP) for attainment and maintenance of national ambient air quality standards. Key amendments to the financially constrained system include:

- U.S. 26/Jackson School Road interchange;
- U.S. 26 widening from Murray Boulevard to 185th Avenue; and
- other minor system revisions declared to Metro by local governments,

Significant Actions That Triggered This Conformity Determination

In February 2002, pursuant to the Oregon Transportation Investment Act of 2001 (OTIA), the Oregon Transportation Commission (OTC) approved bond financing of 17 road, bridge and freeway capacity expansion and preservation projects in and around the Portland urban area. These are shown in Table S-1, below. The Clean Air Act states that no transportation project bearing a significant potential effect on the region's air quality may be approved or advanced unless it is shown to conform with the SIP.

- **U.S. 26/Jackson School Road Interchange.** The Jackson School Road interchange is one of the OTIA projects and is not included in the currently conforming Financially Constrained system of the 2000 Regional Transportation Plan (RTP). Before ODOT may begin work designing the interchange, Metro must amend the RTP to include it in the financially constrained system. As part of this amendment, Metro must prepare a quantitative and qualitative analysis showing that automobile emissions associated with the project won't cause deterioration of regional air quality (i.e., show that the total of regional mobile source emissions *with* the project constructed will fall within emissions budgets established in the SIP).

The Metropolitan Transportation Improvement Program (MTIP), which schedules transportation expenditures in the Portland urban area over a four-year period, must

also be amended to reflect bond funding of the project. Neither the RTP nor the MTIP can be amended until the U.S. Department of Transportation approves this required Conformity Determination.

- U.S. 26: Murray/185th Widening.** In the summer of 2001, Washington County indicated its intention to design a project to widen U.S. 26 to three lanes in each direction from the Murray Boulevard Interchange to the 185th Avenue Interchange. In Autumn, 2001, Metro allocated \$359,000 to a reserve account to support this work. Actual allocation the MTIP funds to the PE project was made contingent on approval of a conformity determination supporting amendment of the RTP to include the project in the financially constrained system.

TABLE S-1: OTIA BOND PROJECTS IN ODOT – REGION 1			
ODOT KEY NUMBER	PROJECT NAME	PROJECT TYPE	OTIA \$\$
12392	Farmington Rd. Preservation Project (SW 198th to Hwy 219)	PRES **	\$ 2,496,000
11136	Broadway Bridge Rehabilitation (Phase 7) (Br# 06757)	BRIDGE***	\$ 7,000,000
12449	Tualatin River Overflow Bridge (Br# 671234.)	BRIDGE	\$ 853,506
12393	Jackson School Rd Interchange	MOD	\$ 16,133,900
12394	US 26 (Sunset Hwy): Hwy 217 to Camelot Interchange	MOD	\$ 20,599,000
12388	Boones Ferry Preservation Project	PRES	\$ 2,581,065
05651	McLoughlin Blvd. (Harrison Street to Kellogg Lake Bridge)	PRES	\$ 2,000,000
08850	Farmington Rd. Preservation Project (SW 198th to Hwy 219)	PRES	\$ 2,433,000
12399	Sunnyside Rd. (Phase 2) 122nd to 142nd Widening	MOD	\$ 8,443,375
11435	I-5/Nyberg Interchange Widening Proejct	MOD	\$ 1,172,000
12431	SW Champlain St. Semi Viaduct Replacement (Br# 25B34)	BRIDGE	\$ 282,269
12400	Boeckman Rd. - Tooze Rd. Connection	MOD	\$ 1,976,625
12390	Sandy Blvd. (NE 13th to NE 47th)	PRES	\$ 7,901,742
12445	NE 33rd Ave. Over Columbia Slough Replacement (Br# 25T12)	BRIDGE	\$ 1,453,570
12441	Beaver Creek Bridge (Br# 04522)	BRIDGE	\$ 1,488,284
12448	NE 33rd Ave. Over Lombard St. & UPRR (Br# 02484)	BRIDGE	\$ 3,505,510
08838	East Columbia Blvd. - Lombard St. Connector	MOD	\$ 19,765,250

- * **MOD** – "Modernization," including adding new travel lanes, adding capacity to existing roadways and/or reconstruction of highway interchanges or bridges that add automobile capacity.
- ** **PRES** – "Preservation," reconstruction of existing road features, or surface treatments to preserve existing road surfaces that do not add automobile capacity.
- *** **BRIDGE** – replacement, reconstruction or rehabilitation of bridge facilities that do not increase automobile capacity.

- **Locally Declared Changes of Scope, Concept or Timing.** During preparation of the Conformity Determination, Metro asked agencies in the region that operate regional transportation facilities to review the 2000 RTP financially constrained system. They were asked to advise Metro of any changes they may have approved to project scope, concept and/or timing assumptions used in the RTP conformity analysis approved in January 2001. The revisions noted during this review are shown in Table S-2, below, and have been incorporated into modeling of the financially constrained system. ("**Bold**" text indicates the adopted changes.)

Reasonably Anticipated 20-Year Revenue

The OTIA bond funds were not accounted for in the revenue analysis that underpins the RTP financially constrained system. The bond revenue represents new financial capacity because the projects to which the bond funds are being applied were previously assumed to absorb other types of revenue. These other revenues are therefore freed by the bond program and are potentially available to finance new project additions to the financially constrained system.

This new funding is part of the basis for including the U.S. 26 widening project at this time. Washington County has indicated that some of its MSTIP property tax funds will be dedicated to the project. However, the bulk of revenue that might enable construction of the project by 2010 comes from injection of \$105 million of bond funds into the region's transportation system financial capacity resulting from the OTIA program.

The region has not yet fully assessed implications of the bond program on the RTP financial analysis. During the next scheduled RTP Update in 2003, the complete financial analysis will be revisited. The 2003 RTP update will assess the bond program and other new sources of financing, e.g., Local Improvement Districts (LID's) and System Development Charges (SDC's) that have recently been approved by various jurisdictions in the region. Project cost estimates and other factors will also be updated and any new system financial capacity that might result will be formally allocated to new projects at that time. For now, no changes to the system, other than those noted above, have been authorized since the previous determination was approved in January 2001.

Planning, Transit, Modeling and TCM Assumptions

In this analysis Metro has not changed the methodology used in the previous conformity analysis.

- There have been no changes in the population and employment projections that underlie Metro's travel demand calculations.
- There has been no change to the protocol (MOBILE 5a-h model) for calculating daily emissions of model-generated travel estimates.
- There has been no change of analysis years, budget years, or of interpolation of data between years.
- The region's transit fare structure has not changed since the last analysis (though some changes to park and ride plans and transit routes have been captured).
- No evidence has arisen to change Metro's assumed effectiveness of approved bike, pedestrian or transit-related Transportation Control Measures (TCMs).

**Table S-2:
Locally Declared Amendments to RTP Financially Constrained System**

242nd Avenue Connector project (#2001): The project was split. The portion of 242nd between Glisan and Stark is currently 4 lanes, sidewalk on one side, no bike lanes or center turn lane. Multnomah County carries a project in its Capital Improvement Program to add a center (5th) turn lane, bike lanes and sidewalks on each side by 2005. **The 2005 network was modified to show 242nd: Glisan/Stark as a 5 lane section. The 242 Avenue: Glisan to I-84 section was delayed to the 2020 network.**

Network Change	RTP ID No.	Jurisdiction	Facility	Termini	Project Features	RTP Year of Operation
2005 network	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. Model south leg of Glisan/99th intersection improvement (RTP #1266) as part of RTP #2026 and advance #2026 to 2005 network year.	2006-10
2010 network	4022	Portland/Port	East End 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; widen SB I-205 on-ramp at Columbia Boulevard	2000-05
Model as 2-lanes, not 4	4065	Port/Portland	South Rivergate Entry Overpass	South Rivergate	Construct overpass from Columbia/Lombard intersection to South Rivergate	2006-10
2005 network	7008	Clackamas Co.	147th Avenue Improvements	Sunnyside Road to 142nd Avenue	Realign 147th Avenue to 142nd Avenue	2006-10
2005 network	6128	Clackamas Co.	Carmen Drive Intersection Improvements	Carmen Drive/Meadows Road intersection	Add traffic signal, turn lanes, realign intersection	2006-10
2005 network	5204	Clackamas Co.	Stafford Road	Stafford Road/Rosemont intersection	Realign intersection, add signal and right turn lanes	2006-10
2005 network	5108	Clackamas Co.	Jennifer Street/135th Avenue Extension	130th Avenue to Highway 212	Two-lane extension to 135th Avenue and widen 135th Avenue	No year currently specified
2005 network	3171	Cornelius/Wash Co.	Hwy 8/4th Ave Intersection	Intersection of 4th Avenue and couplet	Intersection improvement with signal	2006-10
Operational in 1998	2111	Multnomah Co.	207th Connector	Halsey Street to Glisan Street	Complete reconstruction of 207th Avenue	2000-05
Wallula to Birdsdales	2047	Gresham	Division Street Improvements	NE Wallula Street to Hogan Road	Complete boulevard design improvements	2000-05
Model as 2-lane not 4.	1037	Portland	Bybee Boulevard Overcrossing	Bybee Blvd/McLoughlin Blvd	Replace substandard 2-lane bridge with 4-lane bridge	2006-10
Glencoe to 268th/Sewall	3130	WashCo/Hillsboro	Evergreen Road Improvements	Glencoe Road to 15th Avenue	Widen to three lanes to include bikeways and sidewalks	2000-05

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE)
2000 REGIONAL TRANSPORTATION PLAN)
FINANACIAL CONSTRAINED SYSTEM;)
AMENDING ORDINANCE NO. 00-869A)
AND RESOLUTION NO. 00-2969B TO)
REFLECT RESOLUTION 02-3186)

ORDINANCE NO. 02-945

Introduced by
Councilor Rod Monroe
JPACT Chair

WHEREAS, Metro's 2000 Regional Transportation Plan ("RTP") is the regional "metropolitan transportation plan" required by federal law as the basis for coordinating federal transportation expenditures; and

WHEREAS, the Oregon Transportation Commission, on February 13, 2002, approved bonded financing of approximately \$105 million of road, bridge and freeway expansion and preservation projects in ODOT - Region 1, pursuant to the Oregon Transportation Investment Act (OTIA) (see Exhibit "A"); and

WHEREAS, included in the bonding are funds which allows the U.S. 26/Jackson School Road interchange project to advance to project development and construction; and

WHEREAS, Washington County seeks to advance project development for widening of US 26 from Murray Boulevard to 185th Avenue, (see Exhibit "A"); and

WHEREAS, neither the interchange nor widening projects are in the 2000 RTP financially constrained system; and

WHEREAS, state and federal regulation require that no transportation project may be added to the RTP except that a Conformity Determination is prepared for such amendments showing that the newly included project shall not interfere with attainment or maintenance of air quality standards; and

WHEREAS, during Metro's preparation of an air quality Conformity Determination for the interchange and widening projects, local jurisdictions declared approved revisions they have made to the timing, scope or concept of projects currently included in the 2000 RTP financially constrained system, (see Exhibit A); and

WHEREAS, the 2000 RTP financial constrained system list was revised during performance of quantitative analysis of the interchange and widening projects to reflect the locally approved system revisions; and

WHEREAS, Resolution No. 02-3186 approves companion amendments to the 2002 Metropolitan Transportation Improvement Program (MTIP) and adopts the air quality conformity determination for those amendments and for the RTP amendments approved by this Ordinance that are summarized in Exhibit "A"; and

WHEREAS, Exhibit "B" of this ordinance contains the precise 2000 RTP amendments adopted by this Ordinance; now therefore

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The revisions to the financial constrained system of the 2000 Regional Transportation Plan shown in Exhibit "B" are approved.

ADOPTED by the Metro Council this _____ day of _____, 2002.

Carl Hosticka, Presiding Officer

Attest:

Approved as to Form:

Christina Billington, Recording Secretary

Daniel B. Cooper, General Counsel

1. Projects not currently included in 2000 Regional Transportation Plan financially constrained system:

- **Jackson School Road Interchange.** In February, 2002, pursuant to the Oregon Transportation Investment Act of 2001 (OTIA), the Oregon Transportation Commission (OTC) approved bond financing of this road project.
- **US 26 (Murray Boulevard to 185th Avenue).** In the summer 2001, Washington County indicated its intention to design a project to widen U.S. 26 to three lanes in each direction from the Murray Boulevard Interchange to the 185th Avenue Interchange. Actual allocation the 04-05 MTIP funds to the PE project was made contingent on approval of a conformity determination supporting amendment of the 2000 RTP to include the project in the financially constrained system (Resolution No. 02-3186).

2. Locally Declared Changes of Scope, Concept or Timing of projects in the 2000 RTP financially constrained system:

Locally Declared Amendments to Financially Constrained RTP Network:

242nd Avenue Connector project (#2001): The project was split. The portion of 242nd between Glisan and Stark is currently 4 lanes, sidewalk on one side, no bike lanes or center turn lane. Multnomah County carries a project in its Capital Improvement Program to add a center (5th) turn lane, bike lanes and sidewalks on each side by 2005. **The 2005 network was modified to show 242nd: Glisan/Stark as a 5 lane section. The 242 Avenue: Glisan to I-84 section was delayed to the 2020 network.**

Network Change	RTP ID No.	Jurisdiction	Facility	Termini	Project Features	RTP Year of Operation
2005 network	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. Model south leg of Glisan/99th intersection improvement (RTP #1266) as part of RTP #2026 and advance #2026 to 2005 network year.	2006-10
2010 network	4022	Portland / Port	East End 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;	2000-05

					widen SB I-205 on-ramp at Columbia Boulevard	
Model as 2-lanes, not 4	4065	Port/Portland	South Rivergate Entry Overpass	South Rivergate	Construct overpass from Columbia/Lombard intersection to South Rivergate	2006-10
2005 network	7008	Clackamas Co.	147th Avenue Improvements	Sunnyside Road to 142nd Avenue	Realign 147th Avenue to 142nd Avenue	2006-10
2005 network	6128	Clackamas Co.	Carmen Drive Intersection Improvements	Carmen Drive/Meadows Road intersection	Add traffic signal, turn lanes, realign intersection	2006-10
2005 network	5204	Clackamas Co.	Stafford Road	Stafford Road/Rosemont intersection	Realign intersection, add signal and right turn lanes	2006-10
2005 network	5108	Clackamas Co.	Jennifer Street/135th Avenue Extension	130th Avenue to Highway 212	Two-lane extension to 135th Avenue and widen 135th Avenue	Confirm current year of operation
2005 network	3171	Cornelius/Wash Co.	Hwy 8/4th Ave Intersection	Intersection of 4th Avenue and couplet	Intersection improvement with signal	2006-10
Operational in 1998	2111	Multnomah Co.	207th Connector	Halsey Street to Glisan Street	Complete reconstruction of 207th Avenue	2000-05
Wallula to Birdsall	2047	Gresham	Division Street Improvements	NE Wallula Street to Hogan Road	Complete boulevard design improvements	2000-05
Model as 2-lane not 4.	1037	Portland	Bybee Boulevard Overcrossing	Bybee Blvd/McLoughlin Blvd	Replace substandard 2-lane bridge with 4-lane bridge	2006-10
Glencoe to 268th/Sewall	3130	WashCo/Hillsboro	Evergreen Road Improvements	Glencoe Road to 15th Avenue	Widen to three lanes to include bikeways and sidewalks	2000-05

Chapter 5 2000 RTP Amendments

Page 5-37

4022 East End Connector

Construct an at-grade intersection connection from Columbia Boulevard at 82nd Avenue to US 30 Bypass/I-205 interchange and widen I-205 southbound on-ramp at Columbia Boulevard. This project is intended to better distribute traffic between Columbia Boulevard and Lombard Street. (~~2000-2005~~2006-2010)

Page 5-39

4065 South Rivergate Entry Overpass

Construct an two-lane overpass from the intersection at Columbia Boulevard and Lombard Street to South Rivergate entrance to separate rail and vehicular traffic. (2000-2005)

Page 5-43

1037 Bybee Boulevard Over-crossing

Replace existing bridge with a ~~4-lane~~ 2-lane bridge with standard clearance. (2006-2010)

Page 5-51

2001 Hogan Corridor Improvements

Construct a new interchange at I-84 and extend new interchange connection south to Glisan~~Stark~~ Street. (~~2000-2005~~2010-2020)

Page 5-52

2026 99th Avenue/Pacific Avenue Reconstruction - Phase 1

Reconstruct primary local main streets in Gateway Regional Center. (~~2006-2010~~2000-2005)

2047 Division Street Improvements

Boulevard retrofit of street from Wallula Street to ~~Hogan Road~~ Birdsdale Avenue including bike lanes, wider sidewalks, curb extensions and safer street crossings. (2000-2005)

Page 5-57

5021 Highway 224 Extension

Construct a new four-lane highway from I-205 to Highway 212/122nd Avenue. This project includes reconstruction of Highway 212/122nd Avenue interchange. (2006-2010)

7008 147th Avenue Improvements

Realign 147th Avenue to 142nd Avenue at Sunnyside Road to provide additional access into town center. (~~2000-2005~~2006-2010)

Page 5-61

5003 Sunrise Corridor

Construct a new four-lane highway from I-205 122nd to Rock Creek/152nd Avenue as an extension of the Highway 224 project (5021). Project includes construction of interchanges at

~~122nd Avenue, 135th Avenue and the Rock Creek Junction, and modification of I-205 interchange. (2000-2005)~~2006-2010).

Note, specific project development activities related to phasing, scope, land use planning and project financing of a full Sunrise Corridor project that serves anticipated growth in the Damascus and Pleasant Valley areas and provides a regional connection to US 26 are under discussion between FHWA, ODOT, Clackamas County, and Metro. Therefore, the scope, timing, and phasing of this project and the Financially Constrained System for the RTP will be amended, as necessary, to reflect the results of those discussions.

(Note the project will be listed in the priority and preferred RTP networks.)

5024 Sunrise Corridor Tier 1 EIS

Corridor analysis from I-205 to US 26 to develop phasing recommendations adequate to support future right of way acquisition. (2000-2005)

(Note this project has been added to the Financially Constrained system and the Preferred and Priority systems. The project cost is \$2 million)

Page 5-63

5108 Jennifer Street/135th Avenue Extension

Extend Jennifer Street to 135th Avenue and widen to three lanes. This project includes sidewalks and bike lanes. ~~(2006-2010)~~(2000-2005)

Page 5-64

5204 Stafford Road

Realign the intersection and construct turn lanes at Rosemont Road. This project will include construction of a traffic signal. ~~(2006-2010)~~(2000-2005)

Page 5-69

6128 Carmen Drive Intersection Improvements

Realign the intersection at Meadows Road, including a new traffic signal and turn lanes. ~~(2006-2010)~~(2000-2005)

Page 5-73

3009 US 26

Widen US 26 to six lanes from Murray Boulevard to 185th Avenue. (2011-2020)

Page 5-75

3101 Jackson School Road

Construct interchange at US 26/Jackson School Road. (2000-05)

3130 Evergreen Road Improvements

Widen the street to three lanes from Glencoe Road to ~~15-268th~~Sewall Avenue. This project also will include sidewalks and bike lanes to improve safety. (2000-2005)

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 02-945 FOR THE PURPOSE OF AMENDING THE 2000 REGIONAL TRANSPORTATION PLAN FINANCIALLY CONSTRAINED SYSTEM; AMENDING ORDINANCE NO. 00-869A AND RESOLUTION NO. 00-2969B TO REFLECT RESOLUTION 02-3186

Date: May 7, 2002

Prepared by: Terry Whisler
Planning Department

This Ordinance amends the Regional Transportation Plan (RTP) financially constrained system to include the U.S. 26/Jackson School Road Interchange and widening of U.S. 26 to three lanes in both directions from Murray Boulevard to 185th Avenue. The RTP is also amended to reflect revisions to the scope, timing and/or concept of system projects that have been approved by local governments since adoption of the RTP in fall of 2000.

These actions will enable amendment of the Metropolitan Transportation Improvement Program (MTIP) to approve allocation of about \$100 million of state bond funds, which derive from the 2001 Oregon Transportation Investment Act (OTIA), to 17 projects. Also, \$359,000 of reserve STP funds will be freed for design of the widening project. Resolution No. 02-3186, pending, implements this programming and is shown in Attachment 1 of this staff report. The Resolution also approves a Conformity Determination prepared by Metro, which shows that the RTP actions and the related MTIP amendments will conform with the State Implementation Plan for maintenance of the region's air quality. The Executive Summary of this finding is included in Attachment 1.

BACKGROUND

Jackson School Road Interchange. The 2001 Legislature approved the OTIA bond program to address road, bridge and freeway capacity expansion and preservation needs throughout the state. ODOT - Region 1 received about \$105 million of these funds, which were assigned to specific projects by the Oregon Transportation Commission on February 13, 2002 (see Exhibit 1 of the Resolution). One of these projects is the U.S. 26/Jackson School Road interchange. The interchange is actually located outside Metro's boundary but lies within the Portland air quality maintenance area (AQMA). Under agreements between Metro, ODOT and Oregon Department of Environmental Quality (DEQ), Metro is responsible for documenting that the newly authorized interchange will not adversely effect the region's air quality.

The 2000 RTP financially constrained system was shown to be consistent with air quality plans in a Conformity Determination approved by the U.S. Department of Transportation in January 2001. However, the RTP does not authorize a full interchange at Jackson School Road. Ordinance 02-945 is amending the RTP to include the project. This Resolution is amending the MTIP to program design and construction dollars for the project. This Resolution also approves a new Conformity Determination (see Exhibit 2 of the Resolution) showing that construction of the new interchange "conforms" with the State Implementation Plan's (SIP) provisions for assuring that automotive emissions will not cause deterioration of the region's air quality.

U.S. 26 Widening. In the summer of 2001, Washington County stated its intention to begin design of a project to widen U.S. 26 to three lanes in each direction between the Murray Boulevard and 185th Avenue interchanges. During the Priorities 2002 Update last fall, Metro assigned \$359,000 of regional STP funds to a reserve account intended to help pay for a portion of the design work. However, as with the Jackson

School Road interchange, the widening project is not included in the conforming financially constrained system of the 2000 RTP. Design work cannot begin until the RTP is amended to include the project. This is accomplished by Ordinance 02-945. This Resolution amends the MTIP to assign the reserve dollars to preliminary engineering for the widening project and also approves the Conformity Determination that shows that both the RTP and the MTIP, as amended, will continue to conform with the SIP.

Miscellaneous Conformity Issues. During preparation of the Conformity Determination, Metro requested that local jurisdictions declare any modifications they may have approved to the timing, scope or concept of projects included in the 2000 RTP financially constrained system after its adoption. Approximately eight changes were declared to Metro and these are described in Ordinance 02-945. These changes were incorporated into Metro's regional model and are reflected in the quantitative portion of the Conformity Determination performed by Metro that calculates future anticipated regional automotive emissions. Two of the most obviously significant changes include:

- **East End Connector (82nd Avenue @ Columbia Boulevard):** delay of assumed operation from the 2005 to the 2010 analysis year;
- **I-84 to 242 Avenue Connector:** delay of assumed operation from the 2010 to the 2020 analysis year.

Sunrise Corridor. The status of the Sunrise Corridor arose during interagency consultation. During the 2002 MTIP Update, Metro allocated \$2.0 million of planning money for refinement of corridor land use and transportation issues. It was suggested that it would be appropriate to clarify distinctions in the RTP between projects approved for construction in the corridor and policies that address future planning and project concepts appropriate to the corridor.

Seventy three million dollars is reserved in the 2000 RTP financial analysis to improve the I-205/224 interchange and to provide a new four-lane connection to Hwy 212 at 122nd Avenue for truck volumes otherwise destined for the overburdened I-205/Hwy 212 Interchange. Elements of this project were reflected in a broader \$180 million first phase concept of the Sunrise Highway (RTP #5003).

The RTP Preferred System endorses a broad set of improvements to the Sunrise Corridor, costing over \$520 million and which encompass construction of a new four-lane highway from I-205 all the way to U.S. 26 in rural Clackamas County. The cost of such improvements goes well beyond the region's reasonably anticipated revenues for the next 20-years. Additionally, significant land use issues concerning urbanization of the Damascus area must be resolved before implementation of any portion of this highway concept would be appropriate.

In light of confusion between the RTP's presentation of immediate financially constrained project authority and its treatment of longer-term, unconstrained policies concerning the Sunrise Corridor, two revisions were made by Metro to the financially constrained system. First, a distinct "Hwy. 224 Extension" project from I-205 to the Highway 212/122nd Avenue interchange was identified as project #5021 of the financially constrained system, costing \$73 million. Second, a "Sunrise Corridor Tier 1 EIS: I-205 to U.S. 26" project was added as RTP #5024 for approximately \$2.0 million. Project #5003 is retained in the Preferred system of the RTP.

The EIS project (#5024) reflects \$1.0 million of the funds allocated by Metro in the 2002 MTIP and anticipated ODOT and/or Clackamas County contributions toward the study. ODOT requested inclusion of the project in the system list to assure that the very broad termini of the study would not create an appearance of going beyond the concept of projects specifically endorsed by the RTP. Simultaneous with

the EIS, Metro, in cooperation with Clackamas County, will use the second \$1.0 million, approximately, to conduct Damascus-area land use analyses to help inform the EIS Tier 1 alternatives analysis.

TPAC Action. Clackamas County expressed concern that these actions prejudiced the County's plans to move aggressively to obtain financing for the extension from 122nd to a Rock Creek terminus. More immediately, they are concerned that by defining the project termini as 122nd, a further terminus to 135th, which is presently under consideration, will be rendered infeasible. Metro staff believe that insufficient basis exists at this time to stipulate either a 122nd or a 135th interchange terminus. However, the 2000 RTP models a 122nd Avenue terminus and that is the basis of both the 2000 RTP and current conformity determination quantitative analyses. If, upon conclusion of the planning and environmental work currently in process, a 135th Avenue, or other terminus is endorsed, staff believe it would be appropriate to amend the project description and model characteristics at that time, but that no basis for making any such amendments exists at this time.

ANALYSIS/INFORMATION

1. **Known Opposition.** There is no known opposition to approval of these RTP amendments. There has been past controversy surrounding construction of a full interchange at the Jackson School Road intersection with U.S. 26.
2. **Legal Antecedents.** These actions are mandated by state and federal transportation and air quality regulations, including the Clean Air Act of 1991 and OAR Chapter 340, Division 252, Section 0010 et. seq.
3. **Anticipated Effects.** The Ordinance will amend the RTP financially constrained system to approve a full US 26/Jackson School Road Interchange and widening of U.S. 26 to three lanes in each direction between the Murray Boulevard and 185th Avenue interchanges. These amendments will clear the way for the MTIP to schedule about \$100 million of state bond funds allocated by the Oregon Transportation Commission (OTC) to 17 projects in and around the Portland urban area. The funds derive from the OTIA bond program. Also, \$359,000 of reserve STP funds for design of the widening project will be approved.
4. **Budget Impacts.** There would be no effects on Metro's budget from adoption of this Ordinance.

RECOMMENDED ACTION

The Council approve Ordinance 02-945.

I:\trans\tp\share\OTIA Bond Res-Ord-Conformity\Ord 02-945 sf rpt v 2

**ORDINANCE 02-945
STAFF REPORT**

ATTACHMENT 1

Consisting of:

- Draft Resolution No. 02-3186
- Draft Exhibit A of Res. No. 02-3186
- Draft Partial Exhibit B of Res. No. 02-3186 (which is the
Executive Summary of Conformity Determination)

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE) RESOLUTION NO. 02-3186
METROPOLITAN TRANSPORTATION)
IMPROVEMENT PROGRAM (MTIP) TO INCLUDE) Introduced by
STATE BOND FUNDS; PROGRAMMING) Councilor Rod Monroe
PRELIMINARY ENGINEERING FUNDS FOR US 26) JPACT Chair
WIDENING, AND APPROVING A CONFORMITY)
DETERMINATION FOR THESE ACTIONS AND)
THOSE OF ORDINANCE 02-945 THAT AMENDS)
THE REGIONAL TRANSPORTATION PLAN.)

Whereas, the Oregon Transportation Commission approved allocation of approximately \$105 million of bond funds to road, bridge and freeway modernization and preservation projects in ODOT – Region 1 (see Exhibit A), including design and construction of the U.S. 26/Jackson School Road interchange; and

Whereas, Washington County has stated its intention to design a project to widen U.S. 26 to three lanes in each direction from Murray Boulevard to 185th Avenue; and

Whereas, Metro allocated \$359,000 of regional STP funds to a reserve account to assist with this design project (see Exhibit A); and

Whereas, state and federal regulations mandate that Metro list significant transportation projects in it's jurisdiction, or within the Portland-area Air Quality Maintenance Area that extends beyond Metro's jurisdiction, in the financially constrained system of the 2000 Regional Transportation Plan (RTP); and

Whereas, state and federal regulations mandate that Metro show funding for significant transportation projects approved within it's jurisdiction in the 2002 Metropolitan Transportation Improvement Program (MTIP); and

Whereas, no significant transportation projects may be approved, including their design, unless they come from a transportation program and/or plan that has been shown to conform with State Implementation Plan (SIP) provisions that assure maintenance of regional air quality; and

Whereas, Ordinance 92-945 amends the 2000 RTP financially constrained system to include both the Jackson School Road and U.S. 26 widening projects; and

Whereas, Metro has prepared an air quality Conformity Determination supporting these RTP amendments (see Exhibit B); and

Whereas, local jurisdictions declared a number of approved revisions of the timing, scope or concept of projects included in the 2000 RTP financially constrained system during the course of preparing the Conformity Determination; and

Whereas, these locally declared RTP system revisions are incorporated into the RTP by Ordinance 02-945 and are reflected in the quantitative analysis portion of the Conformity Determination; and

Whereas, the Conformity Determination was the subject of interagency consultation and a proactive public involvement process; now, therefore;

BE IT RESOLVED

1. The 2002 MTIP is amended to include the schedule of funds shown in Exhibit A of this Resolution, including all Portland urban-area bond projects.
2. The \$359,000 of STP reserve funds (ODOT Key #12452) shown in Exhibit A, is released for support of preliminary engineering of a project to widen U.S. 26 from Murray Boulevard to 185th Avenue.
3. Use of STP funds for the design of the widening project is contingent on the project receiving at least ½ its support from Washington County sources.
4. Use of STP funds for right of way acquisition or construction is not authorized.
5. The Conformity Determination shown in Exhibit B is approved with respect to MTIP amendments shown in Exhibit A of this Resolution and companion amendments of the 2000 RTP financially constrained system approved in Ordinance 02-945.

ADOPTED by the Metro Council this _____ day of _____, 2002.

Carl Hosticka, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

MTIP AMENDMENTS AUTHORIZED BY METRO RESOLUTION NO. 02-3186

ODOT KEY NUMBER	PROJECT NAME	WORK PHASE	02	03	04	05	TOTAL
EXISTING PROGRAMMING							
12452	US 26: Murray/Cornell PE Reserve	RESERVE	0.359				\$ 0.359
ODOT	Reserve of funds anticipated for use to design widening of US 26 from Murray to Cornell Blvd.	ROW					
		CON					
		TOT	\$ 0.359				\$ 0.359
NEW APPROVED PROGRAMMING							
12452	US 26: Murray/185th Ave. PE	PE	0.359				\$ 0.359
ODOT	<i>Funds to design widening of US 26 from Murray to 185th Avenue.</i>	ROW					
		CON					
		TOT	\$ 0.359				\$ 0.359
NEWLY INCLUDED ODOT – REGION 1 OTIA BOND PROJECTS (Urban Area)							
8838	East Columbia Blvd. - Lombard St. Connector	PE					
ODOT/ COP	Construct new wider underpass and at grade intersection further from existing 92nd Ave connection. Widen Col. Blvd approach to I-205; additional left turn lane. \$12.123 million construction phase in 2007.	ROW				7.642	\$ 7.642
MOD*		CON					
		TOT				\$ 7.642	\$ 7.642
12394	US 26: Hwy 217/Camelot Interchange	PE	1.255				\$ 1.255
ODOT	Build new eastbound general purpose travel lane to match west bound widening; sound walls, bike lane ramp meters	ROW	0.465				\$ 0.465
MOD		CON		18.879			\$ 18.879
		TOT	\$ 1.720	\$ 18.879			\$ 20.599
12393	U.S. 26 @ Jackson School Rd Interchange	PE	0.794				\$ 0.794
ODOT	New rural diamond interchange to replace existing, unsafe at-grade interchange	ROW			1.550		\$ 1.550
MOD		CON			13.790		\$ 13.790
		TOT	\$ 0.794		\$ 1.550	\$ 13.790	\$ 16.134
11435	I-5/Nyberg Interchange Widening Project	PE					
ODOT/ Tualatin	Add two new eastbound lanes on Nyberg Overcrossing of I-5 w/ bike and ped amenities. Construction partially funded w/ regional dollars.	ROW				1.172	\$ 1.172
MOD		CON					
		TOT			\$ 1.172		\$ 1.172
12400	Boeckman Rd. - Tooze Rd. Connection	PE	1.490				\$ 1.490
ODOT/ Wilsonville	Extend Boeckman Rd. west to Dammasch Hospital site	ROW		0.487			\$ 0.487
MOD		CON					
		TOT	\$ 1.490	\$ 0.487			\$ 1.977
12399	Sunnyside Rd. Widening (Ph. 2): 122nd/152nd	PE					
ODOT/ Clack Co.	Widen to five lanes with bike/ped amenities. PE funded with regional dollars.	ROW		8.000			\$ 8.000
MOD		CON				0.443	\$ 0.443
		TOT		\$ 8.000		\$ 0.443	\$ 8.443

MTIP AMENDMENTS AUTHORIZED BY METRO RESOLUTION NO. 02-3186

ODOT KEY NUMBER	PROJECT NAME	WORK PHASE	02	03	04	05	TOTAL
12392 ODOT/ Wash Co. PRES**	Farmington Rd. Preservation: Hwy219/SW 209th Overlay and improved shoulders; add bike/ped amenities. Part of agreement for Wash Co. to assume facility ownership from ODOT.	PE	0.075				\$ 0.075
		ROW					
		CON		2.241			\$ 2.241
		TOT	\$ 0.075	\$ 2.241			\$ 2.316
8850 ODOT/ Wash Co. PRES	Farmington Rd. Preservation: SW 209TH/SW 198th Overlay and improved shoulders; add bike/ped amenities; new signals at 198th & 209th SPIS-ranked intersections. Leads to Wash Co. taking facility ownership from ODOT.	PE	0.636				\$ 0.636
		ROW		0.250			\$ 0.250
		CON			1.547		\$ 1.547
		TOT	\$ 0.636	\$ 0.250	\$ 1.547		\$ 2.433
12390 ODOT/ COP PRES	Sandy Blvd. Boulevard Retrofit: NE 13th/NE 47th Restore pavement; reduce auto/bike/ped/transit conflicts w/ circulation and access improvements in Hollywood Dist.; effect transfer of road to COP jurisdiction.	PE	0.720				\$ 0.720
		ROW					
		CON				7.182	\$ 7.182
		TOT	\$ 0.720			\$ 7.182	\$ 7.902
12388 ODOT/ Wash Co. PRES	Boones Ferry Preservation: Tualatin Rv Brgd/Norwood 2.6 mi of grind/overlay; two new signals, ped improvements; Norwood Crk culvert replacement.	PE	0.231				\$ 0.231
		ROW	0.255				\$ 0.255
		CON		2.095			\$ 2.095
		TOT	\$ 0.486	\$ 2.095			\$ 2.581
5651 ODOT/ Milw. PRES	McLoughlin Blvd. "Boulevard" Retrofit: Harrison St/ Kellogg Lake Bridge Overlay/reconstruct 1.25 mi thru downtown Milw.; add bike/ped/transit amenities; redesign signal systems.	PE					
		ROW					
		CON				2.000	\$ 2.000
		TOT				\$ 2.000	\$ 2.000
11136 ODOT/ Mult Co. BRIDGE***	Broadway Bridge Rehabilitation (Phase 7) (Br# 06757) Repaint entire steel structure above deck. Remove and replace conduit, wiring and controls. Combine with Ph. 4, 5 & 6 contracts to reduce closure time and cost.	PE					
		ROW					
		CON		7.000			\$ 7.000
		TOT		\$ 7.000			\$ 7.000
12448 ODOT/ COP BRIDGE	NE 33rd Ave. O'Xing: Lombard St. & UPRR (Br# 02484) Strengthen steel girders through post tensioning, place bonded deck overlay on entire structure.	PE			0.373		\$ 0.373
		ROW				0.020	\$ 0.020
		CON				3.113	\$ 3.113
		TOT			\$ 0.373	\$ 3.133	\$ 3.506
12445 ODOT/ COP BRIDGE	NE 33rd Ave. Over Columbia Slough Replacement (Br# 25T12) Replace bridge structure.	PE			0.239		\$ 0.239
		ROW				0.025	\$ 0.025
		CON				1.190	\$ 1.190
		TOT			\$ 0.239	\$ 1.215	\$ 1.454
12431 ODOT/ COP BRIDGE	SW Champlain St. Semi Viaduct Replacement(Br# 25B34) Remove bridge and replace w/ retaining wall and geo-foam fill.	PE			0.082		\$ 0.082
		ROW			0.020		\$ 0.020
		CON			0.181		\$ 0.181
		TOT			\$ 0.282		\$ 0.282

MTIP AMENDMENTS AUTHORIZED BY METRO RESOLUTION NO. 02-3186

ODOT KEY NUMBER	PROJECT NAME	WORK PHASE	02	03	04	05	TOTAL
12449 ODOT/ Wash Co. BRIDGE	Tualatin River Overflow Bridge (Br# 671234.) Replace bridge with wider structure.	PE					
		ROW					
		CON		0.854			\$ 0.854
		TOT		\$ 0.854			\$ 0.854
12441 ODOT/ Mult Co. BRIDGE	Beaver Creek Bridge (Br# 04522) Replace bridge with longer, wider structure, including bike/ped amenities and improved in- stream characteristics. \$1.308 Construction phase in 2006.	PE			0.120		\$ 0.120
		ROW			0.060		\$ 0.060
		CON					
		TOT			\$ 0.180		\$ 0.180

- * MOD – "Modernization," means adding new travel lanes, adding capacity to existing roadways and/or reconstruction of highway interchanges or bridges that add automobile capacity.
- ** PRES – "Preservation," means reconstruction of existing road features, or surface treatments to preserve existing road surfaces that do not add automobile capacity.
- *** BRIDGE – means replacement, reconstruction or rehabilitation of bridge facilities without increasing automobile capacity.



Conformity Determination

Supporting Amendments to the 2000 Regional Transportation Plan
and 2002 Metropolitan Transportation Improvement Program
to incorporate OTIA bond projects

EXECUTIVE SUMMARY

Conformity Finding

Metro has prepared a Conformity Determination addressing amendment of the 2000 Regional Transportation Plan (RTP) and the 2002 Metropolitan Transportation Improvement Program (MTIP). The specific amendments are discussed below. Metro has determined that regional emissions generated by the proposed amendments to the region's financially constrained system of planned improvements remain within budgets established in the State Implementation Plan (SIP) for attainment and maintenance of national ambient air quality standards. Key amendments to the financially constrained system include:

- U.S. 26/Jackson School Road interchange;
- U.S. 26 widening from Murray Boulevard to 185th Avenue; and
- other minor system revisions declared to Metro by local governments,

Significant Actions That Triggered This Conformity Determination

In February 2002, pursuant to the Oregon Transportation Investment Act of 2001 (OTIA), the Oregon Transportation Commission (OTC) approved bond financing of 17 road, bridge and freeway capacity expansion and preservation projects in and around the Portland urban area. These are shown in Table S-1, below. The Clean Air Act states that no transportation project bearing a significant potential effect on the region's air quality may be approved or advanced unless it is shown to conform with the SIP.

- **U.S. 26/Jackson School Road Interchange.** The Jackson School Road interchange is one of the OTIA projects and is not included in the currently conforming Financially Constrained system of the 2000 Regional Transportation Plan (RTP). Before ODOT may begin work designing the interchange, Metro must amend the RTP to include it in the financially constrained system. As part of this amendment, Metro must prepare a quantitative and qualitative analysis showing that automobile emissions associated with the project won't cause deterioration of regional air quality (i.e., show that the total of regional mobile source emissions *with* the project constructed will fall within emissions budgets established in the SIP).

The Metropolitan Transportation Improvement Program (MTIP), which schedules transportation expenditures in the Portland urban area over a four-year period, must also be amended to reflect bond funding of the project. Neither the RTP nor the MTIP can be amended until the U.S. Department of Transportation approves this required Conformity Determination.

- **U.S. 26: Murray/185th Widening.** In the summer of 2001, Washington County indicated its intention to design a project to widen U.S. 26 to three lanes in each direction from the Murray Boulevard Interchange to the 185th Avenue Interchange. In Autumn, 2001, Metro allocated \$359,000 to a reserve account to support this work. Actual allocation the MTIP funds to the PE project was made contingent on approval of a conformity determination supporting amendment of the RTP to include the project in the financially constrained system.

TABLE S-1: OTIA BOND PROJECTS IN ODOT – REGION 1			
ODOT KEY NUMBER	PROJECT NAME	PROJECT TYPE	OTIA \$\$
12392	Farmington Rd. Preservation Project (SW 198th to Hwy 219)	PRES **	\$ 2,496,000
11136	Broadway Bridge Rehabilitation (Phase 7) (Br# 06757)	BRIDGE***	\$ 7,000,000
12449	Tualatin River Overflow Bridge (Br# 671234.)	BRIDGE	\$ 853,506
12393	Jackson School Rd Interchange	MOD	\$ 16,133,900
12394	US 26 (Sunset Hwy): Hwy 217 to Camelot Interchange	MOD	\$ 20,599,000
12388	Boones Ferry Preservation Project	PRES	\$ 2,581,065
05651	McLoughlin Blvd. (Harrison Street to Kellogg Lake Bridge	PRES	\$ 2,000,000
08850	Farmington Rd. Preservation Project (SW 198th to Hwy 219)	PRES	\$ 2,433,000
12399	Sunnyside Rd. (Phase 2) 122nd to 142nd Widening	MOD	\$ 8,443,375
11435	I-5/Nyberg Interchange Widening Proejct	MOD	\$ 1,172,000
12431	SW Champlain St. Semi Viaduct Replacement (Br# 25B34)	BRIDGE	\$ 282,269
12400	Boeckman Rd. - Tooze Rd. Connection	MOD	\$ 1,976,625
12390	Sandy Blvd. (NE 13th to NE 47th)	PRES	\$ 7,901,742
12445	NE 33rd Ave. Over Columbia Slough Replacement (Br# 25T12)	BRIDGE	\$ 1,453,570
12441	Beaver Creek Bridge (Br# 04522)	BRIDGE	\$ 1,488,284
12448	NE 33rd Ave. Over Lombard St. & UPRR (Br# 02484)	BRIDGE	\$ 3,505,510
08838	East Columbia Blvd. - Lombard St. Connector	MOD	\$ 19,765,250
<p>* MOD – "Modernization," including adding new travel lanes, adding capacity to existing roadways and/or reconstruction of highway interchanges or bridges that add automobile capacity.</p> <p>** PRES – "Preservation," reconstruction of existing road features, or surface treatments to preserve existing road surfaces that do not add automobile capacity.</p> <p>*** BRIDGE – replacement, reconstruction or rehabilitation of bridge facilities that do not increase automobile capacity.</p>			

- **Locally Declared Changes of Scope, Concept or Timing.** During preparation of the Conformity Determination, Metro asked agencies in the region that operate regional transportation facilities to review the 2000 RTP financially constrained system. They were asked to advise Metro of any changes they may have approved to project scope, concept and/or timing assumptions used in the RTP conformity analysis approved in January 2001. The revisions noted during this review are shown in Table S-2, below, and have been incorporated into modeling of the financially constrained system. (“**Bold**” text indicates the adopted changes.)

Reasonably Anticipated 20-Year Revenue

The OTIA bond funds were not accounted for in the revenue analysis that underpins the RTP financially constrained system. The bond revenue represents new financial capacity because the projects to which the bond funds are being applied were previously assumed to absorb other types of revenue. These other revenues are therefore freed by the bond program and are potentially available to finance new project additions to the financially constrained system.

This new funding is part of the basis for including the U.S. 26 widening project at this time. Washington County has indicated that some of its MSTIP property tax funds will be dedicated to the project. However, the bulk of revenue that might enable construction of the project by 2010 comes from injection of \$105 million of bond funds into the region’s transportation system financial capacity resulting from the OTIA program.

The region has not yet fully assessed implications of the bond program on the RTP financial analysis. During the next scheduled RTP Update in 2003, the complete financial analysis will be revisited. The 2003 RTP update will assess the bond program and other new sources of financing, e.g., Local Improvement Districts (LID’s) and System Development Charges (SDC’s) that have recently been approved by various jurisdictions in the region. Project cost estimates and other factors will also be updated and any new system financial capacity that might result will be formally allocated to new projects at that time. For now, no changes to the system, other than those noted above, have been authorized since the previous determination was approved in January 2001.

Planning, Transit, Modeling and TCM Assumptions

In this analysis Metro has not changed the methodology used in the previous conformity analysis.

- There have been no changes in the population and employment projections that underlie Metro’s travel demand calculations.
- There has been no change to the protocol (MOBILE 5a-h model) for calculating daily emissions of model-generated travel estimates.
- There has been no change of analysis years, budget years, or of interpolation of data between years.
- The region’s transit fare structure has not changed since the last analysis (though some changes to park and ride plans and transit routes have been captured).
- No evidence has arisen to change Metro’s assumed effectiveness of approved bike, pedestrian or transit-related Transportation Control Measures (TCMs).

**Table S-2:
Locally Declared Amendments to RTP Financially Constrained System**

242nd Avenue Connector project (#2001): The project was split. The portion of 242nd between Glisan and Stark is currently 4 lanes, sidewalk on one side, no bike lanes or center turn lane. Multnomah County carries a project in its Capital Improvement Program to add a center (5th) turn lane, bike lanes and sidewalks on each side by 2005. **The 2005 network was modified to show 242nd: Glisan/Stark as a 5 lane section. The 242 Avenue: Glisan to I-84 section was delayed to the 2020 network.**

Network Change	RTP ID No.	Jurisdiction	Facility	Termini	Project Features	RTP Year of Operation
2005 network	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. Model south leg of Glisan/99th intersection improvement (RTP #1266) as part of RTP #2026 and advance #2026 to 2005 network year.	2006-10
2010 network	4022	Portland/Port	East End 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; widen SB I-205 on-ramp at Columbia Boulevard	2000-05
Model as 2-lanes, not 4	4065	Port/Portland	South Rivergate Entry Overpass	South Rivergate	Construct overpass from Columbia/Lombard intersection to South Rivergate	2006-10
2005 network	7008	Clackamas Co.	147th Avenue Improvements	Sunnyside Road to 142nd Avenue	Realign 147th Avenue to 142nd Avenue	2006-10
2005 network	6128	Clackamas Co.	Carmen Drive Intersection Improvements	Carmen Drive/Meadows Road intersection	Add traffic signal, turn lanes, realign intersection	2006-10
2005 network	5204	Clackamas Co.	Stafford Road	Stafford Road/Rosemont intersection	Realign intersection, add signal and right turn lanes	2006-10
2005 network	5108	Clackamas Co.	Jennifer Street/135th Avenue Extension	130th Avenue to Highway 212	Two-lane extension to 135th Avenue and widen 135th Avenue	No year currently specified
2005 network	3171	Cornelius/Wash Co.	Hwy 8/4th Ave Intersection	Intersection of 4th Avenue and couplet	Intersection improvement with signal	2006-10
Operational in 1998	2111	Multnomah Co.	207th Connector	Halsey Street to Glisan Street	Complete reconstruction of 207th Avenue	2000-05
Wallula to Birdsdales	2047	Gresham	Division Street Improvements	NE Wallula Street to Hogan Road	Complete boulevard design improvements	2000-05
Model as 2-lane not 4.	1037	Portland	Bybee Boulevard Overcrossing	Bybee Blvd/McLoughlin Blvd	Replace substandard 2-lane bridge with 4-lane bridge	2006-10
Glencoe to 268th/Sewall	3130	WashCo/Hillsboro	Evergreen Road Improvements	Glencoe Road to 15th Avenue	Widen to three lanes to include bikeways and sidewalks	2000-05