

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE	)	RESOLUTION NO. 02-3186B
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. 02-945 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 185<sup>th</sup> 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 02-945 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

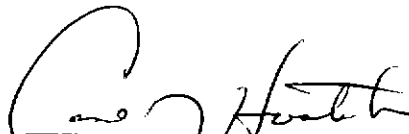
WHEREAS, these locally declared RTP system revisions are incorporated into the RTP by Ordinance 02-945 and are reflected in the quantitative analysis portion of the Conformity Determination; and

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

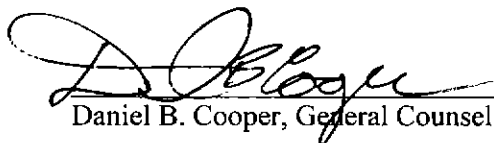
BE IT RESOLVED that the Metro Council;

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 185<sup>th</sup> Avenue.
3. Declares that use of STP funds for the design of the US 26: Murray to 185<sup>th</sup> widening project is contingent on the Murray to Cornell portion of the project receiving its previously committed construction funding from Washington County and the remainder from newly allocated OTIA funds.
4. Declares that use of STP funds for right of way acquisition or construction for the US 26: Murray to 185<sup>th</sup> project is not authorized at this time.
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 20<sup>th</sup> day of June, 2002.

  
\_\_\_\_\_  
Earl Hostick, Presiding Officer

Approved as to Form:

  
\_\_\_\_\_  
Daniel B. Cooper, General Counsel

## STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 02-3186B, FOR THE PURPOSE OF AMENDING THE METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO INCLUDE STATE BOND FUNDS; TO PROGRAM PE FUNDS FOR US 26 WIDENING; AND APPROVAL OF A CONFORMITY DETERMINATION FOR THESE ACTIONS AND THOSE OF ORDINANCE 02-945, WHICH AMENDS THE REGIONAL TRANSPORTATION PLAN (RTP).

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Date: May 7, 2002

Prepared by: Terry Whisler  
Planning Department

This resolution amends the MTIP to program about \$100 million of state bond funds that derive from the 2001 Oregon Transportation Investment Act (OTIA) to 17 projects. It permits \$359,000 of reserve Surface Transportation Program (STP) funds to be used for design of a project to widen U.S. 26 to three lanes in each direction between the Murray Boulevard and SW 185th Avenue interchanges. Finally, it approves a Conformity Determination prepared by Metro which shows that these actions, and related RTP amendments effected by Ordinance 02-945, will conform with the State Implementation Plan for maintenance of the region's air quality.

### 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. The Oregon Department of Transportation (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 A 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 B 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 SW 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 (82<sup>nd</sup> 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. 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 122<sup>nd</sup> 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 212/122<sup>nd</sup> 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.

## ANALYSIS/INFORMATION

1. **Known Opposition.** There is no known opposition to approval of these programming actions. 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.** This resolution does three things. First, it approves amendment of 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 2001 Oregon Transportation Investment Act (OTIA). Second, it amends the MTIP to allocate \$359,000 of reserve STP funds for design of a project to widen U.S. 26 to three lanes in each direction between the Murray Boulevard and SW 185th Avenue interchanges. Finally, it approves a Conformity Determination prepared by Metro which shows that these actions, and related RTP amendments effected by Ordinance 02-945, will conform with the State Implementation Plan for maintenance of the region's air quality.
4. **Budget Impacts.** There would be on effects on Metro's budget from adoption of this Resolution.

## RECOMMENDED ACTION

The Council approve Resolution 02-3186.

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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. 02-945 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 185<sup>th</sup> 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 02-945 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 185<sup>th</sup> Avenue.
3. Declares that use of STP funds for the design of the US 26: Murray to 185<sup>th</sup> 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 185<sup>th</sup> 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

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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

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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 185<sup>th</sup> Avenue.
3. Declares that use of STP funds for the design of the US 26: Murray to 185<sup>th</sup> widening project is contingent on the Murray to Cornell portion of the project receiving at least ½ its previously committed construction funding from Washington County sources; and the remainder from newly allocated OTIA funds.
4. Declares that use of STP funds for right of way acquisition or construction for the US 26: Murray to 185<sup>th</sup> project is not authorized; at this time.
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	Funds to design widening of US 26 from Murray to 185th Avenue.	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	<b>Farmington Rd. Preservation: Hwy219/SW 209th</b>	PE	0.075				\$ 0.075
ODOT/ Wash Co.	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
PRES**		CON					\$ 2.241
		TOT	\$ 0.075	\$ 2.241			\$ 2.316
8850	<b>Farmington Rd. Preservation: SW 209TH/SW 198th</b>	PE	0.636				\$ 0.636
ODOT/ Wash Co.	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
PRES		CON			1.547		\$ 1.547
		TOT	\$ 0.636	\$ 0.250	\$ 1.547		\$ 2.433
12390	<b>Sandy Blvd. Boulevard Retrofit: NE 13th/NE 47th</b>	PE	0.720				\$ 0.720
ODOT/ COP	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
PRES		CON					\$ 7.182
		TOT	\$ 0.720			\$ 7.182	\$ 7.902
12388	<b>Boones Ferry Preservation: Tualatin Rv Brdg/Norwood</b>	PE	0.231				\$ 0.231
ODOT/ Wash Co.	2.6 mi of grind/overlay; two new signals, ped improvements; Norwood Crk culvert replacement.	ROW	0.255				\$ 0.255
PRES		CON		2.095			\$ 2.095
		TOT	\$ 0.486	\$ 2.095			\$ 2.581
5651	<b>McLoughlin Blvd. "Boulevard" Retrofit: Harrison St/ Kellogg Lake Bridge</b>	PE					
ODOT/ Milw.	Overlay/reconstruct 1.25 mi thru downtown Milw.; add bike/ped/transit amenities; redesign signal systems.	ROW				2.000	\$ 2.000
PRES		CON					\$ 2.000
		TOT				\$ 2.000	\$ 2.000
11136	<b>Broadway Bridge Rehabilitation (Phase 7) (Br# 06757)</b>	PE					
ODOT/ Mult Co.	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
BRIDGE***		CON					\$ 7.000
		TOT		\$ 7.000			\$ 7.000
12448	<b>NE 33rd Ave. O'Xing: Lombard St &amp; UPRR (Br# 02484)</b>	PE			0.373		\$ 0.373
ODOT/ COP	Strengthen steel girders through post tensioning, place bonded deck overlay on entire structure.	ROW				0.020	\$ 0.020
BRIDGE		CON				3.113	\$ 3.113
		TOT			\$ 0.373	\$ 3.133	\$ 3.506
12445	<b>NE 33rd Ave. Over Columbia Slough Replacement (Br# 25T12)</b>	PE			0.239		\$ 0.239
ODOT/ COP	Replace bridge structure.	ROW				0.025	\$ 0.025
BRIDGE		CON				1.190	\$ 1.190
		TOT			\$ 0.239	\$ 1.215	\$ 1.454
12431	<b>SW Champlain St. Semi Viaduct Replacement(Br# 25B34)</b>	PE			0.082		\$ 0.082
ODOT/ COP	Remove bridge and replace w/ retaining wall and geo-foam fill.	ROW			0.020		\$ 0.020
BRIDGE		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	Tualatin River Overflow Bridge (Br# 671234.)	PE					
ODOT/ Wash Co. BRIDGE	Replace bridge with wider structure.	ROW					
		CON		0.854			\$ 0.854
		TOT		\$ 0.854			\$ 0.854
12441	Beaver Creek Bridge (Br# 04522)	PE			0.120		\$ 0.120
ODOT/ Mult Co. BRIDGE	Replace bridge with longer, wider structure, including bike/ped amenities and improved in- stream characteristics. <b>\$1.308 Construction phase in 2006.</b>	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.



METRO

## 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 185<sup>th</sup> 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/185<sup>th</sup> 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 185<sup>th</sup> 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**

242<sup>nd</sup> Avenue Connector project (#2001): The project was split. The portion of 242<sup>nd</sup> 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 (5<sup>th</sup>) turn lane, bike lanes and sidewalks on each side by 2005. **The 2005 network was modified to show 242<sup>nd</sup>: 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. <b>Model south leg of Glisan/99th intersection improvement (RTP #1266) as part of RTP #2026 and advance #2026 to 2005 network year.</b>	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

## Conformity Determination

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

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April 26, 2002



Regional Services  
Creating a Better  
Future



**METRO**

# **Conformity Determination**

**(For RTP/MTIP Amendments related to the OTIA program)**

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## **Appendices**

Appendix 1: Financially Constrained System Project List

Appendix 2: Public Involvement Record (including adopting resolution and ordinance)

Appendix 3: Quantitative Analysis Protocol

Appendix 4: Transportation Analysis Zone (TAZ) Assumptions



**METRO**

## **Conformity Determination**

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

### **A. Introduction**

#### **Background**

The federal Clean Air Act provides the main framework for national, state and local efforts to protect air quality. Under the Clean Air Act, the Environmental Protection Agency (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 in this region is focused on meeting the NAAQS and deadlines set by the federal Environmental Protection Agency and state Department of Environmental Quality for meeting the standards. Failure to meet these standards could result in a loss of transportation funding from state and federal sources and increased health risks to the region.

The 2000 Regional Transportation Plan (RTP) is subject to an air quality conformity determination under federal regulation (40 CFR Parts 51 and 93) and state rule (OAR 340 Division 252). Metro, as the federally designated Metropolitan Planning Organization (MPO) for the Oregon portion of the Portland-Vancouver airshed, is the lead agency for the conformity determination. In addition, the Transportation Policy Alternatives Committee (TPAC) is called out under the state rule as the standing committee designated for "interagency consultation" as required by the rule. In order to demonstrate that the 2000 Regional Transportation Plan (RTP) meets federal and state air quality planning requirements, Metro must complete a technical analysis that is known as air quality conformity. The need for this analysis came from the integration of requirements in the Clean Air Act Amendments of 1990 and the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. Conformity is a regulation requiring that all transportation plans and programs in air quality non-attainment or maintenance areas conform to the State's air quality plan, known as the State Implementation Plan (SIP). Transportation plans and programs such as the 2000 RTP must not delay attainment of the NAAQS, result in an area falling out of attainment, or create new air quality violations.

The Metropolitan Transportation Improvement Program (MTIP) must also conform with the SIP. So long as all funding and project scope and timing assumptions used to model the RTP remain consistent with implementation dollars scheduled in the MTIP, the quantitative analysis used to show conformity of the RTP may also be used to demonstrate conformity of the MTIP.

#### **Reason for Determination**

On February 13, the Oregon Transportation Commission (OTC) approved a list of highway, bridge and freeway modernization and preservation projects for receipt of bond financing under provisions of the

Oregon Transportation Investment Act (OTIA). One of these projects, the U.S./Jackson School Road interchange, is not included in the conforming 2000 RTP financially constrained system.<sup>1</sup> Additionally, Washington County has indicated its intention to begin design of a project to widen U.S. 26 from Murray Boulevard to 185<sup>th</sup> Avenue to three lanes in each direction. Partial funding for this design work (\$359,000) was allocated to a reserve account in the 2002 MTIP Update concluded last fall. In order to start work on the *interchange* project it must be amended into the RTP and the bond funds must be listed in the MTIP. Before work can begin on the *widening* project, the MTIP reserve dollars must be allocated to an actual preliminary engineering project. Before any of these regionally significant actions can be approved by Metro, ODOT and FHWA, the projects must be shown to conform with the SIP.

Section B of this conformity determination provides an overview of the 2000 RTP and major changes to road and transit network assumptions. The State Transportation Conformity Rule requires that the air quality conformity determination comply with several subsections of OAR Chapter 340, Division 252, including:

1. OAR 340-252-0110 – Use of the Latest Planning Assumptions
2. OAR 340-252-0120 – Use of Latest Emissions Model
3. OAR 340-252-0130 – Consultation
4. OAR 340-252-0140 – Timely Implementation of Transportation Control Measures (TCMs)
5. OAR 340-252-0190 – Motor Vehicle Emissions Budget

Section C discusses the relevant conformity determination requirements and demonstrates that this Determination complies with each requirement. Metro's technical analysis indicates that regional emissions will remain within established budgets in all analysis and budget years (i.e., 1998, 1999, 2001, 2003, 2005, 2006, 2007, 2010, 2015, and 2020). The following analysis demonstrates how the conformity determination for the 2000 Regional Transportation Plan, and by extension, the MTIP, complies with applicable requirements of OAR Chapter 340, Division 252. Inapplicable subsections of Division 252 are not cited in this conformity determination.

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<sup>1</sup> Defined in Chapter 5 of the 2000 Regional Transportation Plan and in Appendix 1 to this document, the financially constrained system responds to federal planning requirements. This system of projects and programs is limited to current funding sources, and those new sources that can be reasonably expected to be available during the 20-year plan period. As the federally recognized system, the financially constrained system is also the source of transportation projects that may be funded through the Metropolitan Transportation Improvement Program (MTIP). The MTIP allocates federal funds in the region. The 2000 RTP not only provides an updated set of financially constrained projects and programs for future MTIP allocations, but also establishes more formal procedures and objectives for implementing long-range regional transportation policies through incremental funding decisions. These new MTIP provisions are set forth in Chapter 6 of the 2000 RTP.

## B. OVERVIEW OF 2000 RTP AND MAJOR CHANGES IN NETWORK ASSUMPTIONS

The 2000 RTP was last conformed and approved by the U.S. Department of Transportation (USDOT) on January 26, 2001. The 2000 RTP represented five years of extensive planning work and analysis that was guided by input from a 21-member citizen advisory committee, state, regional and local officials and staff and from residents, community groups and businesses throughout the region. The 2000 RTP built on the 1995 RTP to implement the 2040 Growth Concept, the region's long-range plan for addressing expected growth while preserving the region's livability. The 2000 RTP represents a nearly 20-year evolution from a mostly road-oriented plan to a more balanced multi-modal plan that is closely tied to land use and the 2040 Growth Concept. The plan included changes to the mix of projects, the specificity of the project lists, greater emphasis on street connectivity, alternative mode performance and a revised 2040-based level of service policy that allows two-hour peak period motor vehicle system congestion in select locations based on availability of other modes of travel such as walking, biking and transit.

Amendments proposed at this time to this system are very minor and consist principally of the two freeway projects already discussed. During the course of interagency consultation, which initiated kick-off of this Determination, local jurisdictions declared several other minor changes to the financially constrained system list of projects. These changes were incorporated into Metro's regional model. The changes are described in Table S-2 of the Executive Summary and consist mostly of changes to timing of several projects, or the separation of some project features from one project and their inclusion in another. There are no other significant changes to report between the RTP network conformed in January 2001 and the network that is being conformed at this time.

## C. Relevant Conformity Requirements and Findings of Compliance

### 1. Consistency with the Latest Planning Assumptions (OAR 340-252-0110).

a. **Requirement:** *The State Rule requires that Conformity Determinations be based "on the most recent planning assumptions" derived from Metro's approved "estimates of current and future population, employment, travel and congestion."*

**Finding of compliance:** The *quantitative* analysis (see Section C.6) employs the transportation system planning assumptions refined over a five-year period during development of the 2000 RTP, and population, employment and development assumptions that reflect Metro adoption of the Regional Framework Plan and its implementing ordinances. The 1998 base year reflects Metro's official estimates of population and employment calibrated to 1990 Census data. Metro has officially adopted a population/employment projection for 2020. The 2020 population/employment projection is the foundation for all analysis years used in this Conformity Determination.

Travel and congestion forecasts in the analysis years of 1998, 2005, 2010 and 2020 are

derived from the population/employment data using Metro's regional travel demand model and the EMME/2 transportation planning software. Within subroutines of the regional travel demand model, Metro calculates the transit/bike/walk mode split for calculated travel demand based on a variety of factors, including trip distance, car per worker relationship, transit headways, total employment within one mile, intersection density and a zone-based mixed-use index of the ratio of total employment to total population (see Appendix 4). Both the population and employment estimates and the methodology employed by the EMME/2 model have been the subject of extensive interagency consultation and agreement (discussed further in Section C.3).

The resulting estimates of future year travel and motor vehicle congestion are then used with the outputs of the EPA approved MOBILE 5a-h emissions model to determine regional emissions. In all respects, the model outputs reflect input of the latest approved planning assumptions and estimates of population, employment, travel and congestion.

- b. **Requirement:** *The State Rule requires that changes in transit policies and ridership estimates assumed in the previous conformity determination must be discussed.*

**Finding of compliance:** There have been no significant changes in transit policies and ridership estimates approved since conformity of the RTP in January 2001. There have been minor refinement of Park & Ride locations and size at the Gateway Transit Center and in the South Corridor (McLoughlin Boulevard) near Milwaukie. The Gateway Transit Center will lose approximately 150 parking spaces, while the nearby 102<sup>nd</sup> Park & Ride lot will gain nearly 300 spaces. Some transit lines have been distributed away from the Transit Center by several blocks. The Milwaukie Park & Ride lot has moved from near the Ochoco overcrossing to downtown Milwaukie. Those these changes are not considered by Metro's modeling staff to be significant, the travel demand and trip distribution model was refined to reflect these changes to the planned transit system in the current Determination quantitative analysis.

- c. **Requirement:** *The State Conformity Regulations require that reasonable assumptions be used regarding transit service, and increases in fares and road and bridge tolls over time.*

**Finding of compliance:** There have been no changes in these factors since approval of the previous Determination.

There are no road or bridge tolls in place in the Portland metropolitan area, and none are assumed in the 2000 RTP. The region is exploring the feasibility of implementation of a Peak Period Pricing pilot project. No decision to deploy such a project has been made and this Determination does not model evaluation of such a program.

Auto operating costs are factored into the mode choice subroutines of the regional travel model. These costs are held constant to 1985 dollars. Parking costs for the Central City

and for Tier 1 regional centers are based on the South/North DEIS parking costs developed from survey data to reflect parking control strategies. Parking factors for the remaining regional centers, station communities, town centers and mainstreets are scaled back by 50 percent from these costs. No parking factors are assumed for corridors, neighborhoods, employment areas, industrial areas, greenspaces and areas outside the urban growth boundary. The three-zone transit fare structure adopted in 1992 is held constant through 2020. User costs (for both automobile and transit) are assumed to keep pace with inflation and are calculated in 1985 dollars. Free transit areas are assumed for the central business and Lloyd districts and Tier 1 regional centers and within Wilsonville town center.

The previously modeled South/North scope and concept remain unchanged. LRT from downtown Portland to Milwaukie town center, continues to be planned after 2010, LRT along Interstate Avenue from the Rose Quarter to the Expo Center remains on schedule for startup in 2006.

Previously modeled bus service assumptions remain unchanged. The analysis assumed a 1.5 percent annual service hour increase for regional bus service through 2020. Through 2006 the bulk of the increase is allocated to building a service base along the Interstate Avenue corridor. Bus service will be reallocated in the corridor after startup of Interstate MAX in 2006 and maintained at the higher levels.

Service is also built in four identified priority rapid bus corridors: the Barbur/99W and McLoughlin corridors, which link downtown with southeast Washington County and west Clackamas County, respectively; and later in the plan, rapid bus service is extended to the McLoughlin Boulevard/Highway 224 corridor and on Division Street to the Gresham regional center in east Multnomah County.

- d. **Requirement:** *The State Conformity Regulations require that the latest existing information be used regarding the effectiveness of TCMs that have already been implemented. It must also be demonstrated that the Plan does not delay or impede the implementation of TCMs*

**Finding of compliance:** The current amendments to the Plan and MTIP maintain full support of all funding based TCMs. This includes:

**Increased transit:**

- ❖ 1.5 percent annual service increase through 2020 (the SIP actually only stipulates a 0.5 percent annual increase after 2006);
- ❖ First phase implementation of South/North LRT extension (Interstate MAX) by 2007; additional extensions through 2020 to Vancouver, Washington and Milwaukie town center, with supplemental transportation alternatives under study

from Milwaukie town center to Clackamas regional center.

- ❖ Completion of Westside LRT extension to Hillsboro regional center (complete).

**Bicycle and Pedestrian System Improvements:**

- ❖ An average of five miles of new bike lanes on the regional system each two years.
- ❖ A two year average of 1.5 miles of improvements to regionally significant pedestrian facilities.
- ❖ Continued compliance with ORS 366.514, which requires incorporation of adequate bike and pedestrian facilities on all roadways subject to expansion or reconstruction.

The subject amendments of the 2000 RTP and 2002 MTIP do not impede implementation of non-funding based TCMs including:

- ❖ implementation of the 2040 Growth Concept of compact urban form development centered around transit supportive land use;
- ❖ continued implementation of the Employee Commute Option requirements for 10 percent reduction of drive alone trips encouraged by businesses of 50 or more employees; and

DEQ's Voluntary Parking Ratio Program, which partly offsets the ECO rule for participating employers, was suspended prior to the last conformity determination by DEQ for ineffectiveness.

**Finding of compliance:** There have been no changes since the last determination regarding estimates of the effectiveness of transit, bicycle and other TCMs. The following text is unchanged since from the January 2001 Determination.

**Transit TCMs.** Ridership of the Westside MAX met its five-year projected ridership levels after only two years of service, which is consistent with experience on the Eastside line. Additionally, the extension of LRT to the Portland International Airport in 2001 increased non-auto ridership above previously expected levels. Transit ridership in the Portland-area is growing at a rate faster than general population, which is unique to this region relative to all other equivalent urbanizing regions in the nation.

The effectiveness of Portland's transit system cannot be credited simply to the degree of investment in transit capital though, which is the thrust of the funding-based transit TCMs. Rather, it is the interplay of the capital commitment with implementation of the 2040 land use components elaborated in the 2040 Growth Concept (i.e., the Regional Framework Plan), called 2040 Design Types. The 2040 Growth Concept emphasizes transit oriented land development, restricted parking and increased pedestrian accessibility to transit facilities. Metro has calculated that region-wide implementation of these factors will generate an almost

30 percent increase of transit ridership over time relative to more traditional development patterns that would otherwise prevail in the region.<sup>2</sup>

**Bicycle System TCMs.** To determine effectiveness of striping projects to induce new bicycle ridership, Metro staff used accumulated ridership counts conducted by the City of Portland between 1995 and 1997 for 16 bike routes within the City. These counts include unimproved routes and routes that have been striped with bike lanes.

Virtually all the routes that were monitored showed noticeable increases of ridership between 1994 and 1997 that are assumed to be attributable to general demographic changes and to the region's bike promotion efforts. This generated an average 30 percent increase of bike ridership across all surveyed routes. Newly striped routes though, showed increases above this average.

To isolate the general effects from those attributable to the striping, the ridership increase of only newly striped facilities was averaged. The average regional increase was then deducted from that of the newly striped facilities. This yielded an average increase of 25 percent above the citywide increase of 30 percent. *This 25 percent factor represents a predictable ridership effect of bike lane striping.*

**Other TCMs.** Effectiveness of implemented and planned TCMs is also reflected in emission credits approved by DEQ for use in this Determination's calculation of daily regional emissions. Credits were assumed for compact land form called for in the Region 2040 Growth Concept, expansion of the I/M Boundary; implementation of enhanced I/M; and implementation of the Employee Commute Option (ECO) program. Credit for the region's Voluntary Parking Ratio program was eliminated in 1999 because very few businesses chose to participate in the program. All of these programs are founded in enforceable regulations.

## **2. Latest Emissions Model (OAR 340-252-0120)**

- a. **Requirement:** *The State Conformity Regulations require that the conformity determination must be based on the most current emission estimation model available.*

**Finding of compliance:** There have been no changes since the last determination regarding estimates of the effectiveness of transit, bicycle and other TCMs. The following text is unchanged since from the January 2001 Determination.

Metro employed EPA's recommended Mobile 5a-h emissions estimation model in preparation of this conformity determination. Additionally, Metro uses EPA's recommended EMME/2 transportation planning software to estimate vehicle flows of

<sup>2</sup> Transportation Analysis of the Growth Concept, Metro, July 1994. This analysis includes data sets for myriad performance measures generated from system definitions that include and omit implementation of parking factors and enhanced pedestrian environmental factors.

individual roadway segments. These model elements are fully consistent with the methodologies specified in OAR 340-252-0120.

### **3. Consultation (OAR 340-252-0130)**

- a. **Requirement:** *The State Conformity Regulations require the MPO to consult with the state air quality agency, local transportation agencies, DOT and EPA regarding enumerated items. TPAC is specifically identified as the standing consultative body in OAR 340-225-0060(1)(b).*

**Finding of compliance:** Metro complied with this requirement, as described below.

- i. *Determination of which Minor Arterial and other transportation projects should be deemed "regionally significant."*

Metro consulted with DEQ, FHWA, ODOT and Washington county representatives regarding regional significance of the proposed system amendments. Notes of this consultation session, and resulting agreements, are included in Appendix 2.

Metro models virtually all proposed enhancements of the regional transportation network proposed in the MTIP, the 2000 RTP and by local and state transportation agencies. This level of detail far exceeds the minimum criteria specified in both the State Rule and the Metropolitan Planning Regulations for determination of a regionally significant facility. This detail is provided to ensure the greatest possible accuracy of the region's transportation system predictive capability. The model captures improvements to all principal, major and minor arterial and most major collectors. Left turn pocket and continuous protection projects are also represented. Professional judgement is used to identify and exclude from the model those proposed intersection and signal modifications, and other miscellaneous proposed system modifications, (including bicycle-system improvements) whose effects cannot be meaningfully represented in the model. The results of this consultation were used to construct the analysis year networks identified in Appendix 1 of this Determination.

- ii. *Determine which projects have undergone significant changes in design concept and scope since the regional emissions analysis was performed.*

As described in the Executive Summary, Metro polled the region's operating agencies and received a set of minor approved modifications of the financially constrained RTP system. These changes are reflected in the quantitative analysis.

- iii. *Analysis of projects otherwise exempt from regional analysis.*

All projects capable of being modeled have been included in the Conformity Analysis quantitative networks, regardless of funding source or "degree of significance".

iv. *Advancement of TCMs.*

All past and present TCMs have been implemented on schedule. There exist no obstacles to implementation to overcome. See 1(d) in this section, above.

v. *PM10 Issues.*

The region is in attainment status for PM10 pollutants.

vi. *forecasting vehicle miles traveled and any amendments thereto.*

The forecast of vehicle miles is the product of the modeled road and transit network defined in the financially constrained system, which was approved during extensive consultation with all concerned agencies including DEQ as part of TPAC and JPACT.

vii. *determining whether projects not strictly "included" in the TIP have been included in the regional emission analysis and that their design concept and scope remain unchanged.*

The MTIP was last compared against the 2000 RTP system in April 2002. All projects funded in the MTIP were found to derive from RTP system projects, or they were exempt. The current amendments effect both the RTP and the MTIP equally (i.e., the RTP is amended to include the projects and the MTIP is being amended to schedule their funding.) The complete RTP network is used in the determination so all system projects are represented in this quantitative analysis of MTIP and RTP conformity.

viii. *project sponsor satisfaction of CO and PM10 "hot-spot" analyses.*

The MPO defers to ODOT staff expertise regarding project-level compliance with localized CO conformity requirements and potential mitigation measures. There exist no known PM<sub>10</sub> hot spot locations of concern.

ix. *evaluation of events that will trigger new conformity determinations other than those specifically enumerated in the rule.*

The declaration of locally approved project scope, concept or timing changes turned up delay of several potentially significant projects. These timing changes are reflected in the current quantitative analysis, though no formal consultation produced the decision to include the changes.

x. *evaluation of emissions analysis for transportation activities which cross borders of MPOs or nonattainment or maintenance areas or basins.*

The Portland-Vancouver Interstate Maintenance Area (ozone) boundaries are geographically isolated from all other MPO and nonattainment and maintenance areas and basins. Emissions assumed to originate within the Portland-area (versus the Washington State) component of the Maintenance Area are independently calculated by Metro. The Clark County Regional Transportation Commission (RTC) is the designated MPO for the Washington State portion of the Maintenance area. Metro and RTC coordinate in development of the population, employment and VMT assumptions prepared by Metro for the entire Maintenance Area. RTC then performs an independent Conformity Determination for projects originating in the Washington State portion of the Maintenance Area.

Conformity of projects occurring outside the Metro boundary but within the Portland-area portion of the Interstate Maintenance Area were assessed by Metro under terms of a Memorandum of Understanding between Metro and all potentially affected state and local agencies. No regionally significant projects outside the urban boundary have been declared to Metro for analysis.

- xi. disclosure to the MPO of regionally significant projects, or changes to design scope and concept of such projects that are not FHWA/FTA projects.*

See the Executive Summary.

- xii. the design schedule and funding of research and data collection efforts and regional transportation model development by the MPO.*

This consultation occurs in the course of MPO development and adoption of the annual Unified Planning Work Program.

- xiii. development of the TIP.*

Development and amendment of the MTIP is subject to the same degree of interagency review and approval as the RTP, including presentation at TPAC, JPACT and the Metro Council.

- xiv. development of RTPs.*

Development of the 2000 RTP was directly managed by TPAC, which is the standing body for interagency consultation.

- xv. establishing appropriate public participation opportunities for project level conformity determinations.*

In line with other project-level aspects of conformity determinations, it is most appropriate that project management staff of the state and local operating agencies be responsible for

any public involvement activities that may be deemed necessary in making project-level conformity determinations.

- b. **Requirement:** *The State Conformity Regulations require a proactive public involvement process that provides opportunity for public review and comment by providing reasonable public access to technical and policy information considered by the agency at the beginning of the public comment period and prior to taking formal action on the conformity determination for all transportation plans.*

**Finding:** Both the RTP and the 2002 MTIP were the subject of extensive public involvement processes. The current action, consisting of Metro's consideration of amendments to the RTP and the MTIP, and approval of a conformity determination supporting the amendments, was noticed for a 30-day comment period in the April 28 Sunday Oregonian. A public hearing on the actions has been scheduled before the Metro Council Transportation Committee on May 16<sup>th</sup>. The comment period will close May 28, three days prior to first review of the actions by TPAC, nearly two weeks before consideration for approval by JPACT and nearly one month before final scheduled approval by the Metro Council.

#### 4. Timely Implementation of TCMs (OAR 40-252-0140)

- a. **Requirement:** *The State Conformity Regulations require MPO assurance that "the transportation plan, [and] TIP... must provide for the timely implementation of TCMs from the applicable implementation plan."*

**Finding:** See C.1(d), above.

#### 5. Support Achievement of NAAQS

- a. **Requirement:** The State Implementation Plan (SIP) requires the 2000 RTP and MTIP to support achievement of NAAQS.

**Finding:** There has been no change to this text from the 2001 Determination.

The RTP is prepared by Metro. SIP provisions are integrated into the RTP as described below, and by extension into subsequent TIPs, which implement the 2000 RTP.

The scope of the 2000 RTP requires that it possess a guiding vision which recognizes the inter-relationship among (a) encouraging and facilitating economic growth through improved accessibility to services and markets; (b) ensuring that the allocation of increasingly limited fiscal resources is driven by both land use and transportation benefits; and (c) protecting the region's natural environment in all aspects of transportation planning process. Chapter 1 of the 2000 RTP describes this guiding vision:

- balance transportation and land use plans to protect livability in the region
- reduce reliance on any single mode of travel by expanding transportation choices
- sustain economic health by providing access to jobs and industry
- target transportation investments to leverage the 2040 Growth Concept
- maintain access to the natural areas around the region
- protecting the region's natural environment in all aspects of transportation planning process

In addition, several policies and objectives in Section 1.3.4 of the 2000 RTP directly support achievement of National Ambient Air Quality Standards (NAAQS). These objectives are achieved through a variety of measures affecting transportation system design and operation, also described in Chapter 1 of the 2000 RTP. The plan sets forth goals and objectives for road, transit, freight, bicycle, and pedestrian improvements as well as for implementation of system and demand management strategies.

The highway system is functionally classified to ensure a consistent, integrated, regional highway system of principal routes, arterial and collectors. Acceptable level-of-service standards are set for maintaining an efficient flow of traffic. The RTP also identifies regional bicycle and pedestrian systems for accommodation and encouragement of non-vehicular travel. System performance is emphasized in the RTP and priority is established for implementation of transportation system management (TSM) measures.

The transit system is similarly designed in a hierarchical form of regional transitways, radial trunk routes and feeder bus lines. Standards for service accessibility and system performance are set. Park-and-ride lots are emphasized to increase transit use in suburban areas. The RTP also sets forth an aggressive demand management program to reduce the number of automobile and person trips being made during peak travel periods and to help achieve the region's goals of reducing air pollution and conserving energy.

In conclusion, RTP is in conformance with the SIP in its support for achieving the NAAQS. Moreover, the RTP provides adequate statements of guiding policies and goals with which to determine whether projects not specifically included in the RTP at this time may be found consistent with the RTP in the future. Section 1.3.7 in Chapter 1 of the 2000 RTP identifies key policies that guide the selection of projects and programs to implement the RTP. Conformity of such projects with the SIP would require interagency consultation.

## **6. Quantitative Analysis (OAR 340-252-0190)**

### **1. Conduct a Quantitative Analysis**

**Requirement:** *OAR 340-252-0190 requires that a quantitative analysis be conducted as part of the 2000 RTP conformity determination. The analysis must demonstrate that emissions resulting from the entire transportation system, including all regionally significant projects*

*expected within the time frame of the plan, must fall within budgets established in the maintenance plan for criteria pollutants. In the Portland-Vancouver Air Quality Maintenance Area these include ozone precursors (VOC and NOx) and carbon monoxide (CO). A specified methodology must be used to calculate travel demand, distribution and consequent emissions as required by OAR 340-20-1010. The Portland metropolitan area has the capability to perform such a quantitative analysis.*

**Finding:** For the Oregon portion of the Portland-Vancouver airshed, emission budgets have been set for various sources of pollutants (mobile, point, area) and are included in the SIP and in the region's Ozone and Carbon Monoxide Maintenance Plans. The 2000 RTP must conform to the SIP mandated mobile emission budgets. Mobile emission budgets are set for winter carbon monoxide (CO) and for two summer ozone precursors: nitrogen oxides (NOx), and volatile organic compounds (VOC).

The region's approved Maintenance Plans identify two sets of analysis years, one set for winter CO and one set for summer ozone precursors (NOx and VOC). The CO budget years are 2001, 2003, 2007, 2010, 2015 and 2020. The ozone analysis years are 1999, 2001, 2003, 2006, 2010, 2015 and 2020. In addition, a plan horizon year must also be evaluated. For the 2000 RTP, the horizon year is 2020. Table 2 shows the budget years and associated emissions budgets.

*Table 2*  
**2000 RTP Mobile Emissions Budgets<sup>1</sup>**

	<b>Winter CO</b>	<b>Summer VOC</b>	<b>Summer NOx</b>
	(thousand pounds/day)	(tons/day)	(tons/day)
<b>1999</b>	<i>n/a</i>	52	56
<b>2001</b>	875	47	54
<b>2003</b>	825	44	52
<b>2006</b>	<i>n/a</i>	41	51
<b>2007</b>	775	<i>n/a</i>	<i>n/a</i>
<b>2010</b>	772	40	52
<b>2015</b>	801	40	55
<b>2020</b>	856	40	59

<sup>1</sup> Budgets are from the Maintenance Plan adopted in 1996.

Source: Metro

The network that was analyzed is summarized in Appendix 1. The protocol for definition of the Determination's analysis and budget years is summarized in Appendix 3, including discussion of why each analysis year was selected. Appendix 4 contains a summary of the principal model assumptions, including a discussion of assumed transit costs, parking factors, and intersection density and the impact of these factors on travel mode selection by 2040 design

type (e.g., central city, regional centers, town centers, station communities, mainstreets, employment areas, corridors, etc.) A detailed description of the network assumptions coded into Metro's regional model is contained in a 2000 RTP Financially Constrained System Atlas, available for review at Metro Headquarters at 600 NE Grand Avenue, Portland, OR 97232. The Atlas includes information about system and individual link capacities in the 1998 base year and capacities assumed after planned improvements as well as the year of expected operation of each planned improvement. The results of the quantitative analysis are shown in Table 3 and Figures 1, 2 and 3. In summary, Metro's analysis indicates that regional emissions will remain within established budgets in all analysis and budget years (i.e., 1998, 1999, 2001, 2003, 2005, 2006, 2007, 2010, 2015, and 2020).

**2. Determine Analysis Years.**

- a. **Requirement:** *The State Conformity Regulations) require the first analysis year to be no later than 10 years from the base year used to validate the transportation demand planning model (340-252-0070), that subsequent analysis years be no greater than 10 years apart and that the last year of the 2000 RTP must be an analysis year (340-252-0070).*

**Finding:** See Appendix 3 regarding selection of analysis and budget years, including discussion of why each analysis year was selected.

**3. Perform the Emissions Impact Analysis.**

- a. **Requirement:** *The State Conformity Regulations) require Metro to conduct the emissions impact analysis.*

**Finding:** Calculations were prepared, pursuant to the methods specified at OAR 340-20-1010, of CO and Ozone precursor pollutant emissions assuming travel in each analysis year on networks that have been previously described. A technical summary of the regional travel demand model, the EMME/2 planning software and the Mobile 5a methodologies is available from Metro upon request. The methodologies were reviewed by TPAC.

4. **Determine Conformity.**

- a. **Requirement:** *Emissions in each analysis year must be consistent with (i.e., must not exceed) the budgets established in the maintenance plan for the appropriate criteria pollutants (OAR 340-252-0190).*

**Finding:** Metro's analysis indicates that regional emissions will remain within established budgets in all analysis and budget years (i.e., 1998, 1999, 2001, 2003, 2005, 2006, 2007, 2010, 2015, and 2020). Table 3 provides a summary of these emissions and shows that the 2000 RTP, conforms with the SIP.

*Table 3*  
**2000 RTP Conformity Results<sup>1</sup>**

	<b>Winter CO</b>		<b>Summer VOC</b>		<b>Summer NOx</b>	
	(thousand pounds/day)		(tons/day)		(tons/day)	
	<i>Budget</i>	<i>Model Result</i>	<i>Budget</i>	<i>Model Result</i>	<i>Budget</i>	<i>Model Result</i>
<b>1999</b>	<i>n/a</i>	<i>n/a</i>	52	39.9	56	52.0
<b>2001</b>	875	747	47	38.0	54	51.4
<b>2003</b>	825	702	44	36.1	52	50.8
<b>2006</b>	<i>n/a</i>	<i>n/a</i>	41	33.8	51	50.4
<b>2007</b>	775	652	<i>n/a</i>	<i>N/a</i>	<i>n/a</i>	<i>n/a</i>
<b>2010</b>	772	644	40	32.1	52	50.9
<b>2015</b>	801	686	40	34.6	55	54.6
<b>2020</b>	856	728	40	37.0	59	58.2

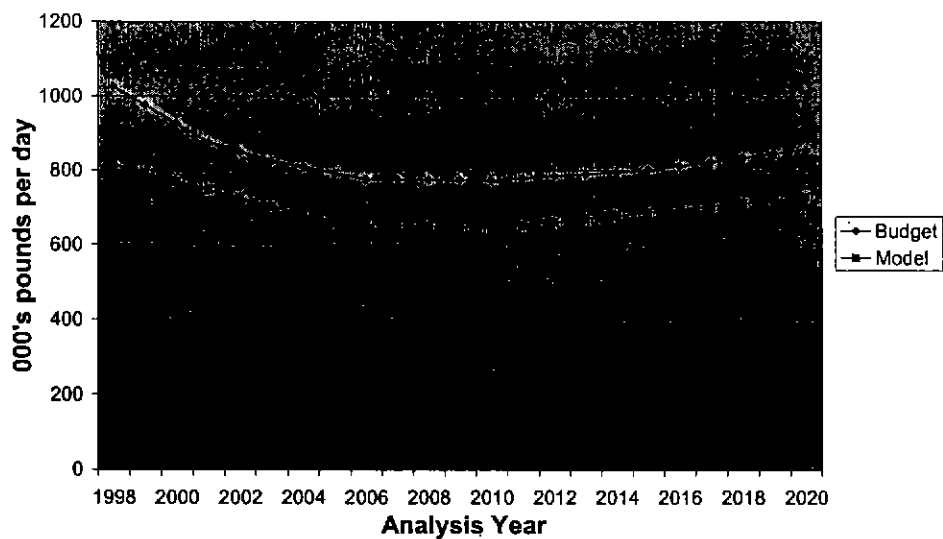
<sup>1</sup> Budgets are from the Maintenance Plan adopted in 1996.

Source: Metro

Figures 1, 2 and 3 show graphs of the conformity results that compare the emissions budgets with the modeled results for each analysis year for winter carbon monoxide (CO) and for two summer ozone precursors: nitrogen oxides (NOx), and volatile organic compounds (VOC), respectively. Figures 4 and 5 show graphs of the conformity results that compare the emissions budgets with the modeled results for each analysis year for winter carbon monoxide (CO) in the Portland central city and 82nd Avenue sub-areas.

Figure 1

### Winter CO Emissions Metro Boundary



Based on RTP Financially Constrained System.

Source: Metro

### Summer VOC Emissions Air Quality Maintenance Area

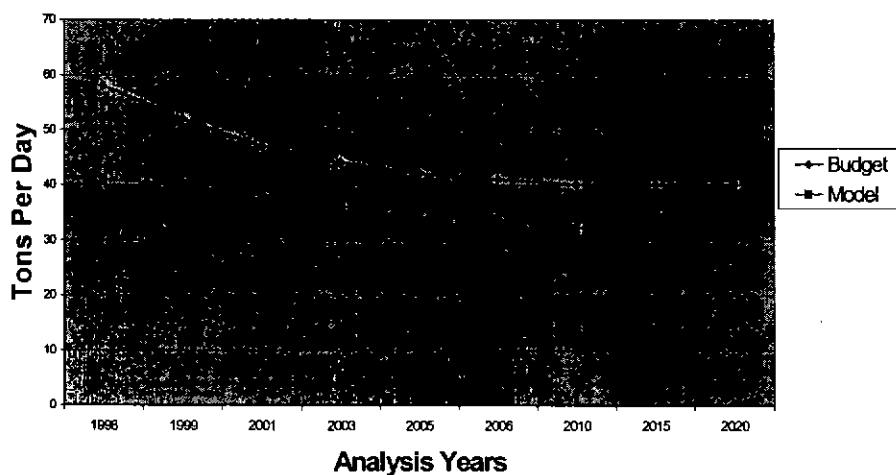


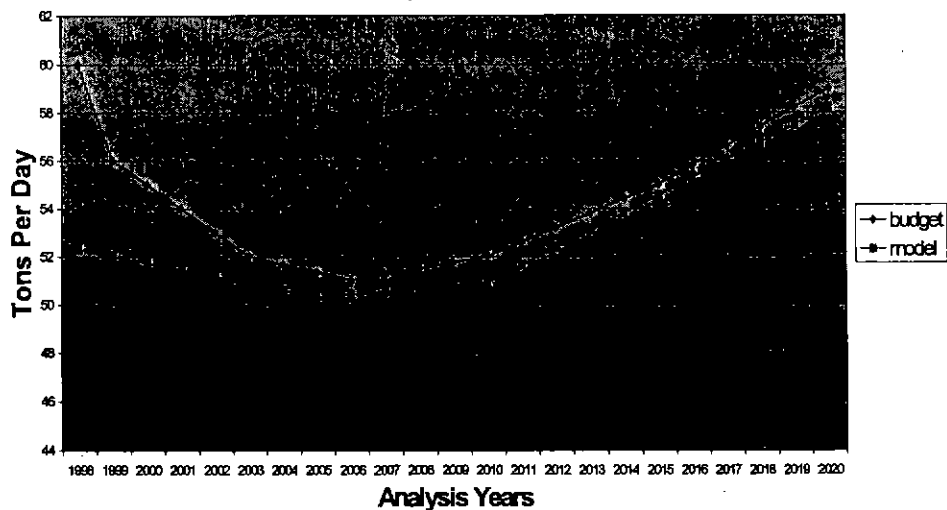
Figure 2

Based on RTP Financially Constrained System.

Source: Metro

Figure 3

### Summer NO<sub>x</sub> Emissions Air Quality Maintenance Boundary

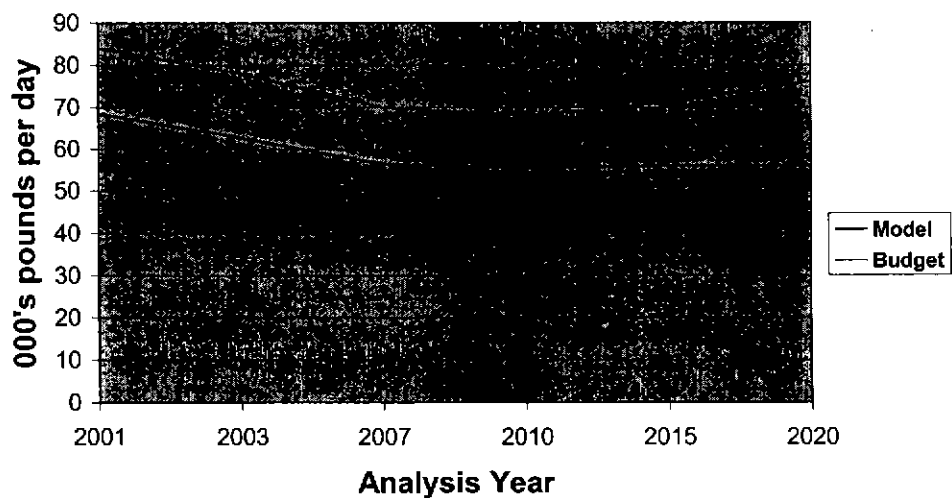


Based on RTP Financially Constrained System.

Source: Metro

Figure 4

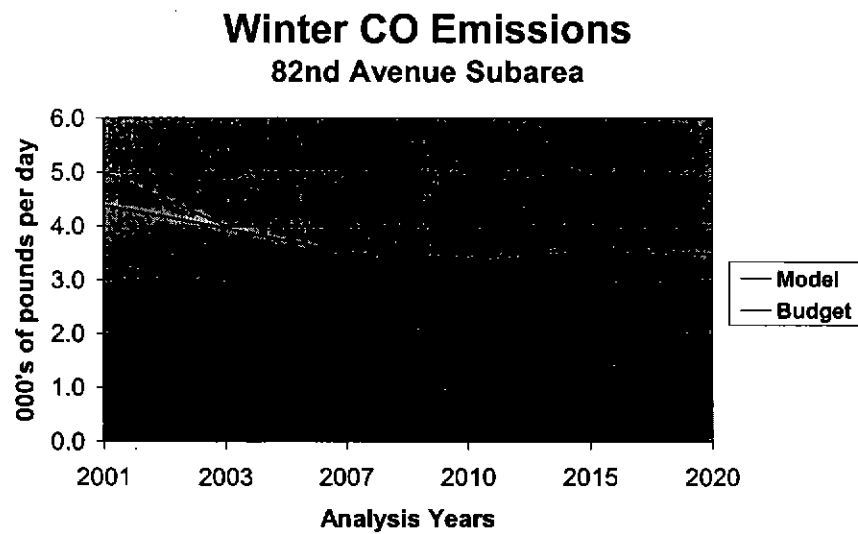
### Winter CO Emissions Portland Central City Subarea



Based on RTP Financially Constrained System.

Source: Metro

Figure 5



Based on RTP Financially Constrained System.

Source: Metro

## ***APPENDIX 1***

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### **RTP Financially Constrained System**



**METRO**

RTP/MTIP Amendment  
Conformity Determination  
(for OTIA bond projects)  
April 26, 2002

# 2000 RTP Financially Constrained Project List -

August 10, 2000

RTP #	Subarea	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	Project Purpose	RTP Financially Constrained System	Est. Project Cost in 1998 dollars (*** indicates phasing in financially)	RTP Program Years	Primary Modal Type	Primary Mode
1000	Portland/Colum. Corridor	Region	Tri-Met	Light Rail Extension 1	Rose Quarter to Expo Center	Construct LRT		✓	\$ 350,000,000	2000-20	3	transit
1002	Portland/Colum. Corridor	Region	Tri-Met	Light Rail Extension 2	Expo Center to Vancouver/Clark College	Construct LRT		✓	\$ 300,000,000	2000-20	3	transit
1003	Portland/Colum. Corridor	Region	Tri-Met	Light Rail Extension 3	Rose Quarter to Milwaukie TC	Construct LRT		✓	\$ 750,000,000	2000-20	3	transit
1007	Portland	Region	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.		✓	\$ 73,800,000	2000-20	10	mv
1009	Portland	Region	Portland	Springwater Trail Access Improvements	Sellwood Bridge to SPRR	Construct multi-use path; improve bicycle/pedestrian		✓	\$ 2,000,000	2000-05	5	bike/ped
1014	Portland	Central City	Tri-Met/Portland	16TEN - Central City Street Car	NW Portland to PSU	Construct street car	Provide additional access in support of medium density housing and other economic development in the Central City	✓	\$ 40,000,000	2000-05	3	transit
1015	Portland	Central City	Tri-Met/Portland	16TEN - Central City Street Car	North Macadam/Bancroft Street to PSU	Construct street car	Provide additional access in support of medium density housing and other	✓	\$ 40,000,000	2006-10	3	transit
1020	Portland	Region	Various	Red Electric Line Trail	Willamette Park to Oleson Road	Study feasibility of multi-use path		✓	\$ 135,000	2000-05	5	bike/ped
1021	Portland	Region	Various	Peninsula Crossing Trail	Portland Road to Marine Drive	Construct multi-use path		✓	\$ 359,000	2000-05	5	bike/ped
1027	Portland	Central City	Portland/ODOT	South Portland Improvements	South Portland sub-area	Implement South Portland Circulation Study	Access to Central City	✓	\$ 40,000,000	2000-05	13	mv
1028	Portland	Central City	Portland/ODOT	Kerby Street Improvements	Kerby Street at I-5	Improve I-405/Kerby Street interchange to calm traffic and improve local access		✓	\$ 1,624,000	2000-05	1	mv
1029	Portland	Central City	Portland	SE Water Avenue Extension	SE Water Avenue	Extend SE Water Avenue from Camruthers to Division Place	Provide new roadway connection between SE Clay and SE Division Place; construct sidewalks, bike lanes, landscaping and access to Willamette Greenway	✓	\$ 250,000	2000-05	1	mv
1032	Portland	Central City	Portland	Southern Triangle Circulation Improvements	Between the Ross Island Bridge - Hawthorne Bridge/ Willamette River - SE Grand MLK		Circulation improvements to the street system in this area; improve access to the CEID and Central City	✓	\$ 2,500,000	2000-05	1	mv
1033	Portland	Central City	Portland	Lovejoy Ramp Removal	Lovejoy ramp on Broadway Bridge	NW 9th Avenue to NW 14th Avenue	A critical infrastructure project to facilitate the desired housing densities in the River District; allow for streetcar operation	✓	\$ 10,846,000	2000-05	1	mv
1034	Portland	Central City	Portland	Lower Albina RR Crossing	Interstate Avenue to Russell Street	Provide new roadway to separate truck/rail movements	Remove congestion point in Columbia Corridor industrial area	✓	\$ 4,000,000	2000-05	1	mv
1035	Portland	Central City	Portland	SW Columbia Street Reconstruction	18th Avenue to Front Avenue	Rebuild street		✓	\$ 800,000	2000-05	1	mv

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August 10, 2000

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1036	Portland	Central City	Portland	Broadway/Flint Arena Access	Broadway/Flint at Rose Quarter	Intersection realignment	Improve intersection for access to Rose Garden Arena	✓	\$ 310,000	2000-05	1	mv
1037	Portland	Central City	Portland	Bybee Boulevard Overcrossing	Bybee Boulevard/McLoughlin	Replace substandard 2-lane		✓	\$ 3,500,000	2006-10	1	mv
1046	Portland	Central City	Portland	Transit Mall Restoration	Central City	Reduce maintenance and repair costs	Support S/N light rail	✓	\$ 2,470,000	2000-05	3	transit
1047	Portland	Central City	Portland	SE 7-8th Avenue Connection	Central Eastside Industrial District	Construct new street connection from SE 7th to 8th Avenue at Division Street	Pedestrian enhancements; curb extensions and crossing improvements; street reconstruction.	✓	\$ 500,000	2006-10	1	mv
1048	Portland	Central City	Portland	North Macadam Pedestrian and Bicycle Access Improvements	North Macadam District of the central city	Implement pedestrian and bicycle district access improvements identified in the	Access to the Central City	✓	\$ 4,300,000	2000-05	6	ped/bike
1049	Portland	Central City	Portland	North Macadam Transit Improvements	North Macadam District of the central city	Implement transit improvements identified in the North Macadam Framework Plan, including	Access to the Central City	✓	\$ 4,100,000	2000-05	3	transit
1050	Portland	Central City	Tri-Met/Portland	North Macadam TMA	North Macadam District of the central city	Implement transportation management area improvements identified in the	TDM	✓	See Project #8056 cost	2000-05	14	TDM
1051	Portland	Central City	Portland	W. Burnside and Inner E. Burnside Street Improvements and ITS	SE 12th to NW 23rd	Boulevard design improvements	Pedestrian enhancements; curb extensions and crossing improvements; street reconstruction.	✓	\$ 9,365,000	2000-05	4	blvd
1052	Portland	Central City	Portland	North Macadam Street Improvements	North Macadam District of the central city	Implement street improvements identified in the North Macadam Framework Plan, including	Improve access to the district at SW Moody/Bond to the Macadam/Bancroft intersection to provide access for truck,	✓	\$ 17,750,000	2000-05	1	mv
1053	Portland	Central City	Portland	Naito Parkway Improvements	NW Davis to SW Market	Complete boulevard design improvements and ITS	Project will improve bicycle and pedestrian access to Central City and Waterfront Park; reconstruct pavement, reconstruct sidewalks, reconstruct street trees, traffic signals and curb extensions.	✓	\$ 3,027,295	2000-05	4	blvd
1054	Portland	Central City	Portland	Broadway/Weldier Improvements, Phase II and III	At Arana and 15th Avenue to 24th Avenue	Complete boulevard design improvements and ITS	In accordance with Broadway/Weldier Plan; reconstruct sidewalks, provide street trees, traffic signals and curb extensions.	✓	\$ 5,590,000	2000-05	4	blvd
1055	Portland	Central City	Portland/ODOT	MLK/Grand Improvements	Central Eastside and Lloyd districts	Complete boulevard design improvements		✓	\$ 3,000,000	2011-20	4	blvd
1056	Portland	Central City	Tri-Met/Portland	Lloyd District TMA	Lloyd district of the Central City	Implement transportation management area program with	TDM	✓	\$ 80,000	2000-05	14	TDM
1058	Portland	Central City	Portland	SW Moody Bikeway	SW Moody from SW Bancroft to Gibbs	Retrofit bike lanes to existing street		✓	\$ 10,000	2000-05	5	bike
1062	Portland	Central City	Multnomah Co.	WRBAP Future Phase Project	Morrison Bridge	Morrison Bicycle Pathway;	Improve pedestrian and bicycle access	✓	\$ 1,270,000	2000-05	5	bike/ped
1063	Portland	Central City	Portland	SE Morrison / Belmont Bikeway	Morrison Bridge to SE 12th Avenue	Retrofit bike lanes to existing street		✓	\$ 8,000	2011-20	5	bike
1064	Portland	Central City	Portland	N Interstate Bikeway	N Lombard to N Greeley	Retrofit bike lanes to existing street		✓	\$ 200,000	2000-05	5	bike
1065	Portland	Central City	Portland	SE 17th Avenue Bikeway	SE Powell to Portland City Limits	Retrofit bike lanes to existing street		✓	\$ 100,000	2011-20	5	bike
1066	Portland	Central City	Portland	SE Milwaukie Bikeway	SE Gideon to SE Center	Retrofit bike lanes to existing street		✓	\$ 10,000	2011-20	5	bike
1068	Portland	Central City	Portland	SE Division Place/SE 9th Bikeway	SE 7th Avenue to SE Center Street	Retrofit bike lanes to existing street		✓	\$ 17,000	2011-20	5	bike
1069	Portland	Central City	Portland	East Burnside Bikeway	SE 28th to SE 74th Avenue	Retrofit bike lanes to existing street		✓	\$ 250,000	2000-05	5	bike
1079	Portland	Central City	Portland	Steel Bridge Pedestrian Way (RATS Phase I)	East and west side access to the Steel Bridge and East Bank	Create several linkages between the east and west sides of the	Access in the Central City	✓	\$ 3,562,000	2000-05	6	ped
1080	Portland	Central City	Portland	Hawthorne Boulevard Pedestrian Improvements	20th Avenue to 60th Avenue	Improved lighting, crossings, bus shelters, bike parking, benches		✓	\$ 750,000	2000-05	6	ped

# 2000 RTP Financially Constrained Project List - August 10, 2000

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1081	Portland	Central City	Portland	Eastbank Esplanade	Steel Bridge to OMSI	Construct multi-use path; improve bicycle/pedestrian		✓	\$ 3,018,000	2000-05	5	bike/ped
1084	Portland	Central City	Portland	Clay/2nd Pedestrian/Vehicle Signal	SW Clay Street and SW 2nd Avenue	New signal installation	Improve pedestrian accessibility and traffic safety	✓	\$ 100,000	2000-05	6	ped
1100	Portland	Central City	ODOT/Portland	Central City TSM improvements	Central City - various locations	Implement Central City TSM improvements to arterials.	Reduce congestion in the Central City.	✓	\$ 2,000,000	2000-05	12	mv
1101	Portland	Central City	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.		✓	\$ 60,000	2006-10	12	mv
1102	Portland	Central City	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.		✓	\$ 290,000	2006-10	12	mv
1103	Portland	Central City	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.		✓	\$ 255,000	2006-10	12	mv
1104	Portland	Central City	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.		✓	\$ 192,500	2000-05	12	mv
1105	Portland	Central City	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.		✓	\$ 175,000	2006-10	12	mv
1109	Portland	Swan Island IA	Portland	Going Street Rail Overcrossing	North Going Street at Swan Island	Widen intersection and add additional EB lane on structure	Provide through movement capacity for traffic entering and exiting Swan Island.	✓	\$ 3,099,000	2000-05	1	mv
1113	Portland	Swan Island IA	Portland	Going Street Bikeway	N Interstate Avenue to N Basin Street and N. Leavenworth Channel	Retrofit bike lanes to existing street.	Provide access to Columbia Corridor, employment and industrial areas.	✓	\$ 78,000	2000-05	5	bike
1120	Portland	Hollywood TC	Portland	Sandy Boulevard Multi-Modal Improvements, Phase I	12th Avenue to 57th Avenue	Multi-modal street improvements, redesign selected intersections to add turn lanes and improve pedestrian crossings, selected street closures and streetscape improvements, add on-street parking, ITS and safety improvements.		✓	\$ 15,000,000	2000-05	4	blvd
1122	Portland	Hollywood TC	Portland	Sandy Boulevard Multi-Modal Improvements, Phase II	57th Avenue to 102nd Avenue	Multi-modal street improvements, redesign selected intersections to improve pedestrian crossings, streetscape improvements and safety improvements.		✓	\$ 4,000,000	2006-10	4	blvd
1126	Portland	Hollywood TC	Portland	NE/SE 50s Bikeway	NE Tillamook to SE Woodstock	Retrofit streets to add bike boulevard		✓	\$ 500,000	2000-05	5	bike
1130	Portland	Hollywood TC	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	Make the Hollywood TC walkable, enhance pedestrian access to transit, improve safety, enhance commercial streetscape.	✓	\$ 6,650,000	2000-05	6	ped
1144	Portland	St. Johns TC	Portland	N Portland Road Bikeway	Martin Luther King to Willamette Boulevard	Retrofit bike lanes to existing street	Access to St. Johns TC	✓	\$ 400,000	2011-20	5	bike

# 2000 RTP Financially Constrained Project List -

August 10, 2000

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1145	Portland	St. Johns TC	Portland	N St. Louis/Fessenden Bikeway	N Columbia Way to N Willamette Boulevard	Retrofit bike lanes to existing street	Access to St. Johns TC	✓	\$ 8,000	2000-05	5	bike
1146	Portland	St. Johns TC	Portland	N Greeley/Interstate Bikeway	Edgewater Drive to Cathedral Park	Retrofit bike lanes to existing street	Access to St. Johns TC & Central City regional facility	✓	\$ 145,000	2000-05	5	bike
1147	Portland	St. Johns TC	Portland	Willamette Cove Segment Trail	Willamette Cove to St. Johns Bridge	Study feasibility of multi-use path		✓	\$ 500,000	2000-05	5	bike/ped
1150	Portland	St. Johns TC	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	Make walking the mode of choice for trips to and within the Town Center.	✓	\$ 500,000	2000-05	6	ped
1156	Portland	Lents TC	Portland	SE Ellis Bikeway	SE Foster Road to SE 92nd Avenue	Retrofit bike lanes to existing street		✓	\$ 400,000	2011-20	5	bike
1157	Portland	Lents TC	Portland	SE 92nd Avenue Bikeway	SE Stark to Lincoln; SE Powell to Foster	Retrofit bike lanes to existing street	Provide access to the Regional Center	✓	\$ 21,000	2000-05	5	bike
1158	Portland	Lents TC	Portland	Lents TC Pedestrian District	Lents Town Center Pedestrian District	Pedestrian facility improvements to key links accessing th Foster-Woodstock couplet	Plan and develop improvements to the pedestrian environment within this Pedestrian District.	✓	\$ 720,000	2006-10	6	ped
1159	Portland	Lents TC	Portland	Foster Pedestrian Access to Transit Improvements	Powell Boulevard to Lents TC	Improve sidewalks, lighting, crossings, bus shelters & benches	Improve sidewalk access in vicinity; Improve ease of crossings and install curb extensions at transit stops.	✓	\$ 2,000,000	2000-05	6	ped
1160	Portland	Lents TC	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	Improve sidewalk access in vicinity; Improve ease of crossings and install curb extensions at transit stops.	✓	\$ 6,000,000	2000-05	6	ped
1161	Portland	Lents TC	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	Improve sidewalk access in vicinity; Improve ease of crossings and install curb extensions at transit stops.	✓	\$ 5,000,000	2006-10	6	ped
1162	Portland	Lents TC	Portland	Foster Road Improvements	79th to 87th Avenues	Implement Lent Town Center Business District Plan with new traffic signals, pedestrian	Improve sidewalk access in vicinity; Improve ease of crossings and install curb extensions at transit stops.	✓	\$ 2,000,000	2011-20	6	ped
1168	Portland	Hillsdale TC	Portland	Hillsdale Intersection Improvements	BH Highway/Capitol Highway/Bertha Boulevard	Redesign the intersection with "boulevard design"		✓	\$ 845,000	2000-05	1	mv
1169	Portland	Hillsdale TC	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	Access to Hillsdale TC	✓	\$ 3,000,000	2011-20	5	bike
1171	Portland	Hillsdale TC	Portland	SW 30th Avenue Bikeway	BH Highway to SW Vermont Street	Retrofit bike lanes to existing street	Access to Hillsdale TC	✓	\$ 931,000	2011-20	5	bike
1172	Portland	Hillsdale TC	Portland	SW Bertha Bikeway Improvements	SW Vermont to BH Highway	Widen street to add bike lanes		✓	\$ 400,000	2000-05	5	bike
1176	Portland	Hillsdale TC	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	Access to Hillsdale TC	✓	\$ 2,200,000	2011-20	6	bike/ped
1181	Portland	Hillsdale TC	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		✓	\$ 90,000	2008-10	12	mv

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1184	Portland	Raleigh Hills TC	ODOT/WashCo	BH Highway/Scholls Redesign	BH Highway/Scholls/Oleson intersection	Redesign intersection to improve safety		✓	\$ 13,000,000	2006-10	1	mv
1185	Portland	Raleigh Hills TC	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	Access to TC	✓	\$ 14,000,000	2006-10	1	mv
1189	Portland	Raleigh Hills TC	Portland	SW 62nd Avenue at Beaverton-Hillsdale Highway	SW 62nd Avenue at Beaverton-Hillsdale Highway	Install median refuge to improve pedestrian crossing.	Access to TC	✓	\$ 100,000	2000-05	6	ped
1193	Portland	West Portland TC	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	Improve motor vehicle, pedestrian and bicycle safety and access	✓	\$ 610,000	2000-05	6	ped
1195	Portland	West Portland TC	Portland/ODOT	Barbur Boulevard Design Treatment	Terwilliger Boulevard to south Portland city limits	Complete boulevard design improvements	Re-design street to multi-modal design	✓	\$ 13,000,000	2000-05	4	blvd
1198	Portland	West Portland TC	Portland	SW Taylor's Ferry Bikeway	SW Capitol Highway to Portland City Limits	Retrofit bike lanes to existing street; shoulder widening, drainage	Improve Access to West Portland TC	✓	\$ 1,800,000	2000-05	5	bike
1202	Portland	West Portland TC	Portland	SW Capitol Highway Pedestrian and Bicycle Improvements	Multnomah Boulevard to Taylor's Ferry Road	Construct sidewalks, improve crossings and bike facilities	Improve Access to West Portland TC	✓	\$ 1,200,000	2000-05	6	ped/bike
1207	Portland	West Portland TC	Portland	Barbur Boulevard ITS	Barbur Boulevard/I-5 Corridor	Install intelligent transportation system infrastructure to improve safety and enhance traffic flow	Improve Access to and from the West Portland TC	✓	\$ 550,000	2000-05	12	mv
1211	Portland	Portland Mainstreet	Portland	Garden Home/Oleson/Multnomah Improvements	Multnomah Boulevard to 71st Avenue	Reconstruct intersection, sidewalks, crossings	Access to TC	✓	\$ 875,000	2000-05	6	ped
1212	Portland	Portland Mainstreet	Portland	SE Division Bikeway	SE 52nd to SE 82nd; SE 122nd to Portland city limit	Retrofit bike lanes to existing street		✓	\$ 41,000	2011-20	5	bike
1213	Portland	Portland Mainstreet	Portland	NE/SE 122nd Avenue Bikeway	Marine Drive to Reedway	Stripe bike lanes where missing		✓	\$ 120,000	2011-20	5	bike
1214		Portland Mainstreet	Portland	Division Street Transit Improvements, Phase I	SE Grand Avenue to 136th Avenue	Improve sidewalks, lighting, crossings, bus shelters & benches		✓	\$ 5,900,000	2000-05	6	ped
1217	Portland	Portland Mainstreet	Portland	Multnomah Pedestrian District	SW Capitol Highway & SW Multnomah	Improve sidewalks, lighting, crossings.	Improve access to Capitol and Multnomah mainstreets in Multnomah Village.	✓	\$ 500,000	2000-05	6	ped
1219	Portland	Portland Mainstreet	Portland	Belmont Pedestrian Improvements	12th Avenue to 43rd Avenue	Plan and develop streetscape and transportation improvements	Increase opportunities to walk and enhance the Main Street character of this corridor; access to Central City	✓	\$ 2,000,000	2000-05	6	ped
1220	Portland	Portland Mainstreet	Portland	Fremont Pedestrian Improvements	NE 42nd Avenue to 52nd Avenue	Plan and develop streetscape and transportation improvements	Increase opportunities to walk and enhance the Main Street character of this corridor; serves primary transit	✓	\$ 250,000	2000-05	6	ped
1221	Portland	Portland Mainstreet	Portland	Killingsworth Pedestrian Improvements	NE Killingsworth; Williams to 33rd; 42nd to Cully	Plan and develop streetscape and transportation improvements	Increase opportunities to walk and enhance the Main Street character of this corridor; serves primary transit	✓	\$ 1,320,000	2000-05	6	ped
1222	Portland	Portland Mainstreet	Portland	SE Milwaukie Pedestrian Improvements	SE Milwaukie and Yukon to Tacoma	Plan and develop streetscape and transportation improvements	Increase opportunities to walk and enhance the Main Street character of this corridor; access to Central City	✓	\$ 860,000	2011-20	6	ped
1223	Portland	Portland Mainstreet	Portland	NE Alberta Pedestrian Improvements	NE Alberta - MLK Boulevard to 33rd Avenue	Construct streetscape and transportation improvements	Increase opportunities to walk and enhance the Main Street character of this corridor; encourage economic development as developed in the Alberta Street Plan	✓	\$ 2,600,000	2000-05	6	ped

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1224	Portland	Portland Mainstreet	Portland	NE Cully/57th Pedestrian and Bicycle Improvements	NE Fremont to Killingsworth	Construct sidewalks and crossing improvements for pedestrian travel and access to transit and schools.	Increase opportunities to walk and enhance the Main Street character of this corridor; serves primary transit	✓	\$ 2,835,000	2000-05	6	ped
1227	Portland	Portland Mainstreet	Portland	SE Tacoma Main Street Improvements	Sellwood Bridge to McLoughlin Boulevard	Implement boulevard design based on Tacoma Main Street study recommendations and incorporate McLoughlin Neighborhoods Project recommendations		✓	\$ 4,000,000	2000-05	4	blvd
1229	Portland	Portland Mainstreet	Portland	SE Woodstock Main Street	39th Avenue to 49th Avenue	Plan and develop streetscape and transportation	Increase opportunities to walk and enhance the Main Street character of this corridor; access to Lents TC	✓	\$ 200,000	2000-05	2	blvd
1230	Portland	Portland Mainstreet	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		✓	\$ 200,000	2006-10	12	mv
1231	Portland	Portland Mainstreet	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		✓	\$ 100,000	2006-10	12	mv
1239	Portland	Portland Mainstreet	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	Improve traffic operations to improve safety, reduce neighborhood intrusion and facilitate transit.	✓	\$ 340,000	2000-05	12	mv
1240	Portland	Portland Mainstreet	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	Improve traffic operations to improve safety, reduce neighborhood intrusion and facilitate transit.	✓	\$ 350,000	2000-05	12	mv
1242	Portland	Portland Mainstreet	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	Improve traffic operations to improve safety, reduce neighborhood intrusion and facilitate transit.	✓	\$ 550,000	2000-05	12	mv
1246	Portland	Portland Corridor	Portland	Capitol Highway, Phase II	Capitol Highway, south of West Portland TC	Complete study recommendations		✓	\$ 2,240,250	2000-05	1	mv
1248	Portland	Portland Corridor	Portland	NE Klickitat/Siskiyou Bikeway	NE 14th Avenue to Rocky Butte Road	Retrofit streets to add bike boulevard		✓	\$ 65,000	2011-20	5	bike
1247	Portland	Portland Corridor	Portland	SE Holgate Bikeway, Phase I	42nd Avenue to 136th Avenue	Stripe bike lanes		✓	\$ 60,000	2000-05	5	bike
1248	Portland	Portland Corridor	Portland	SE Holgate Bikeway, Phase II	SE McLoughlin Boulevard to SE 42nd Avenue	Stripe bike lanes		✓	\$ 17,000	2011-20	5	bike
1253	Portland	Portland Corridor	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		✓	\$ 300,000	2000-05	5	bike/ped
1257	Portland	South/North SC	Portland	NE Russell Bikeway	N Interstate to MLK Boulevard	Stripe bike lanes		✓	\$ 1,000	2011-20	5	bike
1259	Portland	South/North SC	Portland	N/NE Skidmore Bikeway	N Interstate to NE Cully	Retrofit streets to add bike boulevard		✓	\$ 65,000	2000-05	5	bike
1263	Portland	Banfield SC	Portland/ODOT	Banfield SC Pedestrian Improvements	60th, 82nd, 148th, 162nd & intersecting streets	Improve sidewalks, lighting, crossings, bus shelters & benches		✓	\$ 2,250,000	2006-10	6	ped
1264	Portland	Banfield SC	Portland	Ventura Park Pedestrian District	Eastside MAX Station Corridor at 122nd Avenue	Improve sidewalks, lighting, crossings, bus shelters & benches to improve ease of	Improve the pedestrian environment within the Pedestrian District; provide access to transit	✓	\$ 520,000	2000-05	6	ped

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1266	Multnomah	Gateway RC	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	Improve safety and provide access to the Regional Center.	✓	\$ 3,500,000	2006-10	1	mv
2001	Multnomah	Region	Multnomah Co.	Hogan Corridor Improvements	I-84 to Stark Street	Construct new I-84 interchange		✓	\$ 24,000,000	2000-05	1	mv
2008	Multnomah	Gateway RC	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		✓	\$ 2,800,000	2000-05	4	blvd
2011	Multnomah	Gateway RC	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		✓	\$ 2,000,000	2006-10	4	blvd
2012	Multnomah	Gateway RC	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	Improve safety and provide access to the Regional Center.	✓	\$ 3,800,000	2006-10	4	blvd
2013	Multnomah	Gateway RC	Multnomah Co.	NE Halsey Bikeway	162nd Avenue to 181st Avenue	Retrofit bike lanes to existing street	Provide access to the Regional Center.	✓	\$ 70,000	2000-05	5	bike
2014	Multnomah	Gateway RC	Multnomah Co.	Glisan Street Bikeway	162nd Avenue to 202nd Avenue	Retrofit bike lanes to existing street	Provide access to the Regional Center.	✓	\$ 140,000	2000-05	5	bike
2015	Multnomah	Gateway RC	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	Provide access to the Regional Center.	✓	\$ 6,140,000	2006-10	4	blvd
2016	Multnomah	Gateway RC	Portland	NE Halsey Bikeway	NE 39th Avenue to NE 102nd Avenue	Retrofit bike lanes to existing street	Provide access to the Regional Center.	✓	\$ 100,000	2000-05	5	bike
2017	Multnomah	Gateway RC	Portland	SE Stark/Washington Bikeway	NE 75th Avenue to Portland city limits (excluding 92nd Avenue to 111th Avenue)	Retrofit bike lanes to existing street	Provide access to the Regional Center.	✓	\$ 300,000	2000-05	5	bike
2018	Multnomah	Gateway RC	Portland	SE 111th/112th Avenue Bikeway	SE Mt. Scott Boulevard to SE Market Street	Retrofit bike lanes to existing street	Provide access to the Regional Center.	✓	\$ 1,175,500	2011-20	5	bike
2019	Multnomah	Gateway RC	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	Provide access to the Regional Center.	✓	\$ 100,000	2000-05	5	bike
2020	Multnomah	Gateway RC	Portland	Gateway Regional Center Pedestrian District Improvements, Phase I	Gateway Regional Center	High priority local street and pedestrian improvements in regional center	Provide access to the Regional Center.	✓	\$ 3,000,000	2000-05	6	ped
2021	Multnomah	Gateway RC	Portland	Gateway Regional Center Pedestrian District Improvements, Phase II	Gateway Regional Center	High priority local street and pedestrian improvements in regional center	Improve safety and provide access to the Regional Center.	✓	\$ 6,000,000	2006-10	6	ped
2022	Multnomah	Gateway RC	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	Provide necessary street and utility to support redevelopment and manage traffic.	✓	\$ 1,200,000	2006-10	12	mv
2023	Multnomah	Gateway RC	Tri-Met/Portland	Gateway TMA Startup	Gateway Regional Center	Implements a transportation management association program with employers (placeholder TMA)		✓	See RTP #8056	2006-10	14	TDM

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2024	Multnomah	Gateway RC	Portland	Gateway Regional Center Pedestrian District Improvements, Phase III	Gateway Regional Center	High priority local street and pedestrian improvements in regional center	Improve safety and provide access to the Regional Center.	✓	\$ 6,000,000 *	2011-20	6	ped
2025	Multnomah	Gresham RC	Tri-Met	Division Street Frequent Bus Capital Improvements	Gresham to PCBD	Construct improvements that enhance frequent bus service		✓	see Tri-Met total	2000-05	3	transit
2026	Multnomah	Gateway RC	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	Improve safety and provide access to the Regional Center.	✓	\$ 3,500,000	2006-10	1	mv
2041	Multnomah	Gresham RC	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	Provide arterial improvements between	✓	\$ 4,000,000	2000-05	1	mv
2047	Multnomah	Gresham RC	Gresham	Division Street Improvements	NE Wallula Street to Hogan Road	Complete boulevard design improvements	Improve pedestrian and bicycle facilities and access in RC	✓	\$ 4,000,000 *	2000-05	4	blvd
2049	Multnomah	Gresham RC	ODOT	Powell Boulevard Improvements - Gresham RC	Birdsdale to Hogan	Complete boulevard design improvements		✓	\$ 4,000,000	2000-05	4	blvd
2053	Multnomah	Gresham RC	Gresham	Gresham/Fairview Trail	Springwater Trail to Marine Drive	Springwater Trail connection		✓	\$ 1,700,000	2000-05	5	bike/ped
2054	Multnomah	Gresham RC	Gresham	Springwater Trail Connections	Springwater Trail at 182nd Avenue and Pleasant View/190th Ave.	Provide bike access to regional trail		✓	\$ 900,000	2011-20	5	bike/ped
2056	Multnomah	Gresham RC	Multnomah Co.	Division Street Bikeway	174th Avenue to Wallula Avenue	Retrofit street to add bike lanes	Provide bicycle access through RC	✓	\$ 160,000	2006-10	5	bike
2057	Multnomah	Gresham RC	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		✓	\$ 6,100,000 *	2000-05	6	ped
2058	Multnomah	Gresham RC	Gresham	Springwater Trail Pedestrian Access	Eastman, Towle, Roberts, Regner, Hogan	Improve sidewalks and lighting		✓	\$ 500,000	2011-20	6	ped
2059	Multnomah	Gresham RC	Gresham	Division Street Pedestrian to Transit Access Improvements	175th to Wallula Avenue	Improve sidewalks, lighting, crossings, bus shelters and benches		✓	\$ 1,000,000	2011-20	6	ped
2062	Multnomah	Gresham RC	Tri-Met/Gresham	Gresham regional center TMA startup	Gresham Regional Center	Implements a transportation management association program with employers		✓	\$ 174,500	2006-10	14	TDM
2065	Multnomah	Gresham RC	Gresham	Phase 3 Signal Optimization	System-wide	Optimize signals		✓	\$ 2,000,000 *	2000-05	12	mv
2068	Multnomah	PDX IA	Port	I-205 Direct Ramp	I-205 to Airport Way	Restripe flyover off ramp; widen at touchdown as needed	Provide efficient movement of traffic to the terminal and supporting PDX tenants.	✓	\$ 2,700,000	2006-10	13	mv
2079	Multnomah	South Shore IA	Multnomah Co.	185th Railroad Crossing Improvement	185th Avenue/railroad bridge	Replacing railroad bridge to allow for road widening	Improve freight, bicycle and pedestrian access	✓	\$ 1,200,000	2011-20	1	mv
2081	Multnomah	South Shore IA	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	Improve freight, bicycle and pedestrian access	✓	\$ 8,000,000	2000-05	1	mv
2084	Multnomah	South Shore IA	Multnomah Co.	181st Avenue Intersection Improvement	181st Avenue/Glisan Street intersection	Improve intersection	Increase safety and efficiency of system	✓	\$ 540,000	2011-20	1	mv
2085	Multnomah	South Shore IA	Multnomah Co.	181st Avenue Intersection Improvement	181st Avenue/Burnside Road intersection	Improve intersection	Increase safety and efficiency of system	✓	\$ 300,000	2011-20	1	mv
2086	Multnomah	South Shore IA	Portland	NE 138th Avenue Improvements	Sandy Boulevard - Marine Drive - Columbia Boulevard	Remove and replace deteriorating timber bridge to meet ODOT and FHWA requirements.	Provide access to Columbia Corridor, employment and industrial areas.	✓	\$ 1,400,000	2000-05	1	mv

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2087	Multnomah	South Shore IA	Portland	NE 158th Avenue Improvements	Sandy Boulevard to Marine Drive	Reconstruct street to industrial standards, add sidewalks, stripe bike lanes, curb and storm drainage, construct bridge to replace culverts at main slough crossing and build fill to reduce grade at Marine Drive intersection	Provide access to Columbia Corridor, employment and industrial areas.	✓	\$ 1,000,000	2000-05	1	mv
2088	Multnomah	South Shore IA	Portland	NE Marine Drive/122nd Avenue Improvements	NE Marine Drive/122nd Avenue intersection	Signalization, widen dike to install left turn lane on Marine Drive	Improve safety at critical intersection, provide access to Columbia Corridor, employment and industrial areas.	✓	\$ 1,683,000	2000-05	1	mv
2091	Multnomah	South Shore IA	Portland	NE/SE 148th Avenue Bikeway	NE Marine Drive to Knott and NE Glisan to SE Division	Retrofit bike lanes to existing street	Provide access to Columbia Corridor employment and industrial areas & access to LRT station.	✓	\$ 31,000	2006-10	5	bike
2101	Multnomah	Rockwood TC	Gresham	Stark Street Improvements	160th to 187th	Complete boulevard design improvements	Improve pedestrian and bicycle access	✓	\$ 3,000,000	2006-10	4	blvd
2102	Multnomah	Rockwood TC	Gresham	Stark Street Improvements	181st to 190th	Complete boulevard design improvements	Improve pedestrian and bicycle access	✓	\$ 3,000,000	2000-05	4	blvd
2105	Multnomah	Rockwood TC	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	Provide bike and pedestrian facilities for	✓	\$ 3,000,000	2011-20	6	ped
2111	Multnomah	Fairview/WV TC	Multnomah Co.	207th Connector	Halsey Street to Glisan Street	Complete reconstruction of 207th Avenue		✓	\$ 1,500,000	2000-05	1	mv
2116	Multnomah	Fairview/WV TC	Multnomah Co.	NE 223rd Avenue Bikeway and Pedestrian Improvements	NE Halsey Street to Marine Drive	Retrofit bike lanes and sidewalks on existing street	Provide bike and pedestrian facilities for	✓	\$ 500,200	2006-10	6	bike/ped
2123	Multnomah	Troutdale TC	Multnomah Co.	Stark Street Improvements	257th Avenue to Troutdale Road	Widens street to five lanes	Complete urban arterial and improve bike	✓	\$ 3,000,000	2000-05	1	mv
2126	Multnomah	Troutdale TC	Troutdale	257th Avenue Pedestrian Improvements	Cherry Park Road to Stark Street	Improve sidewalks, lighting, crossings, bus shelters and benches		✓	\$ 1,000,000	2000-05	6	ped
3001	Washington	Region	ODOT	Highway 217 Improvements	NB - TV Highway/Canyon Road to US 26	Widen NB to three lanes; ramp improvements		✓	\$ 21,000,000	2006-10	13	mv
3007	Washington	Region	ODOT	US 26 Improvements	EB from Highway 217 to Camelot Court	Widen EB US 26 to three lanes		✓	\$ 12,000,000	2006-10	13	mv
3012	Washington	Region	Hillsboro	Rock Creek Greenway Multi-use Path	TV Highway to Evergreen Parkway	Completes multi-use path along Rock Creek from Tualatin Valley Highway to Evergreen Parkway		✓	\$ 3,300,000	2000-05	5	bike/ped
3013	Washington	Region	Various	Bronson Creek Greenway Multi-Use Path	Beaverton Creek to Powerline Trail	Study feasibility of corridor		✓	n/a	2000-05	2	bike/ped
3014	Washington	Region	Various	Powerline Beaverton Trail Corridor	Bronson Creek Greenway to Farmington Road	Plan, design and construct multi-use path		✓	\$ 2,700,000	2000-05	5	bike/ped
3015	Washington	Region	Various	Beaverton Creek Greenway Corridor Study	Rock Creek to Fanno Creek Greenway	Study feasibility of corridor		✓	n/a	2000-05	2	bike/ped
3016	Washington	Region	Washington Co.	Washington County ATMS	Washington County	Acquire hardware for new traffic operations center and conduct needs analysis		✓	\$ 1,000,000	2000-05	12	mv
3019	Washington	Beaverton RC	Beaverton	Beaverton Connectivity Improvements I	(1) Henry Street: Millikan to Center, (2) Dawson/Westgate: Karl Braun to Hall, (3) Rose Biggs: Canyon to Westgate, (4) Tualata Way to Millikan	Complete central Beaverton street connections		✓	\$ 13,200,000	2000-05	1	mv
3020	Washington	Beaverton RC	Beaverton	Beaverton Connectivity Improvements II	(5) Electric to Whitney to Carousel to 144th, (6) new conn.: Henry & 114, (7) new conn.: Hall and Cedar Hill (8) Griffith to 114th	Complete central Beaverton street connections		✓	\$ 13,300,000	2006-10	1	mv
3026	Washington	Beaverton RC	Beaverton	Millikan Extension	Hocken to Cedar Hills	Three lane extension to connect with Cedar Hills at Henry Street		✓	\$ 4,300,000	2000-05	1	mv
3027	Washington	Beaverton RC	Beaverton/WashCo	Davis Improvements	160th Avenue to 170th Avenue	Three lane improvement to add bike and pedestrian facilities	Improve safety	✓	\$ 1,600,000	2000-05	1	mv

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3028	Washington	Beaverton RC	Beaverton	Hart Improvements	Murray to 165th	Three lane improvement with sidewalks, bikeways and signal at 155th Avenue	Improve safety	✓	\$ 7,100,000	2000-05	1	mv
3029	Washington	Beaverton RC	Beaverton	Lombard Improvements	Broadway to Farmington	Three lane improvement to realign road with segment to the north with pedestrian facilities	Access to regional center	✓	\$ 1,600,000	2000-05	1	mv
3030	Washington	Beaverton RC	Beaverton	Farmington Road Improvements	Hocken Avenue to Murray Boulevard	Widen to five lanes; improve intersections at Murray Boulevard and Hocken Avenue		✓	\$ 9,300,000	2000-05	1	mv
3032	Washington	Beaverton RC	Beaverton	Cedar Hills Boulevard Improvements	Farmington Road to Walker Road	Widen to five lanes with sidewalks and bike lanes		✓	\$ 3,700,000	2006-10	1	mv
3033	Washington	Beaverton RC	Beaverton	125th Avenue Extension	Brockman Street to Hall Boulevard	Construct two-lane extension with turn lanes from Brockman Street to Hall Boulevard		✓	\$ 9,800,000	2000-05	1	mv
3034	Washington	Beaverton RC	Beaverton	Hall Boulevard Extension	Cedar Hills Boulevard to Terman/Hocken	Construct three-lane extension with bikeways and sidewalks		✓	\$ 4,600,000	2000-05	1	mv
3038	Washington	Beaverton RC	Beaverton	Center Street Improvements	Hall Boulevard to 113th Avenue	Widen to three lanes with bikeways and sidewalks (only bike lanes and sidewalks in financially constrained system)		✓	\$ 3,200,000 *	2011-20	1	mv
3041	Washington	Beaverton RC	Beaverton	Hall/Watson Improvements	Allen Boulevard to Cedar Hills Boulevard	Complete boulevard design improvements		✓	\$ 445,000	2000-05	4	blvd
3042	Washington	Beaverton RC	ODOT/Beaverton/Tri-Met	TV Highway Pedestrian Access to Transit Improvements	Murray to Highway 217	Improve sidewalks, lighting, crossings, bus shelters and benches		✓	\$ 8,000,000 *	2006-10	6	ped
3045	Washington	Beaverton RC	Beaverton	Farmington Road Bikeway	Hocken to Highway 217	Retrofit to include bike lanes		✓	\$ 2,800,000	2006-10	5	bike
3046	Washington	Beaverton RC	Beaverton	Hall Boulevard Bikeway	BH Highway to Cedar Hills Boulevard	Retrofit to include bike lanes		✓	\$ 68,000	2000-05	5	bike
3047	Washington	Beaverton RC	Beaverton	Watson Avenue Bikeway	BH Highway to Hall Boulevard	Retrofit to include bike lanes		✓	\$ 59,000	2000-05	5	bike
3049	Washington	Beaverton RC	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		✓	\$ 1,120,000	2000-05	6	ped
3051	Washington	Beaverton RC	WashCo/Beaverton/Tri-Met	Hall Boulevard/Watson Pedestrian-to-Transit Improvements	Cedar Hills Boulevard to Tigard TC	Improve sidewalks, lighting, crossings, bus shelters and benches		✓	\$ 1,600,000	2006-10	6	ped
3052	Washington	Beaverton RC	Beaverton	110th Avenue Pedestrian Improvements	B-H Highway to Canyon Road	Fill in missing sidewalks		✓	\$ 30,000	2000-05	6	ped
3053	Washington	Beaverton RC	Beaverton	117th Avenue Pedestrian Improvements	light rail transit to Center Street	Improve sidewalks, lighting, crossings		✓	\$ 30,000	2000-05	6	bike/ped
3058	Washington	Beaverton RC	Tri-Met/Beaverton	Beaverton Regional Center TMA	Beaverton Regional Center	Implements a transportation management association program with employers		✓	See RTP #8056 total	2000-05	14	TDM
3061	Washington	Beaverton RC	ODOT/WashCo	TV Highway System Management	TV Highway from Highway 217 to 209th	Interconnect signals on TV Highway from 209th Avenue to Highway 217		✓	\$ 1,500,000 *	2006-10	12	mv
3063	Washington	Beaverton RC	Washington Co.	Murray Boulevard Improvements	TV Highway to Allen Boulevard	Signal coordination	Congestion relief	✓	\$ 50,000	2000-05	12	mv
3067	Washington	Beaverton Corridor	Washington Co.	185th Avenue Improvements	West View High School to Springville Road	Widen to five lanes with bike lanes and sidewalks	Improve access to Tanasbourne town center	✓	\$ 5,000,000	2006-10	1	mv
3071	Washington	Region	Beaverton/WashCo/THPRD	Fanno Creek Greenway Multi-Use Path	Allen Boulevard to Denney Road east of Highway 217 and from Highway 217 to Allen Boulevard near Scholls Ferry Road	Completes Fanno Creek Greenway multi-use path		✓	\$ 1,500,000	2000-05	5	bike/ped
3072	Washington	Beaverton Corridor	Tualatin Hills PRD	Beaverton Powerline Multi-use Trail	Farmington Road to Scholls Ferry Road	Construct multi-use trail within powerline easement		✓	\$ 2,000,000	2000-05	5	bike/ped
3074	Washington	Beaverton Corridor	Beaverton	Hall Boulevard Bikeway	12th Street to south of Allen Boulevard	Retrofit to include bike lanes; intersection turn lanes at Allen Boulevard		✓	\$ 1,438,000	2000-05	5	bike
3075	Washington	Beaverton Corridor	Beaverton/WashCo	Cedar Hills Boulevard Improvements	Butner Road to Walker Road	Improve sidewalks, lighting, crossings, bike lanes, bus shelters and benches		✓	\$ 1,100,000	2000-05	6	bike/ped

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3079	Washington	Beaverton Corridor	Beaverton	Allen Boulevard Bike/Ped Improvements	Western Avenue to Scholls Ferry Road	Retrofit to include bike lanes and fill in missing sidewalks		✓	\$ 253,000	2006-10	6	bike/ped
3085	Washington	Westside SC	Washington Co.	170th Improvement	Rigert to Alexander	Three lanes from Rigert to Blanton; five lanes from Blanton to Alexander	Traffic safety and congestion relief	✓	\$ 26,700,000	2000-05	1	mv
3091	Washington	Westside SC	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		✓	\$ 6,400,000	2006-10	1	mv
3092	Washington	Westside SC	Washington Co.	Powerline/Rock Creek Trail	Bethany/Kaiser Road to Evergreen Road/Rock Creek Greenway	Construct multi-use path for bicyclists and pedestrians just north of US 26	Access to light rail	✓	\$ 1,000,000	2000-05	5	bike/ped
3094	Washington	Westside SC	Hillsboro	Cornell Road Bikeway	Elam Young Parkway (W) to Ray Circle	Retrofit to include bike lanes	Fill in gaps in network	✓	\$ 600,000	2000-05	5	bike
3095	Washington	Westside SC	Washington Co.	170th Avenue Pedestrian Improvements	Merlo Drive to Elmonica light rail station	Fill in sidewalk gaps and extend to light rail eastside only	Access to light rail	✓	\$ 270,000	2000-05	6	ped
3096	Washington	Westside SC	Washington Co.	Pedestrian Access to MAX	Westside LRT station areas	Provide pedestrian connections to light rail stations		✓	\$ 1,000,000	2000-05	6	ped
3098	Washington	Westside SC	Washington Co.	Walker Road Bike/Ped Improvements	Canyon Road to Cedar Hills Boulevard	Retrofit to include bike lanes and sidewalks	Improve bicycle and pedestrian connections	✓	\$ 750,000	2011-20	6	bike/ped
3102	Washington	Hillsboro RC	Washington Co.	Baseline Road Improvements	201st to 231st Avenue	Widen to three lanes with bike lanes and sidewalks	Congestion relief	✓	\$ 21,000,000	2000-05	1	mv
3104	Washington	Hillsboro RC	Hillsboro	NW Alolek Drive Extension	NW Amberwood Drive to Cornelius Pass Road	New three-lane facility with sidewalks and bike lanes		✓	\$ 2,000,000	2000-05	1	mv
3105	Washington	Hillsboro RC	Hillsboro	E/W Collector	185th Avenue to 231st Avenue	New 3-lane facility		✓	\$ 4,600,000	2000-05	1	mv
3106	Washington	Hillsboro RC	Washington Co.	229th/231st/234th Connector	Borwick Road to Baseline and Century High School to Borwick Road; Baseline to LRT	New 3-lane facility and bridge; widen 231st Avenue to three lanes (Century High to LRT in financially constrained system)	Capacity improvements allowing connector to operate at (5) lanes	✓	\$ 23,200,000	2000-05	1	mv
3107	Washington	Westside SC	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)	Capacity improvements allowing connector to operate at (5) lanes	✓	\$ 4,800,000	2006-10	1	mv
3108	Washington	Hillsboro RC	Washington Co.	Baseline Road Improvements	Lisa to 201st Avenue	Widen to 3 lanes with bike lanes and sidewalks	Congestion relief	✓	\$ 7,500,000	2000-05	1	mv
3110	Washington	Hillsboro RC	ODOT/WashCo	Jackson School Road Improvements	Jackson School Road at US 26	Improve Jackson School Road intersection with channelization	Safety	✓	\$ 500,000	2000-05	1	mv
3111	Washington	Hillsboro RC	Washington Co.	First Avenue Improvements	Grant Street to Glencoe High School	Improve sidewalks and pedestrian crossings and make transit improvements	Access to regional center	✓	\$ 700,000	2000-05	6	ped
3112	Washington	Hillsboro RC	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		✓	\$ 185,000	2000-05	1	mv
3113	Washington	Hillsboro RC	Hillsboro	10th Avenue Improvements	Main Street to Baseline Road	Add right turn lane and widen sidewalk		✓	\$ 1,500,000	2000-05	1	mv
3114	Washington	Hillsboro RC	Hillsboro	NE 29th Avenue Improvements	Grant Street to East Main Street	Widen to three lanes with sidewalks, bike lanes, street lighting and landscaping		✓	\$ 2,500,000	2000-05	1	mv
3123	Washington	Hillsboro RC	Tri-Met/Hillsboro	Hillsboro Regional Center TMA Startup	Hillsboro Regional Center	Implements a transportation management association program with employers		✓	See RTP #8056 total	2000-05	14	TDM
3126	Washington	Sunset IA	Washington Co.	Cornelius Pass Road Improvements	TV Highway to Baseline Road	Widen to five lanes including sidewalks and bike lanes	Improve traffic flow and freight access	✓	\$ 5,000,000	2006-10	1	mv

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3127	Washingt	Hillsboro Corridor	ODOT/Hillsboro/WashCo	Hillsboro RC Pedestrian Improvements	18th, 21st, Oak, Maple and Walnut streets	Improve sidewalks, lighting, crossings, bus shelters and benches		✓	\$ 1,500,000	2000-05	6	ped
3128	Washingt	Hillsboro RC	Washington Co.	Cornell Road Improvements	Arrington Road to Main Street	Widen to five lanes		✓	\$ 6,000,000	2011-20	1	mv
3130	Washingt	Sunset IA	WashCo/Hillsboro	Evergreen Road Improvements	Glencoe Road to 15th Avenue	Widen to three lanes to include bikeways and sidewalks	Improve safety	✓	\$ 12,800,000	2000-05	1	mv
3131	Washingt	Sunset IA	Hillsboro/Port	Evergreen Road improvements	15th Avenue to 253rd Avenue	Widen to five lanes to include bikeways and sidewalks		✓	\$ 8,900,000	2006-10	1	mv
3132	Washingt	Sunset IA	Washington Co.	Cornelius Pass Road Improvements	US 26 to West Union Road	Widen to five lanes, including sidewalks and bike lanes	Improve traffic flow and freight access	✓	\$ 3,500,000	2000-05	1	mv
3133	Washingt	Sunset IA	Washington Co./ODOT	Cornelius Pass Road Interchange Improvement	US 26/Cornelius Pass Road	Construct full diamond interchange and southbound auxiliary lane to facilitate traffic flows on and off US 26		✓	\$ 5,000,000	2000-05	13	mv
3134	Washingt	Sunset IA	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	Improve traffic flow and freight access	✓	\$ 9,000,000	2000-05	1	mv
3135	Washingt	Sunset IA	Washington Co.	Cornelius Pass Road Improvements	Baseline Road to Alciek Drive	Widen to five lanes including sidewalks and bike lanes	Improve traffic flow and freight access	✓	\$ 15,000,000	2000-05	1	mv
3136	Washingt	Sunset IA	Washington Co.	Brookwood/Parkway Avenue Improvements	Baseline Road to Airport Road	Widen to 3 lanes from Baseline to Cornell Road and to 5 lanes from Cornell Road to Airport Road	Improve access to industrial/employment	✓	\$ 10,900,000	2000-05	1	mv
3137	Washingt	Sunset IA	Washington Co.	Brookwood Avenue Improvements	TV Highway to Baseline Road	Widen to three lanes including sidewalks and bike lanes	Improve access to industrial/employment	✓	\$ 7,500,000	2000-05	1	mv
3138	Washingt	Sunset IA	Washington Co.	Murray LRT Overcrossing and Pedestrian Improvements	Ternan Road to Millikan Way	Expand LRT bridge from 2 to 4 lanes and improve sidewalks, lighting crossings, bus shelters, benches and landscaped buffers on bridge approach	Improve access to light rail and industrial	✓	\$ 1,000,000	2000-05	1	mv
3140	Washingt	Sunset IA	Hillsboro	229th Avenue Extension	NW Wagon Way to West Union Road	New three-lane facility with sidewalks and bike lanes	Improve north/south access between ind	✓	\$ 2,300,000	2006-10	1	mv
3141	Washingt	Sunset IA	Washington Co.	170th/173rd Improvements	Baseline to Walker	Improve to 3 lanes	Improve access to light rail	✓	\$ 5,500,000	2006-10	1	mv
3143	Washingt	Sunset IA	Washington Co.	Walker Road Improvements	Cedar Hills to 158th Avenue	Widen to five lanes including sidewalks and bike lanes (three lanes in the financially constrained system)	Safety and congestion relief	✓	\$ 20,000,000	2006-10	1	mv
3144	Washingt	Sunset IA	Washington Co.	Walker Road Improvements	158th Avenue to Amberglenn Parkway	Widen to five lanes including sidewalks and bike lanes (three lanes in the financially constrained system)	Safety and congestion relief	✓	\$ 10,000,000	2006-10	1	mv
3147	Washingt	Sunset IA	Hillsboro	25th Avenue Improvements	Cornell Road to Evergreen	Widen street to three lanes with bike lanes		✓	\$ 2,000,000	2006-10	1	mv
3148	Washingt	Beaverton RC	Washington Co.	Walker Road Improvements	Highway 217 to Cedar Hills Boulevard	Widen to three lanes including sidewalks and bike lanes (only Lynnfield to Cedar Hills in financially constrained)		✓	\$ 8,000,000	2006-10	1	mv
3150	Washingt	Sunset IA	Washington Co.	Cornell Road System Management	185th Avenue to 25th Avenue	Implement signal timing at Tannasboume/185th to 25th Avenue	Improve traffic flow	✓	\$ 300,000	2000-05	12	mv

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3152	Washington	Sunset LA	Tri-Met	Westside TMA	Western Washington County	Implements a transportation management association program with employers		✓	\$ 80,000	2000-05	14	TDM
3154	Washington	Forest Grove TC	Washington Co.	Forest Grove Northern Arterial	Quince to Highway 47	New 2-lane facility with sidewalks and bike lanes	Safety and congestion relief	✓	\$ 2,000,000	2000-05	1	mv
3157	Washington	Forest Grove TC	Washington Co.	Sunset Drive Improvements	University Avenue to Beal Road	Widen to three lanes including bike lanes, signals and sidewalks	Safety and congestion relief	✓	\$ 4,500,000	2000-05	1	mv
3158	Washington	Forest Grove TC	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		✓	\$ 12,300,000	2000-05	1	mv
3160	Washington	Forest Grove TC	Forest Grove	Verboort Road Intersection Improvement	at Highway 47	Intersection safety improvement		✓	\$ 200,000	2006-10	1	mv
3162	Washington	Forest Grove TC	ODOT	TV Highway (Pacific/19th) Bikeway	Hawthorne to "E" Street	Retrofit to include bike lanes		✓	\$ 100,000	2000-05	5	bike
3163	Washington	Forest Grove TC	ODOT/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		✓	\$ 2,132,670	2000-05	6	ped
3166	Washington	Cornelius	Cornelius/ODOT	Highway 8 Intersection Improvement - 10th	Intersection of 10th Avenue and Highway 8 couplet	Widen OR 8/10th Avenue intersection to support freight access		✓	\$ 720,000	2006-10	1	mv
3167	Washington	Cornelius	Cornelius/ODOT	Highway 8 Intersection Improvement - 19th/20th Avenue	Intersection of 19th/20th Avenue and Highway 8 couplet	Install traffic signals on OR 8 at 19th Avenue/20th Avenue; reconfigure intersection		✓	\$ 2,000,000	2000-05	1	mv
3168	Washington	Cornelius	Cornelius/ODOT	Baseline Street/Adair Street Couplet Intersection Improvements	Intersection of 14th Avenue and couplet	Intersection improvement with signal		✓	\$ 350,000	2006-10	1	mv
3169	Washington	Cornelius	Cornelius/ODOT	Main Street Couplet Improvements	Highway 8 couplet from 10th to 19th Avenue	Complete boulevard design improvements		✓	\$ 6,000,000	2000-05	4	blvd
3170	Washington	Cornelius	Cornelius/ODOT	West Couplet Enhancement	1st Avenue to 10th Avenue	Complete boulevard design improvements		✓	\$ 3,000,000	2006-10	4	blvd
3171	Washington	Cornelius	Cornelius/Wash Co.	Highway 8/4th Avenue Intersection Improvements	Intersection of 4th Avenue and couplet	Intersection improvement with signal		✓	\$ 950,000	2006-10	1	mv
3175	Washington	Sunset TC	Washington Co.	Barnes Road Improvements	Highway 217 to 119th Avenue	Widen to five lanes with bike lanes and sidewalks	Access to town center at Highway 217 a	✓	\$ 6,200,000	2006-10	1	mv
3178	Washington	Sunset TC	Washington Co.	Westhaven Road Pathways	Morrison to Springcrest	Constructs off-road pathway to improve bicycle and pedestrian access to Sunset transit center	Access to LRT	✓	\$ 500,000	2006-10	6	bike/ped
3183	Washington	Cedar Mill TC	Washington Co.	Cornell Road Improvements	143rd Avenue to Saltzman	Widen to three lanes with bikeways and sidewalks		✓	\$ 4,600,000	2000-05	1	mv
3185	Washington	Cedar Mill TC	Washington Co.	Barnes Road improvement	Saltzman Road to 119th Avenue	Widen to five lanes with intersection improvement at Saltzman	Congestion relief	✓	\$ 5,300,000	2000-05	1	mv
3186	Washington	Cedar Mill TC	Washington Co.	Murray Boulevard Improvements - Cedar Mill	Science Park Drive to Cornell	Widen Murray Boulevard to five lanes	Congestion relief	✓	\$ 3,100,000	2000-05	1	mv
3192	Washington	Cedar Mill TC	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	Improve connectivity	✓	\$ 1,000,000	2000-05	1	mv
3193	Washington	Cedar Mill TC	Washington Co.	Cornell Road Boulevard Treatment	Trail Avenue to Saltzman	Add bike lanes, sidewalks, median, landscaping		✓	\$ 2,000,000	2000-05	4	blvd
3194	Washington	Cedar Mill TC	Washington Co.	Cedar Mill Multi-Use Path	North of Cornell Road from 113th Avenue to 119th Avenue	Construct multi-use path along north side of Cornell Road		✓	\$ 1,000,000	2000-05	5	bike/ped
3195	Washington	Cedar Mill TC	Washington Co.	Saltzman Pedestrian Improvements	Marshall Road to Dogwood Road	Construct sidewalks on west side of road	Safety	✓	\$ 485,000	2000-05	6	mv
3197	Washington	Bethany TC	Washington Co.	Bethany Boulevard Improvements, Phase 1	Bronson Road to West Union Road	Widen to three lanes with bike lanes and sidewalks		✓	\$ 5,000,000	2000-05	1	mv
3204	Washington	Tanasbourne TC	Washington Co.	Cornell Road Improvements - East Tanasbourne	179th Avenue to Bethany Boulevard	Widen to five lanes with sidewalks and bike lanes	Congestion relief	✓	\$ 4,000,000	2006-10	1	mv

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3208	Washington	Tanasbourne TC	Washington Co.	Tanasbourne TC Pedestrian Improvements	Cornell, Evergreen Pkwy and intersecting streets	Improve sidewalks, lighting, crossings, bus shelters and		✓	\$ 200,000	2011-20	6	ped
3216	Washington	Farmington TC	Washington Co.	185th Avenue Improvements	TV Highway to Bany Road	Widen to three lanes		✓	\$ 8,000,000	2006-10	1	mv
3217	Washington	Farmington TC	Washington Co.	Farmington Road Improvements	185th Avenue to 209th Avenue	Widen to three lanes		✓	\$ 5,000,000	2006-10	1	mv
3218	Washington	Farmington TC	Washington Co.	Cornelius Pass Road Extension	South of TV Highway to Kinnamon Road	Realign intersection @ TV Highway and construct new two-lane road south of TV Highway to Kinnamon Road		✓	\$ 1,700,000	2011-20	1	mv
4000	Columbia Corridor	Region	Tri-Met	01PDX -Airport Light Rail	Gateway to Portland International Airport	Construct LRT		✓	\$ 154,000,000	2000-05	3	transit
4004	Columbia Corridor	Region	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		✓	\$ 92,000,000	2000-05	13	mv
4005	Columbia Corridor	Region	ODOT	I-5 North Improvements	Lombard Street to Expo Center	Widen to six lanes		✓	\$ 25,000,000	2000-05	13	mv
4011	Columbia Corridor	Columbia Corridor	Portland	NE Marine Drive Bikeway	I-5 to 122nd Avenue	Retrofit bike lanes to existing street, off-street paths in missing locations		✓	\$ 450,000	2000-05	5	bike
4012	Columbia Corridor	Columbia Corridor	Portland	N/NE Lombard/Killingsworth ITS	Six signals: at junction, MLK, Interstate, Greeley, Portsmouth and Philadelphia/Vanhoe	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow		✓	\$ 210,000	2006-10	12	mv
4017	Columbia Corridor	PDX IA	Port	SW Quad Access	33rd Avenue	Provide street access from 33rd Avenue into SW Quad		✓	\$ 1,500,000	2011-20	1	mv
4019	Columbia Corridor	PDX IA	Port	Light rail station/track realignment	Portland International Center	Construction of light rail station		✓	\$ 14,000,000	2000-05	3	transit
4020	Columbia Corridor	PDX IA	Port	Airport Way Improvements, East	82nd Avenue to I-205	Widen to three lanes in both directions	Provide improved traffic flow to the PDX Terminal and the surrounding PDX uses.	✓	\$ 8,000,000	2000-05	1	mv
4021	Columbia Corridor	PDX IA	Port	Airport Way Improvements, West	82nd Avenue to PDX Terminal	Widen to three lanes in both directions	Provide improved traffic flow to the PDX Terminal and the surrounding PDX uses.	✓	\$ 10,000,000	2006-10	1	mv
4022	Columbia Corridor	PDX IA	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	Improve connectivity and distribute traffic between Columbia Boulevard and NE Portland Highway. Utilize existing capacity on NE Portland Highway (Lombard).	✓	\$ 29,000,000	2000-05	1	mv
4023	Columbia Corridor	PDX IA	Port	Marx Drive Extension	Marx Drive to 82nd Avenue	Extend Marx to 82nd Avenue	Provide efficient movement of traffic to PDX properties.	✓	\$ 315,000	2006-10	1	mv
4024	Columbia Corridor	PDX IA	Port	Alderwood Road Extension	Alderwood Road to Clark Road	Three lane extension	Provide efficient movement of traffic to PDX properties and secondary east-west link for Columbia Corridor.	✓	\$ 8,600,000	2000-05	1	mv
4025	Columbia Corridor	PDX IA	Port	Cascades Parkway	International Parkway to Cascades	New east/west three lane connection between International Parkway and PIC	Provide efficient movement of traffic to PDX properties.	✓	\$ 14,500,000	2000-05	1	mv
4027	Columbia Corridor	PDX IA	Port/Portland	Airport Way/Cascades grade separation	Cascades Avenue	Construct overcrossing at Airport Way/Cascades Avenue; widen Airport Way to 4 lanes from new overcrossing to I-205	Provide efficient movement of traffic to the terminal and PIC development.	✓	\$ 10,500,000	2000-05	1	mv
4028	Columbia Corridor	PDX IA	Port	Airport Way/82nd grade separation	82nd Avenue/Airport Way	Construct grade separated overcrossing	Provide efficient movement of traffic to PDX properties.	✓	\$ 11,000,000	2011-20	1	mv
4030	Columbia Corridor	PDX IA	Portland	NE 11-13th Avenue Connector	NE 11/13th Avenue at Columbia Boulevard	New three-lane roadway and bridge		✓	\$ 8,075,000	2000-05	1	mv
4031	Columbia Corridor	PDX IA	Port	Airport Way return and Exit Roadways	Airport Way	Relocate Airport Way exit roadway and construct new return roadway	Maintain adequate access and circulation to the terminal area.	✓	\$ 14,000,000	2011-20	1	mv

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4032	Columbia Corridor	PDX IA	Port	Airport Way terminal entrance roadway relocation	PDX terminal	Relocate and widen Airport Way northerly at terminal entrance to maintain access and circulation	Maintain adequate access and circulation in the terminal area.	✓	\$ 4,000,000	2000-05	1	mv
4033	Columbia Corridor	PDX IA	Port	Airport Way east terminal access roadway	PDX east terminal	Construct Airport Way east terminal access roadway	Facilitates direct East Terminal access, preventing failure of Main Terminal Roadway in light of projected growth.	✓	\$ 8,000,000	2011-20	1	mv
4037	Columbia Corridor	PDX IA	Port	Columbia and Lombard Intersection Improvements	Columbia Boulevard and Lombard Street at MLK	Improve left turn/right turn capacity at MLK/Columbia and MLK/Lombard	Improve connectivity and distribute traffic between Columbia Boulevard and NE Portland Highway. Utilize existing capacity on NE Portland Highway (Lombard).	✓	\$ 700,000	2000-05	1	mv
4038	Columbia Corridor	PDX IA	Port	82nd Avenue/Alderwood Road Improvement	82nd Avenue/Alderwood Road intersection	Construct right turn lane on SB 82nd Avenue; modify traffic signal and construct second right turn lane on Alderwood WB	Provide efficient movement of traffic to supporting PDX properties.	✓	\$ 195,000	2000-05	1	mv
4039	Columbia Corridor	PDX IA	Port	NE 92nd Avenue	NE 92nd/Columbia Boulevard/Alderwood	Improvement to be defined	Provide movement of traffic to PDX properties.	✓	\$ 1,500,000	2011-20	1	mv
4040	Columbia Corridor	PDX IA	Portland	47th Avenue Intersection and Roadway Improvements	Columbia Boulevard to Comfoot Road	Widen and channelize NE 47th Avenue/Comfoot Road intersection and NE Columbia Boulevard to facilitate truck turning movements; add sidewalks and bike facilities	Provide improved traffic flow to the cargo area located within the airport area.	✓	\$ 3,132,162	2000-05	1	mv
4041	Columbia Corridor	PDX IA	Portland	Columbia Boulevard/Alderwood Improvements	at Alderwood Road intersection	Widen and signalize intersection	Provide transportation link to the cargo area located within the south airport area.	✓	\$ 350,000	2000-05	1	mv
4042	Columbia Corridor	PDX IA	Port	Comfoot Road Intersection Improvement	Alderwood/Comfoot intersection	Add signal, improve turn lanes at intersection	Provide efficient movement of traffic to PDX properties.	✓	\$ 350,000	2000-05	1	mv
4043	Columbia Corridor	PDX IA	Portland	33rd/Marine Drive Intersection Improvement	NE 33rd and Marine Drive	Signalize 33rd/Marine Drive intersection for freight movement	Provide efficient movement of traffic to PDX properties.	✓	\$ 250,000	2006-10	1	mv
4046	Columbia Corridor	PDX IA	Portland	NE Alderwood Bikeway	NE Columbia Boulevard to Alderwood Trail	Retrofit bike lanes to existing street		✓	\$ 400,000	2006-10	5	bike
4047	Columbia Corridor	PDX IA	Portland	NE 33rd Avenue Bikeway	Columbia Slough to NE Lombard	Retrofit bike lanes to existing street		✓	\$ 7,000	2011-20	5	bike
4049	Columbia Corridor	PDX IA	Portland	NE 82nd Avenue Bikeway	Columbia Boulevard to Airport Way	Retrofit bike lanes to existing street		✓	\$ 10,000	2000-05	5	bike
4050	Columbia Corridor	PDX IA	Portland	N/NE Columbia Boulevard Bikeway	N Lombard to MLK Boulevard	Retrofit bike lanes to existing street	Provide access to Columbia Corridor, employment and industrial areas	✓	\$ 95,000	2006-10	5	bike
4051	Columbia Corridor	PDX IA	Portland	NE Comfoot Bikeway	NE Alderwood to NE 47th Avenue	Retrofit bike lanes to existing street	Provide access to Columbia Corridor, employment and industrial areas.	✓	\$ 1,392,000	2011-20	5	bike
4054	Columbia Corridor	PDX IA	Portland	N Columbia Pedestrian Improvements, Phase I and Phase II	Swift to Portland Road; Argyle Way to Albina	Construct sidewalk and crossing improvements.	Provide access to Columbia Corridor, employment and industrial areas.	✓	\$ 2,600,000	2000-05	6	ped
4056	Columbia Corridor	PDX IA	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		✓	\$ 310,000	2006-10	12	mv

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4057	Columbia Corridor	PDX IA	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		✓	\$ 750,000	2000-05	12	mv
4058	Columbia Corridor	PDX IA	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		✓	\$ 3,000,000 *	2000-05	12	mv
4059	Columbia Corridor	PDX IA	Port	82nd Avenue Pedestrian Access Improvements	Airport Way to Alderwood Road	Provide pedestrian improvements		✓	\$ 500,000	2000-05	6	ped
4061	Columbia Corridor	Rivergate IA	Port/Portland	West Hayden Island Bridge and Access Road	Marine Drive to West Hayden Island	New four-lane connection from Rivergate to W. Hayden Island terminals	Provide primary access to Port's marine development and secondary access to existing development of Hayden Island.	✓	\$ 49,800,000	2006-10	1	mv
4062	Columbia Corridor	Rivergate IA	Port	Marine Drive Improvement, Phase 1	Rivergate West and T-6 intersection	Widen to five lanes from T-6 intersection to 2.5 miles east	Improve access into T-6 and provide adequate truck traffic capacity along Marine Drive; Signalize T-6 intersection entrance (safety improvement). Includes bike lanes	✓	\$ 15,700,000	2000-05	1	mv
4063	Columbia Corridor	Rivergate IA	ODOT/Portland	N. Lombard Improvements	Lombard Street from Rivergate Boulevard (Purdy) to south of Columbia Slough bridge	Improve access and mobility of freight to Rivergate intermodal facilities and industrial areas		✓	\$ 3,610,000	2000-05	1	mv
4065	Columbia Corridor	Rivergate IA	Port/Portland	South Rivergate Entry Overpass	South Rivergate	Construct overpass from Columbia/Lombard intersection to South Rivergate	Separate rail and vehicular traffic at South Rivergate entrance.	✓	\$ 21,172,000	2000-05	1	mv
4067	Columbia Corridor	Rivergate IA	Port	Columbia River Channel Deepening - Regional Share	Deepen Columbia River Channel from Astoria to Portland	State-wide issue, project is outside Metro region	Serve panamax bulk vessels and post panamax container vessels.	✓	statewide project	2011-20	8	freight
4068	Columbia Corridor	Rivergate IA	Port/RR	Rivergate Rail expansion	Includes 4 separate improvements in Rivergate	Expand rail capacity in and to the Rivergate area	Expand rail capacity for the Rivergate Industrial District	✓	\$ 12,500,000	2000-05	8	freight
4069	Columbia Corridor	Rivergate IA	Port/RR	Hayden Island rail access	Rivergate to Hayden Island	Rail access to Hayden Island development	Needed to advance rail dependent development	✓	\$ 2,800,000	2006-10	8	freight
4070	Columbia Corridor	Rivergate IA	Port/RR	Additional tracks - Kenton Line	TBD	Construct three additional tracks for staging unit trains	Staging for Pacific NW unit trains	✓	\$ 9,000,000	2006-10	8	freight
4071	Columbia Corridor	Rivergate IA	Port/RR	Barnes Yard Expansion	Bonneville Yard to Barnes Yard	Construct additional unit train trackage between Bonneville and Barnes Yard for storage	Needed to advance rail dependent development	✓	\$ 4,500,000	2006-10	8	freight
4073	Columbia Corridor	Rivergate IA	Portland/Metro	Kelley Point Park Access Trail/40 Mile Loop Trail	Vicinity of Kelley Point Park	Construct multi-use path	Fulfill Hyundai agreement and accommodate 40 Mile Loop Trail	✓	\$ 115,000	2000-05	5	bike/ped
4074	Columbia Corridor	Rivergate IA	Port	Rivergate Bicycle and Pedestrian Trail	North side of Columbia Slough	Construct multi-use path connecting to 40-mile loop trail		✓	\$ 300,000	2000-05	5	bike/ped
4077	Columbia Corridor	Rivergate IA	Port/RR	Penn Junction Realignment	UP/BNSF Main line	Realign track configuration and signaling	Needed to advance rail dependent development	✓	\$ 3,500,000	2006-10	8	freight
4078	Columbia Corridor	Rivergate IA	Port/RR	WHI Rail Yard	West Hayden Island	Construct 7 track rail yard	Needed to advance rail dependent development	✓	\$ 9,000,000	2006-10	8	freight
4079	Columbia Corridor	Rivergate IA	Port/RR	Additional tracks - North Rivergate	Rivergate	Additional mainline track between BN Ford facility and B Yard	Needed to advance rail dependent development	✓	\$ 500,000	2011-20	8	freight
4080	Columbia Corridor	Swan Island	Tri-Met/Portland	Swan Island TMA	Swan Island industrial area	Implements a transportation management association program with employers		✓	\$ 142,500	2000-05	14	TDM
4081	Columbia Corridor	Columbia Corridor	Tri-Met/Portland	Columbia Corridor TMA	Columbia Corridor industrial area	Implements a transportation management association program with employers		✓	\$ 142,500	2000-05	14	TDM
5001	Clackamas	Region	Tri-Met	Transit center and park-and-ride upgrades	Various locations in subarea	Construct, expand and/or upgrade transit stations and park-and-rides throughout subarea		✓	See Tri-Met Total	2000-20	3	transit

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5003	Clack/Dan	Region	ODOT	Sunrise Highway	I-205 to Rock Creek	Construct new 4-lane facility and construct interchanges at 122nd, 135th and Rock creek junction, and modify I-205 interchange		✓	\$ 180,000,000	2000-05	13	mv
5007	Clack/Dan	Region	ODOT	Highway 212	Rock Creek to Damascus	Construct climbing lanes to 172nd Avenue		✓	\$ 1,300,000	2000-05	13	mv
5016	Clackama	Region	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.		✓	\$ 9,000,000	2006-10	13	mv
5017	Clackama	Region	ODOT	Highway 213 Intersection Improvements	Abemethy at Highway 213	Intersection improvements		✓	\$ 3,000,000	2006-10	13	mv
5018	Clackama	Region	ODOT	Highway 213 Intersection Improvements	Beavercreek/Highway 213	Intersection improvements		✓	\$ 6,000,000	2000-05	13	mv
5022	Clackama	Region	ODOT	Highway 213 Widening	I-205 to Redland Road	Add southbound lane		✓	\$ 750,000	2000-05	13	mv
5023	Clackama	Region	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		✓	\$ 1,000,000	2000-05	13	mv
5026	Clackama	Region	Metro	Portland Traction Co. Multi-Use Trail	Milwaukie to Gladstone	Planning, PE and construction of multi-use trail		✓	\$ 1,200,000	2000-05	5	bike/ped
5027	Clackama	Region	Metro/ODOT	I-205 South Corridor Study	I-5 to I-84	Develop traffic management plan		✓	n/a	2000-05	2	mm study
5033	Urban Clac	Region	Various	Willamette River Greenway Study	Sellwood Bridge to Lake Oswego	Study feasibility of corridor		✓	n/a	2000-05	2	bike/ped study
5035	Clackama	Milwaukie TC	Tri-Met	McLoughlin Boulevard Rapid Bus	Milwaukie TC to Oregon City TC	Construct improvements that enhance Rapid Bus service		✓	see Tri-Met total	2000-05	3	transit
5037	Clackama	Milwaukie TC	Milwaukie/ClackC o	Lake Road Improvements	Oatfield Road 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		✓	\$ 1,890,637	2000-05	1	mv
5038	Clackama	Milwaukie TC	Milwaukie/Portland	Johnson Creek Boulevard Phase 2 Improvements	SE 32nd Avenue to SE 45th Avenue	Reconstruct, add bike lanes and sidewalks	Complete improvements that bring Johnson Creek Boulevard up to urban arterial standards	✓	\$ 1,200,000	2000-05	1	mv
5040	Clackama	Milwaukie TC	Milwaukie	Railroad Avenue Bike/Ped Improvement	37th Avenue to Linwood Road	Retrofit bike lanes and sidewalks		✓	\$ 1,075,000	2006-10	5	bike/ped
5045	Clackama	Milwaukie TC	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		✓	\$ 7,000,000	2000-05	1	mv
5046	Clackama	Milwaukie TC	Milwaukie	Railroad Crossing Improvements	Harrison Street, 37th Avenue and Oak Streets	Improve railroad crossings for all modes		✓	\$ 75,000	2011-20	1	mv
5049	Clackama	Milwaukie TC	ODOT	McLoughlin Boulevard Improvements - Milwaukie	Highway 224 to River Road	Complete boulevard design improvements		✓	\$ 2,000,000	2000-05	4	blvd
5050	Clackama	Milwaukie TC	Milwaukie	Harrison Street Bikeway	Highway 99E to King Road via 42nd Avenue	Retrofit bike lanes to existing street		✓	\$ 485,098	2000-05	5	bike
5051	Clackama	Milwaukie TC	Milwaukie	Lake Road Bikeway	SE 21st to Oatfield Road	Construct bike lanes		✓	\$ 840,000	2000-05	5	bike
5059	Clackama	Milwaukie TC	Milwaukie	King Road Boulevard Improvements	42nd Avenue to Linwood Avenue	Boulevard design, including wider sidewalks, bikeway, median treatment and access management		✓	\$ 1,100,000	2006-2010	4	blvd
5062	Clackama	Milwaukie TC	Tri-Met/Milwaukie	Milwaukie TMA Startup	Milwaukie town center area	Implements a transportation management association program with employers		✓	see RTP# 8056 cost	2011-20	14	TDM
5064	Clackama	Clackamas RC	Tri-Met	I-205 Frequent Bus	Clackamas RC to Oregon City via I-205	Construct improvements that enhance Frequent Bus service		✓	see Tri-Met total	2000-05	3	transit

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5065	h Clackamas	Clackamas RC	Tri-Met /ClackCo	Clackamas Regional Center TMA Startup	Clackamas Regional Center	Implements a transportation management association		✓	\$ 174,500	2000-05	14	TDM
5066	h Clackamas	Clackamas RC	Clackamas Co.	East Sunnyside Road Improvements	122nd Avenue to 172nd Avenue	Widen to five lanes to improve safety and accessibility to Damascus	Enhance a major arterial accessing the Clackamas Region Center	✓	\$ 39,000,000	2006-10	1	mv
5067	h Clackamas	Clackamas RC	Clackamas Co.	Johnson Creek Boulevard Interchange Improvements	Johnson Creek Boulevard at I-205	Add loop ramp and NB on-ramp; realign SB off-ramp	Improve access, safety and circulation	✓	\$ 3,400,000	2011-20	1	mv
5069	h Clackamas	Clackamas RC	Clackamas Co.	Harmony Road Improvements	Sunnyside Road to Highway 224	Widen to five lanes to improve safety and accessibility	Widen to improve access to CRC	✓	\$ 6,400,000	2006-10	1	mv
5071	h Clackamas	Clackamas RC	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	Improve east west circulation within the Sunnyside area and to CRC	✓	\$ 4,600,000	2011-20	1	mv
5072	h Clackamas	Clackamas RC	Clackamas Co.	West Monterey Extension	82nd Avenue to Price Fuller Road	Two-lane extension to improve east-west connectivity	Improve east west circulation to and within CRC	✓	\$ 1,530,000	2006-10	1	mv
5073	h Clackamas	Clackamas RC	Clackamas Co.	Monterey Improvements	82nd to new overcrossing of I-205	Widen to five lanes from 82nd to I-205	Provide a main street within the CRC	✓	\$ 4,500,000	2000-05	1	mv
5074	h Clackamas	Clackamas RC	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	Improve east west circulation to and within CRC	✓	\$ 5,450,000	2011-20	1	mv
5077	h Clackamas	Clackamas RC	Clackamas Co.	Summers Lane Extension	122nd Avenue to 142nd Avenue	New three-lane extension to provide alternative e/w route to Sunnyside	Improve east west circulation within the Sunnyside area and to CRC	✓	\$ 7,250,000	2011-20	1	mv
5080	h Clackamas	Clackamas RC	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	Improve north south circulation to and within CRC	✓	\$ 4,117,000	2011-20	1	mv
5081	h Clackamas	Clackamas RC	Clackamas Co.	Boyer Drive Extension	82nd Avenue to Fuller Road	New two-lane extension	Improve east west circulation within the 82nd corridor area and CRC	✓	\$ 1,700,000	2011-20	1	mv
5082	h Clackamas	Clackamas RC	Clackamas Co.	82nd Avenue Multi-Modal Improvements	Clatsop Road to Monterey Avenue	Widen to add sidewalks, lighting, crossings, bike lanes and traffic signals	Provide amenities and better connections for pedestrians and transit.	✓	\$ 10,000,000	2006-10	5	bike
5085	h Clackamas	Clackamas RC	Clackamas Co.	Clackamas RC Bike/Pedestrian Corridors	Clackamas RC existing and new developments	Provide bike and pedestrian connections in the RC	Provide better bike/pedestrian connection to the CRC.	✓	\$ 5,000,000	2011-20	5	bike/ped
5086	h Clackamas	Clackamas RC	Clackamas Co.	82nd Avenue Boulevard Design Improvements	Monterey Avenue to Sunnybrook Street	Complete boulevard design improvements	Provide amenities and better connections for pedestrians and transit.	✓	\$ 4,000,000	2000-05	4	blvd
5089	h Clackamas	Clackamas RC	Clackamas Co.	Sunnyside Road Bikeway	SE 82nd Avenue to I-205	Restripe to include bike lanes	Provide better bike access to and within the CRC.	✓	\$ 200,000	2006-10	5	bike
5090	h Clackamas	Clackamas RC	Clackamas Co.	Lawnfield Road Bikeway	SE 82nd Dr. to SE 97th Avenue	Widen to include bike lanes	Provide access to the Clackamas Industrial area.	✓	\$ 100,000	2011-20	5	bike
5091	h Clackamas	Clackamas RC	Clackamas Co.	Causey Avenue Bikeway	I-205 path to SE Fuller	Restripe to include bike lanes	Provide better bike access to and within the CRC.	✓	\$ 20,000	2006-10	5	bike
5092	h Clackamas	Clackamas RC	Clackamas Co.	SE 90th Avenue Bikeway	SE Causey to SE Monterey	Construct bike lanes	Provide better bike access to and within the CRC.	✓	\$ 80,000	2011-20	5	bike
5093	h Clackamas	Clackamas RC	Clackamas Co.	SE 97th Avenue Bikeway	SE Lawnfield to SE Mather	Construct bike lanes	Provide access to the Clackamas Industrial area.	✓	\$ 20,000	2011-20	5	bike
5094	h Clackamas	Clackamas RC	Clackamas Co.	CRC Trail	Clackamas Regional Park to Phillips Creek	N Clackamas multi-use path	Provide better bike access to and within the CRC.	✓	\$ 310,000	2006-10	5	bike/ped
5100	h Clackamas	Clackamas RC	Clackamas Co.	Fuller Road Pedestrian Improvements	Harmony Road to King Road	Improve sidewalks	Improve north south circulation to and within CRC.	✓	\$ 550,000	2000-05	6	ped
5101	h Clackamas	Clackamas RC	Clack. Co./ODOT	Clackamas RC Pedestrian Improvements	82nd Avenue, Sunnyside, Sunnybrook, Monterey and intersecting streets	Improve sidewalks, lighting, crossings, bus shelters and benches	Provide additional bike/pedestrian connections for better circulation within the CRC.	✓	\$ 1,500,000	2011-20	6	ped
5103	h Clackamas	Clackamas RC	Clackamas Co.	Clackamas County ITS Plan	County-wide	Advanced transportation system management and intelligent transportation system program		✓	\$ 6,640,000	2000-05	12	mv
5106	h Clackamas	Clackamas IA	Clackamas Co.	SE 82nd Drive Improvements	Highway 212 to Lawnfield Road	Widen to five lanes to accommodate truck movement	Improve freight access to the Clackamas industrial area.	✓	\$ 6,000,000	2011-20	1	mv
5108	h Clackamas	Clackamas IA	Clackamas Co.	Jennifer Street/135th Avenue Extension	130th Avenue to Highway 212	Two-lane extension to 135th Avenue and widen 135th Avenue	Improve circulation within the Clackamas Industrial area.	✓	\$ 1,500,000		1	mv

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5109	h Clackamas	Clackamas IA	Clackamas Co.	82nd Drive Bicycle Improvements	SE Jennifer Street to Fred Meyer	Widen to include bike lanes	Provide access to the Clackamas Industrial area.	✓	\$ 120,000	2006-10	5	bike
5110	h Clackamas	Clackamas IA	Clackamas Co.	Jennifer Street Bicycle Improvements	SE 106th to 120th Avenue	Widen to include bike lanes	Provide access to the Clackamas Industrial area.	✓	\$ 250,000	2000-05	5	bike
5117	h Clackamas	Clackamas Corridor	Clackamas Co.	Linwood Road Bike Lanes	SE Monroe Street to SE Johnson Creek Boulevard	Widen to include bike lanes		✓	\$ 280,000	2000-05	5	bike
5128	h Clackamas	Oregon City RC	Tri-Met	Oregon City Rapid Bus	Tigard to Tualatin P&R to Oregon City TC	Construct improvements that enhance Rapid Bus service		✓	see Tri-Met total	2006-10	3	transit
5129	h Clackamas	Oregon City RC	Tri-Met	90VMOC-Rapid bus	Vancouver Mall to Oregon City via I-205	Construct improvements that enhance Rapid Bus service		✓	see Tri-Met total	2011-20	3	transit
5130	h Clackamas	Oregon City RC	ODOT	99E/2nd Avenue Realignment	99E at South 2nd Avenue	Realignment and signalization of intersection		✓	\$ 900,000	2000-05	1	mv
5132	h Clackamas	Oregon City RC	Oregon City	Main Street Extension	Highway 99E to Main Street	Widen to include bike lanes		✓	\$ 46,300	2011-20	1	mv
5133	h Clackamas	Oregon City RC	Oregon City	Washington/Abemethy Connection	Abemethy Road to Washington Street	Construct new two lane minor arterial with sidewalks and bike lanes		✓	\$ 2,033,000	2006-10	1	mv
5135	h Clackamas	Oregon City RC	ODOT/ClackCo	McLoughlin Boulevard Improvements - Oregon City	River Road south of Milwaukie to SP tunnel	Complete boulevard design improvements		✓	\$ 6,500,000	2006-10	4	blvd
5136	h Clackamas	OC Corridor	Clackamas Co.	7th Street Improvements	High Street to Division Street	Complete boulevard design improvements		✓	\$ 3,300,000	2011-20	4	blvd
5137	h Clackamas	Oregon City RC	Oregon City	Washington Street Improvements	Abemethy to 5th Street	Complete boulevard design improvements		✓	\$ 885,000	2006-10	4	blvd
5138	h Clackamas	Oregon City RC	Oregon City	Washington Street Improvements	Abemethy to Highway 213	Complete boulevard design improvements		✓	\$ 1,320,000	2011-20	4	blvd
5143	h Clackamas	Oregon City RC	Oregon City/ODOT/Tri-Met	Oregon City RC Pedestrian Improvements	McLoughlin, Main, Washington, 7th, 5th and neighborhood streets	Improve sidewalks, lighting, crossings, bus shelters and benches		✓	\$ 1,000,000	2011-20	6	ped
5144	h Clackamas	Oregon City RC	Oregon City/ODOT	Oregon City RC River Access Improvements	McLoughlin Boulevard	Improve pedestrian access to the Willamette River from downtown Oregon City		✓	\$ 750,000	2011-20	6	ped
5149	h Clackamas	Oregon City RC	Oregon City	Oregon City Bridge Study	7th Street in Oregon City	Evaluate long-term capacity of Oregon City bridge		✓	n/a	2011-20	2	mmstudy
5150	h Clackamas	Oregon City RC	Tri-Met/Oregon City	Oregon City TMA Startup Program	Oregon City Regional Center	Implements a transportation management association program with employers		✓	see RTP# 8056 cost	2011-20	14	TDM
5154	h Clackamas	OC Corridor	Clackamas Co.	Beavercreek Road Improvements Phase 3	Clackamas Community College to Henriod Road	Widen to 4 lanes with sidewalks and bike lanes		✓	\$ 2,000,000	2006-10	1	mv
5156	h Clackamas	OC Corridor	Clackamas Co.	Beavercreek Road Improvements, Phase 1	Highway 213 to Molalla Avenue	Boulevard design, widen to five lanes, improve access management to provide sidewalks and bike lanes to connect multi-family and commercial/employment areas	Improve access to employment center	✓	\$ 3,500,000	2006-10	1	mv
5157	h Clackamas	OC Corridor	Oregon City	Molalla Avenue Bikeway	7th Street to Highway 213 (9 segments)	Stripe and sign for bike lanes		✓	\$ 69,300	2006-10	5	bike
5161	h Clackamas	Lake Oswego TC	Tri-Met	Macadam Frequent Bus	Lake Oswego to PCBD	Construct improvements that enhance Frequent Bus service		✓	see Tri-Met total	2000-05	3	transit
5163	h Clackamas	Lake Oswego TC	Lake Oswego	"A" Avenue Reconstruction	State Street to 3rd Avenue	Improve failing road system; rebuild sidewalks		✓	\$ 3,000,000	2006-10	1	mv
5165	h Clackamas	Lake Oswego TC	Lake Oswego	Willamette Greenway Path	Roehr Park to George Rogers Park	Multi-use path		✓	\$ 110,000	2006-10	5	bike/ped
5168	h Clackamas	Lake Oswego TC	Lake Oswego	Trolley Trestle Repairs	Lake Oswego to Portland	Repair trestles along rail line		✓	\$ 1,000,000	2000-05	3	transit
5172	h Clackamas	Lake Oswego TC	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		✓	n/a	2000-05	2	transit study
5185	h Clackamas	West Linn TC	ODOT	Highway 43 Improvements	West A Street to existing Oregon City bridge (Willamette River)	Complete boulevard design improvements		✓	\$ 8,000,000	2000-05	4	blvd

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5204	Clackamas	Stafford UR	Clackamas Co.	Stafford Road	Stafford Road/Rosemont intersection	Realign intersection, add signal and right turn lanes	Improve safety and access within Stafford urban reserve area.	✓	\$ 750,000	2006-10	1	mv
5209	Clackamas	Happy Valley TC	Clackamas Co.	122nd/129th Improvements	Sunnyside Road to King Road	Widen to three lanes, smooth curves	Provide access and improve circulation within the Happy Valley Town Center.	✓	\$ 3,000,000	2011-20	1	mv
5211	Clackamas	Happy Valley TC	Happy Valley	Scott Creek Lane Pedestrian Improvements	SE 129th Avenue to Mountain Gate Road	Construct pedestrian path and bridge crossing	Provide access and improve circulation within the Happy Valley Town Center.	✓	\$ 90,000	2000-05	6	ped
6000	Washington	Region	Metro/ODOT	Beaverton-Wilsonville Commuter Rail	Wilsonville to Beaverton	Peak-hour service only with 30-minute frequency		✓	\$ 71,500,000	2000-05	3	transit
6004	Washington	Region	ODOT	Tualatin-Sherwood Highway MIS	I-5 to 99W	Conduct major investment study and complete environmental design work for I-5 to 99W Connector		✓	\$ 5,000,000	2000-05	2	mv
6014	Washington	Washington Sq. RC	Tigard/WashCo	Greenburg Road Improvements	Washington Square Road to Shady Lane	Widen to 5 lanes with boulevard design; NB Highway 217 off-ramp improvement	Access to regional center	✓	\$ 2,500,000	2000-05	1	mv
6015	Washington	Washington Sq. RC	Tigard/WashCo	Greenburg Road Improvements, North	Hall Boulevard to Washington Square Road	Widen to five lanes with bikeways and sidewalks	Access to regional center	✓	\$ 2,500,000	2000-05	1	mv
6016	Washington	Washington Sq. RC	Tigard/WashCo	Greenburg Road Improvements, South	Shady Lane to North Dakota	Widen to five lanes with bikeways and sidewalks	Access to regional center	✓	\$ 2,000,000	2000-05	1	mv
6018	Washington	Washington Sq. RC	Washington Co.	Scholls Ferry/Allen Intersection Improvement	Scholls Ferry Road/Allen Boulevard intersection	Realign intersection		✓	\$ 2,000,000	2006-10	1	mv
6019	Washington	Washington Sq. RC	Washington Co.	Oak Street Improvements	Hall Boulevard to 80th Avenue	Signal improvement, bikeway and sidewalks	Safety, pedestrian and bike access to rd	✓	\$ 800,000	2000-05	6	ped
6020	Washington	Region	Various	Powerline Trail Corridor	Scholls Ferry Road to Lower Tualatin Greenway	Plan, design and construct multi-use path		✓	n/a	2000-05	2	bike/ped
6025	Washington	Washington Sq. RC	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		✓	\$ 500,000	2000-05	12	mv
6026	Washington	Washington Sq. RC	Tri-Met/WashCo	Washington Square Regional Center TMA Startup Program	Washington Square Regional Center	Implements a transportation management association program with employers		✓	See RTP# 8056 cost	2000-05	14	TDM
6027	Washington	Tigard TC	ODOT	I-5/217 Interchange Phase 2	Highway 217 and I-5	Complete interchange reconstruction		✓	\$ 39,000,000	2006-10	13	mv
6033	Washington	Tigard TC	Tigard	Walnut Street Improvements, Phase 1	at 121st Avenue	Install traffic signal at 121st Avenue	Access to town center	✓	\$ 1,750,000	2000-05	1	mv
6034	Washington	Tigard TC	Tigard	Walnut Street Improvements, Phase 3	Gaarde Street to 121st Avenue	Widen to three lanes with bikeways and sidewalks	Access to town center	✓	\$ 5,715,460	2006-10	1	mv
6040	Washington	Tigard TC	Tigard	72nd Avenue Improvements	99W to Hunziker Road	Widen to five lanes		✓	\$ 3,000,000	2000-05	1	mv
6041	Washington	Tigard TC	Tigard	72nd Avenue Improvements	Hunziker Road to Bonita Road	Widen to five lanes		✓	\$ 5,000,000	2006-10	1	mv
6042	Washington	Tigard TC	Tigard	72nd Avenue Improvements	Bonita Road to Durham Road	Widen to five lanes with bikeways and sidewalks		✓	\$ 5,000,000	2006-10	1	mv
6045	Washington	Tigard TC	Tigard	Dartmouth Street Improvements	72nd Avenue to 68th Avenue	Widen to four lanes with turn lanes		✓	\$ 500,000	2006-10	1	mv
6046	Washington	Tigard TC	Tigard	Walnut Street Improvements, Phase 2	Walnut Street at Gaarde Street	Intersection improvement	Access to town center	✓	\$ 1,358,000	2000-05	1	mv
6056	Washington	Tigard TC	ODOT	Highway 99W/Hall Boulevard Intersection Improvements	99W/Hall Boulevard	Add turn signals and modify signal		✓	\$ 3,700,000	2006-10	12	mv
6059	Washington	King City TC	Washington Co.	Beef Bend Improvements	King Arthur to 131st	Improve to three lanes with sidewalks	Access to town center	✓	\$ 5,000,000	2000-05	1	mv
6066	Washington	Tualatin TC	ODOT/Tualatin	I-5 Interchange Improvement - Nyberg Road	Nyberg Road/I-5 interchange.	Widen Nyberg Road/I-5 interchange	Congestion relief, access to town center	✓	\$ 4,000,000	2000-05	13	mv
6070	Washington	Tualatin TC	ODOT/WashCo	Lower Boones Ferry	Boones to Bridgeport	Sidewalk, bikeway, interconnect signals	Congestion relief, access to town center	✓	\$ 4,000,000	2000-05	5	bike/ped

# 2000 RTP Financially Constrained Project List -

August 10, 2000

RTP #	Subarea	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	Project Purpose	RTP Financially Constrained System	Est. Project Cost in 1998 dollars (*** indicates phasing in financially)	RTP Program Years	Primary Modal Type	Primary Mode
6071	Washington	Tualatin TC	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	Congestion relief, access to town center	✓	\$ 25,000,000	2006-10	1	mv
6072	Washington	Tualatin TC	Tualatin	Tualatin Road Improvements	115th Avenue to Boones Ferry Road	Widen to 3 lanes with bike lanes, sidewalks, RR crossings		✓	\$ 8,500,000	2000-05	1	mv
6073	Washington	Tualatin TC	Tualatin	124th Avenue Improvements	Tualatin Road to Tualatin-Sherwood Road	Construct new 3 lane arterial with bikeways and sidewalks	Access to industrial area	✓	\$ 6,800,000	2006-10	1	mv
6079	Washington	Tualatin TC	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		✓	\$ 500,000	2000-05	6	ped
6080	Washington	Tualatin TC	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		✓	\$ 1,000,000	2000-05	6	ped
6081	Washington	Tualatin TC	WashCo/Tualatin	Nyberg Road Pedestrian and Bike Improvements	65th Avenue to I-5	Complete sidewalks and bike facilities		✓	\$ 1,000,000	2000-05	5	bike/ped
6083	Washington	Tualatin TC	Tri-Met /WashCo	Tualatin Town Center TMA Startup	Tualatin Town Center	Implements a transportation management association program with employers		✓	\$ 90,000	2000-05	14	TDM
6090	Washington	Wilsonville TC	Wilsonville	Boeckman Road Extension	Boeckman Road to Grahams Ferry Road	Extend 3 lanes to connect to Grahams Ferry Road w/ sidewalks and bike lanes	Improve local street connectivity and bicycle/pedestrian access	✓	\$ 13,065,000	2006-10	1	mv
6091	Washington	Wilsonville TC	Wilsonville	Boeckman Road I-5 Overcrossing	Parkway Avenue to 100th Avenue	Improve existing overcrossing to 5 lanes with sidewalks and bike lanes	Improve capacity between major intersections	✓	\$ 802,000	2006-10	1	mv
6105	Washington	Wilsonville TC	Wilsonville	Town Center Loop Bike and Pedestrian Improvements	Parkway to Wilsonville Road	Retrofit street to add bike lanes and sidewalks	Provide bicycle and sidewalk facilities	✓	\$ 251,000	2006-10	5	bike/ped
6109	Washington	Sherwood TC	Washington Co.	Beef Bend/175th Avenue Realignment	Beef Bend at 175th Avenue	Realign intersection to eliminate offset of Beef Bend road with 175th Avenue		✓	\$ 800,000	2011-20	1	mv
6111	Washington	Sherwood TC	Washington Co.	Beef Bend/Elsner Road Extension	Scholls Ferry Road to 99W	Complete street realignment from Scholls Ferry Road to 99W	Congestion relief, access to town center	✓	\$ 24,000,000	2000-05	1	mv
6113	Washington	Sherwood TC	Washington Co.	Oregon Street Improvements	Tualatin-Sherwood to Murdock	Widen to 3 lanes with a signal at Tualatin-Sherwood Road	Congestion relief, access to town center	✓	\$ 5,500,000	2000-05	1	mv
6121	Washington	Murray/Scholls TC	Beaverton/WashCo/Tigard	Murray Boulevard Extension	Scholls Ferry Road to Barrows Road at Walnut Street	Four lane extension with bikeways and sidewalks	Access to town center	✓	\$ 7,120,000	2000-05	1	mv
6122	Washington	Murray/Scholls TC	Beaverton	Davies Road Connection	Scholls Ferry Road to Barrows Road	Three lane connection with bikeways and sidewalks		✓	\$ 1,500,000	2006-10	1	mv
6125	Washington	LO Corridor	Lake Oswego	Bangy Road Improvements	Bonita Road to Kruse Way	Widen to four lanes with left turn lanes at major intersections	Improve internal access and circulation within the Kruse Way employment area	✓	\$ 1,000,000	2006-10	1	mv
6127	Washington	LO Corridor	Lake Oswego	Boones Ferry Road Improvements	Kruse Way to Washington Court	Widen to five lanes with sidewalks and bike lanes		✓	\$ 2,657,000	2006-10	1	mv
6128	Washington	LO Corridor	Clackamas Co.	Carmen Drive Intersection Improvements	Carmen Drive/Meadows Road intersection	Add traffic signal, turn lanes, realign intersection	safety and access	✓	\$ 1,065,000	2006-10	1	mv
6129	Washington	LO Corridor	Clackamas Co.	Bangy Road Intersection Improvements	Bangy Road/Bonita Road intersection	Add traffic signal and turn lanes	safety and access	✓	\$ 325,000	2006-10	1	mv
6130	Washington	LO Corridor	Clackamas Co.	Bangy Road Intersection Improvements	Bangy Road/Meadows Road intersection	Add traffic signal and turn lanes	safety and access	✓	\$ 325,000	2006-10	1	mv
6131	Washington	LO Corridor	Lake Oswego	Willamette River Greenway	Roehr Park to Tryon Creek	Multi-use path		✓	\$ 300,000	2006-10	5	bike/ped
6135	Clackamas	Lake Grove TC	Clackamas Co.	Boones Ferry Road Bike Lanes	Kruse Way to Multnomah County line	Construct bike lanes		✓	\$ 550,000	2000-05	5	bike
7000	Damascus U	Damascus TC	Clackamas Co.	172nd Avenue Improvements	Foster Road to Highway 212	Widen to five lanes	Provide access to the Damascus and Pleasant Valley Town Centers	✓	\$ 7,000,000	2011-20	1	mv

# 2000 RTP Financially Constrained Project List -

August 10, 2000

RTP #	Subarea	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	Project Purpose	RTP Financially Constrained System	Est. Project Cost in 1998 dollars (***) Indicates phasing in financially	RTP Program Years	Primary Modal Type	Primary Mode
7001	Damascus L	Damascus TC	Clackamas Co.	Sunnyside Road Improvements	172nd Avenue to Highway 212	Widen to five lanes in preferred/3 lanes in strategic and constrained	Provide access to the Damascus Town Center and part of connection the CRC.	✓	\$ 3,600,000	2006-10	1	mv
7006	Damascus L	Pleasant Valley TC	Portland	SE Foster Improvements	SE 136th Avenue to Jenne Road	Widen to five lanes in preferred/3 lanes in strategic and constrained		✓	\$ 8,300,000	2006-10	1	mv
7007	Damascus L	Pleasant Valley TC	Portland	SE Jenne Road Improvements	SE Foster to Powell Boulevard	Widen to five lanes in preferred/3 lanes in strategic and constrained		✓	\$ 5,100,000	2006-10	1	mv
7008	Damascus L	Pleasant Valley TC	Clackamas Co.	147th Avenue Improvements	Sunnyside Road to 142nd Avenue	Realign 147th Avenue to 142nd Avenue	Provide access to Happy Town Center	✓	\$ 3,000,000	2006-10	1	mv
7009	Damascus L	Pleasant Valley TC	Clackamas Co.	SE 145th/147th Bike Lanes	SE Clatsop to SE Monner	Widen to construct bike lanes	Reconnect 147th to Sunnyside to provide another access into Happy Valley town center.	✓	\$ 900,000	2006-10	5	bike
7010	Damascus L	Pleasant Valley TC	Clackamas Co.	SE 162nd Avenue Bike Lanes	SE Monner to SE Sunnyside	Widen to construct bike lanes	Provide access to Happy Town Center	✓	\$ 340,000	2011-20	5	bike
7011	Damascus L	Pleasant Valley TC	Clackamas Co.	SE Monner Bike Lanes	SE 147th to 162nd Avenue	Widen to construct bike lanes	Provide access to Happy Town Center	✓	\$ 340,000	2011-20	5	bike
7019	Damascus L	Sunshine Valley RR	Clackamas Co.	242nd Avenue Improvements	Multnomah County line to Highway 212	Reconstruct and widen to three lanes	Provide for a urban to urban connection between Damascus and Gresham.	✓	\$ 4,000,000	2011-20	1	mv
8000	Not mapped	Region	Metro	Bicycle Travel Demand Forecasting Model	Region-wide	Develop regional bicycle travel demand forecasting model		✓	\$ 100,000	2000-05	5	bike
8001	Not mapped	Region	Metro	Bike Safety, Educ. & Encouragement Pilot Project	Region-wide	Encourage bicyclist, pedestrian and motorist safety		✓	\$ 100,000	2000-05	5	bike
8002	Not mapped	Region	Metro	Expand "Bike Central" Program	Selected Regional Centers and Town Centers	Provide shower, locker and storage facilities for bike commuters		✓	\$ 300,000	2006-10	5	bike
8003	Not mapped	Region	Metro	LRT Station Area "Free Bike" Pilot Project	LRT Station Areas throughout the region	Administer free bike program in station areas		✓	\$ 50,000	2011-20	5	bike
8004	Not mapped	Region	Tri-Met	LRT and Transit Station Bike Parking	Selected LRT Station Areas and transit centers	Administer and maintain bicycle lockers		✓	\$ 50,000	2006-10	5	bike
8005	Not mapped	Region	Metro	Regional TOD Projects	Region-wide	Flexible funding program to leverage transit-oriented development		✓	\$20,000,000 * - \$40,000,000	2000-20	8	TOD
8028	Not mapped	Region	Tri-Met	Vehicle Purchases	1.5% per year expansion	Vehicle purchases to provide for expanded service		✓	\$ 147,000,000		n/a	n/a
8032	Not mapped	Region	Tri-Met/SMART	Bus Operating Facilities	Region-wide	Bus operating facilities		✓	\$ 105,268,594		3	transit
8035	Not mapped	Region	Tri-Met/SMART	Frequent/Rapid Bus Improvements	Baseline Network	Transit stations, improved passenger amenities, bus priority and reliability improvements		✓	\$ 69,316,200		3	transit
8038	Not mapped	Region	Tri-Met	Tri-Met Park and Ride Lots	Baseline Network	Park-and-ride facilities to serve bus and light rail, and		✓	\$ 5,006,900		3	transit
8042	Not mapped	Region	SMART	SMART Park and Ride Lots	SMART district	Park-and-ride facilities to serve bus and commuter rail station		✓	\$ 3,400,000		3	transit
8043	Not mapped	Region	Tri-Met/SMART	Bus Stop Improvements	Region-wide	Bus stop improvements region-wide		✓	\$ 6,873,750		3	transit
8046	Not mapped	Region	Tri-Met/SMART	Bus Priority Treatments	Region-wide	Bus Priority Treatments		✓	\$ 17,222,500		3	transit
8052	Not mapped	Region	Metro/Tri-Met	Tri-Met TDM Program	Financially Constrained	Regional employer outreach, transit marketing, vanpool and carpool, station cars and car sharing programs		✓	\$ 14,700,000		14	TDM
8053	Not mapped	Region	Metro/Tri-Met	Region 2040 Initiatives	Region-wide	Implementation of innovative transit solutions in locations with high regional significance		✓	\$ 5,250,000		3	transit
8054	Not mapped	Region	Metro/DEQ	ECO Clearinghouse	Region-wide	Continue provision of ECO information clearinghouse services		✓	\$ 1,050,000		14	TDM

**2000 RTP Financially Constrained Project List -  
August 10, 2000**

RTP #	Subarea	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	Project Purpose	RTP Financially Constrained System	Est. Project Cost in 1998 dollars ( "" indicates phasing in financially)	RTP Program Years	Primary Modal Type	Primary Mode
8055	Not mapped	Region	Metro/Tri-Met	Exploratory Transportation Management Associations	Region-wide	Exploratory phase for potential TMAs in downtown Portland, Rivergate, Troutdale and Lake Oswego		✓	\$ 113,500		14	TDM
8056	Not mapped	Region	Metro/Tri-Met	Future Transportation Management Associations Start-Up	Region-wide	Future implementation of TMA's with employers		✓	\$ 3,028,000		14	TDM

## ***APPENDIX 2***

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### **Public Involvement Record (including adopting resolution and ordinance)**



**METRO**

RTP/MTIP Amendment  
Conformity Determination  
(for OTIA bond projects)  
April 26, 2002

## **Air Quality Conformity Interagency Consultation OTIA Amendment of the 2000 RTP and MTIP**

Summary of Discussion and Agreements reached at 5 March 02 meeting.

Released March 28, 2002

Amended and re-released April 25, 2002

In attendance:

Mike Hogle, Metro  
Terry Whisler, Metro  
Dave Williams, ODOT  
Alan MacDonald, ODOT  
Dave Nordberg, DEQ  
Fred Patron, FHWA  
Clark Berry, Washington County

### **Proposed Significant Actions**

#### **1. Jackson School Road.**

In February 2002, the Oregon Transportation Commission approved bond funds to construct a new Jackson School interchange at US 26, just outside the Portland urban boundary.

Under agreements with ODOT and DEQ, Metro is responsible for development of quantitative and qualitative determinations of conformity for rural transportation projects that lie outside Metro's political jurisdiction but that are within the boundaries of the Portland-area ozone and carbon monoxide Air Quality Maintenance Area (AQMA). The interchange location is within the AQMA boundary.

The 2000 RTP contains a project to limit turn movements to right-turn in and out only at the proposed interchange location. Consequently, the RTP must be amended to include the complete interchange. This will require a new quantitative analysis to show that the project, considered with all other planned regionally significant projects, will not cause deterioration of the region's air quality (i.e., resultant emissions will not exceed applicable mobile source emissions budgets).

#### **Proposed Action.**

- The RTP financially constrained network map and project table will be amended to show a \$16 million Jackson School Road Interchange.

- Metro has a configuration coded for the interchange project derived from early versions of the 2000 RTP Update. Metro will abstract the coding for comparison with ODOT's current project scope and concept assumptions. Appropriate coding will be inserted into the 2010 financially constrained analysis network.
- Because this project is outside Metro's jurisdiction, no amendment of the MTIP is required to program bonded construction funds. The funds are shown in the STIP.

## **2. US 26: Murray/185<sup>th</sup>**

Washington County has proposed to design widening of U.S. 26 from two to three lanes each direction, between Murray Boulevard and 185<sup>th</sup> Avenue. In the 2002 MTIP update, Metro established an STP reserve account of \$359,000 to partially fund this work, contingent on amending the 2000 RTP financially constrained network to include the widening project.

The RTP amendment requires two actions. First, it must be demonstrated that reasonably anticipated revenue exists sufficient to construct the new travel lanes within the 2020 horizon of the RTP. Second, the project must be modeled to demonstrate air quality conformity.

**Financial Constraint:** The OTIA bond program represents over \$100 million of new funding to construct road, bridge and freeway modernization and preservation projects in the Portland area. Prior to the OTC's approval of the bond program, it was assumed that non-OTIA sources of reasonably anticipated funds would be used to construct six modernization projects identified in the financially constrained RTP system. These six projects were then awarded the OTIA funds. Therefore, the originally anticipated funds are now freed by the OTIA program for assumed application to other projects, including the widening project proposed by Washington County. Additionally, Washington County can assume receipt of ongoing MSTIP funding that is anticipated to continue after completion of the current approved set of MSTIP projects in 2006. Future MSTIP allocations at current funding levels are projected to yield approximately \$22 million annually (2002 dollars) through 2020. . It is therefore reasonable to assume that

between these revenue sources, funding for the current estimate of \$26 million can be obtained for the widening project.

During the meeting, Washington County proposed a two phased project: Murray to Cornell by 2010 and Cornell to 185<sup>th</sup> by 2020. Rough cost estimates for these sections are approximately \$7 million and \$19 million. Metro has coded links for these phases in the Priority Network. Metro proposes to use these coded links in the quantitative analysis, after confirming with ODOT that they are appropriate.

At the meeting, the County's representative questioned the accuracy of the Cornell/185<sup>th</sup> cost estimate, given that the Murray/Cornell and Cornell/185<sup>th</sup> phases are of roughly equal distance and little if any right of way or other obvious engineering obstacles appear to explain the large cost discrepancies. Completion of the MTIP-funded engineering work will tighten the estimates. The revised, more accurate cost estimate can then be amended into the RTP during the scheduled update in 2003.

Two days after the meeting, Washington County requested that the modeling assumptions agreed at the meeting (i.e., completion of Murray/Cornell by 2010 and Cornell/185<sup>th</sup> by 2020) be amended to reflect complete buildout of the widening to 185<sup>th</sup> by 2010. Metro staff believes that this is a reasonable request since the funds released for modernization by the OTIA program are far in excess of \$26 million. Again, the project cost estimate is very preliminary and no construction phase will be authorized by the RTP amendment. Conformity of the project will only result in release of \$359,000 of federal funding for payment of partial costs to design the project. If, by 2003, it appears that a 2010 construction date is infeasible, or that costs are dramatically higher or lower than presently assumed, the financially constrained network assumptions can be amended.

#### **Proposed Action.**

- In the quantitative analysis, Metro will model a single-phase project that widens US 26 from four lanes to six, from Murray to 185<sup>th</sup> by 2010 as coded in the current RTP Priority Network.

- Metro will amend the 2000 RTP Financially Constrained Network to reflect the project, as described above.
- Metro will amend the MTIP to program the \$359,000 of STP Reserve funds to a project titled "US 26 Widening PE: Murray/185<sup>th</sup>."

### **3. Sunrise Corridor**

**Phase 1, Unit 1.** The Metro Council has allocated \$2.0 million of STP funds for land use planning and to analyze environmental implications of constructing Phase 1, Unit 1 of the Sunrise Corridor limited access highway. As modeled in the 200 RTP, this project would improve the existing I-205/224 Interchange and build a four-lane limited access highway east to a connection with Hwy 212 at 122<sup>nd</sup> Avenue. This would enable large volumes of trucks to by-pass the problematic I-205/Hwy 212/224 interchange to the south, alleviating a distinct safety and operational problem. The RTP financially constrained element reserves approximately \$76 million for completion of Unit 1.

#### **Proposed Action.**

- Upon further review after the meeting, Metro believes it is appropriate to change the Unit 1 start date from 2005 to 2010. There is no basis at this time for amending the Unit 1 scope or concept from that reflected in the current RTP modeling.
- The \$2.0 allocated in the 2002 MTIP for planning activity can proceed immediately, as planning and engineering to support environmental analysis are activities exempt from quantitative analysis. Concerns about the NEPA analysis were discussed at the meeting and are summarized below.

**Phase 1 Environmental Issues.** As discussed above, there is consensus that the Sunrise Corridor Phase 1, Unit 1 is a project that possesses independent utility; that is, it merits construction as a stand-alone project and not as the first phase of a larger program of improvements. However, as envisioned in the RTP, Unit 1 is also part of the larger two-unit "*Sunrise Corridor, Phase 1: I-205 to Rock Creek Junction*" concept whose cost is estimated to be \$180 million. The completed Phase 1 concept would construct a four-lane limited access facility parallel to Hwy 212 to a junction at Rock

Creek. The Phase 1 **concept** is endorsed by the RTP. However, the RTP acknowledges that the **scope** of Phase 1 implementation, beyond Unit 1 construction, is outside the region's 20-year financial capacity. Specifically, none of the Unit 2 links are presently modeled in the financially constrained network, nor does Metro propose to model them in the current determination. This raises two issues.

- i. **Tier 1 Corridor EIS.** Phase 1, *including Unit 2*, is part of a four-phase program of improvements endorsed by the RTP to modernize the entire Highway 212 corridor linking I-205 to US 26 at a cost exceeding \$520 million. Concern has been expressed by ODOT and FHWA that the scope and concept of the complete Phase 1 project may not reflect independent utility; that perhaps it only makes sense to pursue construction to Rock Creek as a first step of the entire I-205 to US 26 improvement program. Federal NEPA guidelines, under this interpretation, would require that total program impacts on the entire corridor be assessed, not simply potential impacts of a Phase 1, I-205/Rock Creek project. To address this segmentation issue, ODOT is considering a Sunrise Corridor: I-205/US 26 Tier 1 EIS.

ODOT is concerned though that the Phase 1, Unit 1 project *scope* approved in the financially constrained network, and the more ambiguously endorsed Phase 1 *concept*, for which inadequate construction funds are acknowledged, will not support ODOT's intention to conduct a Tier 1 assessment of the much larger I-205 to US 26 corridor program.

#### **Proposed Action.**

- At ODOT's request it was agreed that the RTP financially constrained project list will be amended to identify a "Sunrise Corridor: I-205/US 26 Tier 1 EIS" costing approximately \$1.0-2.0 million.
- The Staff Report approving the MTIP amendments needed to program the bond projects will include text discussion clarifying what is approved in the RTP for construction (i.e., Phase 1, Unit 1) versus what the Plan endorses: a coordinated land-use planning and NEPA process to select a long range corridor alternative whose implementation is expected to stretch beyond the Plan's 20-year planning

horizon and financial capacity. The outcome of that planning process may or may not be the current Unit 2 concept.

- The RTP financially constrained system should be amended to remove Project #5003 (Sunrise Corridor Phase 1) and should instead create "Project # 5021 - Hwy 224 Extension: I-205 to Hwy 212/122<sup>nd</sup> interchange" to reflect the \$73 million currently authorized for construction of a stand-alone improvement within the corridor possessing utility independent of any additional Sunrise Highway phases.

- ii. **Unit 2 Protective Right of Way Purchases.** Clackamas County desires environmental clearance for Phase 1 in order to begin protective acquisition of Unit 2 right of way within the corridor and to position itself to secure federal earmarks for the project. Environmental clearance is needed to initiate right of way purchases. FHWA has confirmed that completion of a Tier 1 EIS, yielding a locational decision, will support use of federal funds for protective right of way purchases. After completion of proposed Damascus area land use planning and ODOT's EIS work, and amendment of the RTP financially constrained system to identify an approved Phase 1 project, Clackamas County will be free to purchase land with any of the \$73 million not needed to construct the Hwy 224 Extension. The County could also buy land with new funds not previously assumed in the RTP financial assumptions (e.g., a federal earmark or LID funds).

**Proposed Action.**

- The RTP will model only construction of the Hwy 224 Extension (formerly conceptualized as Unit 1 of Phase 1).
- Clackamas County may only initiate protective right of way purchases after completion of proposed Damascus area land use planning, federal approval of a Tier 1 Sunrise Corridor EIS, whose scope may include an eastern terminus at US 26, but which may be less, as determined by FHWA, and amendment of the 2000 RTP financially constrained system to include a regionally approved Sunrise Highway, Phase 1 project.

#### **4. Bond Funded Highway Projects.**

Five other regionally significant projects were awarded OTIA funding for construction in the Portland-urban area:

- RTP ID #4022: the East End Connector in the City of Portland ( 2000-05);
- RTP ID #5066: Sunnyside Road widening: 122<sup>nd</sup>/142<sup>nd</sup> (2006-10);
- RTP ID #6090: Boeckman Road extension in Wilsonville (2006-10);
- RTP ID #6066: I-5/Nyberg Overcrossing widening in Tualatin (2000-05); and
- RTP ID #3007: US 26: Hwy 217to Camelot Court - construction of an east bound climbing lane.

Each of these projects is included in the financially constrained network of the 2000 RTP. Some are reflected in the 2005 analysis year network used to conform the RTP in 2001. All are reflected in the 2010 conformity network. It is Metro's understanding that the scope and concept of the projects approved for bonded construction are consistent with the model assumptions used to conform the 2000 RTP.

#### **Proposed Action.**

- Metro will abstract project plots and ask ODOT design staff to confirm that current design concepts remain consistent with the modeled assumptions. At this time though, ODOT staff is free, with respect to air quality issues, to proceed with preliminary engineering activity.
- Metro will amend the MTIP to program bond funds awarded to the projects.

As noted, this report reflects agreements made through inter-agency consultation. The agreements are subject to further review, discussion, and approval through proposed RTP amendments, MTIP amendments, and a conformity determination. Please contact Terry Whisler by return e-mail if you wish to suggest revisions to this summary of the meeting and its agreements. Any e-mails and staff response to them will be included as part of the Conformity process public record.

**Metro Air Quality  
Conformity Determination  
Public Comment Period**

Metro has prepared a Conformity Determination showing that proposed amendments of the 2000 Regional Transportation Plan (RTP) and the 2002 Metropolitan Transportation Improvement Program (MTIP) will not lead to deterioration of Portland-area air quality. The amendments concern the Oregon Transportation Commission's decision to fund construction of new road, bridge and freeway expansion and preservation projects in the region by issuing bonds authorized by the 2001 Oregon Legislature in the Oregon Transportation Initiatives Act. Pursuant to Metro's public involvement procedures, this Conformity Determination is available for a 30-day public comment period beginning Monday, April 29 and ending Tuesday, May 28, 2002. Copies of the Determination may be requested by calling Metro at (503) 797-1839. Testimony regarding the Determination may be presented at 10 a.m. on May 16 before the Metro Council Transportation Committee at Metro Regional Center, 600 NE Grand Avenue, Portland, Oregon 97232. Comments may also be mailed to this address. Further opportunities to comment on the action will be provided at the regularly scheduled June meetings of Metro's Joint Policy Advisory Committee on Transportation (June 13, 7:30 AM at Metro Regional Center) and the Metro Council. To learn the date of the Metro Council's final action, call 503-797-1900 option 3 after June 12, 2002.

**Notice run on:** Sunday, April 28, 2002  
Sunday Oregonian Classified Legal Ads

**Metro Air Quality  
Conformity Determination  
Public Comment Period  
Second Notice**

Metro has prepared a Conformity Determination showing that proposed amendments of the 2000 Regional Transportation Plan (RTP) and the 2002 Metropolitan Transportation Improvement Program (MTIP) will not lead to deterioration of Portland-area air quality. The amendments concern the Oregon Transportation Commission's decision to fund construction of new road, bridge and freeway expansion and preservation projects in the region by issuing bonds authorized by the 2001 Oregon Legislature in the Oregon Transportation Initiatives Act. Pursuant to Metro's public involvement procedures, this Conformity Determination is available for a 30-day public comment period beginning Monday, April 29 and ending Tuesday, May 28, 2002. Copies of the Determination may be requested by calling Metro at (503) 797-1839. Testimony regarding the Determination may be presented at 10 a.m. on May 16 before the Metro Council Transportation Committee at Metro Regional Center, 600 NE Grand Avenue, Portland, Oregon 97232. Comments may also be mailed to this address. Final opportunity to comment on the action will be provided at the June 27 (tentative) meeting of the Metro

Council. To confirm the date of the Metro Council meeting, call 503-797-1900, option 3, after June 12, 2002.

**Notice run on:** Sunday, May 5, 2002  
Sunday Oregonian Classified Legal Ads

## ***APPENDIX 3***

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### **Quantitative Analysis Protocol**



**METRO**

RTP/MTIP Amendment  
Conformity Determination  
(for OTIA bond projects)  
April 26, 2002



METRO

## Air Quality Conformity Analysis Protocol

### Mobile Source Emissions Budget Years

*Note: There were no changes to this Appendix than those noted on page 3.*

For the Oregon portion of the Portland-Vancouver airshed, emission budgets have been set for various sources of pollutants (mobile, point, and area) and are included in the SIP and in the region's Ozone and Carbon Monoxide Maintenance Plans. The 2000 RTP must conform to the SIP mandated mobile emissions budgets. Mobile emissions budgets are set for winter carbon monoxide (CO) and for two summer ozone precursors: nitrogen oxides (NOx), and hydrocarbons (HC).

The region's approved Maintenance Plans identify two sets of budget years, one set for winter CO and one set for summer ozone precursors (NOx and HC). The CO budget years are 2001, 2003, 2007, 2010, 2015 and 2020. The ozone budget years are 1999, 2001, 2003, 2006, 2010, 2015 and 2020. In addition, a plan horizon year must also be evaluated. For the 2000 RTP, the horizon year is 2020. Table 1 shows the budget years and associated emissions budgets.

Table 1  
2000 RTP Mobile Emissions Budgets<sup>1</sup>

	Winter CO	Summer HC	Summer NOx
	(thousand pounds/day)	(tons/day)	(tons/day)
1999	n/a	52	56
2001	864	47	54
2003	814	44	52
2006	n/a	41	51
2007	763	n/a	n/a
2010	760	40	52
2015	788	40	55
2020	842	40	59

### Relationship of Budget Years to Analysis Years

<sup>1</sup> Budgets are from the Maintenance Plan adopted in 1996.

On March 28, 2002, Metro and DEQ staff met and reviewed the conformity requirements. In general, it was agreed that the prior conformity quantitative analysis should serve as the model for the current analysis as very few changes in conditions have occurred in the interim. The process is technically complex and requires extensive staff and computer time and is, therefore, expensive. Metro fully models as few analysis years as possible to the degree the rules allow. As permitted by the conformity rule, Metro identifies and models key analysis years and interpolates between them to establish that regional mobile emissions meet all established emissions budgets.

This approach is acceptable under the federal rule and is called out in its preamble as follows: "A full regional emissions analysis must be performed for each pollutant and precursor for the last year of the transportation plan's forecast period (i.e., 2020) and the attainment year (i.e. 1998<sup>2</sup>). For the other years for which the budget test is required to be demonstrated, the estimate of regional emissions does not necessarily need to be based on a full regional emissions analysis performed for the specific year; the estimate of regional emissions may be based on an interpolation between the years for which the full regional emissions analysis was performed." The rules go on to note that analysis years must be no more than ten years apart and must include the transportation plan's horizon year (i.e. 2020).

Table 2 identifies the years for which a full conformity analysis was performed and the years for which interpolation was performed for both summer ozone precursors and winter carbon monoxide. A full model analysis was performed for a base year of 1998 and the 2000 RTP horizon year of 2020. Trip tables prepared for these two analysis years were then interpolated to provide inputs for the 2005 and 2010 analysis years. New trip assignments were prepared for 2005 and 2010. Data for all other budget years were interpolated between these four full analysis years. As a result, the full analysis years include a 1998 base year, and 2005, 2010, and 2020. Interpolation years include 1999, 2001, 2003, 2006, 2007, and 2015.

Table 2  
2000 Regional Transportation Plan Conformity Analysis Years

Year	Carbon Monoxide (winter)		Ozone Precursors (HC and NOx) (summer)	
	Full Analysis	Interpolate	Full Analysis	Interpolate
1998 <sup>3</sup>	X		X	
1999		X		X
2001		X		X
2003		X		X
2005 <sup>4</sup>	X		X	

<sup>2</sup> As approved by the Department of Environmental Quality.

<sup>3</sup> The base year will be 1998.

2006				X
2007		X		
2010	X		X	
2015		X		X
2020	X		X	

## Regional Travel Demand Model Inputs, Assumptions and Methodology

For a full analysis, air quality conformity requires demand model outputs such as vehicle miles traveled, trip ends, and network speeds. Emissions calculations are performed on a link-by-link and matrix basis for stabilized emissions and trip end emissions, respectively. As noted, a full demand model analysis is both computer- and labor-intensive. Metro's model requires the following inputs to be assembled or created, if not already available (for a given year):

- Population and employment forecasts
- Transit fare and parking cost data
- Transit network assumptions (PM peak, Midday; including bus routes and park & ride sheds)
- Highway network definitions (PM peak, Midday)
- Vehicle emission factors

The model run consists of the following steps:

- Trip generation (e.g., how many total trips are expected in the region)
- Destination choice (e.g., determination of where each of the approximately 5 million daily trips are coming from and going to)
- Mode choice
- Time of day identifications (AM peak, PM peak, midday, rest of the day)
- Assignment of trips to the network (path choice)

In addition, air quality conformity model runs require stratification of the trips by inspection maintenance area (Oregon I/M, Washington State I/M, and Non-inspected). Once the data are assembled and the demand model steps are completed, the results are used for the calculation of emissions. Ozone and CO gases are computed, and then reported in various geographies depending on the project requirements.

In summary, the conformity quantitative analysis approved in January 2001 performed a full model analysis for a base year of 1998 and the 2000 RTP horizon year of 2020. Trip tables prepared for these two analysis years were then interpolated to provide inputs for the 2005 and 2010 analysis years. New trip assignments were prepared for 2005 and 2010. Data for all other budget years were interpolated between these four analysis years. The interpolated

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<sup>4</sup> While not a budget year, 2005 was selected for full modeling to take advantage of the existing 2005 network used in previous air quality conformity determinations. The network was revised to reflect the 2000 RTP financially constrained system.

results were then compared to actual emission budgets to establish that the 2000 Regional Transportation Plan conformed to emissions budgets in all years for which they are established in the region's CO and Ozone maintenance plans.

*The current quantitative analysis differed from this protocol in the following ways.*

Metro's modeling staff were provided a preliminary list of changes to the 2020 Financially Constrained system. The most significant of these was the US 26/Jackson School Road interchange and U.S. 26 widening. The effects of these projects were tested for their impacts on zone-to-zone travel times in order to determine whether a full model run was necessary. Specifically, auto assignments were run on the pre-edit and post-edit networks using the original PM 2-hour peak trip table.

The few zone pairs that experienced significant (greater than half-minute) changes in travel time were those which affected very small numbers of trips. Hence, distribution and mode choice patterns would not vary between the original and revised networks. Consequently, the original vehicular trip table was determined to be valid for use in the following steps of the analysis. In particular, even though the trip table used in the new analysis is the same as that used in the 2001 analysis, new route choices generated by all the previously discussed system changes were free to occur during the assignment process. Resulting VMT and speed changes from such variations were then accounted for in the overall emissions analysis.

Adjustments were made in the peak period trip tables to account for several park-and-ride lot location changes (around Gateway / 102nd Avenue and Milwaukie). As vehicles altered their lot choice, the VMT and speed impacts were captured in the analysis. These trip tables were assigned on the edited 2005, 2010, and 2020 networks when the full list of network changes became available. The trip assignment and emission computation methods were consistent with those used in 2001.

## ***APPENDIX 4***

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### **Transportation Analysis Zone (TAZ) Assumptions**



**METRO**

RTP/MTIP Amendment  
Conformity Determination  
(for OTIA bond projects)  
April 26, 2002



METRO

## 2000 Regional Transportation Plan Transportation Analysis Zone Assumptions

2040 Grouping	2040 Group Characteristics	2020 Intersection Density (connections per mile)	2020 Parking Factors (indexed to CBD in '94 dollars)	2020 Transit Pass Factor (% of Full Fare)	2020 Fareless Areas (for internal trips)
		FC	FC	FC	FC
<b>Central City 1</b> Downtown Business District	Highest planned employment and housing density in the region, with highest level of access by all modes. LRT exists and current land uses reflect planned mix and densities.	20	6.08	60%	X
<b>Central City 2</b> Lloyd District	Highest planned employment and housing density in the region, with highest level of access by all modes. LRT exists and current land uses reflect planned mix and densities.	20	3.94	60%	X
<b>Central City 3</b> Central Eastside Industrial District	Planned high employment and housing density, with highest level of access by all modes. LRT exists and current land uses do not reflect planned mix and densities.	20	2.96	65%	
<b>Central City 4</b> River District and Northwest	Planned high employment and housing density, with highest level of access by all modes. LRT exists and current land uses approach planned mix and densities.	20	3.94	65%	
<b>Central City 5</b> North Macadam District	Planned high employment and housing density, with highest level of access by all modes. LRT exists and current land uses do not reflect planned mix and densities.	18	3.04	65%	
<b>Regional Centers - Tier 1</b> Gresham, Gateway, Beaverton, Hillsboro	Planned high employment and housing density, with highest level of access by all modes. LRT exists and current land uses approach planned mix and densities.	>14	0.80	80%	X
<b>Regional Centers - Tier 2</b> Washington Square, Milwaukie, Clackamas, Oregon City	Planned high employment and housing density, with highest level of access by all modes; planned LRT. Current land uses do not reflect planned mix and densities.	>10	0.60	95%	

(FC) 2020 Financially Constrained System

2040 Grouping	Group Characteristics	2020 Intersection Density (connections per mile)	2020 Parking Factors (indexed to CBD in '94 dollars)	2020 Transit Pass Factor (% of Full Fare)	2020 Fareless Areas (for internal trips)
		FC	FC	FC	FC
<b>Station Communities Tier 1</b> Banfield Corridor Westside Corridor	High housing density mixed with commercial services; highest level of access for transit, bike and walk; existing LRT.	>12	0.80	80%	
<b>Station Communities Tier 2</b> South/North Corridor	Planned high housing density mixed with commercial services, with high level of transit, bike and walk; planned LRT. Current land uses do not reflect planned mix and densities.	>10	0.60	95%	
<b>Town Centers - Tier 1</b> St. Johns Hollywood, Lents, Rockwood, Lake Oswego, Tualatin, Forest Grove	Moderate housing and employment density planned, with high level of access by all modes. Currently has good mix of uses, well connected street system and good transit.	>16	0.45	85%	
<b>Town Centers - Tier 2</b> West Portland, Raleigh Hills, Hillsdale, Gladstone, West Linn, Sherwood, Sunset, Wilsonville, Cornelius, Orencia	Moderate housing and employment density planned, with high level of access by all modes. Currently has some mix of uses, moderately connected street system and some transit. Existing topography or physical barriers may limit bike and pedestrian travel.	>10	0.36	100%	
<b>Town Centers - Tier 3</b> Fairview/Wood Village, Troutdale, Happy Valley, Lake Grove, Farmington, Cedar Mill, Tannasbourne	Moderate housing and employment density planned, with high level of access by all modes. Currently has modest mix of uses, poorly connected street system and poor transit. Existing topography or physical barriers may limit bike and pedestrian travel.	>8	0.28	100%	
<b>Town Centers - Tier 4</b> Pleasant Valley, Damascus, Bethany, Murrayhill	Moderate housing and employment density planned, with high level of access by all modes. Currently undeveloped or developing urban uses, with skeletal street system and poor transit. Existing topography or physical barriers may limit bike and pedestrian travel.	>8	0.18	100%	
<b>Mainstreets - Tier 1</b> Eastside Portland to 60 <sup>th</sup>	Moderate housing and employment density planned, with high level of access by all modes. Currently has good mix of uses, well connected street system and good transit.	>14	0.45	100%	
<b>Mainstreets - Tier 2</b> Remaining Region	Moderate housing and employment density planned, with high level of access by all modes. Currently has some mix of uses, moderate connectivity and some transit.	>8	0.36	100%	

2040 Grouping	Group Characteristics	2020 Intersection Density (connections per mile)	2020 Parking Factors (indexed to CBD in '94 dollars)	2020 Transit Pass Factor (% of Full Fare)	2020 Fareless Areas (for internal trips)
		FC	FC	FC	FC
<b>Corridors</b> Full Region	Moderate housing and employment density planned, with high level of access by all modes. Currently has modest mix of uses, moderate connectivity and some transit.	>10	None	100%	
<b>Inner Neighborhoods</b> Full Region	Low density housing planned, with moderate level of access by all modes. Currently has moderate connectivity and some transit.	>10	None	100%	
<b>Outer Neighborhoods - Tier 1</b> Current Urban Areas	Low density housing planned, with moderate level of access by all modes. Currently has poorly connected street system and little transit.	>8	None	100%	
<b>Outer Neighborhoods - Tier 2</b> Urban Reserve Areas	Low density housing planned, with moderate level of access by all modes. Currently has skeletal street system and no transit.	>6	None	100%	
<b>Employment Areas</b> Full Region	Low density employment planned, with moderate level of access by all modes. Currently has poorly connected street system and limited transit.	>8	None	100%	
<b>Industrial Areas - Tier 1</b> Rivergate, Swan Island, Airport	Low density employment planned, with high level of access by rail and truck freight, and moderate access by other modes. Currently has somewhat connected street system and some transit.	>10	None	100%	
<b>Industrial Areas - Tier 2</b> South Shore, Clackamas, Tualatin, Beaverton, Sunset	Low density employment planned, with high level of access by rail and truck freight, and moderate access by other modes. Currently has developing street system and poor transit.	>8	None	100%	
<b>Greenspaces</b> Same as Tier 2 Outer Neighborhoods.	Recreational uses are planned, with moderate level of access by all modes	>6	None	100%	
<b>Rural Reserves</b> Same as Tier 2 Outer Neighborhoods.	Urban uses are not planned in the foreseeable future. Currently has skeletal street system and no transit.	>6	None	100%	
<b>Special Area 1</b> Portland International Airport	<i>These places are relatively small geographic areas with special characteristics.</i>	*	6.14	60%	
<b>Special Area 2</b> Oregon Health Sciences University		*	1.86	60%	
<b>Special Area 3</b> Oregon Zoo		*	1.86	100%	
<b>Special Area 4</b> SMART (Wilsonville)		*	*	*	X

\* Use parent zone values.

8/10/00

## **TRANSPORTATION COMMITTEE REPORT**

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

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Date: June 12, 2002

Presented by: Councilor Monroe

**Committee Action:** At its June 6, 2002 meeting, the Transportation Committee voted 3-0 to recommend Council adoption of Resolution 02-3186A. Voting in favor: Councilors Atherton, Monroe and Burkholder.

**Background:** Resolution 02-3186A is a companion measure to Ordinance 02-945, and modifies the MTIP. Both pieces of legislation respond to the Oregon Transportation Investment Act (OTIA). About \$105 million of phase II of 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 185<sup>th</sup>. Finally, the resolution approves a conformity determination prepared by Metro that shows that these actions, and related RTP amendments effected by Ordinance 02-945, 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, which included comments on Ordinance 02-945 as well. A revised version of the resolution was presented to the committee to reflect recommendations from TPAC, which were of a minor nature.

- Existing Law: Resolution 02-3186A meets requirements of federal and state air quality and transportation regulations, including the Clean air act of 1991, and state OAR Chapter 340.
- 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 RESOLUTION NO. 02-3186A, FOR THE PURPOSE OF AMENDING THE METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO INCLUDE STATE BOND FUNDS; TO PROGRAM PE FUNDS FOR US 26 WIDENING; AND APPROVAL OF A CONFORMITY DETERMINATION FOR THESE ACTIONS AND THOSE OF ORDINANCE 02-945A, WHICH AMENDS THE REGIONAL TRANSPORTATION PLAN (RTP).

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Date: May 7, 2002

Prepared by: Terry Whisler  
Planning Department

This resolution amends the MTIP to program about \$100 million of state bond funds that derive from the 2001 Oregon Transportation Investment Act (OTIA) to 17 projects. It permits \$359,000 of reserve Surface Transportation Program (STP) funds to be used for design of a project to widen U.S. 26 to three lanes in each direction between the Murray Boulevard and SW 185th Avenue interchanges. Finally, it approves a Conformity Determination prepared by Metro which shows that these actions, and related RTP amendments effected by Ordinance 02-945, will conform with the State Implementation Plan for maintenance of the region's air quality.

### 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. The Oregon Department of Transportation (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 A 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 B 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 SW 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 (82<sup>nd</sup> 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. 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 122<sup>nd</sup> 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 212/122<sup>nd</sup> 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) 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 Tier 1 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.

## ANALYSIS/INFORMATION

1. **Known Opposition.** There is no known opposition to approval of these programming actions. 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.** This resolution does three things. First, it approves amendment of 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 2001 Oregon Transportation Investment Act (OTIA). Second, it amends the MTIP to allocate \$359,000 of reserve STP funds for design of a project to widen U.S. 26 to three lanes in each direction between the Murray Boulevard and SW 185th Avenue interchanges. Finally, it approves a Conformity Determination prepared by Metro which shows that these actions, and related RTP amendments effected by Ordinance 02-945, will conform with the State Implementation Plan for maintenance of the region's air quality.
4. **Budget Impacts.** There would be on effects on Metro's budget from adoption of this Resolution.

## RECOMMENDED ACTION

The Council approve Resolution 02-3186.

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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	)	
WIDENING, AND APPROVING A CONFORMITY	)	
DETERMINATION FOR THESE ACTIONS AND	)	
THOSE OF ORDINANCE NO. 02-945 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 185<sup>th</sup> 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 02-945 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 185<sup>th</sup> Avenue.
3. Declares that use of STP funds for the design of the 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 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	Funds to design widening of US 26 from Murray to 185th Avenue.	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. <b>\$12.123 million construction phase in 2007.</b>	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	
		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						
		CON			1.172		\$ 1.172	
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	<b>Farmington Rd. Preservation: Hwy219/SW 209th</b>	PE	0.075				\$ 0.075
ODOT/ Wash Co.	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
PRES**		CON					
		TOT	\$ 0.075	\$ 2.241			\$ 2.316
8850	<b>Farmington Rd. Preservation: SW 209TH/SW 198th</b>	PE	0.636				\$ 0.636
ODOT/ Wash Co.	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
PRES		CON			1.547		\$ 1.547
		TOT	\$ 0.636	\$ 0.250	\$ 1.547		\$ 2.433
12390	<b>Sandy Blvd. Boulevard Retrofit: NE 13th/NE 47th</b>	PE	0.720				\$ 0.720
ODOT/ COP	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
PRES		CON					
		TOT	\$ 0.720			\$ 7.182	\$ 7.902
12388	<b>Boones Ferry Preservation: Tualatin Rv Brdg/Norwood</b>	PE	0.231				\$ 0.231
ODOT/ Wash Co.	2.6 mi of grind/overlay; two new signals, ped improvements; Norwood Crk culvert replacement.	ROW	0.255				\$ 0.255
PRES		CON		2.095			\$ 2.095
		TOT	\$ 0.486	\$ 2.095			\$ 2.581
5651	<b>McLoughlin Blvd. "Boulevard" Retrofit: Harrison St/ Kellogg Lake Bridge</b>	PE					
ODOT/ Milw.	Overlay/reconstruct 1.25 mi thru downtown Milw.; add bike/ped/transit amenities; redesign signal systems.	ROW				2.000	\$ 2.000
PRES		CON					
		TOT				\$ 2.000	\$ 2.000
11136	<b>Broadway Bridge Rehabilitation (Phase 7) (Br# 06757)</b>	PE					
ODOT/ Mult Co.	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
BRIDGE***		CON					
		TOT		\$ 7.000			\$ 7.000
12448	<b>NE 33rd Ave. O'Xing: Lombard St. &amp; UPRR (Br# 02484)</b>	PE			0.373		\$ 0.373
ODOT/ COP	Strengthen steel girders through post tensioning, place bonded deck overlay on entire structure.	ROW				0.020	\$ 0.020
BRIDGE		CON				3.113	\$ 3.113
		TOT			\$ 0.373	\$ 3.133	\$ 3.506
12445	<b>NE 33rd Ave. Over Columbia Slough Replacement (Br# 25T12)</b>	PE			0.239		\$ 0.239
ODOT/ COP	Replace bridge structure.	ROW				0.025	\$ 0.025
BRIDGE		CON				1.190	\$ 1.190
		TOT			\$ 0.239	\$ 1.215	\$ 1.454
12431	<b>SW Champlain St Semi Viaduct Replacement(Br# 25B34)</b>	PE			0.082		\$ 0.082
ODOT/ COP	Remove bridge and replace w/ retaining wall and geo-foam fill.	ROW			0.020		\$ 0.020
BRIDGE		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. <b>\$1.308 Construction phase in 2006.</b>	PE			0.120		\$ 0.120
		ROW			0.060		\$ 0.060
		CON					
		TOT			\$ 0.180		\$ 0.180

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## **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 185<sup>th</sup> 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/185<sup>th</sup> 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 185<sup>th</sup> 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.

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ODOT KEY NUMBER	PROJECT NAME	PROJECT TYPE	OTIA \$\$
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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 Project	MOD	\$ 1,172,000
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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
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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

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- **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.
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- 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**

242<sup>nd</sup> 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.**

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<b>2010 network</b>	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
<b>Model as 2-lanes, not 4</b>	4065	Port/Portland	South Rivergate Entry Overpass	South Rivergate	Construct overpass from Columbia/Lombard intersection to South Rivergate	2006-10
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<b>Operational in 1998</b>	2111	Multnomah Co.	207th Connector	Halsey Street to Glisan Street	Complete reconstruction of 207th Avenue	2000-05
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## Public Review Draft

# Conformity Determination

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Supporting Amendments to the 2000 Regional  
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April 26, 2002



**METRO**  
Regional Services  
*Creating livable  
communities*



# **Conformity Determination**

**(For RTP/MTIP Amendments related to the OTIA program)**

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## **Appendices**

- Appendix 1: Financially Constrained System Project List
- Appendix 2: Public Involvement Record (including adopting resolution and ordinance)
- Appendix 3: Quantitative Analysis Protocol
- Appendix 4: Transportation Analysis Zone (TAZ) Assumptions



METRO

## Conformity Determination

Supporting Amendments to the 2000 Regional Transportation Plan  
and 2002 Metropolitan Transportation Improvement Program  
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### **A. Introduction**

#### **Background**

The federal Clean Air Act provides the main framework for national, state and local efforts to protect air quality. Under the Clean Air Act, the Environmental Protection Agency (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 in this region is focused on meeting the NAAQS and deadlines set by the federal Environmental Protection Agency and state Department of Environmental Quality for meeting the standards. Failure to meet these standards could result in a loss of transportation funding from state and federal sources and increased health risks to the region.

The 2000 Regional Transportation Plan (RTP) is subject to an air quality conformity determination under federal regulation (40 CFR Parts 51 and 93) and state rule (OAR 340 Division 252). Metro, as the federally designated Metropolitan Planning Organization (MPO) for the Oregon portion of the Portland-Vancouver airshed, is the lead agency for the conformity determination. In addition, the Transportation Policy Alternatives Committee (TPAC) is called out under the state rule as the standing committee designated for "interagency consultation" as required by the rule. In order to demonstrate that the 2000 Regional Transportation Plan (RTP) meets federal and state air quality planning requirements, Metro must complete a technical analysis that is known as air quality conformity. The need for this analysis came from the integration of requirements in the Clean Air Act Amendments of 1990 and the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. Conformity is a regulation requiring that all transportation plans and programs in air quality non-attainment or maintenance areas conform to the State's air quality plan, known as the State Implementation Plan (SIP). Transportation plans and programs such as the 2000 RTP must not delay attainment of the NAAQS, result in an area falling out of attainment, or create new air quality violations.

The Metropolitan Transportation Improvement Program (MTIP) must also conform with the SIP. So long as all funding and project scope and timing assumptions used to model the RTP remain consistent with implementation dollars scheduled in the MTIP, the quantitative analysis used to show conformity of the RTP may also be used to demonstrate conformity of the MTIP.

#### **Reason for Determination**

On February 13, the Oregon Transportation Commission (OTC) approved a list of highway, bridge and freeway modernization and preservation projects for receipt of bond financing under provisions of the

Oregon Transportation Investment Act (OTIA). One of these projects, the U.S./Jackson School Road interchange, is not included in the conforming 2000 RTP financially constrained system.<sup>1</sup> Additionally, Washington County has indicated its intention to begin design of a project to widen U.S. 26 from Murray Boulevard to 185<sup>th</sup> Avenue to three lanes in each direction. Partial funding for this design work (\$359,000) was allocated to a reserve account in the 2002 MTIP Update concluded last fall. In order to start work on the *interchange* project it must be amended into the RTP and the bond funds must be listed in the MTIP. Before work can begin on the *widening* project, the MTIP reserve dollars must be allocated to an actual preliminary engineering project. Before any of these regionally significant actions can be approved by Metro, ODOT and FHWA, the projects must be shown to conform with the SIP.

Section B of this conformity determination provides an overview of the 2000 RTP and major changes to road and transit network assumptions. The State Transportation Conformity Rule requires that the air quality conformity determination comply with several subsections of OAR Chapter 340, Division 252, including:

1. OAR 340-252-0110 – Use of the Latest Planning Assumptions
2. OAR 340-252-0120 – Use of Latest Emissions Model
3. OAR 340-252-0130 – Consultation
4. OAR 340-252-0140 – Timely Implementation of Transportation Control Measures (TCMs)
5. OAR 340-252-0190 – Motor Vehicle Emissions Budget

Section C discusses the relevant conformity determination requirements and demonstrates that this Determination complies with each requirement. Metro's technical analysis indicates that regional emissions will remain within established budgets in all analysis and budget years (i.e., 1998, 1999, 2001, 2003, 2005, 2006, 2007, 2010, 2015, and 2020). The following analysis demonstrates how the conformity determination for the 2000 Regional Transportation Plan, and by extension, the MTIP, complies with applicable requirements of OAR Chapter 340, Division 252. Inapplicable subsections of Division 252 are not cited in this conformity determination.

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<sup>1</sup> Defined in Chapter 5 of the 2000 Regional Transportation Plan and in Appendix 1 to this document, the financially constrained system responds to federal planning requirements. This system of projects and programs is limited to current funding sources, and those new sources that can be reasonably expected to be available during the 20-year plan period. As the federally recognized system, the financially constrained system is also the source of transportation projects that may be funded through the Metropolitan Transportation Improvement Program (MTIP). The MTIP allocates federal funds in the region. The 2000 RTP not only provides an updated set of financially constrained projects and programs for future MTIP allocations, but also establishes more formal procedures and objectives for implementing long-range regional transportation policies through incremental funding decisions. These new MTIP provisions are set forth in Chapter 6 of the 2000 RTP.

## B. OVERVIEW OF 2000 RTP AND MAJOR CHANGES IN NETWORK ASSUMPTIONS

The 2000 RTP was last conformed and approved by the U.S. Department of Transportation (USDOT) on January 26, 2001. The 2000 RTP represented five years of extensive planning work and analysis that was guided by input from a 21-member citizen advisory committee, state, regional and local officials and staff and from residents, community groups and businesses throughout the region. The 2000 RTP built on the 1995 RTP to implement the 2040 Growth Concept, the region's long-range plan for addressing expected growth while preserving the region's livability. The 2000 RTP represents a nearly 20-year evolution from a mostly road-oriented plan to a more balanced multi-modal plan that is closely tied to land use and the 2040 Growth Concept. The plan included changes to the mix of projects, the specificity of the project lists, greater emphasis on street connectivity, alternative mode performance and a revised 2040-based level of service policy that allows two-hour peak period motor vehicle system congestion in select locations based on availability of other modes of travel such as walking, biking and transit.

Amendments proposed at this time to this system are very minor and consist principally of the two freeway projects already discussed. During the course of interagency consultation, which initiated kick-off of this Determination, local jurisdictions declared several other minor changes to the financially constrained system list of projects. These changes were incorporated into Metro's regional model. The changes are described in Table S-2 of the Executive Summary and consist mostly of changes to timing of several projects, or the separation of some project features from one project and their inclusion in another. There are no other significant changes to report between the RTP network conformed in January 2001 and the network that is being conformed at this time.

## C. Relevant Conformity Requirements and Findings of Compliance

### 1. Consistency with the Latest Planning Assumptions (OAR 340-252-0110)

a. **Requirement:** *The State Rule requires that Conformity Determinations be based "on the most recent planning assumptions" derived from Metro's approved "estimates of current and future population, employment, travel and congestion."*

**Finding of compliance:** The *quantitative* analysis (see Section C.6) employs the transportation system planning assumptions refined over a five-year period during development of the 2000 RTP, and population, employment and development assumptions that reflect Metro adoption of the Regional Framework Plan and its implementing ordinances. The 1998 base year reflects Metro's official estimates of population and employment calibrated to 1990 Census data. Metro has officially adopted a population/employment projection for 2020. The 2020 population/employment projection is the foundation for all analysis years used in this Conformity Determination.

Travel and congestion forecasts in the analysis years of 1998, 2005, 2010 and 2020 are

derived from the population/employment data using Metro's regional travel demand model and the EMME/2 transportation planning software. Within subroutines of the regional travel demand model, Metro calculates the transit/bike/walk mode split for calculated travel demand based on a variety of factors, including trip distance, car per worker relationship, transit headways, total employment within one mile, intersection density and a zone-based mixed-use index of the ratio of total employment to total population (see Appendix 4). Both the population and employment estimates and the methodology employed by the EMME/2 model have been the subject of extensive interagency consultation and agreement (discussed further in Section C.3).

The resulting estimates of future year travel and motor vehicle congestion are then used with the outputs of the EPA approved MOBILE 5a-h emissions model to determine regional emissions. In all respects, the model outputs reflect input of the latest approved planning assumptions and estimates of population, employment, travel and congestion.

- b. **Requirement:** *The State Rule requires that changes in transit policies and ridership estimates assumed in the previous conformity determination must be discussed.*

**Finding of compliance:** There have been no significant changes in transit policies and ridership estimates approved since conformity of the RTP in January 2001. There have been minor refinement of Park & Ride locations and size at the Gateway Transit Center and in the South Corridor (McLoughlin Boulevard) near Milwaukie. The Gateway Transit Center will lose approximately 150 parking spaces, while the nearby 102<sup>nd</sup> Park & Ride lot will gain nearly 300 spaces. Some transit lines have been distributed away from the Transit Center by several blocks. The Milwaukie Park & Ride lot has moved from near the Ochoco overcrossing to downtown Milwaukie. Those these changes are not considered by Metro's modeling staff to be significant, the travel demand and trip distribution model was refined to reflect these changes to the planned transit system in the current Determination quantitative analysis.

- c. **Requirement:** *The State Conformity Regulations require that reasonable assumptions be used regarding transit service, and increases in fares and road and bridge tolls over time.*

**Finding of compliance:** There have been no changes in these factors since approval of the previous Determination.

There are no road or bridge tolls in place in the Portland metropolitan area, and none are assumed in the 2000 RTP. The region is exploring the feasibility of implementation of a Peak Period Pricing pilot project. No decision to deploy such a project has been made and this Determination does not model evaluation of such a program.

Auto operating costs are factored into the mode choice subroutines of the regional travel model. These costs are held constant to 1985 dollars. Parking costs for the Central City

and for Tier 1 regional centers are based on the South/North DEIS parking costs developed from survey data to reflect parking control strategies. Parking factors for the remaining regional centers, station communities, town centers and mainstreets are scaled back by 50 percent from these costs. No parking factors are assumed for corridors, neighborhoods, employment areas, industrial areas, greenspaces and areas outside the urban growth boundary. The three-zone transit fare structure adopted in 1992 is held constant through 2020. User costs (for both automobile and transit) are assumed to keep pace with inflation and are calculated in 1985 dollars. Free transit areas are assumed for the central business and Lloyd districts and Tier 1 regional centers and within Wilsonville town center.

The previously modeled South/North scope and concept remain unchanged. LRT from downtown Portland to Milwaukie town center, continues to be planned after 2010, LRT along Interstate Avenue from the Rose Quarter to the Expo Center remains on schedule for startup in 2006.

Previously modeled bus service assumptions remain unchanged. The analysis assumed a 1.5 percent annual service hour increase for regional bus service through 2020. Through 2006 the bulk of the increase is allocated to building a service base along the Interstate Avenue corridor. Bus service will be reallocated in the corridor after startup of Interstate MAX in 2006 and maintained at the higher levels.

Service is also built in four identified priority rapid bus corridors: the Barbur/99W and McLoughlin corridors, which link downtown with southeast Washington County and west Clackamas County, respectively; and later in the plan, rapid bus service is extended to the McLoughlin Boulevard/Highway 224 corridor and on Division Street to the Gresham regional center in east Multnomah County.

- d. **Requirement:** *The State Conformity Regulations require that the latest existing information be used regarding the effectiveness of TCMs that have already been implemented. It must also be demonstrated that the Plan does not delay or impede the implementation of TCMs*

**Finding of compliance:** The current amendments to the Plan and MTIP maintain full support of all funding based TCMs. This includes:

**Increased transit:**

- ❖ 1.5 percent annual service increase through 2020 (the SIP actually only stipulates a 0.5 percent annual increase after 2006);
- ❖ First phase implementation of South/North LRT extension (Interstate MAX) by 2007; additional extensions through 2020 to Vancouver, Washington and Milwaukie town center, with supplemental transportation alternatives under study

from Milwaukie town center to Clackamas regional center.

- ❖ Completion of Westside LRT extension to Hillsboro regional center (complete).

**Bicycle and Pedestrian System Improvements:**

- ❖ An average of five miles of new bike lanes on the regional system each two years.
- ❖ A two year average of 1.5 miles of improvements to regionally significant pedestrian facilities.
- ❖ Continued compliance with ORS 366.514, which requires incorporation of adequate bike and pedestrian facilities on all roadways subject to expansion or reconstruction.

The subject amendments of the 2000 RTP and 2002 MTIP do not impede implementation of non-funding based TCMs including:

- ❖ implementation of the 2040 Growth Concept of compact urban form development centered around transit supportive land use;
- ❖ continued implementation of the Employee Commute Option requirements for 10 percent reduction of drive alone trips encouraged by businesses of 50 or more employees; and

DEQ's Voluntary Parking Ratio Program, which partly offsets the ECO rule for participating employers, was suspended prior to the last conformity determination by DEQ for ineffectiveness.

**Finding of compliance:** There have been no changes since the last determination regarding estimates of the effectiveness of transit, bicycle and other TCMs. The following text is unchanged since from the January 2001 Determination.

**Transit TCMs.** Ridership of the Westside MAX met its five-year projected ridership levels after only two years of service, which is consistent with experience on the Eastside line. Additionally, the extension of LRT to the Portland International Airport in 2001 increased non-auto ridership above previously expected levels. Transit ridership in the Portland-area is growing at a rate faster than general population, which is unique to this region relative to all other equivalent urbanizing regions in the nation.

The effectiveness of Portland's transit system cannot be credited simply to the degree of investment in transit capital though, which is the thrust of the funding-based transit TCMs. Rather, it is the interplay of the capital commitment with implementation of the 2040 land use components elaborated in the 2040 Growth Concept (i.e., the Regional Framework Plan), called 2040 Design Types. The 2040 Growth Concept emphasizes transit oriented land development, restricted parking and increased pedestrian accessibility to transit facilities. Metro has calculated that region-wide implementation of these factors will generate an almost

30 percent increase of transit ridership over time relative to more traditional development patterns that would otherwise prevail in the region.<sup>2</sup>

**Bicycle System TCMs.** To determine effectiveness of striping projects to induce new bicycle ridership, Metro staff used accumulated ridership counts conducted by the City of Portland between 1995 and 1997 for 16 bike routes within the City. These counts include unimproved routes and routes that have been striped with bike lanes.

Virtually all the routes that were monitored showed noticeable increases of ridership between 1994 and 1997 that are assumed to be attributable to general demographic changes and to the region's bike promotion efforts. This generated an average 30 percent increase of bike ridership across all surveyed routes. Newly striped routes though, showed increases above this average.

To isolate the general effects from those attributable to the striping, the ridership increase of only newly striped facilities was averaged. The average regional increase was then deducted from that of the newly striped facilities. This yielded an average increase of 25 percent above the citywide increase of 30 percent. *This 25 percent factor represents a predictable ridership effect of bike lane striping.*

**Other TCMs.** Effectiveness of implemented and planned TCMs is also reflected in emission credits approved by DEQ for use in this Determination's calculation of daily regional emissions. Credits were assumed for compact land form called for in the Region 2040 Growth Concept, expansion of the I/M Boundary; implementation of enhanced I/M; and implementation of the Employee Commute Option (ECO) program. Credit for the region's Voluntary Parking Ratio program was eliminated in 1999 because very few businesses chose to participate in the program. All of these programs are founded in enforceable regulations.

## **2. Latest Emissions Model (OAR 340-252-0120)**

- a. **Requirement:** *The State Conformity Regulations require that the conformity determination must be based on the most current emission estimation model available.*

**Finding of compliance:** There have been no changes since the last determination regarding estimates of the effectiveness of transit, bicycle and other TCMs. The following text is unchanged since from the January 2001 Determination.

Metro employed EPA's recommended Mobile 5a-h emissions estimation model in preparation of this conformity determination. Additionally, Metro uses EPA's recommended EMME/2 transportation planning software to estimate vehicle flows of

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<sup>2</sup> Transportation Analysis of the Growth Concept, Metro, July 1994. This analysis includes data sets for myriad performance measures generated from system definitions that include and omit implementation of parking factors and enhanced pedestrian environmental factors.

individual roadway segments. These model elements are fully consistent with the methodologies specified in OAR 340-252-0120.

**3. Consultation (OAR 340-252-0130)**

- a. **Requirement:** *The State Conformity Regulations require the MPO to consult with the state air quality agency, local transportation agencies, DOT and EPA regarding enumerated items. TPAC is specifically identified as the standing consultative body in OAR 340-225-0060(1)(b).*

**Finding of compliance:** Metro complied with this requirement, as described below.

- i. *Determination of which Minor Arterial and other transportation projects should be deemed "regionally significant."*

Metro consulted with DEQ, FHWA, ODOT and Washington county representatives regarding regional significance of the proposed system amendments. Notes of this consultation session, and resulting agreements, are included in Appendix 2.

Metro models virtually all proposed enhancements of the regional transportation network proposed in the MTIP, the 2000 RTP and by local and state transportation agencies. This level of detail far exceeds the minimum criteria specified in both the State Rule and the Metropolitan Planning Regulations for determination of a regionally significant facility. This detail is provided to ensure the greatest possible accuracy of the region's transportation system predictive capability. The model captures improvements to all principal, major and minor arterial and most major collectors. Left turn pocket and continuous protection projects are also represented. Professional judgement is used to identify and exclude from the model those proposed intersection and signal modifications, and other miscellaneous proposed system modifications, (including bicycle-system improvements) whose effects cannot be meaningfully represented in the model. The results of this consultation were used to construct the analysis year networks identified in Appendix 1 of this Determination.

- ii. *Determine which projects have undergone significant changes in design concept and scope since the regional emissions analysis was performed.*

As described in the Executive Summary, Metro polled the region's operating agencies and received a set of minor approved modifications of the financially constrained RTP system. These changes are reflected in the quantitative analysis.

- iii. *Analysis of projects otherwise exempt from regional analysis.*

All projects capable of being modeled have been included in the Conformity Analysis quantitative networks, regardless of funding source or "degree of significance".

iv. *Advancement of TCMs.*

All past and present TCMs have been implemented on schedule. There exist no obstacles to implementation to overcome. See 1(d) in this section, above.

v. *PM10 Issues.*

The region is in attainment status for PM10 pollutants.

vi. *forecasting vehicle miles traveled and any amendments thereto.*

The forecast of vehicle miles is the product of the modeled road and transit network defined in the financially constrained system, which was approved during extensive consultation with all concerned agencies including DEQ as part of TPAC and JPACT.

vii. *determining whether projects not strictly "included" in the TIP have been included in the regional emission analysis and that their design concept and scope remain unchanged.*

The MTIP was last compared against the 2000 RTP system in April 2002. All projects funded in the MTIP were found to derive from RTP system projects, or they were exempt. The current amendments effect both the RTP and the MTIP equally (i.e., the RTP is amended to include the projects and the MTIP is being amended to schedule their funding.) The complete RTP network is used in the determination so all system projects are represented in this quantitative analysis of MTIP and RTP conformity.

viii. *project sponsor satisfaction of CO and PM10 "hot-spot" analyses.*

The MPO defers to ODOT staff expertise regarding project-level compliance with localized CO conformity requirements and potential mitigation measures. There exist no known PM<sub>10</sub> hot spot locations of concern.

ix. *evaluation of events that will trigger new conformity determinations other than those specifically enumerated in the rule.*

The declaration of locally approved project scope, concept or timing changes turned up delay of several potentially significant projects. These timing changes are reflected in the current quantitative analysis, though no formal consultation produced the decision to include the changes.

x. *evaluation of emissions analysis for transportation activities which cross borders of MPOs or nonattainment or maintenance areas or basins.*

The Portland-Vancouver Interstate Maintenance Area (ozone) boundaries are geographically isolated from all other MPO and nonattainment and maintenance areas and basins. Emissions assumed to originate within the Portland-area (versus the Washington State) component of the Maintenance Area are independently calculated by Metro. The Clark County Regional Transportation Commission (RTC) is the designated MPO for the Washington State portion of the Maintenance area. Metro and RTC coordinate in development of the population, employment and VMT assumptions prepared by Metro for the entire Maintenance Area. RTC then performs an independent Conformity Determination for projects originating in the Washington State portion of the Maintenance Area.

Conformity of projects occurring outside the Metro boundary but within the Portland-area portion of the Interstate Maintenance Area were assessed by Metro under terms of a Memorandum of Understanding between Metro and all potentially affected state and local agencies. No regionally significant projects outside the urban boundary have been declared to Metro for analysis.

- xi. disclosure to the MPO of regionally significant projects, or changes to design scope and concept of such projects that are not FHWA/FTA projects.*

See the Executive Summary.

- xii. the design schedule and funding of research and data collection efforts and regional transportation model development by the MPO.*

This consultation occurs in the course of MPO development and adoption of the annual Unified Planning Work Program.

- xiii. development of the TIP.*

Development and amendment of the MTIP is subject to the same degree of interagency review and approval as the RTP, including presentation at TPAC, JPACT and the Metro Council.

- xiv. development of RTPs.*

Development of the 2000 RTP was directly managed by TPAC, which is the standing body for interagency consultation.

- xv. establishing appropriate public participation opportunities for project level conformity determinations.*

In line with other project-level aspects of conformity determinations, it is most appropriate that project management staff of the state and local operating agencies be responsible for

any public involvement activities that may be deemed necessary in making project-level conformity determinations.

- b. **Requirement:** *The State Conformity Regulations require a proactive public involvement process that provides opportunity for public review and comment by providing reasonable public access to technical and policy information considered by the agency at the beginning of the public comment period and prior to taking formal action on the conformity determination for all transportation plans.*

**Finding:** Both the RTP and the 2002 MTIP were the subject of extensive public involvement processes. The current action, consisting of Metro's consideration of amendments to the RTP and the MTIP, and approval of a conformity determination supporting the amendments, was noticed for a 30-day comment period in the April 28 Sunday Oregonian. A public hearing on the actions has been scheduled before the Metro Council Transportation Committee on May 16<sup>th</sup>. The comment period will close May 28, three days prior to first review of the actions by TPAC, nearly two weeks before consideration for approval by JPACT and nearly one month before final scheduled approval by the Metro Council.

#### 4. **Timely Implementation of TCMs (OAR 340-252-0140).**

- a. **Requirement:** *The State Conformity Regulations require MPO assurance that "the transportation plan, [and] TIP... must provide for the timely implementation of TCMs from the applicable implementation plan."*

**Finding:** See C.1(d), above.

#### 5. **Support Achievement of NAAQS**

- a. **Requirement:** The State Implementation Plan (SIP) requires the 2000 RTP and MTIP to support achievement of NAAQS.

**Finding:** There has been no change to this text from the 2001 Determination.

The RTP is prepared by Metro. SIP provisions are integrated into the RTP as described below, and by extension into subsequent TIPs, which implement the 2000 RTP.

The scope of the 2000 RTP requires that it possess a guiding vision which recognizes the inter-relationship among (a) encouraging and facilitating economic growth through improved accessibility to services and markets; (b) ensuring that the allocation of increasingly limited fiscal resources is driven by both land use and transportation benefits; and (c) protecting the region's natural environment in all aspects of transportation planning process. Chapter 1 of the 2000 RTP describes this guiding vision:

- balance transportation and land use plans to protect livability in the region
- reduce reliance on any single mode of travel by expanding transportation choices
- sustain economic health by providing access to jobs and industry
- target transportation investments to leverage the 2040 Growth Concept
- maintain access to the natural areas around the region
- protecting the region's natural environment in all aspects of transportation planning process

In addition, several policies and objectives in Section 1.3.4 of the 2000 RTP directly support achievement of National Ambient Air Quality Standards (NAAQS). These objectives are achieved through a variety of measures affecting transportation system design and operation, also described in Chapter 1 of the 2000 RTP. The plan sets forth goals and objectives for road, transit, freight, bicycle, and pedestrian improvements as well as for implementation of system and demand management strategies.

The highway system is functionally classified to ensure a consistent, integrated, regional highway system of principal routes, arterial and collectors. Acceptable level-of-service standards are set for maintaining an efficient flow of traffic. The RTP also identifies regional bicycle and pedestrian systems for accommodation and encouragement of non-vehicular travel. System performance is emphasized in the RTP and priority is established for implementation of transportation system management (TSM) measures.

The transit system is similarly designed in a hierarchical form of regional transitways, radial trunk routes and feeder bus lines. Standards for service accessibility and system performance are set. Park-and-ride lots are emphasized to increase transit use in suburban areas. The RTP also sets forth an aggressive demand management program to reduce the number of automobile and person trips being made during peak travel periods and to help achieve the region's goals of reducing air pollution and conserving energy.

In conclusion, RTP is in conformance with the SIP in its support for achieving the NAAQS. Moreover, the RTP provides adequate statements of guiding policies and goals with which to determine whether projects not specifically included in the RTP at this time may be found consistent with the RTP in the future. Section 1.3.7 in Chapter 1 of the 2000 RTP identifies key policies that guide the selection of projects and programs to implement the RTP. Conformity of such projects with the SIP would require interagency consultation.

## **6. Quantitative Analysis (OAR 340-252-0190)**

### **1. Conduct a Quantitative Analysis**

**Requirement:** *OAR 340-252-0190 requires that a quantitative analysis be conducted as part of the 2000 RTP conformity determination. The analysis must demonstrate that emissions resulting from the entire transportation system, including all regionally significant projects*

*expected within the time frame of the plan, must fall within budgets established in the maintenance plan for criteria pollutants. In the Portland-Vancouver Air Quality Maintenance Area these include ozone precursors (VOC and NOx) and carbon monoxide (CO). A specified methodology must be used to calculate travel demand, distribution and consequent emissions as required by OAR 340-20-1010. The Portland metropolitan area has the capability to perform such a quantitative analysis.*

**Finding:** For the Oregon portion of the Portland-Vancouver airshed, emission budgets have been set for various sources of pollutants (mobile, point, area) and are included in the SIP and in the region's Ozone and Carbon Monoxide Maintenance Plans. The 2000 RTP must conform to the SIP mandated mobile emission budgets. Mobile emission budgets are set for winter carbon monoxide (CO) and for two summer ozone precursors: nitrogen oxides (NOx), and volatile organic compounds (VOC).

The region's approved Maintenance Plans identify two sets of analysis years, one set for winter CO and one set for summer ozone precursors (NOx and VOC). The CO budget years are 2001, 2003, 2007, 2010, 2015 and 2020. The ozone analysis years are 1999, 2001, 2003, 2006, 2010, 2015 and 2020. In addition, a plan horizon year must also be evaluated. For the 2000 RTP, the horizon year is 2020. Table 2 shows the budget years and associated emissions budgets.

*Table 2*  
**2000 RTP Mobile Emissions Budgets<sup>1</sup>**

	<b>Winter CO</b>	<b>Summer VOC</b>	<b>Summer NOx</b>
	(thousand pounds/day)	(tons/day)	(tons/day)
<b>1999</b>	<i>n/a</i>	52	56
<b>2001</b>	875	47	54
<b>2003</b>	825	44	52
<b>2006</b>	<i>n/a</i>	41	51
<b>2007</b>	775	<i>n/a</i>	<i>n/a</i>
<b>2010</b>	772	40	52
<b>2015</b>	801	40	55
<b>2020</b>	856	40	59

<sup>1</sup> Budgets are from the Maintenance Plan adopted in 1996.

Source: Metro

The network that was analyzed is summarized in Appendix 1. The protocol for definition of the Determination's analysis and budget years is summarized in Appendix 3, including discussion of why each analysis year was selected. Appendix 4 contains a summary of the principal model assumptions, including a discussion of assumed transit costs, parking factors, and intersection density and the impact of these factors on travel mode selection by 2040 design

type (e.g., central city, regional centers, town centers, station communities, mainstreets, employment areas, corridors, etc.) A detailed description of the network assumptions coded into Metro's regional model is contained in a 2000 RTP Financially Constrained System Atlas, available for review at Metro Headquarters at 600 NE Grand Avenue, Portland, OR 97232. The Atlas includes information about system and individual link capacities in the 1998 base year and capacities assumed after planned improvements as well as the year of expected operation of each planned improvement. The results of the quantitative analysis are shown in Table 3 and Figures 1, 2 and 3. In summary, Metro's analysis indicates that regional emissions will remain within established budgets in all analysis and budget years (i.e., 1998, 1999, 2001, 2003, 2005, 2006, 2007, 2010, 2015, and 2020).

**2. Determine Analysis Years.**

- a. **Requirement:** *The State Conformity Regulations) require the first analysis year to be no later than 10 years from the base year used to validate the transportation demand planning model (340-252-0070), that subsequent analysis years be no greater than 10 years apart and that the last year of the 2000 RTP must be an analysis year (340-252-0070).*

**Finding:** See Appendix 3 regarding selection of analysis and budget years, including discussion of why each analysis year was selected.

**3. Perform the Emissions Impact Analysis.**

- a. **Requirement:** *The State Conformity Regulations) require Metro to conduct the emissions impact analysis.*

**Finding:** Calculations were prepared, pursuant to the methods specified at OAR 340-20-1010, of CO and Ozone precursor pollutant emissions assuming travel in each analysis year on networks that have been previously described. A technical summary of the regional travel demand model, the EMME/2 planning software and the Mobile 5a methodologies is available from Metro upon request. The methodologies were reviewed by TPAC.

4. **Determine Conformity.**

- a. **Requirement:** *Emissions in each analysis year must be consistent with (i.e., must not exceed) the budgets established in the maintenance plan for the appropriate criteria pollutants (OAR 340-252-0190).*

**Finding:** Metro's analysis indicates that regional emissions will remain within established budgets in all analysis and budget years (i.e., 1998, 1999, 2001, 2003, 2005, 2006, 2007, 2010, 2015, and 2020). Table 3 provides a summary of these emissions and shows that the 2000 RTP, conforms with the SIP.

Table 3  
2000 RTP Conformity Results<sup>1</sup>

	Winter CO		Summer VOC		Summer NOx	
	(thousand pounds/day)		(tons/day)		(tons/day)	
	Budget	Model Result	Budget	Model Result	Budget	Model Result
1999	n/a	n/a	52	39.9	56	52.0
2001	875	747	47	38.0	54	51.4
2003	825	702	44	36.1	52	50.8
2006	n/a	n/a	41	33.8	51	50.4
2007	775	652	n/a	N/a	n/a	n/a
2010	772	644	40	32.1	52	50.9
2015	801	686	40	34.6	55	54.6
2020	856	728	40	37.0	59	58.2

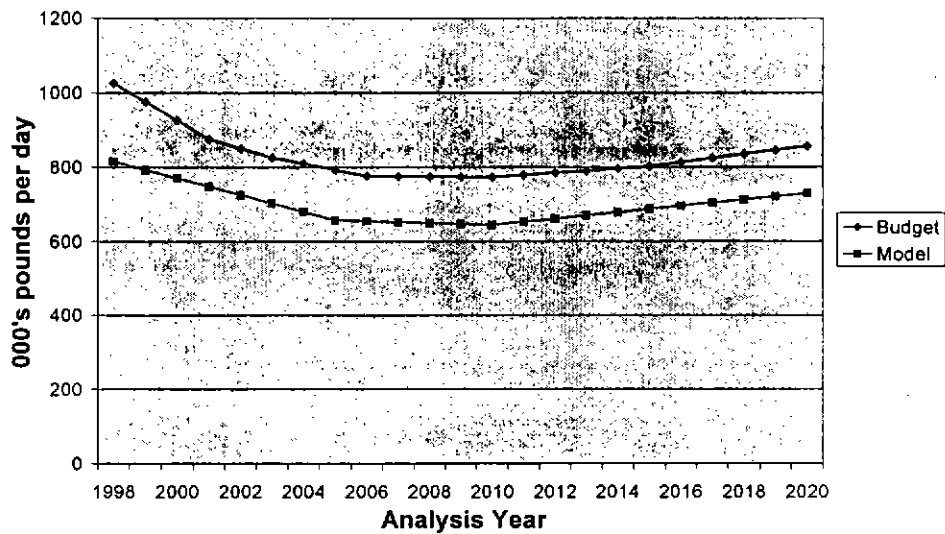
<sup>1</sup> Budgets are from the Maintenance Plan adopted in 1996.

Source: Metro

Figures 1, 2 and 3 show graphs of the conformity results that compare the emissions budgets with the modeled results for each analysis year for winter carbon monoxide (CO) and for two summer ozone precursors: nitrogen oxides (NOx), and volatile organic compounds (VOC), respectively. Figures 4 and 5 show graphs of the conformity results that compare the emissions budgets with the modeled results for each analysis year for winter carbon monoxide (CO) in the Portland central city and 82nd Avenue sub-areas.

Figure 1

### Winter CO Emissions Metro Boundary



Based on RTP Financially Constrained System.

Source: Metro

### Summer VOC Emissions Air Quality Maintenance Area

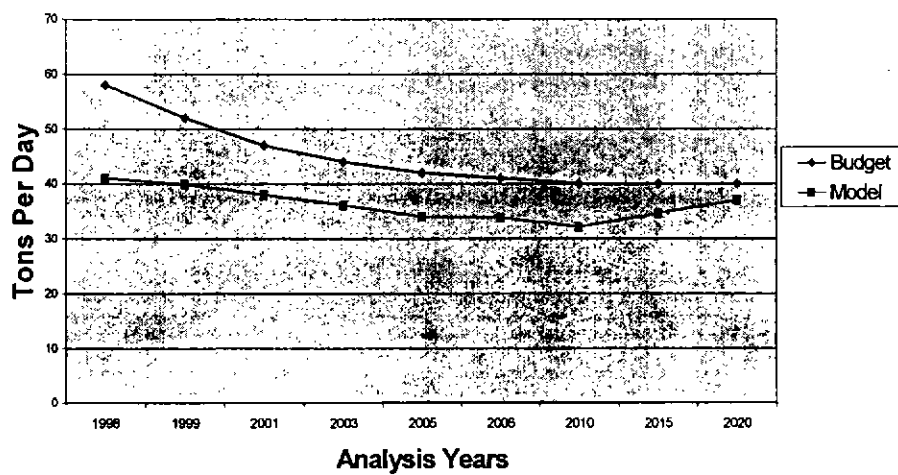


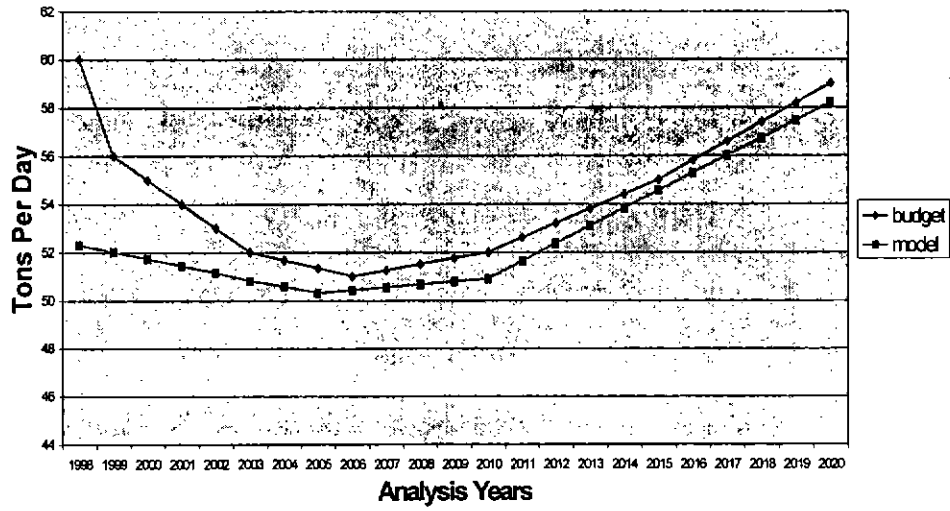
Figure 2

Based on RTP Financially Constrained System.

Source: Metro

Figure 3

### Summer NO<sub>x</sub> Emissions Air Quality Maintenance Boundary

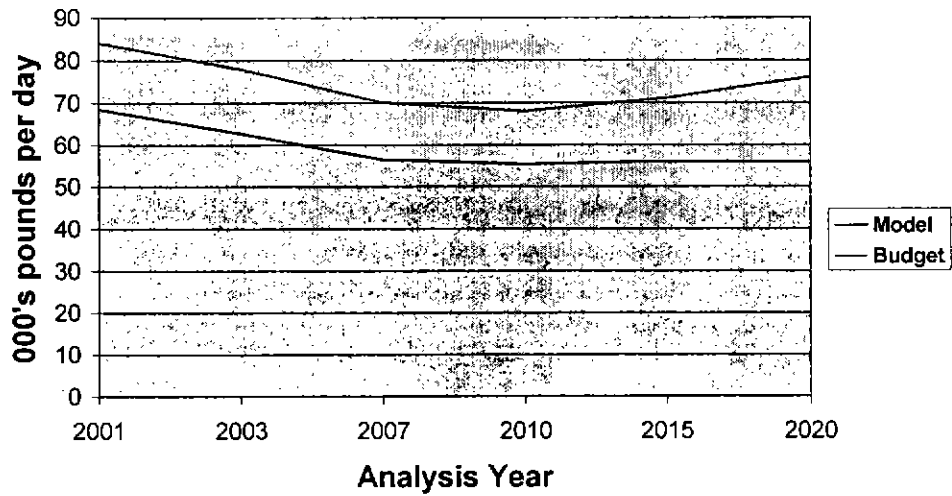


Based on RTP Financially Constrained System.

Source: Metro

Figure 4

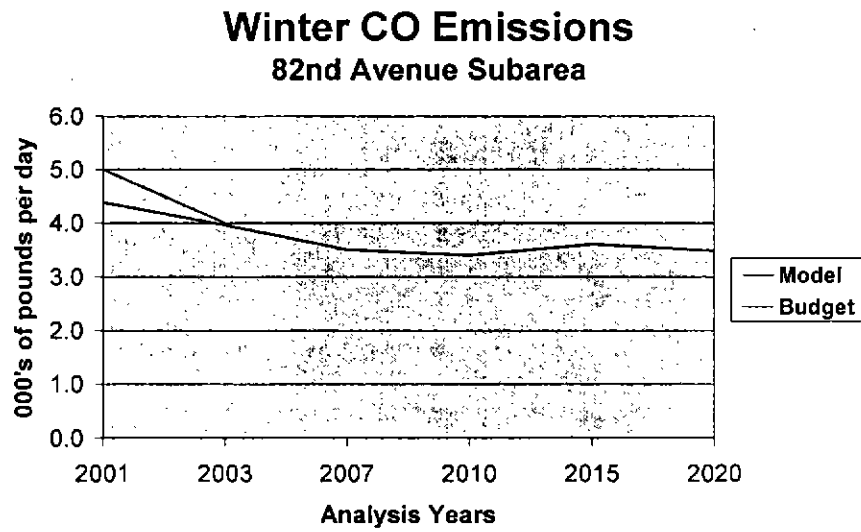
### Winter CO Emissions Portland Central City Subarea



Based on RTP Financially Constrained System.

Source: Metro

Figure 5



Based on RTP Financially Constrained System.

Source: Metro

## ***APPENDIX 1***

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### **RTP Financially Constrained System**



**METRO**

RTP/MTIP Amendment  
Conformity Determination  
(for OTIA bond projects)  
April 26, 2002

# 2000 RTP Financially Constrained Project List -

August 10, 2000

RTP #	Subarea	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	Project Purpose	RTP Financially Constrained System	Est. Project Cost in 1996 dollars ("m" indicates phasing in financially)	RTP Program Years	Primary Modal Type	Primary Mode
1000	Portland/Colum. Corridor	Region	Tri-Met	Light Rail Extension 1	Rose Quarter to Expo Center	Construct LRT		√	\$ 350,000,000	2000-20	3	transit
1002	Portland/Colum. Corridor	Region	Tri-Met	Light Rail Extension 2	Expo Center to Vancouver/Clark College	Construct LRT		√	\$ 300,000,000	2000-20	3	transit
1003	Portland/Colum. Corridor	Region	Tri-Met	Light Rail Extension 3	Rose Quarter to Milwaukie TC	Construct LRT		√	\$ 750,000,000	2000-20	3	transit
1007	Portland	Region	Multnomah Co.	Broadway and Burnside Bridge Improvements	Broadway and Burnside bridges	Broadway-paving, phase 1 seismic retrofit, sidewalk replacements and resurface bridge deck and approaches		√	\$ 73,800,000	2000-20	10	mv
1009	Portland	Region	Portland	Springwater Trail Access Improvements	Sellwood Bridge to SPRR	Construct multi-use path, improve bicycle/pedestrian access		√	\$ 2,000,000	2000-05	5	bike/ped
1014	Portland	Central City	Tri-Met/Portland	16TEN - Central City Street Car	NW Portland to PSU	Construct street car	Provide additional access in support of medium density housing and other economic development in the Central City	√	\$ 40,000,000	2000-05	3	transit
1015	Portland	Central City	Tri-Met/Portland	16TEN - Central City Street Car	North Macadam/Bancroft Street to PSU	Construct street car	Provide additional access in support of medium density housing and other	√	\$ 40,000,000	2000-10	3	transit
1020	Portland	Region	Various	Red Electric Line Trail	Willamette Park to Oleson Road	Study feasibility of multi-use path		√	\$ 135,000	2000-05	5	bike/ped
1021	Portland	Region	Various	Peninsula Crossing Trail	Portland Road to Marine Drive	Construct multi-use path		√	\$ 359,000	2000-05	5	bike/ped
1027	Portland	Central City	Portland/ODOT	South Portland Improvements	South Portland sub-area	Implement South Portland Circulation Study	Access to Central City	√	\$ 40,000,000	2000-05	13	mv
1028	Portland	Central City	Portland/ODOT	Kerby Street Improvements	Kerby Street at I-5	Improve I-405/Kerby Street interchange to calm traffic and improve local access		√	\$ 1,624,000	2000-05	1	mv
1029	Portland	Central City	Portland	SE Water Avenue Extension	SE Water Avenue	Extend SE Water Avenue from Carruthers to Division Place	Provide new roadway connection between SE Clay and SE Division Place; construct sidewalks, bike lanes, landscaping and access to Willamette Greenway	√	\$ 250,000	2000-05	1	mv
1032	Portland	Central City	Portland	Southern Triangle Circulation Improvements	Between the Ross Island Bridge - Hawthorne Bridge/ Willamette River - SE Grand-MLK		Circulation improvements to the street system in this area; improve access to the CEID and Central City	√	\$ 2,500,000	2000-05	1	mv
1033	Portland	Central City	Portland	Lovejoy Ramp Removal	Lovejoy ramp on Broadway Bridge	NW 9th Avenue to NW 14th Avenue	A critical infrastructure project to facilitate the desired housing densities in the River District; allow for streetcar operation.	√	\$ 10,846,000	2000-05	1	mv
1034	Portland	Central City	Portland	Lower Albina RR Crossing	Interstate Avenue to Russell Street	Provides new roadway to separate truck/rail movements	Remove congestion point in Columbia Corridor industrial area	√	\$ 4,000,000	2000-05	1	mv
1035	Portland	Central City	Portland	SW Columbia Street Reconstruction	18th Avenue to Front Avenue	Rebuild street		√	\$ 800,000	2000-05	1	mv

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August 10, 2000

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1036	Portland	Central City	Portland	Broadway/Flint Arena Access	Broadway/Flint at Rose Quarter	Intersection realignment	Improve intersection for access to Rose Garden Arena	✓	\$ 310,000	2000-05	1	mv
1037	Portland	Central City	Portland	Bybee Boulevard Overcrossing	Bybee Boulevard/McLoughlin	Replace substandard 2-lane		✓	\$ 3,500,000	2006-10	1	mv
1046	Portland	Central City	Portland	Transit Mall Restoration	Central City	Reduce maintenance and repair costs	Support S/N light rail	✓	\$ 2,470,000	2000-05	3	transit
1047	Portland	Central City	Portland	SE 7-8th Avenue Connection	Central Eastside Industrial District	Construct new street connection from SE 7th to 8th Avenue at Division Street	Pedestrian enhancements; curb extensions and crossing improvements; street reconstruction.	✓	\$ 500,000	2006-10	1	mv
1048	Portland	Central City	Portland	North Macadam Pedestrian and Bicycle Access Improvements	North Macadam District of the central city	Implement pedestrian and bicycle district access improvements identified in the	Access to the Central City	✓	\$ 4,300,000	2000-05	6	ped/bike
1049	Portland	Central City	Portland	North Macadam Transit Improvements	North Macadam District of the central city	Implement transit improvements identified in the North Macadam Framework Plan, including	Access to the Central City	✓	\$ 4,100,000	2000-05	3	transit
1050	Portland	Central City	Tri-Met/Portland	North Macadam TMA	North Macadam District of the central city	Implement transportation management area improvements identified in the	TDM	✓	See Project #8056 cost	2000-05	14	TDM
1051	Portland	Central City	Portland	W. Burnside and Inner E. Burnside Street Improvements and ITS	SE 12th to NW 23rd	Boulevard design improvements	Pedestrian enhancements; curb extensions and crossing improvements; street reconstruction.	✓	\$ 9,365,000	2000-05	4	blvd
1052	Portland	Central City	Portland	North Macadam Street Improvements	North Macadam District of the central city	Implement street improvements identified in the North Macadam Framework Plan, including	Improve access to the district at SW Moody/Bond to the Macadam/Bancroft intersection to provide access for truck.	✓	\$ 17,750,000	2000-05	1	mv
1053	Portland	Central City	Portland	Naito Parkway Improvements	NW Davis to SW Market	Complete boulevard design improvements and ITS	Project will improve bicycle and pedestrian access to Central City and Waterfront Park; reconstruct pavement.	✓	\$ 3,027,295	2000-05	4	blvd
1054	Portland	Central City	Portland	Broadway/Weidler Improvements, Phase II and III	Al Arena and 15th Avenue to 24th Avenue	Complete boulevard design improvements and ITS	In accordance with Broadway/Weidler Plan; reconstruct sidewalks, provide street trees, traffic signals and curb extensions.	✓	\$ 5,590,000	2000-05	4	blvd
1055	Portland	Central City	Portland/ODOT	MLK/Grand Improvements	Central Eastside and Lloyd districts	Complete boulevard design improvements		✓	\$ 3,000,000	2011-20	4	blvd
1056	Portland	Central City	Tri-Met/Portland	Lloyd District TMA	Lloyd district of the Central City	Implement transportation management area program with	TDM	✓	\$ 80,000	2000-05	14	TDM
1058	Portland	Central City	Portland	SW Moody Bikeway	SW Moody from SW Bancroft to Gibbs	Retrofit bike lanes to existing street		✓	\$ 10,000	2000-05	5	bike
1062	Portland	Central City	Multnomah Co.	WRBAP Future Phase Project	Morrison Bridge	Morrison Bicycle Pathway;	Improve pedestrian and bicycle access	✓	\$ 1,270,000	2000-05	5	bike/ped
1063	Portland	Central City	Portland	SE Morrison / Belmont Bikeway	Morrison Bridge to SE 12th Avenue	Retrofit bike lanes to existing street		✓	\$ 8,000	2011-20	5	bike
1064	Portland	Central City	Portland	N Interstate Bikeway	N Lombard to N Greeley	Retrofit bike lanes to existing street		✓	\$ 200,000	2000-05	5	bike
1065	Portland	Central City	Portland	SE 17th Avenue Bikeway	SE Powell to Portland City Limits	Retrofit bike lanes to existing street		✓	\$ 100,000	2011-20	5	bike
1066	Portland	Central City	Portland	SE Milwaukie Bikeway	SE Gideon to SE Center	Retrofit bike lanes to existing street		✓	\$ 10,000	2011-20	5	bike
1068	Portland	Central City	Portland	SE Division Place/SE 9th Bikeway	SE 7th Avenue to SE Center Street	Retrofit bike lanes to existing street		✓	\$ 17,000	2011-20	5	bike
1069	Portland	Central City	Portland	East Burnside Bikeway	SE 28th to SE 74th Avenue	Retrofit bike lanes to existing street		✓	\$ 250,000	2000-05	5	bike
1079	Portland	Central City	Portland	Steel Bridge Pedestrian Way (RATS Phase I)	East and west side access to the Steel Bridge and East Bank	Create several linkages between the east and west sides of the	Access to the Central City	✓	\$ 3,562,000	2000-05	6	ped
1080	Portland	Central City	Portland	Hawthorne Boulevard Pedestrian Improvements	20th Avenue to 60th Avenue	Improved lighting, crossings, bus shelters, bike parking, benches		✓	\$ 750,000	2000-05	6	ped

# 2000 RTP Financially Constrained Project List - August 10, 2000

RTP #	Subarea	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	Project Purpose	RTP Financially Constrained System	Est. Project Cost in 1996 dollars (** indicates phasing in financially)	RTP Program Years	Primary Modal Type	Primary Mode
1081	Portland	Central City	Portland	Eastbank Esplanade	Steel Bridge to OMSI	Construct multi-use path; improve bicycle/pedestrian		√	\$ 3,018,000	2000-05	5	bike/ped
1084	Portland	Central City	Portland	Clay/2nd Pedestrian/Vehicle Signal	SW Clay Street and SW 2nd Avenue	New signal installation	Improve pedestrian accessibility and traffic safety	√	\$ 100,000	2000-05	6	ped
1100	Portland	Central City	ODOT/Portland	Central City TSM improvements	Central City - various locations	Implement Central City TSM improvements to arterials.	Reduce congestion in the Central City.	√	\$ 2,000,000	2000-05	12	mv
1101	Portland	Central City	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		√	\$ 60,000	2006-10	12	mv
1102	Portland	Central City	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		√	\$ 290,000	2006-10	12	mv
1103	Portland	Central City	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		√	\$ 255,000	2006-10	12	mv
1104	Portland	Central City	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		√	\$ 192,500	2000-05	12	mv
1105	Portland	Central City	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		√	\$ 175,000	2006-10	12	mv
1109	Portland	Swan Island IA	Portland	Going Street Rail Overcrossing	North Going Street at Swan Island	Widen intersection and add additional EB lane on structure	Provide through movement capacity for traffic entering and exiting Swan Island.	√	\$ 3,099,000	2000-05	1	mv
1113	Portland	Swan Island IA	Portland	Going Street Bikeway	N Interstate Avenue to N Basin Street and 11th Avenue to Channel 12th Avenue to 57th Avenue	Retrofit bike lanes to existing street	Provide access to Columbia Corridor, employment and industrial areas.	√	\$ 78,000	2000-05	5	bike
1120	Portland	Hollywood TC	Portland	Sandy Boulevard Multi-Modal Improvements, Phase I		Multi-modal street improvements, redesign selected intersections to add turn lanes and improve pedestrian crossings, selected street closures and streetscape improvements, add on-street parking, ITS and safety improvements.		√	\$ 15,000,000	2000-05	4	blvd
1122	Portland	Hollywood TC	Portland	Sandy Boulevard Multi-Modal Improvements, Phase II	57th Avenue to 102nd Avenue	Multi-modal street improvements, redesign selected intersections to improve pedestrian crossings, streetscape improvements and safety improvements.		√	\$ 4,000,000	2006-10	4	blvd
1126	Portland	Hollywood TC	Portland	NE/SE 50s Bikeway	NE Tillamook to SE Woodstock	Retrofit streets to add bike boulevard		√	\$ 500,000	2000-05	5	bike
1130	Portland	Hollywood TC	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.	Make the Hollywood TC walkable, enhance pedestrian access to transit, improve safety, enhance commercial streetscape.	√	\$ 6,850,000	2000-05	6	ped
1144	Portland	St. Johns TC	Portland	N Portland Road Bikeway	Martin Luther King to Willamette Boulevard	Retrofit bike lanes to existing street	Access to St. Johns TC	√	\$ 400,000	2011-20	5	bike

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1145	Portland	St. Johns TC	Portland	N St. Louis/Fessenden Bikeway	N Columbia Way to N Willamette Boulevard	Retrofit bike lanes to existing street	Access to St. Johns TC	✓	\$ 8,000	2000-05	5	bike
1146	Portland	St. Johns TC	Portland	N Greeley/Interstate Bikeway	Edgewater Drive to Cathedral Park	Retrofit bike lanes to existing street	Access to St. Johns TC & Central City - regional facility	✓	\$ 145,000	2000-05	5	bike
1147	Portland	St. Johns TC	Portland	Willamette Cove Segment Trail	Willamette Cove to St. Johns Bridge	Study feasibility of multi-use path		✓	\$ 500,000	2000-05	5	bike/ped
1150	Portland	St. Johns TC	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	Make walking the mode of choice for trips to and within the Town Center.	✓	\$ 500,000	2000-05	6	ped
1156	Portland	Lents TC	Portland	SE Ellis Bikeway	SE Foster Road to SE 92nd Avenue	Retrofit bike lanes to existing street		✓	\$ 400,000	2011-20	5	bike
1157	Portland	Lents TC	Portland	SE 92nd Avenue Bikeway	SE Stark to Lincoln; SE Powell to Foster	Retrofit bike lanes to existing street	Provide access to the Regional Center	✓	\$ 21,000	2000-05	5	bike
1158	Portland	Lents TC	Portland	Lents TC Pedestrian District	Lents Town Center Pedestrian District	Pedestrian facility improvements to key links accessing th Foster-Woodstock couplet	Plan and develop improvements to the pedestrian environment within this Pedestrian District.	✓	\$ 720,000	2006-10	6	ped
1159	Portland	Lents TC	Portland	Foster Pedestrian Access to Transit Improvements	Powell Boulevard to Lents TC	Improve sidewalks, lighting, crossings, bus shelters & benches	Improve sidewalk access in vicinity; improve ease of crossings and install curb extensions at transit stops.	✓	\$ 2,000,000	2000-05	6	ped
1160	Portland	Lents TC	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	Improve sidewalk access in vicinity; improve ease of crossings and install curb extensions at transit stops.	✓	\$ 6,000,000	2000-05	6	ped
1161	Portland	Lents TC	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	Improve sidewalk access in vicinity; improve ease of crossings and install curb extensions at transit stops.	✓	\$ 5,000,000	2006-10	6	ped
1162	Portland	Lents TC	Portland	Foster Road Improvements	79th to 87th Avenues	Implement Lent Town Center Business District Plan with new traffic signals, pedestrian	Improve sidewalk access in vicinity; improve ease of crossings and install curb extensions at transit stops.	✓	\$ 2,000,000	2011-20	6	ped
1168	Portland	Hillsdale TC	Portland	Hillsdale Intersection Improvements	BH Highway/Capitol Highway/Bertha Boulevard	Redesign the intersection with "boulevard design"		✓	\$ 845,000	2000-05	1	mv
1169	Portland	Hillsdale TC	Portland	SW Vermont Bikeway, Phase I and II	SW Oleson to 45th Avenue; SW 45th Avenue to SW Tenwilliger	Retrofit bike lanes to existing street	Access to Hillsdale TC	✓	\$ 3,000,000	2011-20	5	bike
1171	Portland	Hillsdale TC	Portland	SW 30th Avenue Bikeway	BH Highway to SW Vermont Street	Retrofit bike lanes to existing street	Access to Hillsdale TC	✓	\$ 931,000	2011-20	5	bike
1172	Portland	Hillsdale TC	Portland	SW Bertha Bikeway Improvements	SW Vermont to BH Highway	Widen street to add bike lanes		✓	\$ 400,000	2000-05	5	bike
1176	Portland	Hillsdale TC	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	Access to Hillsdale TC	✓	\$ 2,200,000	2011-20	6	bike/ped
1181	Portland	Hillsdale TC	Portland	Beaverton-Hillsdale Highway ITS	Three signals: at Tenwilliger, Bertha Boulevard and Shattuck Road	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow		✓	\$ 90,000	2006-10	12	mv

# 2000 RTP Financially Constrained Project List -

August 10, 2000

RTP #	Subarea	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	Project Purpose	RTP Financially Constrained System	Est. Project Cost in 1998 dollars ( "-" indicates phasing in financially)	RTP Program Years	Primary Modal Type	Primary Mode
1184	Portland	Raleigh Hills TC	ODOT/WashCo	BH Highway/Scholls Redesign	BH Highway/Scholls/Oleson intersection	Redesign intersection to improve safety		✓	\$ 13,000,000	2008-10	1	mv
1185	Portland	Raleigh Hills TC	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	Access to TC	✓	\$ 14,000,000	2006-10	1	mv
1189	Portland	Raleigh Hills TC	Portland	SW 62nd Avenue at Beaverton-Hillsdale Highway	SW 62nd Avenue at Beaverton-Hillsdale Highway	Install median refuge to improve pedestrian crossing.	Access to TC	✓	\$ 100,000	2000-05	6	ped
1193	Portland	West Portland TC	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	Improve motor vehicle, pedestrian and bicycle safety and access	✓	\$ 610,000	2000-05	6	ped
1195	Portland	West Portland TC	Portland/ODOT	Barbur Boulevard Design Treatment	Tenwilliger Boulevard to south Portland city limits	Complete boulevard design improvements	Re-design street to multi-modal design	✓	\$ 13,000,000	2000-05	4	blvd
1198	Portland	West Portland TC	Portland	SW Taylor's Ferry Bikeway	SW Capitol Highway to Portland City Limits	Retrofit bike lanes to existing street; shoulder widening, drainage	Improve Access to West Portland TC	✓	\$ 1,800,000	2000-05	5	bike
1202	Portland	West Portland TC	Portland	SW Capitol Highway Pedestrian and Bicycle Improvements	Multnomah Boulevard to Taylor's Ferry Road	Construct sidewalks, improve crossings and bike facilities	Improve Access to West Portland TC	✓	\$ 1,200,000	2000-05	8	ped/bike
1207	Portland	West Portland TC	Portland	Barbur Boulevard ITS	Barbur Boulevard/I-5 Corridor	Install intelligent transportation system infrastructure to improve safety and enhance traffic flow	Improve Access to and from the West Portland TC	✓	\$ 550,000	2000-05	12	mv
1211	Portland	Portland Mainstreet	Portland	Garden Home/Oleson/Multnomah Improvements	Multnomah Boulevard to 71st Avenue	Reconstruct intersection, sidewalks, crossings	Access to TC	✓	\$ 875,000	2000-05	6	ped
1212	Portland	Portland Mainstreet	Portland	SE Division Bikeway	SE 52nd to SE 82nd; SE 122nd to Portland city limit	Retrofit bike lanes to existing street		✓	\$ 41,000	2011-20	5	bike
1213	Portland	Portland Mainstreet	Portland	NE/SE 122nd Avenue Bikeway	Marine Drive to Reedway	Stripe bike lanes where missing		✓	\$ 120,000	2011-20	5	bike
1214		Portland Mainstreet	Portland	Division Street Transit Improvements, Phase I	SE Grand Avenue to 136th Avenue	Improve sidewalks, lighting, crossings, bus shelters & benches		✓	\$ 5,900,000	2000-05	6	ped
1217	Portland	Portland Mainstreet	Portland	Multnomah Pedestrian District	SW Capitol Highway & SW Multnomah	Improve sidewalks, lighting, crossings.	Improve access to Capitol and Multnomah mainstreets in Multnomah Village.	✓	\$ 500,000	2000-05	6	ped
1219	Portland	Portland Mainstreet	Portland	Belmont Pedestrian Improvements	12th Avenue to 43rd Avenue	Plan and develop streetscape and transportation improvements	Increase opportunities to walk and enhance the Main Street character of this corridor; access to Central City	✓	\$ 2,000,000	2000-05	6	ped
1220	Portland	Portland Mainstreet	Portland	Fremont Pedestrian Improvements	NE 42nd Avenue to 52nd Avenue	Plan and develop streetscape and transportation improvements	Increase opportunities to walk and enhance the Main Street character of this corridor; serves primary transit	✓	\$ 250,000	2000-05	6	ped
1221	Portland	Portland Mainstreet	Portland	Killingsworth Pedestrian Improvements	NE Killingsworth; Williams to 33rd; 42nd to Cully	Plan and develop streetscape and transportation improvements	Increase opportunities to walk and enhance the Main Street character of this corridor; serves primary transit	✓	\$ 1,320,000	2000-05	6	ped
1222	Portland	Portland Mainstreet	Portland	SE Milwaukie Pedestrian Improvements	SE Milwaukie and Yukon to Tacoma	Plan and develop streetscape and transportation improvements	Increase opportunities to walk and enhance the Main Street character of this corridor; access to Central City	✓	\$ 860,000	2011-20	6	ped
1223	Portland	Portland Mainstreet	Portland	NE Alberta Pedestrian Improvements	NE Alberta - MLK Boulevard to 33rd Avenue	Construct streetscape and transportation improvements	Increase opportunities to walk and enhance the Main Street character of this corridor; encourage economic development as developed in the Alberta Street Plan	✓	\$ 2,600,000	2000-05	6	ped

# 2000 RTP Financially Constrained Project List -

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1224	Portland	Portland Mainstreet	Portland	NE Cully/57th Pedestrian and Bicycle Improvements	NE Fremont to Killingsworth	Construct sidewalks and crossing improvements for pedestrian travel and access to transit and schools.	Increase opportunities to walk and enhance the Main Street character of this corridor; serves primary transit	✓	\$ 2,835,000	2000-05	6	ped
1227	Portland	Portland Mainstreet	Portland	SE Tacoma Main Street Improvements	Sellwood Bridge to McLoughlin Boulevard	Implement boulevard design based on Tacoma Main Street study recommendations and incorporate McLoughlin Neighborhoods Project recommendations		✓	\$ 4,000,000	2000-05	4	blvd
1229	Portland	Portland Mainstreet	Portland	SE Woodstock Main Street	39th Avenue to 49th Avenue	Plan and develop streetscape and transportation	Increase opportunities to walk and enhance the Main Street character of this corridor; access to Lents TC	✓	\$ 200,000	2000-05	2	blvd
1230	Portland	Portland Mainstreet	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		✓	\$ 200,000	2006-10	12	mv
1231	Portland	Portland Mainstreet	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		✓	\$ 100,000	2006-10	12	mv
1239	Portland	Portland Mainstreet	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	Improve traffic operations to improve safety, reduce neighborhood intrusion and facilitate transit.	✓	\$ 340,000	2000-05	12	mv
1240	Portland	Portland Mainstreet	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	Improve traffic operations to improve safety, reduce neighborhood intrusion and facilitate transit.	✓	\$ 350,000	2000-05	12	mv
1242	Portland	Portland Mainstreet	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	Improve traffic operations to improve safety, reduce neighborhood intrusion and facilitate transit.	✓	\$ 550,000	2000-05	12	mv
1245	Portland	Portland Corridor	Portland	Capitol Highway, Phase II	Capitol Highway, south of West Portland TC	Complete study recommendations		✓	\$ 2,240,250	2000-05	1	mv
1246	Portland	Portland Corridor	Portland	NE Klickitat/Siskiyou Bikeway	NE 14th Avenue to Rocky Butte Road	Retrofit streets to add bike boulevard		✓	\$ 85,000	2011-20	5	bike
1247	Portland	Portland Corridor	Portland	SE Holgate Bikeway, Phase I	42nd Avenue to 136th Avenue	Stripe bike lanes		✓	\$ 60,000	2000-05	5	bike
1248	Portland	Portland Corridor	Portland	SE Holgate Bikeway, Phase II	SE McLoughlin Boulevard to SE 42nd Avenue	Stripe bike lanes		✓	\$ 17,000	2011-20	5	bike
1253	Portland	Portland Corridor	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		✓	\$ 300,000	2000-05	5	bike/ped
1257	Portland	South/North SC	Portland	NE Russell Bikeway	N Interstate to MLK Boulevard	Stripe bike lanes		✓	\$ 1,000	2011-20	5	bike
1259	Portland	South/North SC	Portland	N/NE Skidmore Bikeway	N Interstate to NE Cully	Retrofit streets to add bike boulevard		✓	\$ 65,000	2000-05	5	bike
1263	Portland	Banfield SC	Portland/ODOT	Banfield SC Pedestrian Improvements	60th, 82nd, 148th, 162nd & intersecting streets	Improve sidewalks, lighting, crossings, bus shelters & benches		✓	\$ 2,250,000	2006-10	6	ped
1264	Portland	Banfield SC	Portland	Ventura Park Pedestrian District	Eastside MAX Station Corridor at 122nd Avenue	Improve sidewalks, lighting, crossings, bus shelters & benches to improve ease of	Improve the pedestrian environment within the Pedestrian District; provide access to transit	✓	\$ 520,000	2000-05	6	ped

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RTP #	Subarea	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	Project Purpose	RTP Financially Constrained System	Est. Project Cost In 1998 dollars ("N" indicates phasing in financially)	RTP Program Years	Primary Modal Type	Primary Mode
1266	Multnomah	Gateway RC	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	Improve safety and provide access to the Regional Center.	✓	\$ 3,500,000	2006-10	1	mv
2001	Multnomah	Region	Multnomah Co.	Hogan Corridor Improvements	I-84 to Stark Street	Construct new I-84 interchange		✓	\$ 24,000,000	2000-05	1	mv
2008	Multnomah	Gateway RC	Portland	102nd Avenue Boulevard and ITS/Safety Improvements, Phase 1	NE Weidner 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		✓	\$ 2,800,000	2000-05	4	blvd
2011	Multnomah	Gateway RC	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		✓	\$ 2,000,000	2006-10	4	blvd
2012	Multnomah	Gateway RC	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	Improve safety and provide access to the Regional Center.	✓	\$ 3,800,000	2006-10	4	blvd
2013	Multnomah	Gateway RC	Multnomah Co.	NE Halsey Bikeway	162nd Avenue to 161st Avenue	Retrofit bike lanes to existing street	Provide access to the Regional Center.	✓	\$ 70,000	2000-05	5	bike
2014	Multnomah	Gateway RC	Multnomah Co.	Glisan Street Bikeway	162nd Avenue to 202nd Avenue	Retrofit bike lanes to existing street	Provide access to the Regional Center.	✓	\$ 140,000	2000-05	5	bike
2015	Multnomah	Gateway RC	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	Provide access to the Regional Center.	✓	\$ 6,140,000	2006-10	4	blvd
2016	Multnomah	Gateway RC	Portland	NE Halsey Bikeway	NE 39th Avenue to NE 102nd Avenue	Retrofit bike lanes to existing street	Provide access to the Regional Center.	✓	\$ 100,000	2000-05	5	bike
2017	Multnomah	Gateway RC	Portland	SE Stark/Washington Bikeway	NE 75th Avenue to Portland city limits (excluding 92nd Avenue to 111th Avenue)	Retrofit bike lanes to existing street	Provide access to the Regional Center.	✓	\$ 300,000	2000-05	5	bike
2018	Multnomah	Gateway RC	Portland	SE 111th/112th Avenue Bikeway	SE Mt. Scott Boulevard to SE Market Street	Retrofit bike lanes to existing street	Provide access to the Regional Center.	✓	\$ 1,175,500	2011-20	5	bike
2019	Multnomah	Gateway RC	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	Provide access to the Regional Center.	✓	\$ 100,000	2000-05	5	bike
2020	Multnomah	Gateway RC	Portland	Gateway Regional Center Pedestrian District Improvements, Phase 1	Gateway Regional Center	High priority local street and pedestrian improvements in regional center	Provide access to the Regional Center.	✓	\$ 3,000,000	2000-05	6	ped
2021	Multnomah	Gateway RC	Portland	Gateway Regional Center Pedestrian District Improvements, Phase II	Gateway Regional Center	High priority local street and pedestrian improvements in regional center	Improve safety and provide access to the Regional Center.	✓	\$ 6,000,000	2006-10	6	ped
2022	Multnomah	Gateway RC	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	Provide necessary street and utility to support redevelopment and manage traffic.	✓	\$ 1,200,000	2006-10	12	mv
2023	Multnomah	Gateway RC	Tri-Met/Portland	Gateway TMA Startup	Gateway Regional Center	Implements a transportation management association program with employers (placeholder TMA)		✓	See RTP #8056	2006-10	14	TDM

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2024	Multnomah	Gateway RC	Portland	Gateway Regional Center Pedestrian District Improvements, Phase III	Gateway Regional Center	High priority local street and pedestrian improvements in regional center	Improve safety and provide access to the Regional Center.	✓	\$ 6,000,000	2011-20	6	ped
2025	Multnomah	Gresham RC	Tri-Met	Division Street Frequent Bus Capital Improvements	Gresham to PCBD	Construct improvements that enhance frequent bus service		✓	see Tri-Met total	2000-05	3	transit
2026	Multnomah	Gateway RC	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	Improve safety and provide access to the Regional Center.	✓	\$ 3,500,000	2006-10	1	mv
2041	Multnomah	Gresham RC	Multnomah Co.	257th Avenue Corridor Improvements	Division Street to Powell Valley Road	Reconstruct street to arterial standards, including bike lanes, sidewalks, drainage, lighting and traffic signals	Provide arterial improvements between	✓	\$ 4,000,000	2000-05	1	mv
2047	Multnomah	Gresham RC	Gresham	Division Street Improvements	NE Wallula Street to Hogan Road	Complete boulevard design improvements	Improve pedestrian and bicycle facilities and access in RC	✓	\$ 4,000,000	2000-05	4	bvld
2049	Multnomah	Gresham RC	ODOT	Powell Boulevard Improvements - Gresham RC	Birdsdale to Hogan	Complete boulevard design improvements		✓	\$ 4,000,000	2000-05	4	bvld
2053	Multnomah	Gresham RC	Gresham	Gresham/Fairview Trail	Springwater Trail to Marine Drive	Springwater Trail connection		✓	\$ 1,700,000	2000-05	5	bike/ped
2054	Multnomah	Gresham RC	Gresham	Springwater Trail Connections	Springwater Trail at 182nd Avenue and Pleasant View/190th Ave.	Provide bike access to regional trail		✓	\$ 900,000	2011-20	5	bike/ped
2056	Multnomah	Gresham RC	Multnomah Co.	Division Street Bikeway	174th Avenue to Wallula Avenue	Retrofit street to add bike lanes	Provide bicycle access through RC	✓	\$ 160,000	2006-10	5	bike
2057	Multnomah	Gresham RC	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		✓	\$ 6,100,000	2000-05	6	ped
2058	Multnomah	Gresham RC	Gresham	Springwater Trail Pedestrian Access	Eastman, Towle, Roberts, Regner, Hogan	Improve sidewalks and lighting		✓	\$ 500,000	2011-20	6	ped
2059	Multnomah	Gresham RC	Gresham	Division Street Pedestrian to Transit Access Improvements	175th to Wallula Avenue	Improve sidewalks, lighting, crossings, bus shelters and benches		✓	\$ 1,000,000	2011-20	6	ped
2062	Multnomah	Gresham RC	Tri-Met/Gresham	Gresham regional center TMA startup	Gresham Regional Center	Implements a transportation management association program with employers		✓	\$ 174,500	2006-10	14	TDM
2065	Multnomah	Gresham RC	Gresham	Phase 3 Signal Optimization	System-wide	Optimize signals		✓	\$ 2,000,000	2000-05	12	mv
2068	Multnomah	PDX IA	Port	I-205 Direct Ramp	I-205 to Airport Way	Restripe flyover off ramp; widen at touchdown as needed	Provide efficient movement of traffic to the terminal and supporting PDX tenants.	✓	\$ 2,700,000	2006-10	13	mv
2079	Multnomah	South Shore IA	Multnomah Co.	185th Railroad Crossing Improvement	185th Avenue/railroad bridge	Replacing railroad bridge to allow for road widening	Improve freight, bicycle and pedestrian	✓	\$ 1,200,000	2011-20	1	mv
2081	Multnomah	South Shore IA	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	Improve freight, bicycle and pedestrian	✓	\$ 8,000,000	2000-05	1	mv
2084	Multnomah	South Shore IA	Multnomah Co.	181st Avenue Intersection Improvement	181st Avenue/Glisan Street intersection	Improve intersection	Increase safety and efficiency of system	✓	\$ 540,000	2011-20	1	mv
2085	Multnomah	South Shore IA	Multnomah Co.	181st Avenue Intersection Improvement	181st Avenue/Burnside Road intersection	Improve intersection	Increase safety and efficiency of system	✓	\$ 300,000	2011-20	1	mv
2086	Multnomah	South Shore IA	Portland	NE 138th Avenue Improvements	Sandy Boulevard - Marine Drive - Columbia Boulevard	Remove and replace deteriorating timber bridge to meet ODOT and FHWA requirements	Provide access to Columbia Corridor, employment and industrial areas.	✓	\$ 1,400,000	2000-05	1	mv

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2087	Multnomah	South Shore IA	Portland	NE 158th Avenue Improvements	Sandy Boulevard to Marine Drive	Reconstruct street to industrial standards, add sidewalks, stripe bike lanes, curb and storm drainage, construct bridge to replace culverts at main slough crossing and build fill to reduce grade at Marine Drive intersection.	Provide access to Columbia Corridor, employment and industrial areas.	✓	\$ 1,000,000	2000-05	1	mv
2088	Multnomah	South Shore IA	Portland	NE Marine Drive/122nd Avenue Improvements	NE Marine Drive/122nd Avenue intersection	Signalization, widen dike to install left turn lane on Marine Drive	Improve safety at critical intersection, provide access to Columbia Corridor, employment and industrial areas.	✓	\$ 1,683,000	2000-05	1	mv
2091	Multnomah	South Shore IA	Portland	NE/SE 148th Avenue Bikeway	NE Marine Drive to Knott and NE Glisan to SE Division	Retrofit bike lanes to existing street	Provide access to Columbia Corridor employment and industrial areas & access to LRT station.	✓	\$ 31,000	2006-10	5	bike
2101	Multnomah	Rockwood TC	Gresham	Stark Street Improvements	190th to 197th	Complete boulevard design improvements	Improve pedestrian and bicycle access	✓	\$ 3,000,000	2006-10	4	blvd
2102	Multnomah	Rockwood TC	Gresham	Stark Street Improvements	181st to 190th	Complete boulevard design improvements	Improve pedestrian and bicycle access	✓	\$ 3,000,000	2000-05	4	blvd
2105	Multnomah	Rockwood TC	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	Provide bike and pedestrian facilities for	✓	\$ 3,000,000	2011-20	6	ped
2111	Multnomah	Fairview/WV TC	Multnomah Co.	207th Connector	Halsey Street to Glisan Street	Complete reconstruction of 207th Avenue		✓	\$ 1,500,000	2000-05	1	mv
2116	Multnomah	Fairview/WV TC	Multnomah Co.	NE 223rd Avenue Bikeway and Pedestrian Improvements	NE Halsey Street to Marine Drive	Retrofit bike lanes and sidewalks on existing street	Provide bike and pedestrian facilities for	✓	\$ 500,200	2006-10	6	bike/ped
2123	Multnomah	Troutdale TC	Multnomah Co.	Stark Street Improvements	257th Avenue to Troutdale Road	Widens street to five lanes	Complete urban arterial and improve bike	✓	\$ 3,000,000	2000-05	1	mv
2126	Multnomah	Troutdale TC	Troutdale	257th Avenue Pedestrian Improvements	Cherry Park Road to Stark Street	Improve sidewalks, lighting, crossings, bus shelters and benches		✓	\$ 1,000,000	2000-05	6	ped
3001	Washington	Region	ODOT	Highway 217 Improvements	NB - TV Highway/Canyon Road to US 26	Widen NB to three lanes; ramp improvements		✓	\$ 21,000,000	2006-10	13	mv
3007	Washington	Region	ODOT	US 26 Improvements	EB from Highway 217 to Camelot Court	Widen EB US 26 to three lanes		✓	\$ 12,000,000	2006-10	13	mv
3012	Washington	Region	Hillsboro	Rock Creek Greenway Multi-use Path	TV Highway to Evergreen Parkway	Completes multi-use path along Rock Creek from Tualatin Valley Highway to Evergreen Parkway		✓	\$ 3,300,000	2000-05	5	bike/ped
3013	Washington	Region	Various	Bronson Creek Greenway Multi-Use Path	Beaverton Creek to Powerline Trail	Study feasibility of corridor		✓	n/a	2000-05	2	bike/ped
3014	Washington	Region	Various	Powerline Beaverton Trail Corridor	Bronson Creek Greenway to Farmington Road	Plan, design and construct multi-use path		✓	\$ 2,700,000	2000-05	5	bike/ped
3015	Washington	Region	Various	Beaverton Creek Greenway Corridor Study	Rock Creek to Fanno Creek Greenway	Study feasibility of corridor		✓	n/a	2000-05	2	bike/ped
3016	Washington	Region	Washington Co.	Washington County ATMS	Washington County	Acquire hardware for new traffic operations center and conduct needs analysis		✓	\$ 1,000,000	2000-05	12	mv
3019	Washington	Beaverton RC	Beaverton	Beaverton Connectivity Improvements I	(1) Henry Street: Millikan to Center, (2) Dawson/Westgate: Karl Braun to Hall, (3) Rose Bigg: Canyon to Westgate, (4) Tualia Way to Millikan	Complete central Beaverton street connections		✓	\$ 13,200,000	2000-05	1	mv
3020	Washington	Beaverton RC	Beaverton	Beaverton Connectivity Improvements II	(5) Electric to Whitney to Carousel to 144th, (6) new conn.: Henry & 114, (7) new conn.: Hall and Cedar Hill (8) Griffith to 114th	Complete central Beaverton street connections		✓	\$ 13,300,000	2006-10	1	mv
3026	Washington	Beaverton RC	Beaverton	Millikan Extension	Hocken to Cedar Hills	Three lane extension to connect with Cedar Hills at Henry Street		✓	\$ 4,300,000	2000-05	1	mv
3027	Washington	Beaverton RC	Beaverton/WashCo	Davis Improvements	160th Avenue to 170th Avenue	Three lane improvement to add bike and pedestrian facilities	Improve safety	✓	\$ 1,600,000	2000-05	1	mv

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3028	Washington	Beaverton RC	Beaverton	Hall Improvements	Murray to 165th	Three lane improvement with sidewalks, bikeways and signal at 155th Avenue	Improve safety	✓	\$ 7,100,000	2000-05	1	mv
3029	Washington	Beaverton RC	Beaverton	Lombard Improvements	Broadway to Farmington	Three lane improvement to realign road with segment to the north with pedestrian facilities	Access to regional center	✓	\$ 1,600,000	2000-05	1	mv
3030	Washington	Beaverton RC	Beaverton	Farmington Road Improvements	Hocken Avenue to Murray Boulevard	Widen to five lanes; improve intersections at Murray Boulevard and Hocken Avenue		✓	\$ 9,300,000	2000-05	1	mv
3032	Washington	Beaverton RC	Beaverton	Cedar Hills Boulevard Improvements	Farmington Road to Walker Road	Widen to five lanes with sidewalks and bike lanes		✓	\$ 3,700,000	2006-10	1	mv
3033	Washington	Beaverton RC	Beaverton	125th Avenue Extension	Brockman Street to Hall Boulevard	Construct two-lane extension with turn lanes from Brockman Street to Hall Boulevard		✓	\$ 9,800,000	2000-05	1	mv
3034	Washington	Beaverton RC	Beaverton	Hall Boulevard Extension	Cedar Hills Boulevard to Terman/Hocken	Construct three-lane extension with bikeways and sidewalks		✓	\$ 4,600,000	2000-05	1	mv
3038	Washington	Beaverton RC	Beaverton	Center Street Improvements	Hall Boulevard to 113th Avenue	Widen to three lanes with bikeways and sidewalks (only bike lanes and sidewalks in financially constrained system)		✓	\$ 3,200,000	2011-20	1	mv
3041	Washington	Beaverton RC	Beaverton	Hall/Watson Improvements	Allen Boulevard to Cedar Hills Boulevard	Complete boulevard design improvements		✓	\$ 445,000	2000-05	4	b/vd
3042	Washington	Beaverton RC	ODOT/Beaverton/Tri-Met	TV Highway Pedestrian Access to Transit Improvements	Murray to Highway 217	Improve sidewalks, lighting, crossings, bus shelters and benches		✓	\$ 8,000,000	2006-10	6	ped
3045	Washington	Beaverton RC	Beaverton	Farmington Road Bikeway	Hocken to Highway 217	Retrofit to include bike lanes		✓	\$ 2,800,000	2006-10	5	bike
3046	Washington	Beaverton RC	Beaverton	Hall Boulevard Bikeway	BH Highway to Cedar Hills Boulevard	Retrofit to include bike lanes		✓	\$ 68,000	2000-05	5	bike
3047	Washington	Beaverton RC	Beaverton	Watson Avenue Bikeway	BH Highway to Hall Boulevard	Retrofit to include bike lanes		✓	\$ 59,000	2000-05	5	bike
3049	Washington	Beaverton RC	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		✓	\$ 1,120,000	2000-05	6	ped
3051	Washington	Beaverton RC	WashCo/Beaverton/Tri-Met	Hall Boulevard/Watson Pedestrian-to-Transit Improvements	Cedar Hills Boulevard to Tigard TC	Improve sidewalks, lighting, crossings, bus shelters and benches		✓	\$ 1,600,000	2006-10	6	ped
3052	Washington	Beaverton RC	Beaverton	110th Avenue Pedestrian Improvements	B-H Highway to Canyon Road	Fill in missing sidewalks		✓	\$ 30,000	2000-05	6	ped
3053	Washington	Beaverton RC	Beaverton	117th Avenue Pedestrian Improvements	light rail transit to Center Street	Improve sidewalks, lighting, crossings		✓	\$ 30,000	2000-05	6	bike/ped
3058	Washington	Beaverton RC	Tri-Met/Beaverton	Beaverton Regional Center TMA	Beaverton Regional Center	Implements a transportation management association program with employers		✓	See RTP #8056 total	2000-05	14	TDM
3061	Washington	Beaverton RC	ODOT/WashCo	TV Highway System Management	TV Highway from Highway 217 to 209th	Interconnect signals on TV Highway from 209th Avenue to Highway 217		✓	\$ 1,500,000	2006-10	12	mv
3063	Washington	Beaverton RC	Washington Co.	Murray Boulevard Improvements	TV Highway to Allen Boulevard	Signal coordination	Congestion relief	✓	\$ 50,000	2000-05	12	mv
3067	Washington	Beaverton Corridor	Washington Co.	185th Avenue Improvements	West View High School to Springville Road	Widen to five lanes with bike lanes and sidewalks	Improve access to Tanesbourne town center	✓	\$ 5,000,000	2006-10	1	mv
3071	Washington	Region	Beaverton/WashCo/THPRD	Fanno Creek Greenway Multi-Use Path	Allen Boulevard to Denney Road east of Highway 217 and from Highway 217 to Allen Boulevard near Scholls Ferry Road	Completes Fanno Creek Greenway multi-use path		✓	\$ 1,500,000	2000-05	5	bike/ped
3072	Washington	Beaverton Corridor	Tualatin Hills PRD	Beaverton Powerline Multi-use Trail	Farmington Road to Scholls Ferry Road	Construct multi-use trail within powerline easement		✓	\$ 2,000,000	2000-05	5	bike/ped
3074	Washington	Beaverton Corridor	Beaverton	Hall Boulevard Bikeway	12th Street to south of Allen Boulevard	Retrofit to include bike lanes; intersection turn lanes at Allen Boulevard		✓	\$ 1,438,000	2000-05	5	bike
3075	Washington	Beaverton Corridor	Beaverton/WashCo	Cedar Hills Boulevard Improvements	Butner Road to Walker Road	Improve sidewalks, lighting, crossings, bike lanes, bus shelters and benches		✓	\$ 1,100,000	2000-05	6	bike/ped

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3079	Washington	Beaverton Corridor	Beaverton	Allen Boulevard Bike/Ped Improvements	Western Avenue to Scholls Ferry Road	Retrofit to include bike lanes and fill in missing sidewalks		√	\$ 253,000	2006-10	6	bike/ped
3085	Washington	Westside SC	Washington Co.	170th Improvement	Rigert to Alexander	Three lanes from Rigert to Blanton; five lanes from Blanton to Alexander	Traffic safety and congestion relief	√	\$ 26,700,000	2000-05	1	mv
3091	Washington	Westside SC	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		√	\$ 6,400,000	2006-10	1	mv
3092	Washington	Westside SC	Washington Co.	Powerline/Rock Creek Trail	Bethany/Kaiser Road to Evergreen Road/Rock Creek Greenway	Construct multi-use path for bicyclists and pedestrians just north of US 26	Access to light rail	√	\$ 1,000,000	2000-05	5	bike/ped
3094	Washington	Westside SC	Hillsboro	Cornell Road Bikeway	Elam Young Parkway (W) to Ray Circle	Retrofit to include bike lanes	Fill in gaps in network	√	\$ 600,000	2000-05	5	bike
3095	Washington	Westside SC	Washington Co.	170th Avenue Pedestrian Improvements	Merlo Drive to Elmonica light rail station	Fill in sidewalk gaps and extend to light rail eastside only	Access to light rail	√	\$ 270,000	2000-05	6	ped
3096	Washington	Westside SC	Washington Co.	Pedestrian Access to MAX	Westside LRT station areas	Provide pedestrian connections to light rail stations		√	\$ 1,000,000	2000-05	6	ped
3098	Washington	Westside SC	Washington Co.	Walker Road Bike/Ped Improvements	Canyon Road to Cedar Hills Boulevard	Retrofit to include bike lanes and sidewalks	Improve bicycle and pedestrian connectivity	√	\$ 750,000	2011-20	6	bike/ped
3102	Washington	Hillsboro RC	Washington Co.	Baseline Road Improvements	201st to 231st Avenue	Widen to three lanes with bike lanes and sidewalks	Congestion relief	√	\$ 21,000,000	2000-05	1	mv
3104	Washington	Hillsboro RC	Hillsboro	NW Alciek Drive Extension	NW Amberwood Drive to Cornelius Pass Road	New three-lane facility with sidewalks and bike lanes		√	\$ 2,000,000	2000-05	1	mv
3105	Washington	Hillsboro RC	Hillsboro	EW Collector	185th Avenue to 231st Avenue	New 3-lane facility		√	\$ 4,600,000	2000-05	1	mv
3106	Washington	Hillsboro RC	Washington Co.	229th/231st/234th Connector	Borwick Road to Baseline and Century High School to Borwick Road; Baseline to LRT	New 3-lane facility and bridge; widen 231st Avenue to three lanes (Century High to LRT in financially constrained system)	Capacity improvements allowing connector to operate at (5) lanes	√	\$ 23,200,000	2000-05	1	mv
3107	Washington	Westside SC	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)	Capacity improvements allowing connector to operate at (5) lanes	√	\$ 4,800,000	2006-10	1	mv
3108	Washington	Hillsboro RC	Washington Co.	Baseline Road Improvements	Lisa to 201st Avenue	Widen to 3 lanes with bike lanes and sidewalks	Congestion relief	√	\$ 7,500,000	2000-05	1	mv
3110	Washington	Hillsboro RC	ODOT/WashCo.	Jackson School Road Improvements	Jackson School Road at US 26	Improve Jackson School Road intersection with channelization	Safety	√	\$ 500,000	2000-05	1	mv
3111	Washington	Hillsboro RC	Washington Co.	First Avenue Improvements	Grant Street to Glencoe High School	Improve sidewalks and pedestrian crossings and make transit improvements	Access to regional center	√	\$ 700,000	2000-05	6	ped
3112	Washington	Hillsboro RC	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		√	\$ 165,000	2000-05	1	mv
3113	Washington	Hillsboro RC	Hillsboro	10th Avenue Improvements	Main Street to Baseline Road	Add right turn lane and widen sidewalk		√	\$ 1,500,000	2000-05	1	mv
3114	Washington	Hillsboro RC	Hillsboro	NE 28th Avenue Improvements	Grant Street to East Main Street	Widen to three lanes with sidewalks, bike lanes, street lighting and landscaping		√	\$ 2,500,000	2000-05	1	mv
3123	Washington	Hillsboro RC	Tri-Met/Hillsboro	Hillsboro Regional Center TMA Startup	Hillsboro Regional Center	Implements a transportation management association program with employers		√	See RTP #8056 total	2000-05	14	TDM
3126	Washington	Sunset IA	Washington Co.	Cornelius Pass Road Improvements	TV Highway to Baseline Road	Widen to five lanes including sidewalks and bike lanes	Improve traffic flow and freight access	√	\$ 5,000,000	2006-10	1	mv

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RTP #	Subarea	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	Project Purpose	RTP Financially Constrained System	Est. Project Cost in 1998 dollars (\$ *** indicates phasing in financially)	RTP Program Years	Primary Modal Type	Primary Mode
3127	Washingtc	Hillsboro Corridor	ODOT/Hillsboro/WashCo	Hillsboro RC Pedestrian Improvements	18th, 21st, Oak, Maple and Walnut streets	Improve sidewalks, lighting, crossings, bus shelters and benches		√	\$ 1,500,000	2000-05	6	ped
3128	Washingtc	Hillsboro RC	Washington Co.	Cornell Road Improvements	Arrington Road to Main Street	Widen to five lanes		√	\$ 6,000,000	2011-20	1	mv
3130	Washingtc	Sunset IA	WashCo/Hillsboro	Evergreen Road Improvements	Glencoe Road to 15th Avenue	Widen to three lanes to include bikeways and sidewalks	Improve safety	√	\$ 12,800,000	2000-05	1	mv
3131	Washingtc	Sunset IA	Hillsboro/Port	Evergreen Road Improvements	15th Avenue to 253rd Avenue	Widen to five lanes to include bikeways and sidewalks		√	\$ 8,900,000 *	2006-10	1	mv
3132	Washingtc	Sunset IA	Washington Co.	Cornelius Pass Road Improvements	US 26 to West Union Road	Widen to five lanes, including sidewalks and bike lanes	Improve traffic flow and freight access	√	\$ 3,500,000	2000-05	1	mv
3133	Washingtc	Sunset IA	Washington Co./ODOT	Cornelius Pass Road Interchange Improvement	US 26/Cornelius Pass Road	Construct full diamond interchange and southbound auxiliary lane to facilitate traffic flows on and off US 26		√	\$ 5,000,000	2000-05	13	mv
3134	Washingtc	Sunset IA	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	Improve traffic flow and freight access	√	\$ 9,000,000	2000-05	1	mv
3135	Washingtc	Sunset IA	Washington Co.	Cornelius Pass Road Improvements	Baseline Road to Alciek Drive	Widen to five lanes including sidewalks and bike lanes	Improve traffic flow and freight access	√	\$ 15,000,000	2000-05	1	mv
3136	Washingtc	Sunset IA	Washington Co.	Brookwood/Parkway Avenue Improvements	Baseline Road to Airport Road	Widen to 3 lanes from Baseline to Cornell Road and to 5 lanes from Cornell Road to Airport Road	Improve access to industrial/employment	√	\$ 10,900,000	2000-05	1	mv
3137	Washingtc	Sunset IA	Washington Co.	Brookwood Avenue Improvements	TV Highway to Baseline Road	Widen to three lanes including sidewalks and bike lanes	Improve access to industrial/employment	√	\$ 7,500,000	2000-05	1	mv
3138	Washingtc	Sunset IA	Washington Co.	Murray LRT Overcrossing and Pedestrian Improvements	Terman Road to Millikan Way	Expand LRT bridge from 2 to 4 lanes and improve sidewalks, lighting crossings, bus shelters, benches and landscaped buffers on bridge approach	Improve access to light rail and industrial	√	\$ 1,000,000	2000-05	1	mv
3140	Washingtc	Sunset IA	Hillsboro	229th Avenue Extension	NW Wagon Way to West Union Road	New three-lane facility with sidewalks and bike lanes	Improve north/south access between inc	√	\$ 2,300,000	2006-10	1	mv
3141	Washingtc	Sunset IA	Washington Co.	170th/173rd Improvements	Baseline to Walker	Improve to 3 lanes	Improve access to light rail	√	\$ 5,500,000	2006-10	1	mv
3143	Washingtc	Sunset IA	Washington Co.	Walker Road Improvements	Cedar Hills to 158th Avenue	Widen to five lanes including sidewalks and bike lanes (three lanes in the financially constrained system)	Safety and congestion relief	√	\$ 20,000,000 *	2006-10	1	mv
3144	Washingtc	Sunset IA	Washington Co.	Walker Road Improvements	158th Avenue to Amberglenn Parkway	Widen to five lanes including sidewalks and bike lanes (three lanes in the financially constrained system)	Safety and congestion relief	√	\$ 10,000,000 *	2006-10	1	mv
3147	Washingtc	Sunset IA	Hillsboro	25th Avenue Improvements	Cornell Road to Evergreen	Widen street to three lanes with bike lanes		√	\$ 2,000,000	2006-10	1	mv
3148	Washingtc	Beaverton RC	Washington Co.	Walker Road Improvements	Highway 217 to Cedar Hills Boulevard	Widen to three lanes including sidewalks and bike lanes (only Lynnfield to Cedar Hills in financially constrained)		√	\$ 8,000,000 *	2006-10	1	mv
3150	Washingtc	Sunset IA	Washington Co.	Cornell Road System Management	185th Avenue to 25th Avenue	Implement signal timing at Tannasbourne/185th to 25th Avenue	Improve traffic flow	√	\$ 300,000	2000-05	12	mv

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3152	Washington	Sunset IA	Tri-Met	Westside TMA	Western Washington County	Implements a transportation management association program with employers		✓	\$ 80,000	2000-05	14	TDM
3154	Washington	Forest Grove TC	Washington Co.	Forest Grove Northern Arterial	Quince to Highway 47	New 2-lane facility with sidewalks and bike lanes	Safety and congestion relief	✓	\$ 2,000,000	2000-05	1	mv
3157	Washington	Forest Grove TC	Washington Co.	Sunset Drive Improvements	University Avenue to Beal Road	Widen to three lanes including bike lanes, signals and sidewalks	Safety and congestion relief	✓	\$ 4,500,000	2000-05	1	mv
3158	Washington	Forest Grove TC	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		✓	\$ 12,300,000	2000-05	1	mv
3160	Washington	Forest Grove TC	Forest Grove	Verboort Road Intersection Improvement	at Highway 47	Intersection safety improvement		✓	\$ 200,000	2006-10	1	mv
3162	Washington	Forest Grove TC	ODOT	TV Highway (Pacific/19th) Bikeway	Hawthorne to "E" Street	Retrofit to include bike lanes		✓	\$ 100,000	2000-05	5	bike
3163	Washington	Forest Grove TC	ODOT/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		✓	\$ 2,132,670	2000-05	6	ped
3166	Washington	Cornelius	Cornelius/ODOT	Highway 8 Intersection Improvement - 10th	Intersection of 10th Avenue and Highway 8 couplet	Widen OR 8/10th Avenue intersection to support freight access		✓	\$ 720,000	2006-10	1	mv
3167	Washington	Cornelius	Cornelius/ODOT	Highway 8 Intersection Improvement - 19th/20th Avenue	Intersection of 19th/20th Avenue and Highway 8 couplet	Install traffic signals on OR 8 at 19th Avenue/20th Avenue; reconfigure intersection		✓	\$ 2,000,000	2000-05	1	mv
3168	Washington	Cornelius	Cornelius/ODOT	Baseline Street/Adair Street Couplet Intersection Improvements	Intersection of 14th Avenue and couplet	Intersection improvement with signal		✓	\$ 350,000	2006-10	1	mv
3169	Washington	Cornelius	Cornelius/ODOT	Main Street Couplet Improvements	Highway 8 couplet from 10th to 19th Avenue	Complete boulevard design improvements		✓	\$ 6,000,000	2000-05	4	blvd
3170	Washington	Cornelius	Cornelius/ODOT	West Couplet Enhancement	1st Avenue to 10th Avenue	Complete boulevard design improvements		✓	\$ 3,000,000	2006-10	4	blvd
3171	Washington	Cornelius	Cornelius/Wash Co.	Highway 8/4th Avenue Intersection Improvements	Intersection of 4th Avenue and couplet	Intersection improvement with signal		✓	\$ 950,000	2006-10	1	mv
3175	Washington	Sunset TC	Washington Co.	Barnes Road Improvements	Highway 217 to 119th Avenue	Widen to five lanes with bike lanes and sidewalks	Access to town center at Highway 217	✓	\$ 6,200,000	2006-10	1	mv
3178	Washington	Sunset TC	Washington Co.	Westhaven Road Pathways	Morrison to Springcrest	Constructs off-road pathway to improve bicycle and pedestrian access to Sunset transit center	Access to LRT	✓	\$ 500,000	2006-10	6	bike/ped
3183	Washington	Cedar Mill TC	Washington Co.	Cornell Road Improvements	143rd Avenue to Saltzman	Widen to three lanes with bikeways and sidewalks		✓	\$ 4,800,000	2000-05	1	mv
3185	Washington	Cedar Mill TC	Washington Co.	Barnes Road Improvement	Saltzman Road to 119th Avenue	Widen to five lanes with intersection improvement at Saltzman	Congestion relief	✓	\$ 5,300,000	2000-05	1	mv
3186	Washington	Cedar Mill TC	Washington Co.	Murray Boulevard Improvements - Cedar Mill	Science Park Drive to Cornell	Widen Murray Boulevard to five lanes	Congestion relief	✓	\$ 3,100,000	2000-05	1	mv
3192	Washington	Cedar Mill TC	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	Improve connectivity	✓	\$ 1,000,000	2000-05	1	mv
3193	Washington	Cedar Mill TC	Washington Co.	Cornell Road Boulevard Treatment	Trail Avenue to Saltzman	Add bike lanes, sidewalks, median landscaping		✓	\$ 2,000,000	2000-05	4	blvd
3194	Washington	Cedar Mill TC	Washington Co.	Cedar Mill Multi-Use Path	North of Cornell Road from 113th Avenue to 119th Avenue	Construct multi-use path along north side of Cornell Road		✓	\$ 1,000,000	2000-05	5	bike/ped
3195	Washington	Cedar Mill TC	Washington Co.	Saltzman Pedestrian Improvements	Marshall Road to Dogwood Road	Construct sidewalks on west side of road	Safety	✓	\$ 485,000	2000-05	6	mv
3197	Washington	Bethany TC	Washington Co.	Bethany Boulevard Improvements, Phase 1	Bronson Road to West Union Road	Widen to three lanes with bike lanes and sidewalks		✓	\$ 5,000,000	2000-05	1	mv
3204	Washington	Tanasbourne TC	Washington Co.	Cornell Road Improvements - East Tanasbourne	179th Avenue to Bethany Boulevard	Widen to five lanes with sidewalks and bike lanes	Congestion relief	✓	\$ 4,000,000	2006-10	1	mv

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3208	Washington	Tanasbourne TC	Washington Co.	Tanasbourne TC Pedestrian Improvements	Cornell, Evergreen Pkwy and intersecting streets	Improve sidewalks, lighting, crossings, bus shelters and		✓	\$ 200,000	2011-20	6	ped
3216	Washington	Farmington TC	Washington Co.	185th Avenue Improvements	TV Highway to Bany Road	Widen to three lanes		✓	\$ 8,000,000	2006-10	1	mv
3217	Washington	Farmington TC	Washington Co.	Farmington Road Improvements	185th Avenue to 209th Avenue	Widen to three lanes		✓	\$ 5,000,000	2006-10	1	mv
3218	Washington	Farmington TC	Washington Co.	Cornelius Pass Road Extension	South of TV Highway to Kinnaman Road	Realign Intersection @ TV Highway and construct new two-lane road south of TV Highway to Kinnaman Road		✓	\$ 1,700,000	2011-20	1	mv
4000	Columbia Corridor	Region	Tri-Met	O1PDX -Airport Light Rail	Gateway to Portland International Airport	Construct LRT		✓	\$ 154,000,000	2000-05	3	transit
4004	Columbia Corridor	Region	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		✓	\$ 92,000,000	2000-05	13	mv
4005	Columbia Corridor	Region	ODOT	I-5 North Improvements	Lombard Street to Expo Center	Widen to six lanes		✓	\$ 25,000,000	2000-05	13	mv
4011	Columbia Corridor	Columbia Corridor	Portland	NE Marine Drive Bikeway	I-5 to 122nd Avenue	Retrofit bike lanes to existing street; off-street paths in missing locations		✓	\$ 450,000	2000-05	5	bike
4012	Columbia Corridor	Columbia Corridor	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		✓	\$ 210,000	2006-10	12	mv
4017	Columbia Corridor	PDX IA	Port	SW Quad Access	33rd Avenue	Provide street access from 33rd Avenue into SW Quad		✓	\$ 1,500,000	2011-20	1	mv
4019	Columbia Corridor	PDX IA	Port	Lightrail station/track realignment	Portland International Center	Construction of light rail station		✓	\$ 14,000,000	2000-05	3	transit
4020	Columbia Corridor	PDX IA	Port	Airport Way Improvements, East	82nd Avenue to I-205	Widen to three lanes in both directions	Provide improved traffic flow to the PDX Terminal and the surrounding PDX uses.	✓	\$ 8,000,000	2000-05	1	mv
4021	Columbia Corridor	PDX IA	Port	Airport Way Improvements, West	82nd Avenue to PDX terminal	Widen to three lanes in both directions	Provide improved traffic flow to the PDX Terminal and the surrounding PDX uses.	✓	\$ 10,000,000	2006-10	1	mv
4022	Columbia Corridor	PDX IA	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	Improve connectivity and distribute traffic between Columbia Boulevard and NE Portland Highway. Utilize existing capacity on NE Portland Highway (Lombard).	✓	\$ 29,000,000	2000-05	1	mv
4023	Columbia Corridor	PDX IA	Port	Marx Drive Extension	Marx Drive to 82nd Avenue	Extend Marx to 82nd Avenue	Provide efficient movement of traffic to PDX properties.	✓	\$ 315,000	2006-10	1	mv
4024	Columbia Corridor	PDX IA	Port	Aldenwood Road Extension	Aldenwood Road to Clark Road	Three lane extension	Provide efficient movement of traffic to PDX properties and secondary east-west link for Columbia Corridor.	✓	\$ 8,600,000	2000-05	1	mv
4025	Columbia Corridor	PDX IA	Port	Cascades Parkway	International Parkway to Cascades	New east/west three lane connection between International Parkway and PIC	Provide efficient movement of traffic to PDX properties.	✓	\$ 14,500,000	2000-05	1	mv
4027	Columbia Corridor	PDX IA	Port/Portland	Airport Way/Cascades grade separation	Cascades Avenue	Construct overcrossing at Airport Way/Cascades Avenue; widen Airport Way to 4 lanes from new overcrossing to I-205	Provide efficient movement of traffic to the terminal and PIC development.	✓	\$ 10,500,000	2000-05	1	mv
4028	Columbia Corridor	PDX IA	Port	Airport Way/82nd grade separation	82nd Avenue/Airport Way	Construct grade separated overcrossing	Provide efficient movement of traffic to PDX properties.	✓	\$ 11,000,000	2011-20	1	mv
4030	Columbia Corridor	PDX IA	Portland	NE 11-13th Avenue Connector	NE 11/13th Avenue at Columbia Boulevard	New three-lane roadway and bridge		✓	\$ 8,075,000	2000-05	1	mv
4031	Columbia Corridor	PDX IA	Port	Airport Way return and Exit Roadways	Airport Way	Relocate Airport Way exit roadway and construct new return roadway	Maintain adequate access and circulation to the terminal area.	✓	\$ 14,000,000	2011-20	1	mv

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4032	umbia Cor	PDX IA	Port	Airport Way terminal entrance roadway relocation	PDX terminal	Relocate and widen Airport Way northerly at terminal entrance to maintain access and circulation	Maintain adequate access and circulation in the terminal area.	✓	\$ 4,000,000	2000-05	1	mv
4033	umbia Cor	PDX IA	Port	Airport Way east terminal access roadway	PDX east terminal	Construct Airport Way east terminal access roadway	Facilitate direct East Terminal access, preventing failure of Main Terminal Roadway in light of projected growth.	✓	\$ 8,000,000	2011-20	1	mv
4037	umbia Cor	PDX IA	Port	Columbia and Lombard Intersection Improvements	Columbia Boulevard and Lombard Street at MLK	Improve left turn/right turn capacity at MLK/Columbia and MLK/Lombard	Improve connectivity and distribute traffic between Columbia Boulevard and NE Portland Highway. Utilize existing capacity on NE Portland Highway (Lombard).	✓	\$ 700,000	2000-05	1	mv
4038	umbia Cor	PDX IA	Port	82nd Avenue/Alderwood Road Improvement	82nd Avenue/Alderwood Road int	Construct right turn lane on SB 82nd Avenue; modify traffic signal and construct second right turn lane on Alderwood WB	Provide efficient movement of traffic to supporting PDX properties.	✓	\$ 195,000	2000-05	1	mv
4039	umbia Cor	PDX IA	Port	NE 92nd Avenue	NE 92nd/Columbia Boulevard/Alderwood	Improvement to be defined	Provide movement of traffic to PDX properties.	✓	\$ 1,500,000	2011-20	1	mv
4040	umbia Cor	PDX IA	Portland	47th Avenue Intersection and Roadway Improvements	Columbia Boulevard to Comfoot Road	Widen and channelize NE 47th Avenue/Comfoot Road intersection and NE Columbia Boulevard to facilitate truck turning movements; add sidewalks and bike facilities	Provide improved traffic flow to the cargo area located within the airport area.	✓	\$ 3,132,162	2000-05	1	mv
4041	umbia Cor	PDX IA	Portland	Columbia Boulevard/Alderwood Improvements	at Alderwood Road intersection	Widen and signalize intersection	Provide transportation link to the cargo area located within the south airport area.	✓	\$ 350,000	2000-05	1	mv
4042	umbia Cor	PDX IA	Port	Comfoot Road Intersection Improvement	Alderwood/Comfoot intersection	Add signal, improve turn lanes at intersection	Provide efficient movement of traffic to PDX properties.	✓	\$ 350,000	2000-05	1	mv
4043	umbia Cor	PDX IA	Portland	33rd/Marine Drive Intersection Improvement	NE 33rd and Marine Drive	Signalize 33rd/Marine Drive intersection for freight movement	Provide efficient movement of traffic to PDX properties.	✓	\$ 250,000	2006-10	1	mv
4046	umbia Cor	PDX IA	Portland	NE Alderwood Bikeway	NE Columbia Boulevard to Alderwood Trail	Retrofit bike lanes to existing street		✓	\$ 400,000	2006-10	5	bike
4047	umbia Cor	PDX IA	Portland	NE 33rd Avenue Bikeway	Columbia Slough to NE Lombard	Retrofit bike lanes to existing street		✓	\$ 7,000	2011-20	5	bike
4049	umbia Cor	PDX IA	Portland	NE 82nd Avenue Bikeway	Columbia Boulevard to Airport Way	Retrofit bike lanes to existing street		✓	\$ 10,000	2000-05	5	bike
4050	umbia Cor	PDX IA	Portland	NNE Columbia Boulevard Bikeway	N Lombard to MLK Boulevard	Retrofit bike lanes to existing street	Provide access to Columbia Corridor, employment and industrial areas	✓	\$ 95,000	2006-10	5	bike
4051	umbia Cor	PDX IA	Portland	NE Comfoot Bikeway	NE Alderwood to NE 47th Avenue	Retrofit bike lanes to existing street	Provide access to Columbia Corridor, employment and industrial areas.	✓	\$ 1,392,000	2011-20	5	bike
4054	umbia Cor	PDX IA	Portland	N Columbia Pedestrian Improvements, Phase I and Phase II	Swift to Portland Road; Argyle Way to Albina	Construct sidewalk and crossing improvements.	Provide access to Columbia Corridor, employment and industrial areas.	✓	\$ 2,600,000	2000-05	6	ped
4056	umbia Cor	PDX IA	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		✓	\$ 310,000	2006-10	12	mv

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4057	Columbia Corridor	PDX IA	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		✓	\$ 750,000	2000-05	12	mv
4058	Columbia Corridor	PDX IA	Portland	NE Airport Way ITS	Three signals between I-205 and NE 159th Avenue	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow		✓	\$ 3,000,000	2000-05	12	mv
4059	Columbia Corridor	PDX IA	Port	82nd Avenue Pedestrian Access Improvements	Airport Way to Alderwood Road	Provide pedestrian improvements		✓	\$ 500,000	2000-05	6	ped
4061	Columbia Corridor	Rivergate IA	Port/Portland	West Hayden Island Bridge and Access Road	Marine Drive to West Hayden Island	New four-lane connection from Rivergate to W. Hayden Island terminals	Provide primary access to Port's marine development and secondary access to existing development of Hayden Island.	✓	\$ 49,800,000	2006-10	1	mv
4062	Columbia Corridor	Rivergate IA	Port	Marine Drive Improvement, Phase 1	Rivergate West and T-6 intersection	Widen to five lanes from T-6 intersection to 2.5 miles east	Improve access into T-6 and provide adequate truck traffic capacity along Marine Drive; Signalize T-6 intersection entrance (safety improvement). Includes bike lanes	✓	\$ 15,700,000	2000-05	1	mv
4063	Columbia Corridor	Rivergate IA	ODOT/Portland	N. Lombard Improvements	Lombard Street from Rivergate Boulevard (Purdy) to south of Columbia Slough bridge	Improve access and mobility of freight to Rivergate intermodal facilities and industrial areas		✓	\$ 3,610,000	2000-05	1	mv
4065	Columbia Corridor	Rivergate IA	Port/Portland	South Rivergate Entry Overpass	South Rivergate	Construct overpass from Columbia/Lombard intersection to South Rivergate	Separate rail and vehicular traffic at South Rivergate entrance.	✓	\$ 21,172,000	2000-05	1	mv
4067	Columbia Corridor	Rivergate IA	Port	Columbia River Channel Deepening - Regional Share	Deepen Columbia River Channel from Astoria to Portland	State-wide issue, project is outside Metro region	Serve panamax bulk vessels and post panamax container vessels.	✓	statewide project	2011-20	8	freight
4068	Columbia Corridor	Rivergate IA	Port/RR	Rivergate Rail expansion	Includes 4 separate improvements in Rivergate	Expand rail capacity in and to the Rivergate area	Expand rail capacity for the Rivergate Industrial District	✓	\$ 12,500,000	2000-05	8	freight
4069	Columbia Corridor	Rivergate IA	Port/RR	Hayden Island rail access	Rivergate to Hayden Island	Rail access to Hayden Island development	Needed to advance rail dependent development	✓	\$ 2,800,000	2006-10	8	freight
4070	Columbia Corridor	Rivergate IA	Port/RR	Additional tracks - Kenton Line	TBD	Construct three additional tracks for staging unit trains	Staging for Pacific NW unit trains	✓	\$ 9,000,000	2006-10	8	freight
4071	Columbia Corridor	Rivergate IA	Port/RR	Barnes Yard Expansion	Bonneville Yard to Barnes Yard	Construct additional unit train trackage between Bonneville and Barnes Yard for storage	Needed to advance rail dependent development	✓	\$ 4,500,000	2006-10	8	freight
4073	Columbia Corridor	Rivergate IA	Portland/Metro	Kelley Point Park Access Trail/40 Mile Loop Trail	Vicinity of Kelley Point Park	Construct multi-use path	Fulfill Hyundai agreement and accommodate 40 Mile Loop Trail	✓	\$ 115,000	2000-05	5	bike/ped
4074	Columbia Corridor	Rivergate IA	Port	Rivergate Bicycle and Pedestrian Trail	North side of Columbia Slough	Construct multi-use path connecting to 40-mile loop trail		✓	\$ 300,000	2000-05	5	bike/ped
4077	Columbia Corridor	Rivergate IA	Port/RR	Penn Junction Realignment	UP/BNSF Main line	Realign track configuration and signaling	Needed to advance rail dependent development	✓	\$ 3,500,000	2006-10	8	freight
4078	Columbia Corridor	Rivergate IA	Port/RR	WHI Rail Yard	West Hayden Island	Construct 7 track rail yard	Needed to advance rail dependent development	✓	\$ 9,000,000	2006-10	8	freight
4079	Columbia Corridor	Rivergate IA	Port/RR	Additional tracks - North Rivergate	Rivergate	Additional mainline track between BN Ford facility and B Yard	Needed to advance rail dependent development	✓	\$ 500,000	2011-20	8	freight
4080	Columbia Corridor	Swan Island	Tri-Met/Portland	Swan Island TMA	Swan Island industrial area	Implements a transportation management association program with employers		✓	\$ 142,500	2000-05	14	TDM
4081	Columbia Corridor	Columbia Corridor	Tri-Met/Portland	Columbia Corridor TMA	Columbia Corridor industrial area	Implements a transportation management association program with employers		✓	\$ 142,500	2000-05	14	TDM
5001	Clackamas Region	Region	Tri-Met	Transit center and park-and-ride upgrades	Various locations in subarea	Construct, expand and/or upgrade transit stations and park-and-rides throughout subarea		✓	See Tri-Met Total	2000-20	3	transit

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5003	Clack/Dam	Region	ODOT	Sunrise Highway	I-205 to Rock Creek	Construct new 4-lane facility and construct interchanges at 122nd, 135th and Rock creek junction, and modify I-205 interchange		✓	\$ 180,000,000	2000-05	13	mv
5007	Clack/Dam	Region	ODOT	Highway 212	Rock Creek to Damascus	Construct climbing lanes to 172nd Avenue		✓	\$ 1,300,000	2000-05	13	mv
5016	Clack/Dam	Region	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		✓	\$ 9,000,000	2006-10	13	mv
5017	Clack/Dam	Region	ODOT	Highway 213 Intersection Improvements	Abemethy at Highway 213	Intersection improvements		✓	\$ 3,000,000	2006-10	13	mv
5018	Clack/Dam	Region	ODOT	Highway 213 Intersection Improvements	Beavercreek/Highway 213	Intersection improvements		✓	\$ 6,000,000	2000-05	13	mv
5022	Clack/Dam	Region	ODOT	Highway 213 Widening	I-205 to Redland Road	Add southbound lane		✓	\$ 750,000	2000-05	13	mv
5023	Clack/Dam	Region	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		✓	\$ 1,000,000	2000-05	13	mv
5026	Clack/Dam	Region	Metro	Portland Traction Co. Multi-Use Trail	Milwaukie to Gladstone	Planning, PE and construction of multi-use trail		✓	\$ 1,200,000	2000-05	5	bike/ped
5027	Clack/Dam	Region	Metro/ODOT	I-205 South Corridor Study	I-5 to I-84	Develop traffic management plan		✓	n/a	2000-05	2	mm study
5033	Urban Clack	Region	Various	Willamette River Greenway Study	Sellwood Bridge to Lake Oswego	Study feasibility of corridor		✓	n/a	2000-05	2	bike/ped study
5035	Clack/Dam	Milwaukie TC	Tri-Met	McLoughlin Boulevard Rapid Bus	Milwaukie TC to Oregon City TC	Construct improvements that enhance Rapid Bus service		✓	see Tri-Met total	2000-05	3	transit
5037	Clack/Dam	Milwaukie TC	Milwaukie/Clack/Dam	Lake Road Improvements	Oatfield Road 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		✓	\$ 1,890,637	2000-05	1	mv
5038	Clack/Dam	Milwaukie TC	Milwaukie/Portland	Johnson Creek Boulevard Phase 2 Improvements	SE 32nd Avenue to SE 45th Avenue	Reconstruct, add bike lanes and sidewalks	Complete improvements that bring Johnson Creek Boulevard up to urban arterial standards	✓	\$ 1,200,000	2000-05	1	mv
5040	Clack/Dam	Milwaukie TC	Milwaukie	Railroad Avenue Bike/Ped Improvement	37th Avenue to Linwood Road	Retrofit bike lanes and sidewalks		✓	\$ 1,075,000	2006-10	5	bike/ped
5045	Clack/Dam	Milwaukie TC	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		✓	\$ 7,000,000	2000-05	1	mv
5046	Clack/Dam	Milwaukie TC	Milwaukie	Railroad Crossing Improvements	Harrison Street, 37th Avenue and Oak Streets	Improve railroad crossings for all modes		✓	\$ 75,000	2011-20	1	mv
5049	Clack/Dam	Milwaukie TC	ODOT	McLoughlin Boulevard Improvements - Milwaukie	Highway 224 to River Road	Complete boulevard design improvements		✓	\$ 2,000,000	2000-05	4	blvd
5050	Clack/Dam	Milwaukie TC	Milwaukie	Harrison Street Bikeway	Highway 99E to King Road via 42nd Avenue	Retrofit bike lanes to existing street		✓	\$ 485,098	2000-05	5	bike
5051	Clack/Dam	Milwaukie TC	Milwaukie	Lake Road Bikeway	SE 21st to Oatfield Road	Construct bike lanes		✓	\$ 840,000	2000-05	5	bike
5059	Clack/Dam	Milwaukie TC	Milwaukie	King Road Boulevard Improvements	42nd Avenue to Linwood Avenue	Boulevard design, including wider sidewalks, bikeway, median treatment and access management		✓	\$ 1,100,000	2006-2010	4	blvd
5062	Clack/Dam	Milwaukie TC	Tri-Met/Milwaukie	Milwaukie TMA Startup	Milwaukie town center area	Implements a transportation management association program with employers		✓	see RTP# 8056 cost	2011-20	14	TDM
5064	Clack/Dam	Clackamas RC	Tri-Met	I-205 Frequent Bus	Clackamas RC to Oregon City via I-205	Construct improvements that enhance Frequent Bus service		✓	see Tri-Met total	2000-05	3	transit

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5065	h Clackamas	Clackamas RC	Tri-Met / ClackCo	Clackamas Regional Center TMA Startup	Clackamas Regional Center	Implements a transportation management association		✓	\$ 174,500	2000-05	14	TDM
5066	h Clackamas	Clackamas RC	Clackamas Co.	East Sunnyside Road Improvements	122nd Avenue to 172nd Avenue	Widen to five lanes to improve safety and accessibility to Damascus	Enhance a major arterial accessing the Clackamas Region Center	✓	\$ 39,000,000	2006-10	1	mv
5067	h Clackamas	Clackamas RC	Clackamas Co.	Johnson Creek Boulevard Interchange Improvements	Johnson Creek Boulevard at I-205	Add loop ramp and NB on-ramp; realign SB off-ramp	Improve access, safety and circulation	✓	\$ 3,400,000	2011-20	1	mv
5069	h Clackamas	Clackamas RC	Clackamas Co.	Harmony Road Improvements	Sunnyside Road to Highway 224	Widen to five lanes to improve safety and accessibility	Widen to improve access to CRC	✓	\$ 6,400,000	2006-10	1	mv
5071	h Clackamas	Clackamas RC	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	Improve east-west circulation within the Sunnyside area and to CRC	✓	\$ 4,600,000	2011-20	1	mv
5072	h Clackamas	Clackamas RC	Clackamas Co.	West Monterey Extension	82nd Avenue to Price Fuller Road	Two-lane extension to improve east-west connectivity	Improve east-west circulation to and within CRC	✓	\$ 1,530,000	2006-10	1	mv
5073	h Clackamas	Clackamas RC	Clackamas Co.	Monterey Improvements	82nd to new overcrossing of I-205	Widen to five lanes from 82nd to I-205	Provide a main street within the CRC	✓	\$ 4,500,000	2000-05	1	mv
5074	h Clackamas	Clackamas RC	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	Improve east-west circulation to and within CRC	✓	\$ 5,450,000	2011-20	1	mv
5077	h Clackamas	Clackamas RC	Clackamas Co.	Summers Lane Extension	122nd Avenue to 142nd Avenue	New three-lane extension to provide alternative e/w route to Sunnyside	Improve east-west circulation within the Sunnyside area and to CRC	✓	\$ 7,250,000	2011-20	1	mv
5080	h Clackamas	Clackamas RC	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	Improve north-south circulation to and within CRC	✓	\$ 4,117,000	2011-20	1	mv
5081	h Clackamas	Clackamas RC	Clackamas Co.	Boyer Drive Extension	82nd Avenue to Fuller Road	New two-lane extension	Improve east-west circulation within the 82nd corridor area and CRC	✓	\$ 1,700,000	2011-20	1	mv
5082	h Clackamas	Clackamas RC	Clackamas Co.	82nd Avenue Multi-Modal Improvements	Cleatsop Road to Monterey Avenue	Widen to add sidewalks, lighting, crossings, bike lanes and traffic signals	Provide amenities and better connections for pedestrians and transit	✓	\$ 10,000,000	2006-10	5	bike
5085	h Clackamas	Clackamas RC	Clackamas Co.	Clackamas RC Bike/Pedestrian Corridors	Clackamas RC existing and new developments	Provide bike and pedestrian connections in the RC	Provide better bike/pedestrian connection to the CRC	✓	\$ 5,000,000	2011-20	5	bike/ped
5086	h Clackamas	Clackamas RC	Clackamas Co.	82nd Avenue Boulevard Design Improvements	Monterey Avenue to Sunnybrook Street	Complete boulevard design improvements	Provide amenities and better connections for pedestrians and transit	✓	\$ 4,000,000	2000-05	4	btvd
5089	h Clackamas	Clackamas RC	Clackamas Co.	Sunnyside Road Bikeway	SE 82nd Avenue to I-205	Restripe to include bike lanes	Provide better bike access to and within the CRC	✓	\$ 200,000	2006-10	5	bike
5090	h Clackamas	Clackamas RC	Clackamas Co.	Lawnfield Road Bikeway	SE 82nd Dr. to SE 97th Avenue	Widen to include bike lanes	Provide access to the Clackamas Industrial area	✓	\$ 100,000	2011-20	5	bike
5091	h Clackamas	Clackamas RC	Clackamas Co.	Causey Avenue Bikeway	I-205 path to SE Fuller	Restripe to include bike lanes	Provide better bike access to and within the CRC	✓	\$ 20,000	2006-10	5	bike
5092	h Clackamas	Clackamas RC	Clackamas Co.	SE 90th Avenue Bikeway	SE Causey to SE Monterey	Construct bike lanes	Provide better bike access to and within the CRC	✓	\$ 80,000	2011-20	5	bike
5093	h Clackamas	Clackamas RC	Clackamas Co.	SE 97th Avenue Bikeway	SE Lawnfield to SE Mather	Construct bike lanes	Provide access to the Clackamas Industrial area	✓	\$ 20,000	2011-20	5	bike
5094	h Clackamas	Clackamas RC	Clackamas Co.	CRC Trail	Clackamas Regional Park to Phillips Creek	N Clackamas multi-use path	Provide better bike access to and within the CRC	✓	\$ 310,000	2006-10	5	bike/ped
5100	h Clackamas	Clackamas RC	Clackamas Co.	Fuller Road Pedestrian Improvements	Harmony Road to King Road	Improve sidewalks	Improve north-south circulation to and within CRC	✓	\$ 550,000	2000-05	6	ped
5101	h Clackamas	Clackamas RC	Clack. Co./ODOT	Clackamas RC Pedestrian Improvements	82nd Avenue, Sunnyside, Sunnybrook, Monterey and intersecting streets	Improve sidewalks, lighting, crossings, bus shelters and benches	Provide additional bike/pedestrian connections for better circulation within the CRC	✓	\$ 1,500,000	2011-20	6	ped
5103	h Clackamas	Clackamas RC	Clackamas Co.	Clackamas County ITS Plan	County-wide	Advanced transportation system management and intelligent transportation system program		✓	\$ 5,640,000	2000-05	12	mv
5106	h Clackamas	Clackamas IA	Clackamas Co.	SE 82nd Drive Improvements	Highway 212 to Lawnfield Road	Widen to five lanes to accommodate truck movement	Improve freight access to the Clackamas Industrial area	✓	\$ 6,000,000	2011-20	1	mv
5108	h Clackamas	Clackamas IA	Clackamas Co.	Jennifer Street/135th Avenue Extension	130th Avenue to Highway 212	Two-lane extension to 135th Avenue and widen 135th Avenue	Improve circulation within the Clackamas Industrial area	✓	\$ 1,500,000		1	mv

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5109	h Clackamas	Clackamas IA	Clackamas Co.	82nd Drive Bicycle Improvements	SE Jennifer Street to Fred Meyer	Widen to include bike lanes	Provide access to the Clackamas Industrial area.	✓	\$ 120,000	2006-10	5	bike
5110	h Clackamas	Clackamas IA	Clackamas Co.	Jennifer Street Bicycle Improvements	SE 106th to 120th Avenue	Widen to include bike lanes	Provide access to the Clackamas Industrial area.	✓	\$ 250,000	2000-05	5	bike
5117	h Clackamas	Clackamas Corridor	Clackamas Co.	Linwood Road Bike Lanes	SE Monroe Street to SE Johnson Creek Boulevard	Widen to include bike lanes		✓	\$ 280,000	2000-05	5	bike
5128	h Clackamas	Oregon City RC	Tri-Met	Oregon City Rapid Bus	Tigard to Tualatin P&R to Oregon City TC	Construct improvements that enhance Rapid Bus service		✓	see Tri-Met total	2006-10	3	transit
5129	h Clackamas	Oregon City RC	Tri-Met	90VMOC-Rapid bus	Vancouver Mall to Oregon City via I-205	Construct improvements that enhance Rapid Bus service		✓	see Tri-Met total	2011-20	3	transit
5130	h Clackamas	Oregon City RC	ODOT	99E/2nd Avenue Realignment	99E at South 2nd Avenue	Realignment and signalization of intersection		✓	\$ 900,000	2000-05	1	mv
5132	h Clackamas	Oregon City RC	Oregon City	Main Street Extension	Highway 99E to Main Street	Widen to include bike lanes		✓	\$ 48,300	2011-20	1	mv
5133	h Clackamas	Oregon City RC	Oregon City	Washington/Abernethy Connection	Abernethy Road to Washington Street	Construct new two lane minor arterial with sidewalks and bike lanes		✓	\$ 2,033,000	2006-10	1	mv
5135	h Clackamas	Oregon City RC	ODOT/ClackCo	McLoughlin Boulevard Improvements - Oregon City	River Road south of Milwaukee to SP tunnel	Complete boulevard design improvements		✓	\$ 6,500,000	2006-10	4	blvd
5136	h Clackamas	OC Corridor	Clackamas Co.	7th Street Improvements	High Street to Division Street	Complete boulevard design improvements		✓	\$ 3,300,000	2011-20	4	blvd
5137	h Clackamas	Oregon City RC	Oregon City	Washington Street Improvements	Abernethy to 5th Street	Complete boulevard design improvements		✓	\$ 885,000	2006-10	4	blvd
5138	h Clackamas	Oregon City RC	Oregon City	Washington Street Improvements	Abernethy to Highway 213	Complete boulevard design improvements		✓	\$ 1,320,000	2011-20	4	blvd
5143	h Clackamas	Oregon City RC	Oregon City/ODOT/Tri-Met	Oregon City RC Pedestrian Improvements	McLoughlin, Main, Washington, 7th, 5th and neighborhood streets	Improve sidewalks, lighting, crossings, bus shelters and benches		✓	\$ 1,000,000	2011-20	6	ped
5144	h Clackamas	Oregon City RC	Oregon City/ODOT	Oregon City RC River Access Improvements	McLoughlin Boulevard	Improve pedestrian access to the Willamette River from downtown Oregon City		✓	\$ 750,000	2011-20	6	ped
5149	h Clackamas	Oregon City RC	Oregon City	Oregon City Bridge Study	7th Street in Oregon City	Evaluate long-term capacity of Oregon City bridge		✓	n/a	2011-20	2	mmstudy
5150	h Clackamas	Oregon City RC	Tri-Met/Oregon City	Oregon City TMA Startup Program	Oregon City Regional Center	Implements a transportation management association program with employers		✓	see RTP# 8056 cost	2011-20	14	TDM
5154	h Clackamas	OC Corridor	Clackamas Co.	Beavercreek Road Improvements Phase 3	Clackamas Community College to Henri Road	Widen to 4 lanes with sidewalks and bike lanes		✓	\$ 2,000,000	2006-10	1	mv
5156	h Clackamas	OC Corridor	Clackamas Co.	Beavercreek Road Improvements, Phase 1	Highway 213 to Molalla Avenue	Boulevard design, widen to five lanes, improve access management to provide sidewalks and bike lanes to connect multi-family and commercial/employment areas.	Improve access to employment center	✓	\$ 3,500,000	2006-10	1	mv
5157	h Clackamas	OC Corridor	Oregon City	Molalla Avenue Bikeway	7th Street to Highway 213 (9 segments)	Stripe and sign for bike lanes		✓	\$ 69,300	2006-10	5	bike
5161	h Clackamas	Lake Oswego TC	Tri-Met	Macadam Frequent Bus	Lake Oswego to PCBD	Construct improvements that enhance Frequent Bus service		✓	see Tri-Met total	2000-05	3	transit
5163	h Clackamas	Lake Oswego TC	Lake Oswego	"A" Avenue Reconstruction	State Street to 3rd Avenue	Improve failing road system, rebuild sidewalks		✓	\$ 3,000,000	2006-10	1	mv
5165	h Clackamas	Lake Oswego TC	Lake Oswego	Willamette Greenway Path	Roehr Park to George Rogers Park	Multi-use path		✓	\$ 110,000	2006-10	5	bike/ped
5169	h Clackamas	Lake Oswego TC	Lake Oswego	Trolley Trestle Repairs	Lake Oswego to Portland	Repair trestles along rail line		✓	\$ 1,000,000	2000-05	3	transit
5172	h Clackamas	Lake Oswego TC	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		✓	n/a	2000-05	2	transit study
5195	h Clackamas	West Linn TC	ODOT	Highway 43 Improvements	West A Street to existing Oregon City bridge (Willamette River)	Complete boulevard design improvements		✓	\$ 8,000,000	2000-05	4	blvd

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5204	Clackamas	Stafford UR	Clackamas Co.	Stafford Road	Stafford Road/Rosemont Intersection	Realign intersection, add signal and right turn lanes	Improve safety and access within Stafford urban reserve area.	√	\$ 750,000	2006-10	1	mv
5209	Clackamas	Happy Valley TC	Clackamas Co.	122nd/129th Improvements	Sunnyside Road to King Road	Widen to three lanes, smooth curves	Provide access and improve circulation within the Happy Valley Town Center.	√	\$ 3,000,000	2011-20	1	mv
5211	Clackamas	Happy Valley TC	Happy Valley	Scott Creek Lane Pedestrian Improvements	SE 129th Avenue to Mountain Gate Road	Construct pedestrian path and bridge crossing	Provide access and improve circulation within the Happy Valley Town Center.	√	\$ 90,000	2000-05	6	ped
6000	Washingt	Region	Metro/ODOT	Beaverton-Wilsonville Commuter Rail	Wilsonville to Beaverton	Peak-hour service only with 30-minute frequency		√	\$ 71,500,000	2000-05	3	transit
6004	Washingt	Region	ODOT	Tualatin-Sherwood Highway MIS	I-5 to 99W	Conduct major investment study and complete environmental design work for I-5 to 99W Connector		√	\$ 5,000,000	2000-05	2	mv
6014	Washingt	Washington Sq. RC	Tigard/WashCo	Greenburg Road Improvements	Washington Square Road to Shady Lane	Widen to 5 lanes with boulevard design, NB Highway 217 off-ramp improvement	Access to regional center	√	\$ 2,500,000	2000-05	1	mv
6015	Washingt	Washington Sq. RC	Tigard/WashCo	Greenburg Road Improvements, North	Hall Boulevard to Washington Square Road	Widen to five lanes with bikeways and sidewalks	Access to regional center	√	\$ 2,500,000	2000-05	1	mv
6016	Washingt	Washington Sq. RC	Tigard/WashCo	Greenburg Road Improvements, South	Shady Lane to North Dakota	Widen to five lanes with bikeways and sidewalks	Access to regional center	√	\$ 2,000,000	2000-05	1	mv
6018	Washingt	Washington Sq. RC	Washington Co.	Scholls Ferry/Allen Intersection Improvement	Scholls Ferry Road/Allen Boulevard Intersection	Realign intersection		√	\$ 2,000,000	2006-10	1	mv
6019	Washingt	Washington Sq. RC	Washington Co.	Oak Street Improvements	Hall Boulevard to 80th Avenue	Signal improvement, bikeway and sidewalks	Safety, pedestrian and bike access to rd	√	\$ 800,000	2000-05	6	ped
6020	Washingt	Region	Various	Powerline Trail Corridor	Scholls Ferry Road to Lower Tualatin Greenway	Plan, design and construct multi-use path		√	n/a	2000-05	2	bike/ped
6025	Washingt	Washington Sq. RC	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		√	\$ 500,000	2000-05	12	mv
6026	Washingt	Washington Sq. RC	Tri-Met/WashCo	Washington Square Regional Center TMA Startup Program	Washington Square Regional Center	Implements a transportation management association program with employers		√	See RTP# 6056 cost	2000-05	14	TDM
6027	Washingt	Tigard TC	ODOT	I-5/217 Interchange Phase 2	Highway 217 and I-5	Complete interchange reconstruction		√	\$ 39,000,000	2006-10	13	mv
6033	Washingt	Tigard TC	Tigard	Walnut Street Improvements, Phase 1	at 121st Avenue	Install traffic signal at 121st Avenue	Access to town center	√	\$ 1,750,000	2000-05	1	mv
6034	Washingt	Tigard TC	Tigard	Walnut Street Improvements, Phase 3	Gaarde Street to 121st Avenue	Widen to three lanes with bikeways and sidewalks	Access to town center	√	\$ 5,715,460	2006-10	1	mv
6040	Washingt	Tigard TC	Tigard	72nd Avenue Improvements	99W to Hunziker Road	Widen to five lanes		√	\$ 3,000,000	2000-05	1	mv
6041	Washingt	Tigard TC	Tigard	72nd Avenue Improvements	Hunziker Road to Bonita Road	Widen to five lanes		√	\$ 5,000,000	2006-10	1	mv
6042	Washingt	Tigard TC	Tigard	72nd Avenue Improvements	Bonita Road to Durham Road	Widen to five lanes with bikeways and sidewalks		√	\$ 5,000,000	2006-10	1	mv
6045	Washingt	Tigard TC	Tigard	Dartmouth Street Improvements	72nd Avenue to 68th Avenue	Widen to four lanes with turn lanes		√	\$ 500,000	2006-10	1	mv
6046	Washingt	Tigard TC	Tigard	Walnut Street Improvements, Phase 2	Walnut Street at Gaarde Street	Intersection improvement	Access to town center	√	\$ 1,358,000	2000-05	1	mv
6056	Washingt	Tigard TC	ODOT	Highway 99W/Hall Boulevard Intersection Improvements	99W/Hall Boulevard	Add turn signals and modify signal		√	\$ 3,700,000	2006-10	12	mv
6059	Washingt	King City TC	Washington Co.	Beef Bend Improvements	King Arthur to 131st	Improve to three lanes with sidewalks	Access to town center	√	\$ 5,000,000	2000-05	1	mv
6066	Washingt	Tualatin TC	ODOT/Tualatin	I-5 Interchange Improvement - Nyberg Road	Nyberg Road/I-5 interchange	Widen Nyberg Road/I-5 interchange	Congestion relief, access to town center	√	\$ 4,000,000	2000-05	13	mv
6070	Washingt	Tualatin TC	ODOT/WashCo	Lower Boones Ferry	Boones to Bridgeport	Sidewalk, bikeway, interconnect signals	Congestion relief, access to town center	√	\$ 4,000,000	2000-05	5	bike/ped

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6071	Washington	Tualatin TC	Washington Co.	Tualatin-Sherwood Road Improvements	99W to Teton Avenue	Widen to five lanes with bike lanes and sidewalks; interlie signals at Oregon and Cipole streets	Congestion relief, access to town center	✓	\$ 25,000,000	2006-10	1	mv
6072	Washington	Tualatin TC	Tualatin	Tualatin Road Improvements	115th Avenue to Boones Ferry Road	Widen to 3 lanes with bike lanes, sidewalks, RR crossings		✓	\$ 8,500,000	2000-05	1	mv
6073	Washington	Tualatin TC	Tualatin	124th Avenue Improvements	Tualatin Road to Tualatin-Sherwood Road	Construct new 3 lane arterial with bikeways and sidewalks	Access to industrial area	✓	\$ 6,800,000	2006-10	1	mv
6079	Washington	Tualatin TC	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		✓	\$ 500,000	2000-05	6	ped
6080	Washington	Tualatin TC	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		✓	\$ 1,000,000	2000-05	6	ped
6081	Washington	Tualatin TC	WashCo/Tualatin	Nyberg Road Pedestrian and Bike Improvements	65th Avenue to I-5	Complete sidewalks and bike facilities		✓	\$ 1,000,000	2000-05	5	bike/ped
6083	Washington	Tualatin TC	Tri-Met/WashCo	Tualatin Town Center TMA Startup	Tualatin Town Center	Implements a transportation management association program with employers		✓	\$ 90,000	2000-05	14	TDM
6090	Washington	Wilsonville TC	Wilsonville	Boeckman Road Extension	Boeckman Road to Grahams Ferry Road	Extend 3 lanes to connect to Grahams Ferry Road w/ sidewalks and bike lanes	Improve local street connectivity and bicycle/pedestrian access	✓	\$ 13,065,000	2006-10	1	mv
6091	Washington	Wilsonville TC	Wilsonville	Boeckman Road I-5 Overcrossing	Parkway Avenue to 100th Avenue	Improve existing overcrossing to 5 lanes with sidewalks and bike lanes	Improve capacity between major intersections	✓	\$ 802,000	2006-10	1	mv
6105	Washington	Wilsonville TC	Wilsonville	Town Center Loop Bike and Pedestrian Improvements	Parkway to Wilsonville Road	Retrofit street to add bike lanes and sidewalks	Provide bicycle and sidewalk facilities	✓	\$ 251,000	2006-10	5	bike/ped
6109	Washington	Sherwood TC	Washington Co.	Beef Bend/175th Avenue Realignment	Beef Bend at 175th Avenue	Realign intersection to eliminate offset of Beef Bend road with 175th Avenue		✓	\$ 800,000	2011-20	1	mv
6111	Washington	Sherwood TC	Washington Co.	Beef Bend/Elsner Road Extension	Scholls Ferry Road to 99W	Complete street realignment from Scholls Ferry Road to 99W	Congestion relief, access to town center	✓	\$ 24,000,000	2000-05	1	mv
6113	Washington	Sherwood TC	Washington Co.	Oregon Street Improvements	Tualatin-Sherwood to Murdock	Widen to 3 lanes with a signal at Tualatin-Sherwood Road	Congestion relief, access to town center	✓	\$ 5,500,000	2000-05	1	mv
6121	Washington	Murray/Scholls TC	Beaverton/WashCo/Tigard	Murray Boulevard Extension	Scholls Ferry Road to Barrows Road at Walnut Street	Four lane extension with bikeways and sidewalks	Access to town center	✓	\$ 7,120,000	2000-05	1	mv
6122	Washington	Murray/Scholls TC	Beaverton	Davies Road Connection	Scholls Ferry Road to Barrows Road	Three lane connection with bikeways and sidewalks		✓	\$ 1,500,000	2006-10	1	mv
6125	Washington	LO Corridor	Lake Oswego	Bangy Road Improvements	Bonita Road to Kruse Way	Widen to four lanes with left turn lanes at major intersections	Improve internal access and circulation within the Kruse Way employment area.	✓	\$ 1,000,000	2006-10	1	mv
6127	Washington	LO Corridor	Lake Oswego	Boones Ferry Road Improvements	Kruse Way to Washington Court	Widen to five lanes with sidewalks and bike lanes		✓	\$ 2,657,000	2006-10	1	mv
6128	Washington	LO Corridor	Clackamas Co.	Carmen Drive Intersection Improvements	Carmen Drive/Meadows Road Intersection	Add traffic signal, turn lanes, realign intersection	safety and access	✓	\$ 1,065,000	2006-10	1	mv
6129	Washington	LO Corridor	Clackamas Co.	Bangy Road Intersection Improvements	Bangy Road/Bonita Road Intersection	Add traffic signal and turn lanes	safety and access	✓	\$ 325,000	2006-10	1	mv
6130	Washington	LO Corridor	Clackamas Co.	Bangy Road Intersection Improvements	Bangy Road/Meadows Road Intersection	Add traffic signal and turn lanes	safety and access	✓	\$ 325,000	2006-10	1	mv
6131	Washington	LO Corridor	Lake Oswego	Williamette River Greenway	Roehr Park to Tryon Creek	Multi-use path		✓	\$ 300,000	2006-10	5	bike/ped
6135	Clackamas	Lake Grove TC	Clackamas Co.	Boones Ferry Road Bike Lanes	Kruse Way to Multnomah County line	Construct bike lanes		✓	\$ 550,000	2000-05	5	bike
7000	Damascus U	Damascus TC	Clackamas Co.	172nd Avenue Improvements	Foster Road to Highway 212	Widen to five lanes	Provide access to the Damascus and Pleasant Valley Town Centers	✓	\$ 7,000,000	2011-20	1	mv

# 2000 RTP Financially Constrained Project List - August 10, 2000

RTP #	Subarea	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	Project Purpose	RTP Financially Constrained System	Est. Project Cost in 1998 dollars (--- indicates phasing in financially)	RTP Program Years	Primary Modal Type	Primary Mode
7001	amascus L	Damascus TC	Clackamas Co.	Sunnyside Road Improvements	172nd Avenue to Highway 212	Widen to five lanes in preferred/3 lanes in strategic and constrained	Provide access to the Damascus Town Center and part of connection the CRC.	✓	\$ 3,600,000	2006-10	1	mv
7006	amascus L	Pleasant Valley TC	Portland	SE Foster Improvements	SE 136th Avenue to Jenne Road	Widen to five lanes in preferred/3 lanes in strategic and constrained		✓	\$ 8,300,000	2006-10	1	mv
7007	amascus L	Pleasant Valley TC	Portland	SE Jenne Road Improvements	SE Foster to Powell Boulevard	Widen to five lanes in preferred/3 lanes in strategic and constrained		✓	\$ 5,100,000	2006-10	1	mv
7008	amascus L	Pleasant Valley TC	Clackamas Co.	147th Avenue Improvements	Sunnyside Road to 142nd Avenue	Realign 147th Avenue to 142nd Avenue	Provide access to Happy Town Center	✓	\$ 3,000,000	2006-10	1	mv
7009	amascus L	Pleasant Valley TC	Clackamas Co.	SE 145th/147th Bike Lanes	SE Clatsop to SE Monner	Widen to construct bike lanes	Reconnect 147th to Sunnyside to provide another access into Happy Valley town center.	✓	\$ 900,000	2006-10	5	bike
7010	amascus L	Pleasant Valley TC	Clackamas Co.	SE 162nd Avenue Bike Lanes	SE Monner to SE Sunnyside	Widen to construct bike lanes	Provide access to Happy Town Center	✓	\$ 340,000	2011-20	5	bike
7011	amascus L	Pleasant Valley TC	Clackamas Co.	SE Monner Bike Lanes	SE 147th to 162nd Avenue	Widen to construct bike lanes	Provide access to Happy Town Center	✓	\$ 340,000	2011-20	5	bike
7019	amascus L	Sunshine Valley RR	Clackamas Co.	242nd Avenue Improvements	Multnomah County line to Highway 212	Reconstruct and widen to three lanes	Provide for a urban to urban connection between Damascus and Gresham.	✓	\$ 4,000,000	2011-20	1	mv
8000	Not mapped	Region	Metro	Bicycle Travel Demand Forecasting Model	Region-wide	Develop regional bicycle travel demand forecasting model		✓	\$ 100,000	2000-05	5	bike
8001	Not mapped	Region	Metro	Bike Safety, Educ. & Encouragement Pilot Project	Region-wide	Encourage bicyclist, pedestrian and motorist safety		✓	\$ 100,000	2000-05	5	bike
8002	Not mapped	Region	Metro	Expand "Bike Central" Program	Selected Regional Centers and Town Centers	Provide shower, locker and storage facilities for bike commuters		✓	\$ 300,000	2006-10	5	bike
8003	Not mapped	Region	Metro	LRT Station Area "Free Bike" Pilot Project	LRT Station Areas throughout the region	Administer free bike program in station areas		✓	\$ 50,000	2011-20	5	bike
8004	Not mapped	Region	Tri-Met	LRT and Transit Station Bike Parking	Selected LRT Station Areas and transit centers	Administer and maintain bicycle lockers		✓	\$ 50,000	2006-10	5	bike
8005	Not mapped	Region	Metro	Regional TOD Projects	Region-wide	Flexible funding program to leverage transit-oriented development		✓	\$20,000,000 - \$40,000,000	2000-20	9	TOD
8028	Not mapped	Region	Tri-Met	Vehicle Purchases	1.5% per year expansion	Vehicle purchases to provide for expanded service		✓	\$ 147,000,000		n/a	n/a
8032	Not mapped	Region	Tri-Met/SMART	Bus Operating Facilities	Region-wide	Bus operating facilities		✓	\$ 105,258,594		3	transit
8035	Not mapped	Region	Tri-Met/SMART	Frequent/Rapid Bus Improvements	Baseline Network	Transit stations, improved passenger amenities, bus priority and reliability improvements		✓	\$ 69,316,200		3	transit
8038	Not mapped	Region	Tri-Met	Tri-Met Park and Ride Lots	Baseline Network	Park-and-ride facilities to serve bus and light rail stations and		✓	\$ 5,006,900		3	transit
8042	Not mapped	Region	SMART	SMART Park and Ride Lots	SMART district	Park-and-ride facilities to serve bus and commuter rail station		✓	\$ 3,400,000		3	transit
8043	Not mapped	Region	Tri-Met/SMART	Bus Stop Improvements	Region-wide	Bus stop improvements region-wide		✓	\$ 8,873,750		3	transit
8046	Not mapped	Region	Tri-Met/SMART	Bus Priority Treatments	Region-wide	Bus Priority Treatments		✓	\$ 17,222,500		3	transit
8052	Not mapped	Region	Metro/Tri-Met	Tri-Met TDM Program	Financially Constrained	Regional employer outreach, transit marketing, vanpool and carpool, station cars and car sharing programs		✓	\$ 14,700,000		14	TDM
8053	Not mapped	Region	Metro/Tri-Met	Region 2040 Initiatives	Region-wide	Implementation of innovative transit solutions in locations with high regional significance		✓	\$ 5,250,000		3	transit
8054	Not mapped	Region	Metro/DEQ	ECO Clearinghouse	Region-wide	Continue provision of ECO information clearinghouse services		✓	\$ 1,050,000		14	TDM

**2000 RTP Financially Constrained Project List -  
August 10, 2000**

RTP #	Subarea	2040 Link	Jurisdiction	Project Name (Facility)	Project Location	Project Description	Project Purpose	RTP Financially Constrained System	Est. Project Cost In 1998 dollars (*** indicates phasing in financially)	RTP Program Years	Primary Modal Type	Primary Mode
8055	Not mapped	Region	Metro/Tri-Met	Exploratory Transportation Management Associations	Region-wide	Exploratory phase for potential TMA's in downtown Portland, Rivergate, Troutdale and Lake Oswego		√	\$ 113,500		14	TDM
8056	Not mapped	Region	Metro/Tri-Met	Future Transportation Management Associations Start-Up	Region-wide	Future implementation of TMA's with employers		√	\$ 3,028,000		14	TDM

## ***APPENDIX 2***

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### **Public Involvement Record (including adopting resolution and ordinance)**



**METRO**

RTP/MTIP Amendment  
Conformity Determination  
(for OTIA bond projects)  
April 26, 2002

**Metro Air Quality  
Conformity Determination  
Public Comment Period**

Metro has prepared a Conformity Determination showing that proposed amendments of the 2000 Regional Transportation Plan (RTP) and the 2002 Metropolitan Transportation Improvement Program (MTIP) will not lead to deterioration of Portland-area air quality. The amendments concern the Oregon Transportation Commission's decision to fund construction of new road, bridge and freeway expansion and preservation projects in the region by issuing bonds authorized by the 2001 Oregon Legislature in the Oregon Transportation Initiatives Act. Pursuant to Metro's public involvement procedures, this Conformity Determination is available for a 30-day public comment period beginning Monday, April 29 and ending Tuesday, May 28, 2002. Copies of the Determination may be requested by calling Metro at (503) 797-1839. Testimony regarding the Determination may be presented at 10 a.m. on May 16 before the Metro Council Transportation Committee at Metro Regional Center, 600 NE Grand Avenue, Portland, Oregon 97232. Comments may also be mailed to this address. Further opportunities to comment on the action will be provided at the regularly scheduled June meetings of Metro's Joint Policy Advisory Committee on Transportation (June 13, 7:30 AM at Metro Regional Center) and the Metro Council. To learn the date of the Metro Council's final action, call 503-797-1900 option 3 after June 12, 2002.

**Notice run on:** Sunday, April 28, 2002  
Sunday Oregonian Classified Legal Ads

**Metro Air Quality  
Conformity Determination  
Public Comment Period  
Second Notice**

Metro has prepared a Conformity Determination showing that proposed amendments of the 2000 Regional Transportation Plan (RTP) and the 2002 Metropolitan Transportation Improvement Program (MTIP) will not lead to deterioration of Portland-area air quality. The amendments concern the Oregon Transportation Commission's decision to fund construction of new road, bridge and freeway expansion and preservation projects in the region by issuing bonds authorized by the 2001 Oregon Legislature in the Oregon Transportation Initiatives Act. Pursuant to Metro's public involvement procedures, this Conformity Determination is available for a 30-day public comment period beginning Monday, April 29 and ending Tuesday, May 28, 2002. Copies of the Determination may be requested by calling Metro at (503) 797-1839. Testimony regarding the Determination may be presented at 10 a.m. on May 16 before the Metro Council Transportation Committee at Metro Regional Center, 600 NE Grand Avenue, Portland, Oregon 97232. Comments may also be mailed to this address. Final opportunity to comment on the action will be provided at the June 27 (tentative) meeting of the Metro

Council. To confirm the date of the Metro Council meeting, call 503-797-1900, option 3, after June 12, 2002.

**Notice run on:** Sunday, May 5, 2002  
Sunday Oregonian Classified Legal Ads

## **Air Quality Conformity Interagency Consultation OTIA Amendment of the 2000 RTP and MTIP**

Summary of Discussion and Agreements reached at 5 March 02 meeting.

Released March 28, 2002

Amended and re-released April 25, 2002

In attendance:

Mike Hoglund, Metro  
Terry Whisler, Metro  
Dave Williams, ODOT  
Alan MacDonald, ODOT  
Dave Nordberg, DEQ  
Fred Patron, FHWA  
Clark Berry, Washington County

### **Proposed Significant Actions**

#### **1. Jackson School Road.**

In February 2002, the Oregon Transportation Commission approved bond funds to construct a new Jackson School interchange at US 26, just outside the Portland urban boundary.

Under agreements with ODOT and DEQ, Metro is responsible for development of quantitative and qualitative determinations of conformity for rural transportation projects that lie outside Metro's political jurisdiction but that are within the boundaries of the Portland-area ozone and carbon monoxide Air Quality Maintenance Area (AQMA). The interchange location is within the AQMA boundary.

The 2000 RTP contains a project to limit turn movements to right-turn in and out only at the proposed interchange location. Consequently, the RTP must be amended to include the complete interchange. This will require a new quantitative analysis to show that the project, considered with all other planned regionally significant projects, will not cause deterioration of the region's air quality (i.e., resultant emissions will not exceed applicable mobile source emissions budgets).

#### **Proposed Action.**

- The RTP financially constrained network map and project table will be amended to show a \$16 million Jackson School Road Interchange.

- Metro has a configuration coded for the interchange project derived from early versions of the 2000 RTP Update. Metro will abstract the coding for comparison with ODOT's current project scope and concept assumptions. Appropriate coding will be inserted into the 2010 financially constrained analysis network.
- Because this project is outside Metro's jurisdiction, no amendment of the MTIP is required to program bonded construction funds. The funds *are* shown in the STIP.

## **2. US 26: Murray/185<sup>th</sup>**

Washington County has proposed to design widening of U.S. 26 from two to three lanes each direction, between Murray Boulevard and 185<sup>th</sup> Avenue. In the 2002 MTIP update, Metro established an STP reserve account of \$359,000 to partially fund this work, contingent on amending the 2000 RTP financially constrained network to include the widening project.

The RTP amendment requires two actions. First, it must be demonstrated that reasonably anticipated revenue exists sufficient to construct the new travel lanes within the 2020 horizon of the RTP. Second, the project must be modeled to demonstrate air quality conformity.

**Financial Constraint:** The OTIA bond program represents over \$100 million of new funding to construct road, bridge and freeway modernization and preservation projects in the Portland area. Prior to the OTC's approval of the bond program, it was assumed that non-OTIA sources of reasonably anticipated funds would be used to construct six modernization projects identified in the financially constrained RTP system. These six projects were then awarded the OTIA funds. Therefore, the originally anticipated funds are now freed by the OTIA program for assumed application to other projects, including the widening project proposed by Washington County. Additionally, Washington County can assume receipt of ongoing MSTIP funding that is anticipated to continue after completion of the current approved set of MSTIP projects in 2006. Future MSTIP allocations at current funding levels are projected to yield approximately \$22 million annually (2002 dollars) through 2020. . It is therefore reasonable to assume that

between these revenue sources, funding for the current estimate of \$26 million can be obtained for the widening project.

During the meeting, Washington County proposed a two phased project: Murray to Cornell by 2010 and Cornell to 185<sup>th</sup> by 2020. Rough cost estimates for these sections are approximately \$7 million and \$19 million. Metro has coded links for these phases in the Priority Network. Metro proposes to use these coded links in the quantitative analysis, after confirming with ODOT that they are appropriate.

At the meeting, the County's representative questioned the accuracy of the Cornell/185<sup>th</sup> cost estimate, given that the Murray/Cornell and Cornell/185<sup>th</sup> phases are of roughly equal distance and little if any right of way or other obvious engineering obstacles appear to explain the large cost discrepancies. Completion of the MTIP-funded engineering work will tighten the estimates. The revised, more accurate cost estimate can then be amended into the RTP during the scheduled update in 2003.

Two days after the meeting, Washington County requested that the modeling assumptions agreed at the meeting (i.e., completion of Murray/Cornell by 2010 and Cornell/185<sup>th</sup> by 2020) be amended to reflect complete buildout of the widening to 185<sup>th</sup> by 2010. Metro staff believes that this is a reasonable request since the funds released for modernization by the OTIA program are far in excess of \$26 million. Again, the project cost estimate is very preliminary and no construction phase will be authorized by the RTP amendment. Conformity of the project will only result in release of \$359,000 of federal funding for payment of partial costs to design the project. If, by 2003, it appears that a 2010 construction date is infeasible, or that costs are dramatically higher or lower than presently assumed, the financially constrained network assumptions can be amended.

#### **Proposed Action.**

- In the quantitative analysis, Metro will model a single-phase project that widens US 26 from four lanes to six, from Murray to 185<sup>th</sup> by 2010 as coded in the current RTP Priority Network.

- Metro will amend the 2000 RTP Financially Constrained Network to reflect the project, as described above.
- Metro will amend the MTIP to program the \$359,000 of STP Reserve funds to a project titled "US 26 Widening PE: Murray/185<sup>th</sup>."

### **3. Sunrise Corridor**

**Phase 1, Unit 1.** The Metro Council has allocated \$2.0 million of STP funds for land use planning and to analyze environmental implications of constructing Phase 1, Unit 1 of the Sunrise Corridor limited access highway. As modeled in the 200 RTP, this project would improve the existing I-205/224 Interchange and build a four-lane limited access highway east to a connection with Hwy 212 at 122<sup>nd</sup> Avenue. This would enable large volumes of trucks to by-pass the problematic I-205/Hwy 212/224 interchange to the south, alleviating a distinct safety and operational problem. The RTP financially constrained element reserves approximately \$76 million for completion of Unit 1.

#### **Proposed Action.**

- Upon further review after the meeting, Metro believes it is appropriate to change the Unit 1 start date from 2005 to 2010. There is no basis at this time for amending the Unit 1 scope or concept from that reflected in the current RTP modeling.
- The \$2.0 allocated in the 2002 MTIP for planning activity can proceed immediately, as planning and engineering to support environmental analysis are activities exempt from quantitative analysis. Concerns about the NEPA analysis were discussed at the meeting and are summarized below.

**Phase 1 Environmental Issues.** As discussed above, there is consensus that the Sunrise Corridor Phase 1, Unit 1 is a project that possesses independent utility; that is, it merits construction as a stand-alone project and not as the first phase of a larger program of improvements. However, as envisioned in the RTP, Unit 1 is also part of the larger two-unit "*Sunrise Corridor, Phase 1: I-205 to Rock Creek Junction*" concept whose cost is estimated to be \$180 million. The completed Phase 1 concept would construct a four-lane limited access facility parallel to Hwy 212 to a junction at Rock

Creek. The Phase 1 **concept** is endorsed by the RTP. However, the RTP acknowledges that the **scope** of Phase 1 implementation, beyond Unit 1 construction, is outside the region's 20-year financial capacity. Specifically, none of the Unit 2 links are presently modeled in the financially constrained network, nor does Metro propose to model them in the current determination. This raises two issues.

- i. **Tier 1 Corridor EIS.** Phase 1, *including Unit 2*, is part of a four-phase program of improvements endorsed by the RTP to modernize the entire Highway 212 corridor linking I-205 to US 26 at a cost exceeding \$520 million. Concern has been expressed by ODOT and FHWA that the scope and concept of the complete Phase 1 project may not reflect independent utility; that perhaps it only makes sense to pursue construction to Rock Creek as a first step of the entire I-205 to US 26 improvement program. Federal NEPA guidelines, under this interpretation, would require that total program impacts on the entire corridor be assessed, not simply potential impacts of a Phase 1, I-205/Rock Creek project. To address this segmentation issue, ODOT is considering a Sunrise Corridor: I-205/US 26 Tier 1 EIS.

ODOT is concerned though that the Phase 1, Unit 1 project *scope* approved in the financially constrained network, and the more ambiguously endorsed Phase 1 *concept*, for which inadequate construction funds are acknowledged, will not support ODOT's intention to conduct a Tier 1 assessment of the much larger I-205 to US 26 corridor program.

#### **Proposed Action.**

- At ODOT's request it was agreed that the RTP financially constrained project list will be amended to identify a "Sunrise Corridor: I-205/US 26 Tier 1 EIS" costing approximately \$1.0-2.0 million.
- The Staff Report approving the MTIP amendments needed to program the bond projects will include text discussion clarifying what is approved in the RTP for construction (i.e., Phase 1, Unit 1) versus what the Plan endorses: a coordinated land-use planning and NEPA process to select a long range corridor alternative whose implementation is expected to stretch beyond the Plan's 20-year planning

horizon and financial capacity. The outcome of that planning process may or may not be the current Unit 2 concept.

- The RTP financially constrained system will be amended to remove Project #5003 (Sunrise Corridor Phase 1) and will instead create "Project # 5021 - Hwy 224 Extension: I-205 to Hwy 212/122<sup>nd</sup> interchange" to reflect the \$73 million currently authorized for construction of a stand-alone improvement within the corridor possessing utility independent of any additional Sunrise Highway phases.

- ii. **Unit 2 Protective Right of Way Purchases.** Clackamas County desires environmental clearance for Phase 1 in order to begin protective acquisition of Unit 2 right of way within the corridor and to position itself to secure federal earmarks for the project. Environmental clearance is needed to initiate right of way purchases. FHWA has confirmed that completion of a Tier 1 EIS, yielding a locational decision, will support use of federal funds for protective right of way purchases. After completion of proposed Damascus area land use planning and ODOT's EIS work, and amendment of the RTP financially constrained system to identify an approved Phase 1 project, Clackamas County will be free to purchase land with any of the \$73 million not needed to construct the Hwy 224 Extension. The County could also buy land with new funds not previously assumed in the RTP financial assumptions (e.g., a federal earmark or LID funds).

**Proposed Action.**

- The RTP will model only construction of the Hwy 224 Extension (formerly conceptualized as Unit 1 of Phase 1).
- Clackamas County may only initiate protective right of way purchases after completion of proposed Damascus area land use planning, federal approval of a Tier 1 Sunrise Corridor EIS, whose scope may include an eastern terminus at US 26, but which may be less, as determined by FHWA, and amendment of the 2000 RTP financially constrained system to include a regionally approved Sunrise Highway, Phase 1 project.

#### **4. Bond Funded Highway Projects.**

Five other regionally significant projects were awarded OTIA funding for construction in the Portland-urban area:

- RTP ID #4022: the East End Connector in the City of Portland ( 2000-05);
- RTP ID #5066: Sunnyside Road widening: 122<sup>nd</sup>/142<sup>nd</sup> (2006-10);
- RTP ID #6090: Boeckman Road extension in Wilsonville (2006-10);
- RTP ID #6066: I-5/Nyberg Overcrossing widening in Tualatin (2000-05); and
- RTP ID #3007: US 26: Hwy 217to Camelot Court - construction of an east bound climbing lane.

Each of these projects is included in the financially constrained network of the 2000 RTP. Some are reflected in the 2005 analysis year network used to conform the RTP in 2001. All are reflected in the 2010 conformity network. It is Metro's understanding that the scope and concept of the projects approved for bonded construction are consistent with the model assumptions used to conform the 2000 RTP.

#### **Proposed Action.**

- Metro will abstract project plots and ask ODOT design staff to confirm that current design concepts remain consistent with the modeled assumptions. At this time though, ODOT staff is free, with respect to air quality issues, to proceed with preliminary engineering activity.
- Metro will amend the MTIP to program bond funds awarded to the projects.

As noted, this report reflects agreements made through inter-agency consultation. The agreements are subject to further review, discussion, and approval through proposed RTP amendments, MTIP amendments, and a conformity determination. Please contact Terry Whisler by return e-mail if you wish to suggest revisions to this summary of the meeting and its agreements. Any e-mails and staff response to them will be included as part of the Conformity process public record.

## ***APPENDIX 3***

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### **Quantitative Analysis Protocol**



**METRO**

RTP/MTIP Amendment  
Conformity Determination  
(for OTIA bond projects)  
April 26, 2002



## Air Quality Conformity Analysis Protocol

### Mobile Source Emissions Budget Years

*Note: There were no changes to this Appendix than those noted on page 3.*

For the Oregon portion of the Portland-Vancouver airshed, emission budgets have been set for various sources of pollutants (mobile, point, and area) and are included in the SIP and in the region's Ozone and Carbon Monoxide Maintenance Plans. The 2000 RTP must conform to the SIP mandated mobile emissions budgets. Mobile emissions budgets are set for winter carbon monoxide (CO) and for two summer ozone precursors: nitrogen oxides (NOx), and hydrocarbons (HC).

The region's approved Maintenance Plans identify two sets of budget years, one set for winter CO and one set for summer ozone precursors (NOx and HC). The CO budget years are 2001, 2003, 2007, 2010, 2015 and 2020. The ozone budget years are 1999, 2001, 2003, 2006, 2010, 2015 and 2020. In addition, a plan horizon year must also be evaluated. For the 2000 RTP, the horizon year is 2020. Table 1 shows the budget years and associated emissions budgets.

Table 1  
2000 RTP Mobile Emissions Budgets<sup>1</sup>

	Winter CO (thousand pounds/day)	Summer HC (tons/day)	Summer NOx (tons/day)
1999	n/a	52	56
2001	864	47	54
2003	814	44	52
2006	n/a	41	51
2007	763	n/a	n/a
2010	760	40	52
2015	788	40	55
2020	842	40	59

### Relationship of Budget Years to Analysis Years

On March 28, 2002, Metro and DEQ staff met and reviewed the conformity requirements. In general, it was agreed that the prior conformity quantitative analysis should serve as the model for the current analysis as very few changes in conditions have occurred in the interim. The process is technically complex and requires extensive staff and computer time and is, therefore, expensive. Metro fully models as few analysis years as possible to the degree the rules allow. As permitted by the conformity rule, Metro identifies and models key analysis years and interpolates between them to establish that regional mobile emissions meet all established emissions budgets.

<sup>1</sup> Budgets are from the Maintenance Plan adopted in 1996.

This approach is acceptable under the federal rule and is called out in its preamble as follows: "A full regional emissions analysis must be performed for each pollutant and precursor for the last year of the transportation plan's forecast period (i.e., 2020) and the attainment year (i.e. 1998<sup>2</sup>). For the other years for which the *budget test* is required to be demonstrated, the estimate of regional emissions does not necessarily need to be based on a full regional emissions analysis performed for the specific year; the estimate of regional emissions may be based on an interpolation between the years for which the full regional emissions analysis was performed." The rules go on to note that analysis years must be no more than ten years apart and must include the transportation plan's horizon year (i.e. 2020).

Table 2 identifies the years for which a full conformity analysis was performed and the years for which interpolation was performed for both summer ozone precursors and winter carbon monoxide. A full model analysis was performed for a base year of 1998 and the 2000 RTP horizon year of 2020. Trip tables prepared for these two analysis years were then interpolated to provide inputs for the 2005 and 2010 analysis years. New trip assignments were prepared for 2005 and 2010. Data for all other budget years were interpolated between these four full analysis years. As a result, the full analysis years include a 1998 base year, and 2005, 2010, and 2020. Interpolation years include 1999, 2001, 2003, 2006, 2007, and 2015.

*Table 2*  
**2000 Regional Transportation Plan Conformity Analysis Years**

Year	Carbon Monoxide (winter)		Ozone Precursors (HC and NOx) (summer)	
	Full Analysis	Interpolate	Full Analysis	Interpolate
1998 <sup>3</sup>	X		X	
1999		X		X
2001		X		X
2003		X		X
2005 <sup>4</sup>	X		X	
2006				X
2007		X		
2010	X		X	
2015		X		X
2020	X		X	

## Regional Travel Demand Model Inputs, Assumptions and Methodology

For a full analysis, air quality conformity requires demand model outputs such as vehicle miles traveled, trip ends, and network speeds. Emissions calculations are performed on a link-by-link and matrix basis for stabilized emissions and trip end emissions, respectively. As noted, a full demand model analysis is both computer- and labor-intensive. Metro's model requires the following inputs to be assembled or created, if not already available (for a given year):

- Population and employment forecasts

<sup>2</sup> As approved by the Department of Environmental Quality.

<sup>3</sup> The base year will be 1998.

<sup>4</sup> While not a budget year, 2005 was selected for full modeling to take advantage of the existing 2005 network used in previous air quality conformity determinations. The network was revised to reflect the 2000 RTP financially constrained system.

- Transit fare and parking cost data
- Transit network assumptions (PM peak, Midday; including bus routes and park & ride sheds)
- Highway network definitions (PM peak, Midday)
- Vehicle emission factors

The model run consists of the following steps:

- Trip generation (e.g., how many total trips are expected in the region)
- Destination choice (e.g., determination of where each of the approximately 5 million daily trips are coming from and going to)
- Mode choice
- Time of day identifications (AM peak, PM peak, midday, rest of the day)
- Assignment of trips to the network (path choice)

In addition, air quality conformity model runs require stratification of the trips by inspection maintenance area (Oregon I/M, Washington State I/M, and Non-inspected). Once the data are assembled and the demand model steps are completed, the results are used for the calculation of emissions. Ozone and CO gases are computed, and then reported in various geographies depending on the project requirements.

In summary, the conformity quantitative analysis approved in January 2001 performed a full model analysis for a base year of 1998 and the 2000 RTP horizon year of 2020. Trip tables prepared for these two analysis years were then interpolated to provide inputs for the 2005 and 2010 analysis years. New trip assignments were prepared for 2005 and 2010. Data for all other budget years were interpolated between these four analysis years. The interpolated results were then compared to actual emission budgets to establish that the 2000 Regional Transportation Plan conformed to emissions budgets in all years for which they are established in the region's CO and Ozone maintenance plans.

***The current quantitative analysis differed from this protocol in the following ways.***

Metro's modeling staff were provided a preliminary list of changes to the 2020 Financially Constrained system. The most significant of these was the US 26/Jackson School Road interchange and U.S. 26 widening. The effects of these projects were tested for their impacts on zone-to-zone travel times in order to determine whether a full model run was necessary. Specifically, auto assignments were run on the pre-edit and post-edit networks using the original PM 2-hour peak trip table.

The few zone pairs that experienced significant (greater than half-minute) changes in travel time were those which affected very small numbers of trips. Hence, distribution and mode choice patterns would not vary between the original and revised networks. Consequently, the original vehicular trip table was determined to be valid for use in the following steps of the analysis. In particular, even though the trip table used in the new analysis is the same as that used in the 2001 analysis, new route choices generated by all the previously discussed system changes were free to occur during the assignment process. Resulting VMT and speed changes from such variations were then accounted for in the overall emissions analysis.

Adjustments were made in the peak period trip tables to account for several park-and-ride lot location changes (around Gateway / 102nd Avenue and Milwaukie). As vehicles altered their lot choice, the VMT and speed impacts were captured in the analysis. These trip tables were assigned on the edited 2005, 2010, and 2020 networks when the full list of network changes became available. The trip assignment and emission computation methods were consistent with those used in 2001.

## ***APPENDIX 4***

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### **Transportation Analysis Zone (TAZ) Assumptions**



**METRO**

RTP/MTIP Amendment  
Conformity Determination  
(for OTIA bond projects)  
April 26, 2002



## 2000 Regional Transportation Plan Transportation Analysis Zone Assumptions

2040 Grouping	2040 Group Characteristics	2020 Intersection Density (connections per mile)	2020 Parking Factors (indexed to CBD in '94 dollars)	2020 Transit Pass Factor (% of Full Fare)	2020 Fareless Areas (for internal trips)
		FC	FC	FC	FC
<b>Central City 1</b> Downtown Business District	Highest planned employment and housing density in the region, with highest level of access by all modes. LRT exists and current land uses reflect planned mix and densities.	20	6.08	60%	X
<b>Central City 2</b> Lloyd District	Highest planned employment and housing density in the region, with highest level of access by all modes. LRT exists and current land uses reflect planned mix and densities.	20	3.94	60%	X
<b>Central City 3</b> Central Eastside Industrial District	Planned high employment and housing density, with highest level of access by all modes. LRT exists and current land uses do not reflect planned mix and densities.	20	2.96	65%	
<b>Central City 4</b> River District and Northwest	Planned high employment and housing density, with highest level of access by all modes. LRT exists and current land uses approach planned mix and densities.	20	3.94	65%	
<b>Central City 5</b> North Macadam District	Planned high employment and housing density, with highest level of access by all modes. LRT exists and current land uses do not reflect planned mix and densities.	18	3.04	65%	
<b>Regional Centers - Tier 1</b> Gresham, Gateway, Beaverton, Hillsboro	Planned high employment and housing density, with highest level of access by all modes. LRT exists and current land uses approach planned mix and densities.	>14	0.80	80%	X
<b>Regional Centers - Tier 2</b> Washington Square, Milwaukie, Clackamas, Oregon City	Planned high employment and housing density, with highest level of access by all modes; planned LRT. Current land uses do not reflect planned mix and densities.	>10	0.60	95%	

(FC) 2020 Financially Constrained System

2040 Grouping	Group Characteristics	2020 Intersection Density (connections per mile)	2020 Parking Factors (indexed to CBD in '94 dollars)	2020 Transit Pass Factor (% of Full Fare)	2020 Fareless Areas (for internal trips)
		FC	FC	FC	FC
Station Communities Tier 1 Banfield Corridor Westside Corridor	High housing density mixed with commercial services; highest level of access for transit, bike and walk; existing LRT.	>12	0.80	80%	
Station Communities Tier 2 South/North Corridor	Planned high housing density mixed with commercial services, with high level of transit, bike and walk; planned LRT. Current land uses do not reflect planned mix and densities.	>10	0.60	95%	
Town Centers - Tier 1 St. Johns Hollywood, Lents, Rockwood, Lake Oswego, Tualatin, Forest Grove	Moderate housing and employment density planned, with high level of access by all modes. Currently has good mix of uses, well connected street system and good transit.	>16	0.45	85%	
Town Centers - Tier 2 West Portland, Raleigh Hills, Hillsdale, Gladstone, West Linn, Sherwood, Sunset, Wilsonville, Cornelius, Orenco	Moderate housing and employment density planned, with high level of access by all modes. Currently has some mix of uses, moderately connected street system and some transit. Existing topography or physical barriers may limit bike and pedestrian travel.	>10	0.36	100%	
Town Centers - Tier 3 Fairview/Wood Village, Troutdale, Happy Valley, Lake Grove, Farmington, Cedar Mill, Tannasbourne	Moderate housing and employment density planned, with high level of access by all modes. Currently has modest mix of uses, poorly connected street system and poor transit. Existing topography or physical barriers may limit bike and pedestrian travel.	>8	0.28	100%	
Town Centers - Tier 4 Pleasant Valley, Damascus, Bethany, Murrayhill	Moderate housing and employment density planned, with high level of access by all modes. Currently undeveloped or developing urban uses, with skeletal street system and poor transit. Existing topography or physical barriers may limit bike and pedestrian travel.	>8	0.18	100%	
Mainstreets - Tier 1 Eastside Portland to 60 <sup>th</sup>	Moderate housing and employment density planned, with high level of access by all modes. Currently has good mix of uses, well connected street system and good transit.	>14	0.45	100%	
Mainstreets - Tier 2 Remaining Region	Moderate housing and employment density planned, with high level of access by all modes. Currently has some mix of uses, moderate connectivity and some transit.	>8	0.36	100%	

2040 Grouping	Group Characteristics	2020 Intersection Density (connections per mile)	2020 Parking Factors (indexed to CBD in '94 dollars)	2020 Transit Pass Factor (% of Full Fare)	2020 Fareless Areas (for internal trips)
		FC	FC	FC	FC
<b>Corridors Full Region</b>	Moderate housing and employment density planned, with high level of access by all modes. Currently has modest mix of uses, moderate connectivity and some transit.	>10	None	100%	
<b>Inner Neighborhoods Full Region</b>	Low density housing planned, with moderate level of access by all modes. Currently has moderate connectivity and some transit.	>10	None	100%	
<b>Outer Neighborhoods - Tier 1 Current Urban Areas</b>	Low density housing planned, with moderate level of access by all modes. Currently has poorly connected street system and little transit.	>8	None	100%	
<b>Outer Neighborhoods - Tier 2 Urban Reserve Areas</b>	Low density housing planned, with moderate level of access by all modes. Currently has skeletal street system and no transit.	>6	None	100%	
<b>Employment Areas Full Region</b>	Low density employment planned, with moderate level of access by all modes. Currently has poorly connected street system and limited transit.	>8	None	100%	
<b>Industrial Areas - Tier 1</b> Rivergate, Swan Island, Airport	Low density employment planned, with high level of access by rail and truck freight, and moderate access by other modes. Currently has somewhat connected street system and some transit.	>10	None	100%	
<b>Industrial Areas - Tier 2</b> South Shore, Clackamas, Tualatin, Beaverton, Sunset	Low density employment planned, with high level of access by rail and truck freight, and moderate access by other modes. Currently has developing street system and poor transit.	>8	None	100%	
<b>Greenspaces</b> Same as Tier 2 Outer Neighborhoods.	Recreational uses are planned, with moderate level of access by all modes	>6	None	100%	
<b>Rural Reserves</b> Same as Tier 2 Outer Neighborhoods.	Urban uses are not planned in the foreseeable future. Currently has skeletal street system and no transit.	>6	None	100%	
<b>Special Area 1</b> Portland International Airport	<i>These places are relatively small geographic areas with special characteristics.</i>	*	6.14	60%	
<b>Special Area 2</b> Oregon Health Sciences University		*	1.86	60%	
<b>Special Area 3</b> Oregon Zoo		*	1.86	100%	
<b>Special Area 4</b> SMART (Wilsonville)		*	*	*	X

\* Use parent zone values.

8/10/00

## STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 02-3186, FOR THE PURPOSE OF AMENDING THE METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO INCLUDE STATE BOND FUNDS; TO PROGRAM PE FUNDS FOR US 26 WIDENING; AND APPROVAL OF A CONFORMITY DETERMINATION FOR THESE ACTIONS AND THOSE OF ORDINANCE 02-945, WHICH AMENDS THE REGIONAL TRANSPORTATION PLAN (RTP).

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Date: May 7, 2002

Prepared by: Terry Whisler  
Planning Department

This resolution amends the MTIP to program about \$100 million of state bond funds that derive from the 2001 Oregon Transportation Investment Act (OTIA) to 17 projects. It permits \$359,000 of reserve Surface Transportation Program (STP) funds to be used for design of a project to widen U.S. 26 to three lanes in each direction between the Murray Boulevard and SW 185th Avenue interchanges. Finally, it approves a Conformity Determination prepared by Metro which shows that these actions, and related RTP amendments effected by Ordinance 02-945, will conform with the State Implementation Plan for maintenance of the region's air quality.

### 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. The Oregon Department of Transportation (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 A 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 B 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 SW 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 (82<sup>nd</sup> 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 122<sup>nd</sup> 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 212/122<sup>nd</sup> 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.

## ANALYSIS/INFORMATION

1. **Known Opposition.** There is no known opposition to approval of these programming actions. 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.** This resolution does three things. First, it approves amendment of 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 2001 Oregon Transportation Investment Act (OTIA). Second, it amends the MTIP to allocate \$359,000 of reserve STP funds for design of a project to widen U.S. 26 to three lanes in each direction between the Murray Boulevard and SW 185th Avenue interchanges. Finally, it approves a Conformity Determination prepared by Metro which shows that these actions, and related RTP amendments effected by Ordinance 02-945, will conform with the State Implementation Plan for maintenance of the region's air quality.
4. **Budget Impacts.** There would be no effects on Metro's budget from adoption of this Resolution.

## RECOMMENDED ACTION

The Council approve Resolution 02-3186.

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