

A G E N D A

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1542 | FAX 503 797 1793



METRO

Agenda

MEETING: METRO COUNCIL REGULAR MEETING
DATE: June 20, 2002
DAY: Thursday
TIME: 2:00 PM
PLACE: Metro Council Chamber

CALL TO ORDER AND ROLL CALL

1. INTRODUCTIONS
2. CITIZEN COMMUNICATIONS
3. METROPOLITICS Orfield
4. METRO COMMITTEE FOR CITIZEN INVOLVEMENT
CHAIR REPORT Kyle
5. EXECUTIVE OFFICER COMMUNICATIONS
6. AUDITOR COMMUNICATIONS
 - Event Settlements
7. CONSENT AGENDA
- 7.1 Consideration of Minutes for the June 13, 2002, Metro Council Regular Meeting.
8. ORDINANCES - FIRST READING
- 8.1 **Ordinance No. 02-956**, Amending the FY 2001-02 Budget and Appropriations Schedule for the Purpose of Transferring \$28,039 from the General Revenue Bond Fund Contingency to Capital Outlay to Complete the Council Chambers Camera Project; and Declaring an Emergency.

9. RESOLUTIONS

- 9.1 **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 No. 02-945 that Amends the Regional Transportation Plan. *(Public Hearing)* Monroe
- 9.2 **Resolution No. 02-3191**, For the Purpose of Appointing Judy Rice to the MERC Commission. Bragdon
- 9.3 **Resolution No. 02-3197**, For the Purpose of Requesting Informal Advice from the Metropolitan Policy Advisory Committee Regarding Taxi Regulation on a Regional Basis. Bragdon
10. **EXECUTIVE SESSION HELD PURSUANT TO ORS 192.660 (1) (d) FOR THE PURPOSE OF DELIBERATING WITH PERSONS DESIGNATED TO CONDUCT LABOR NEGOTIATIONS.**
- 10.1 **Resolution No. 02-3204**, For the Purpose of of Ratifying the Tentative Labor Agreement Between AFSCME Local 3580 and Metro and Revising the Non-Represented Employee Pay Plan. Burkholder

11. COUNCILOR COMMUNICATION

ADJOURN

Cable Schedule for Week of June 20, 2002 (TVTV)

	Sunday (6/23)	Monday (6/24)	Tuesday (6/25)	Wednesday (6/26)	Thursday (6/20)	Friday (6/21)	Saturday (6/22)
CHANNEL 11 (Community Access Network) (most of Portland area)		4:00 PM				2:00 PM	
CHANNEL 21 (TVTV) (Washington Co., Lake Oswego, Wilsonville)	12:00 PM			7:00 PM 11:00 PM		7:00 PM 11:00 PM	
CHANNEL 30 (TVTV) (NE Washington Co. - people in Wash. Co. who get Portland TCI)	12:00 PM			7:00 PM 11:00 PM		7:00 PM 11:00 PM	
CHANNEL 30 (CityNet 30) (most of City of Portland)	8:30 PM	8:30 PM					
CHANNEL 30 (West Linn Cable Access) (West Linn, Rivergrove, Lake Oswego)	4:30 PM			5:30 AM	1:00 PM 5:30 PM	3:00 PM	
CHANNEL 32 (ATT Consumer Svcs.) (Milwaukie)		10:00 AM 2:00 PM 9:00 PM					

PLEASE NOTE THAT ALL SHOWING TIMES ARE TENTATIVE BASED ON THE INDIVIDUAL CABLE COMPANIES' SCHEDULES. PLEASE CALL THEM OR CHECK THEIR WEB SITES TO CONFIRM SHOWING TIMES.

<i>Portland Cable Access</i>	www.pcatv.org	<i>(503) 288-1515</i>
<i>Tualatin Valley Television</i>	www.tvca.org	<i>(503) 629-8534</i>
<i>West Linn Cable Access</i>	www.ci.west-linn.or.us/CommunityServices/htmls/wltvsked.htm	<i>(503) 650-0275</i>
<i>Milwaukie Cable Access</i>		<i>(503) 652-4408</i>

Agenda items may not be considered in the exact order. For questions about the agenda, call Clerk of the Council, Chris Billington, 797-1542. Public Hearings are held on all ordinances second read and on resolutions upon request of the public. Documents for the record must be submitted to the Clerk of the Council to be considered included in the decision record. Documents can be submitted by email, fax or mail or in person to the Clerk of the Council. For assistance per the American Disabilities Act (ADA), dial TDD 797-1804 or 797-1540 (Council Office).

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Consideration of the June 13, 2002 Regular Metro Council Meeting minutes.

Metro Council Meeting
Thursday, June 20, 2002
Metro Council Chamber

Agenda Item Number 8.1

Ordinance No. 02-956, Amending the FY 2001-02 Budget and Appropriations Schedule for the Purpose of Transferring \$28,039 from the General Revenue Bond Fund Contingency to Capital Outlay to Complete the Council Chambers Camera Project; and Declaring an Emergency

First Reading

Metro Council Meeting
Thursday, June 20, 2002
Metro Council Chamber

BEFORE THE METRO COUNCIL

AN ORDINANCE AMENDING THE FY 2001-02)	ORDINANCE NO. 02-956
BUDGET AND APPROPRIATIONS SCHEDULE FOR)	
THE PURPOSE OF TRANSFERRING \$28,039 FROM)	
THE GENERAL REVENUE BOND FUND)	Introduced by Councilor Rex
CONTINGENCY TO CAPITAL OUTLAY TO)	Burkholder
COMPLETE THE COUNCIL CHAMBERS CAMERA)	
PROJECT; AND DECLARING AN EMERGENCY)	

WHEREAS, The Metro Council has reviewed and considered the need to transfer appropriations within the FY 2001-02 Budget; and

WHEREAS, The need for the transfer of appropriation has been justified; and

WHEREAS, Adequate funds exist for other identified needs; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. That the FY 2001-02 Budget and Schedule of Appropriations are hereby amended as shown in the column entitled "Revision" of Exhibits A and B to this Ordinance for the purpose of transferring \$28,039 from the General Revenue Bond Fund Contingency to Capital Outlay to complete the council chambers camera project;
2. This Ordinance being necessary for the immediate preservation of the public health, safety or welfare of the Metro area in order to meet obligations and comply with Oregon Budget Law, an emergency is declared to exist, and this Ordinance takes effect upon passage.

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

Carl Hosticka, Presiding Officer

ATTEST:

Approved as to Form:

Recording Secretary

Daniel B. Cooper, General Counsel

Exhibit A
Ordinance No. 02-956
FY 2001-02 SCHEDULE OF APPROPRIATIONS

	<u>Current</u> <u>Appropriation</u>	<u>Revision</u>	<u>Amended</u> <u>Appropriation</u>
GENERAL REVENUE BOND FUND			
Construction Account			
Capital Outlay - Metro Regional Ce	\$136,100	\$28,039	\$164,139
Subtotal	<u>136,100</u>	<u>28,039</u>	<u>164,139</u>
Project Account			
Capital Outlay - Washington Park P	171,973	0	171,973
Capital Outlay - Expo Center Hall D	1,000,000	0	1,000,000
Subtotal	<u>1,171,973</u>	<u>0</u>	<u>1,171,973</u>
Debt Service Account			
Debt Service - Metro Regional Cent	1,788,435	0	1,788,435
Debt Service - Expo Center Hall D	1,008,625	0	1,008,625
Debt Service - Washington Park Par	432,233	0	432,233
Subtotal	<u>3,229,293</u>	<u>0</u>	<u>3,229,293</u>
General Expenses			
Interfund Transfers	50,000	0	50,000
Contingency	300,000	(28,039)	271,961
Subtotal	<u>350,000</u>	<u>(28,039)</u>	<u>321,961</u>
Unappropriated Balance	2,082,033	0	2,082,033
Total Fund Requirements	<u>\$6,969,399</u>	<u>\$0</u>	<u>\$6,969,399</u>

All other Appropriations Remain as Previously Adopted

Exhibit B
Ordinance No. 02-956
FY 2001-02 LINE ITEM DETAIL

General Revenue Bond Fund

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
Construction Account							
<i>Capital Outlay</i>							
METRO REGIONAL CENTER							
<i>CAPNON Capital Outlay (Non-CIP Projects)</i>							
5720	Buildings & Related (non-CIP)		0		0		0
5750	Office Furn & Equip (non-CIP)		136,100		28,039		164,139
Total Capital Outlay			\$136,100		\$28,039		\$164,139
TOTAL CONSTRUCTION ACCOUNT			\$136,100		\$28,039		\$164,139
Project Account							
<i>Materials & Services</i>							
EXPO CENTER HALL D EXPANSION							
<i>SVCS Services</i>							
5240	Contracted Professional Svcs		0		0		0
<i>IGEXP Intergov't Expenditures</i>							
5310	Taxes (Non-Payroll)		0		0		0
<i>INCGEX Internal Charges for Services</i>							
5400	Charges For Services		0		0		0
Total Materials & Services			\$0		\$0		\$0
<i>Capital Outlay</i>							
EXPO CENTER HALL D EXPANSION							
<i>CAPCIP Capital Outlay (CIP Projects)</i>							
5725	Buildings & Related		1,000,000		0		1,000,000
WASHINGTON PARK PARKING LOT							
<i>CAPCIP Capital Outlay (CIP Projects)</i>							
5715	Improve-Oth thn Bldg (CIP)		171,973		0		171,973
Total Capital Outlay			\$1,171,973		\$0		\$1,171,973
TOTAL PROJECT ACCOUNT			\$1,171,973		\$0		\$1,171,973
Debt Service Account							
<i>Debt Service</i>							
METRO REGIONAL CENTER							
<i>REVBND Revenue Bond Payments</i>							
5630	Revenue Bond Pmts-Principal		615,000		0		615,000
5635	Revenue Bond Payments-Interest		1,173,435		0		1,173,435
EXPO CENTER HALL D EXPANSION							
<i>LOAN Loan Payments</i>							
5610	Loan Payments - Principal		157,233		0		157,233
5615	Loan Payments - Interest		851,392		0		851,392
WASHINGTON PARK PARKING LOT							
<i>LOAN Loan Payments</i>							
5610	Loan Payments - Principal		194,420		0		194,420
5615	Loan Payments - Interest		237,813		0		237,813
TOTAL DEBT SERVICE ACCOUNT			\$3,229,293		\$0		\$3,229,293

FY 2001-02 LINE ITEM DETAIL

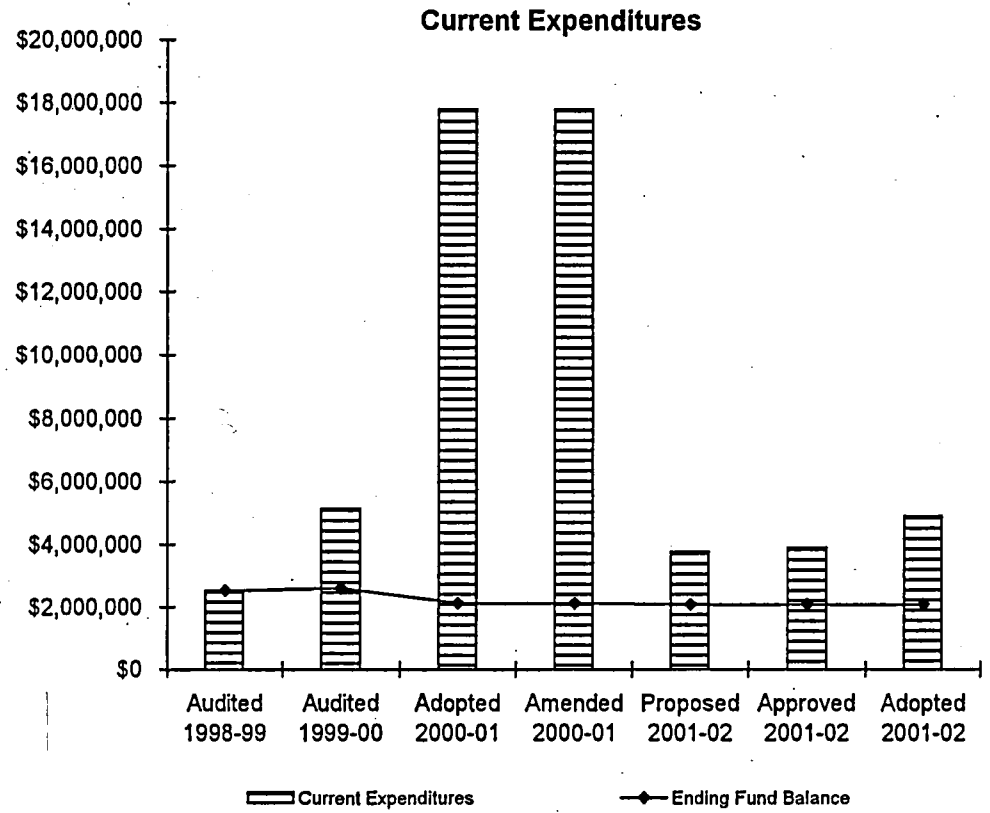
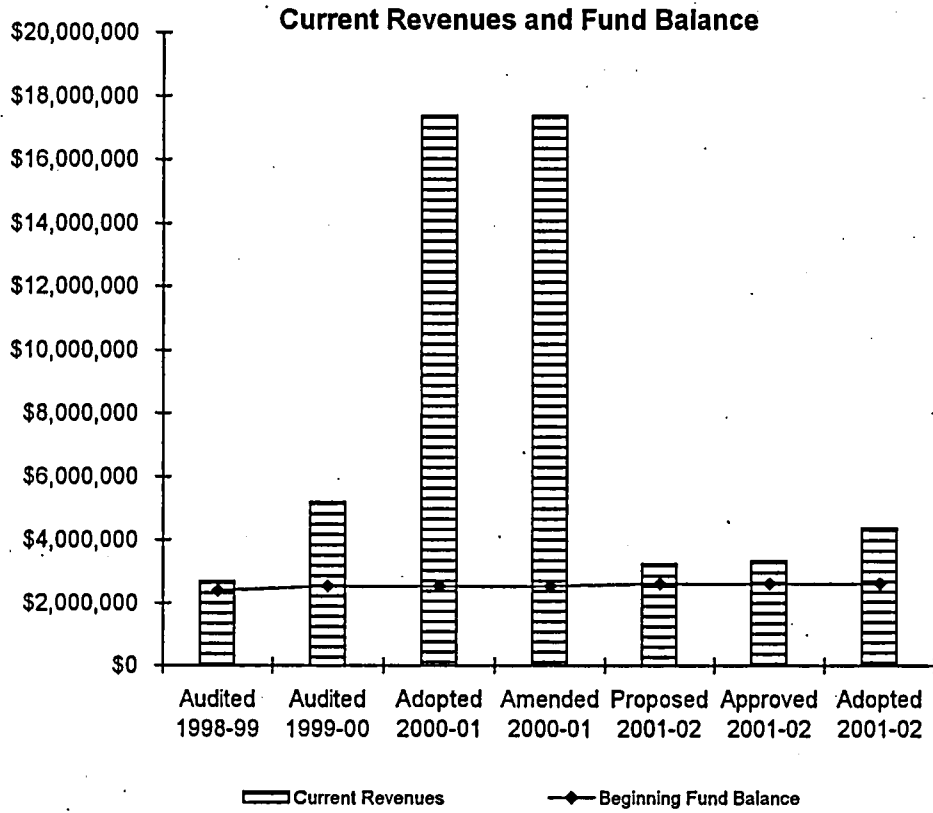
General Revenue Bond Fund

ACCT	DESCRIPTION	<u>Current Budget</u>		<u>Revision</u>		<u>Amended Budget</u>	
		FTE	Amount	FTE	Amount	FTE	Amount
General Expenses							
<i><u>Interfund Transfers</u></i>							
<i>EQTCHG</i>	<i>Fund Equity Transfer</i>						
5810	Transfer of Resources						
	* to Building Management Fund		50,000		0		50,000
Total Interfund Transfers			\$50,000		\$0		\$50,000
<i><u>Contingency and Ending Balance</u></i>							
<i>CONT</i>	<i>Contingency</i>						
5999	Contingency						
	* Renewal & Replacement Account		300,000		(28,039)		271,961
<i>UNAPP</i>	<i>Unappropriated Fund Balance</i>						
5990	Unappropriated Fund Balance						
	* Construction Account		0		0		0
	* Debt Service Account		23,710		0		23,710
	* Debt Reserve Account		1,888,062		0		1,888,062
	* Renewal & Replacement Account		170,261		0		170,261
	* Washington Park Parking Lot Account		0		0		0
Total Contingency and Ending Balance			\$2,382,033		(\$28,039)		\$2,353,994
TOTAL FUND REQUIREMENTS			\$6,969,399		\$0		\$6,969,399

General Revenue Bond Fund

	Audited FY 1998-99	Audited FY 1999-00	Adopted FY 2000-01	Amended FY 2000-01	Proposed FY 2001-02	Approved FY 2001-02	Adopted FY 2001-02
Resources							
<i>Beginning Fund Balance</i>	\$2,388,331	\$2,544,135	\$2,543,370	\$2,543,370	\$2,610,005	\$2,610,005	\$2,610,005
Current Revenues							
Grants	0	0	0	0	0	108,100	108,100
Interest Earnings	129,633	117,569	111,450	111,450	100,000	100,000	100,000
Other Misc. Revenue	86,270	0	0	0	0	0	0
Bond and Loan Proceeds	590,351	2,960,474	14,310,000	14,953,352	0	0	1,100,000
Interfund Transfers:							
Fund Equity Transfers	1,892,398	2,121,078	2,952,020	2,308,668	3,144,294	3,151,294	3,051,294
Subtotal Current Revenues	2,698,652	5,199,121	17,373,470	17,373,470	3,244,294	3,359,394	4,359,394
Total Resources	\$5,086,983	\$7,743,256	\$19,916,840	\$19,916,840	\$5,854,299	\$5,969,399	\$6,969,399
Requirements							
Current Expenditures							
Capital Outlay	\$198,296	\$2,913,501	\$14,456,000	\$14,456,000	\$192,973	\$308,073	\$1,308,073
Debt Service	2,350,723	2,226,078	3,036,670	3,036,670	3,229,293	3,229,293	3,229,293
Interfund Transfers:							
Fund Equity Transfers	0	0	0	0	50,000	50,000	50,000
Contingency	0	0	300,000	300,000	300,000	300,000	300,000
Subtotal Current Expenditure	2,549,019	5,139,579	17,792,670	17,792,670	3,772,266	3,887,366	4,887,366
<i>Ending Fund Balance</i>	<i>2,537,964</i>	<i>2,603,677</i>	<i>2,124,170</i>	<i>2,124,170</i>	<i>2,082,033</i>	<i>2,082,033</i>	<i>2,082,033</i>
Total Requirements	\$5,086,983	\$7,743,256	\$19,916,840	\$19,916,840	\$5,854,299	\$5,969,399	\$6,969,399
Full-Time Equivalents (FTE)	0.00	0.00	0.00	0.00	0.00	0.00	0.00

General Revenue Bond Fund



STAFF REPORT

CONSIDERATION OF ORDINANCE NO. 01-956, FOR THE PURPOSE OF AMENDING THE FY 2001-02 BUDGET AND APPROPRIATIONS SCHEDULE FOR THE PURPOSE OF TRANSFERRING \$28,039 FROM THE GENERAL REVENUE BOND FUND CONTINGENCY TO CAPITAL OUTLAY TO COMPLETE THE COUNCIL CHAMBERS CAMERA PROJECT: AND DECLARING AN EMERGENCY

Date: June 12, 2002

Presented by: Councilor Rex Burkholder

Background

The Metro Council has long sought to improve the video production systems in the Council Chamber to provide for in-house video production and live broadcast of Council and other meetings that occur in the Chambers. In May 2001, Metro received a \$108,100 grant from the Mt. Hood Cable Commission to fund the purchase and installation of the equipment needed to achieve these goals. During the installation process it was determined by the commission and Metro that additional equipment would be needed to allow the broadcast signal to be transmitted in a digital format. Therefore, the commission has agreed to provide an additional \$28,039 for this equipment. It is anticipated that all of the necessary funding for the project will be received and work on the project completed by the end of the current fiscal year.

Analysis/Information

Legal Background. State budget law requires that unanticipated expenditures that exceed the adopted expenditure authority be recognized in a jurisdiction's budget through a budget amendment prior to the end of the fiscal year in which the expenditures are incurred. The purpose of the proposed ordinance is to recognize the expenditure of the additional funds received from the cable commission during FY 01-02. Council action on the proposed ordinance must be completed prior to June 30, 2002.

Anticipated Effect. The chamber project is being funded out of the General Revenue Bond Fund. The grant proceeds were recognized in the fund as a resource and expenditure of the funds was authorized in the capital outlay line item for Metro Regional Center. The proposed ordinance would transfer \$28,039 from the fund contingency to the capital outlay line item. The receipt of the additional grant revenue from the cable commission will not be recognized in the Metro budget until FY 02-03

Known Opposition. None

Budget Impact. See anticipated effect above.

Recommended Action. Council adoption of the proposed ordinance.

Agenda Item Number 9.1

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 Those Actions and Those of Ordinance No. 02-945 that Amends the Regional Transportation Plan.

**Metro Council Meeting
Thursday, June 20, 2002
Metro Council Chamber**

BEFORE THE METRO COUNCIL

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 NO. 02-945 THAT AMENDS)
AMENDS THE REGIONAL TRANSPORTATION PLAN.)

RESOLUTION NO. 02-3186A

Introduced by
Councilor Rod Monroe

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

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

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

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

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

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

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

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

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

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

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

BE IT RESOLVED that the Metro Council;

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

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

Carl Hosticka, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

MTIP AMENDMENTS AUTHORIZED BY METRO RESOLUTION NO. 02-3186

ODOT KEY NUMBER	PROJECT NAME	WORK PHASE	02	03	04	05	TOTAL
EXISTING PROGRAMMING							
12452	US 26: Murray/Cornell PE Reserve	RESERVE	0.359				\$ 0.359
ODOT	Reserve of funds anticipated for use to design widening of US 26 from Murray to Cornell Blvd.	ROW					
		CON					
		TOT	\$ 0.359				\$ 0.359
NEW APPROVED PROGRAMMING							
12452	US 26: Murray/185th Ave. PE	PE	0.359				\$ 0.359
ODOT	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 ODOT/ Wash Co. PRES**	Farmington Rd. Preservation: Hwy219/SW 209th Overlay and improved shoulders; add bike/ped amenities. Part of agreement for Wash Co. to assume facility ownership from ODOT.	PE	0.075				\$ 0.075
		ROW					
		CON		2.241			\$ 2.241
		TOT	\$ 0.075	\$ 2.241			\$ 2.316
8850 ODOT/ Wash Co. PRES	Farmington Rd. Preservation: SW 209TH/SW 198th Overlay and improved shoulders; add bike/ped amenities; new signals at 198th & 209th SPIS-ranked intersections. Leads to Wash Co. taking facility ownership from ODOT.	PE	0.636				\$ 0.636
		ROW		0.250			\$ 0.250
		CON			1.547		\$ 1.547
		TOT	\$ 0.636	\$ 0.250	\$ 1.547		\$ 2.433
12390 ODOT/ COP PRES	Sandy Blvd. Boulevard Retrofit: NE 13th/NE 47th Restore pavement; reduce auto/bike/ped/tranist conflicts w/ circulation and access improvements in Hollywood Dist.; effect transfer of road to COP jurisdiction.	PE	0.720				\$ 0.720
		ROW					
		CON				7.182	\$ 7.182
		TOT	\$ 0.720			\$ 7.182	\$ 7.902
12388 ODOT/ Wash Co. PRES	Boones Ferry Preservation: Tualatin Rv Brdg/Norwood 2.6 mi of grind/overlay; two new signals, ped improvements; Norwood Crk culvert replacement.	PE	0.231				\$ 0.231
		ROW	0.255				\$ 0.255
		CON		2.095			\$ 2.095
		TOT	\$ 0.486	\$ 2.095			\$ 2.581
5651 ODOT/ Milw. PRES	McLoughlin Blvd. "Boulevard" Retrofit: Harrison St/ Kellogg Lake Bridge Overlay/reconstruct 1.25 mi thru downtown Milw.; add bike/ped/transit amenities; redesign signal systems.	PE					
		ROW					
		CON				2.000	\$ 2.000
		TOT				\$ 2.000	\$ 2.000
11136 ODOT/ Mult Co. BRIDGE***	Broadway Bridge Rehabilitation (Phase 7) (Br# 06757) Repaint entire steel structure above deck. Remove and replace conduit, wiring and controls. Combine with Ph. 4, 5 & 6 contracts to reduce closure time and cost.	PE					
		ROW					
		CON		7.000			\$ 7.000
		TOT		\$ 7.000			\$ 7.000
12448 ODOT/ COP BRIDGE	NE 33rd Ave. O'Xing: Lombard St. & UPRR (Br# 02484) Strengthen steel girders through post tensioning, place bonded deck overlay on entire structure.	PE			0.373		\$ 0.373
		ROW				0.020	\$ 0.020
		CON				3.113	\$ 3.113
		TOT			\$ 0.373	\$ 3.133	\$ 3.506
12445 ODOT/ COP BRIDGE	NE 33rd Ave. Over Columbia Slough Replacement (Br# 25T12) Replace bridge structure.	PE			0.239		\$ 0.239
		ROW				0.025	\$ 0.025
		CON				1.190	\$ 1.190
		TOT			\$ 0.239	\$ 1.215	\$ 1.454
12431 ODOT/ COP BRIDGE	SW Champlain St. Semi Viaduct Replacement(Br# 25B34) Remove bridge and replace w/ retaining wall and geo-foam fill.	PE			0.082		\$ 0.082
		ROW			0.020		\$ 0.020
		CON			0.181		\$ 0.181
		TOT			\$ 0.282		\$ 0.282

MTIP AMENDMENTS AUTHORIZED BY METRO RESOLUTION NO. 02-3186

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

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

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

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



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 185th Avenue; and
- other minor system revisions declared to Metro by local governments,

Significant Actions That Triggered This Conformity Determination

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

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

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

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

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

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

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

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

Reasonably Anticipated 20-Year Revenue

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

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

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

Planning, Transit, Modeling and TCM Assumptions

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

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

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

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

Network Change	RTP ID No.	Jurisdiction	Facility	Termini	Project Features	RTP Year of Operation
2005 network	2026	Portland	NE/SE 99th Avenue Phase I/NE Pacific Avenue	NE 99th from NE Weidler to Glisan Street and NE Pacific Avenue from 97th to 102nd Avenue	Reconstruct primary local main street in Gateway regional center. Model south leg of Glisan/99th intersection improvement (RTP #1266) as part of RTP #2026 and advance #2026 to 2005 network year.	2006-10
2010 network	4022	Portland/Port	East End Connector	Columbia/US 30 Bypass: NE 82nd Avenue to I-205	Provide free-flow connection from Columbia Boulevard/82nd Avenue to US 30 Bypass/I-205 interchange; widen SB I-205 on-ramp at Columbia Boulevard	2000-05
Model as 2-lanes, not 4	4065	Port/Portland	South Rivergate Entry Overpass	South Rivergate	Construct overpass from Columbia/Lombard intersection to South Rivergate	2006-10
2005 network	7008	Clackamas Co.	147th Avenue Improvements	Sunnyside Road to 142nd Avenue	Realign 147th Avenue to 142nd Avenue	2006-10
2005 network	6128	Clackamas Co.	Carmen Drive Intersection Improvements	Carmen Drive/Meadows Road intersection	Add traffic signal, turn lanes, realign intersection	2006-10
2005 network	5204	Clackamas Co.	Stafford Road	Stafford Road/Rosemont intersection	Realign intersection, add signal and right turn lanes	2006-10
2005 network	5108	Clackamas Co.	Jennifer Street/135th Avenue Extension	130th Avenue to Highway 212	Two-lane extension to 135th Avenue and widen 135th Avenue	No year currently specified
2005 network	3171	Comelius/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

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

April 26, 2002



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Conformity Determination

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

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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.¹ Additionally, Washington County has indicated its intention to begin design of a project to widen U.S. 26 from Murray Boulevard to 185th 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.

¹ 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 102nd 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.²

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

² 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 PM₁₀ 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.

- xii. 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.

- xiii. 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.

- xiv. 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.

- xv. development of RTPs.*

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

- xvi. 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 16th. 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 Budgets¹

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

¹ 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 Results¹

	Winter CO		Summer VOC		Summer NOx	
	<i>(thousand pounds/day)</i>		<i>(tons/day)</i>		<i>(tons/day)</i>	
	<i>Budget</i>	<i>Model Result</i>	<i>Budget</i>	<i>Model Result</i>	<i>Budget</i>	<i>Model Result</i>
1999	<i>n/a</i>	<i>n/a</i>	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	<i>n/a</i>	<i>n/a</i>	41	33.8	51	50.4
2007	775	652	<i>n/a</i>	<i>N/a</i>	<i>n/a</i>	<i>n/a</i>
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

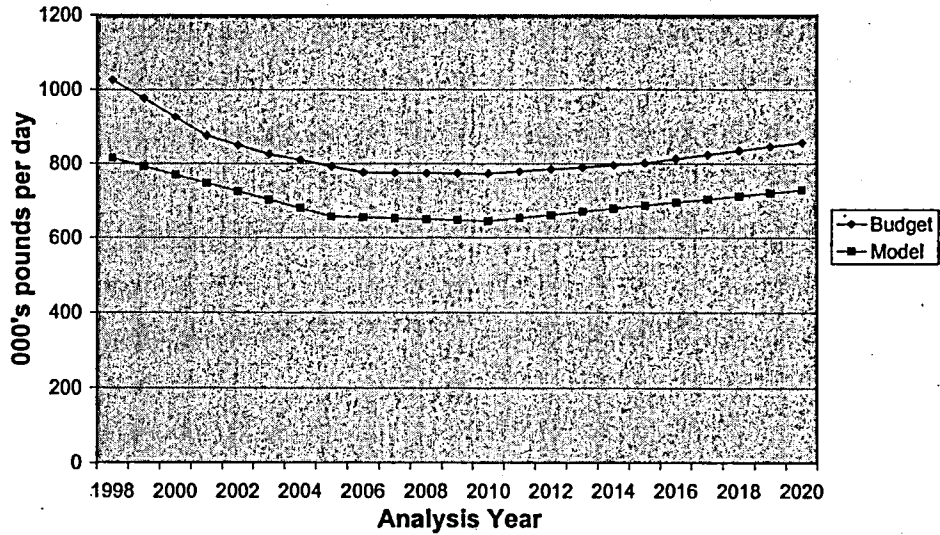
¹ Budgets are from the Maintenance Plan adopted in 1996.

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

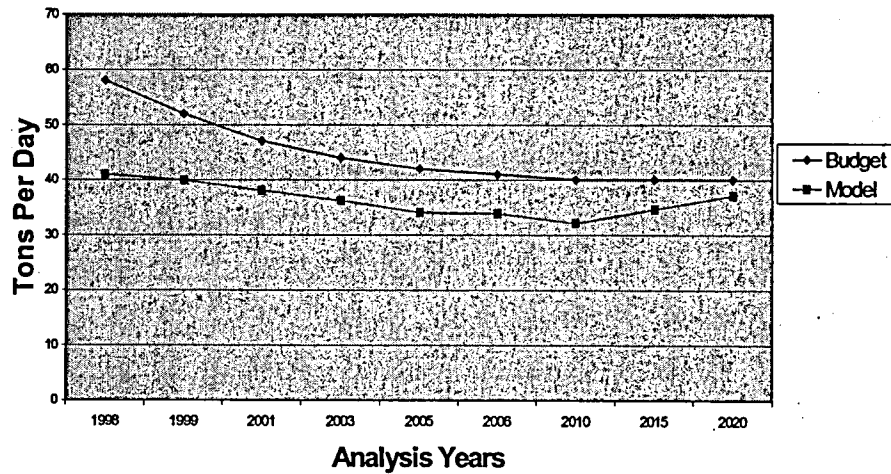
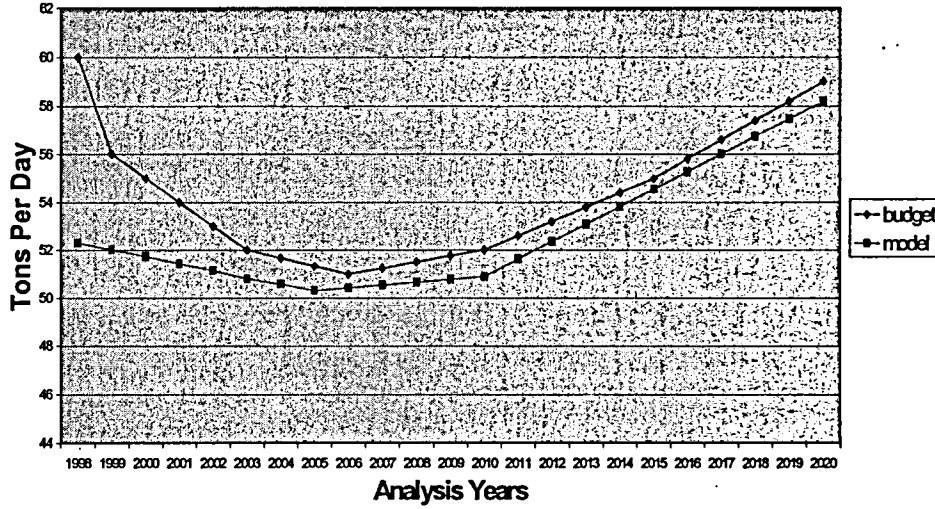


Figure 2
Based on RTP Financially Constrained System.
Source: Metro

Figure 3

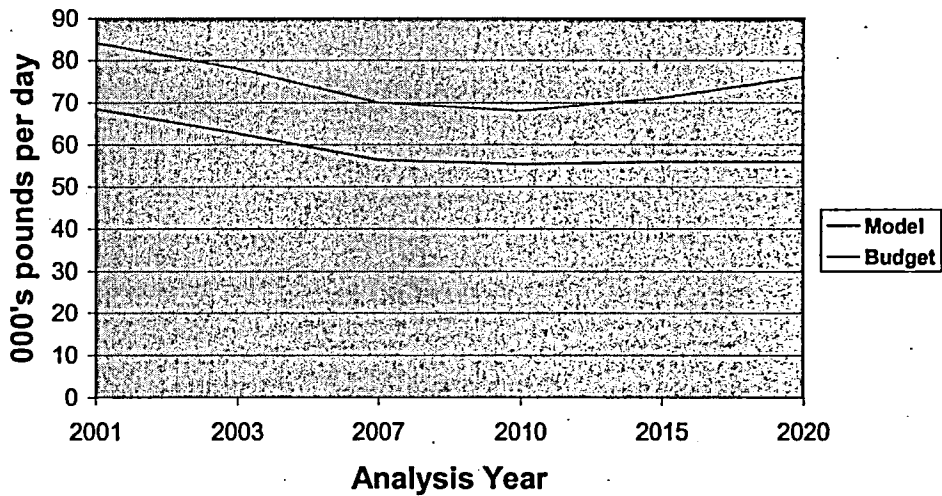
Summer NOx Emissions Air Quality Maintenance Boundary



Based on RTP Financially Constrained System.
Source: Metro

Figure 4

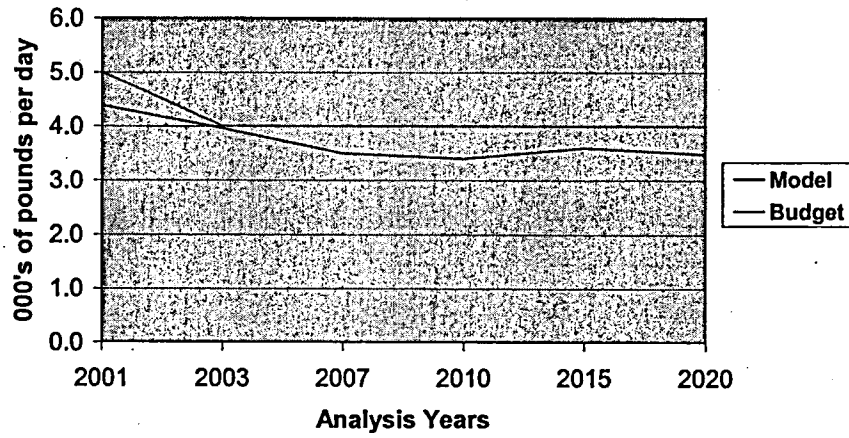
Winter CO Emissions Portland Central City Subarea



Based on RTP Financially Constrained System.
Source: Metro

Figure 5

Winter CO Emissions 82nd Avenue Subarea



Based on RTP Financially Constrained System.
Source: Metro

APPENDIX 1

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 Caruthers 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 CED 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

**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
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 standard 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	At 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 1998 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 N Lane to N Channel	Retrofit bike lanes to existing streets.	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	bld
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	bld
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

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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	2006-10	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	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	bldv
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	bldv
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		✓	\$ 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 access to transit	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 I	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	✓	\$ 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 156th 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 Gilsan 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 Gilsan 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	Washingtc	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	Washingtc	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	Washingtc	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	Washingtc	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	Washingtc	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	Washingtc	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	Washingtc	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	Washingtc	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) Tualala Way to Millikan	Complete central Beaverton street connections		✓	\$ 13,200,000	2000-05	1	mv
3020	Washingtc	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	Washingtc	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	Washingtc	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	Washingtc	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	Washingtc	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	Washingtc	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	Washingtc	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	Washingtc	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	Washingtc	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	Washingtc	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	Washingtc	Beaverton RC	Beaverton	Hall/Watson Improvements	Allen Boulevard to Cedar Hills Boulevard	Complete boulevard design improvements		√	\$ 445,000	2000-05	4	blvd
3042	Washingtc	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	Washingtc	Beaverton RC	Beaverton	Farmington Road Bikeway	Hocken to Highway 217	Retrofit to include bike lanes		√	\$ 2,800,000	2006-10	5	bike
3046	Washingtc	Beaverton RC	Beaverton	Hall Boulevard Bikeway	BH Highway to Cedar Hills Boulevard	Retrofit to include bike lanes		√	\$ 68,000	2000-05	5	bike
3047	Washingtc	Beaverton RC	Beaverton	Watson Avenue Bikeway	BH Highway to Hall Boulevard	Retrofit to include bike lanes		√	\$ 59,000	2000-05	5	bike
3049	Washingtc	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	Washingtc	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	Washingtc	Beaverton RC	Beaverton	110th Avenue Pedestrian Improvements	B-H Highway to Canyon Road	Fill in missing sidewalks		√	\$ 30,000	2000-05	6	ped
3053	Washingtc	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	Washingtc	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	Washingtc	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	Washingtc	Beaverton RC	Washington Co.	Murray Boulevard Improvements	TV Highway to Allen Boulevard	Signal coordination	Congestion relief	√	\$ 50,000	2000-05	12	mv
3067	Washingtc	Beaverton Corridor	Washington Co.	185th Avenue Improvements	West View High School to Sprinville Road	Widen to five lanes with bike lanes and sidewalks	Improve access to Tanasbourne town of	√	\$ 5,000,000	2006-10	1	mv
3071	Washingtc	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	Washingtc	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	Washingtc	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	Washingtc	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 connect	✓	\$ 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 Alocek 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	EAV 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 financial)	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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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	Arington 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	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	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 Amberglen 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 Tannasbourne/185th to 25th Avenue	improve traffic flow	✓	\$ 300,000	2000-05	12	mv

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3152	Washingtc	Sunset IA	Tri-Met	Westside TMA	Western Washington County	Implements a transportation management association program with employers		✓	\$ 80,000	2000-05	14	TDM
3154	Washingtc	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	Washingtc	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	Washingtc	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	Washingtc	Forest Grove TC	Forest Grove	Verboort Road Intersection Improvement	at Highway 47	Intersection safety improvement		✓	\$ 200,000	2006-10	1	mv
3162	Washingtc	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	Washingtc	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	Washingtc	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	Washingtc	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	Washingtc	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	Washingtc	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	Washingtc	Cornelius	Cornelius/ODOT	West Couplet Enhancement	1st Avenue to 10th Avenue	Complete boulevard design improvements		✓	\$ 3,000,000	2006-10	4	blvd
3171	Washingtc	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	Washingtc	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	Washingtc	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	Washingtc	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	Washingtc	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	Washingtc	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	Washingtc	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	Washingtc	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	Washingtc	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	Washingtc	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	Washingtc	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	Washingtc	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	olumbia Corridor	Region	Tri-Met	01PDX -Airport Light Rail	Gateway to Portland International Airport	Construct LRT		✓	\$ 154,000,000	2000-05	3	transit
4004	olumbia 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 Ross Quarter		✓	\$ 92,000,000	2000-05	13	mv
4005	olumbia Corridor	Region	ODOT	I-5 North Improvements	Lombard Street to Expo Center	Widen to six lanes		✓	\$ 25,000,000	2000-05	13	mv
4011	olumbia 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	olumbia 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	olumbia 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	olumbia Corridor	PDX IA	Port	Lightrail station/track realignment	Portland International Center	Construction of light rail station		✓	\$ 14,000,000	2000-05	3	transit
4020	olumbia 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	olumbia 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	olumbia 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	olumbia 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	olumbia 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	olumbia 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	olumbia 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	olumbia 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	olumbia 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	olumbia 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 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	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	Umbia 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	Umbia 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	Umbia Corridor	PDX IA	Port	82nd Avenue Pedestrian Access Improvements	Airport Way to Alderwood Road	Provide pedestrian improvements		✓	\$ 500,000	2000-05	6	ped
4061	Umbia 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 marina development and secondary access to existing development of Hayden Island.	✓	\$ 49,800,000	2006-10	1	mv
4062	Umbia 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	Umbia 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	Umbia 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	Umbia 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	Umbia 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	Umbia 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	Umbia 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	Umbia 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	Umbia 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	Umbia 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	Umbia 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	Umbia 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	Umbia 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	Umbia 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	Umbia 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	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 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	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/Clack	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	2008-2010	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	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.	✓	\$ 1,600,000	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 Avenue	Two-lane extension to 135th Avenue and widen 135th Avenue	Improve circulation within the Clackamas Industrial area.	✓	\$ 1,600,000		1	mv

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5109	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	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	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	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	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	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	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	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	Clackamas	Oregon City RC	ODOT/ClackCo	McLoughlin Boulevard Improvements - Oregon City	River Road south of Milwauke to SP tunnel	Complete boulevard design improvements		✓	\$ 6,500,000	2006-10	4	blvd
5136	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	Clackamas	Oregon City RC	Oregon City	Washington Street Improvements	Abemethy to 5th Street	Complete boulevard design improvements		✓	\$ 885,000	2006-10	4	blvd
5138	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	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	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	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	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	Clackamas	OC Corridor	Clackamas Co.	Beavercreek Road Improvements Phase 3	Clackamas Community College to Henrid Road	Widen to 4 lanes with sidewalks and bike lanes		✓	\$ 2,000,000	2006-10	1	mv
5156	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	Clackamas	OC Corridor	Oregon City	Mollala Avenue Bikeway	7th Street to Highway 213 (9 segments)	Stripe and sign for bike lanes		✓	\$ 69,300	2006-10	5	bike
5161	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	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	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	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	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	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

**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
5204	Clackama	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	Clackama	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	Clackama	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 re	✓	\$ 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# 8056 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	✓	\$ 5,715,480	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 Band 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

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	Washingt	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	Washingt	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	Washingt	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	Washingt	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	Washingt	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	Washingt	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	Washingt	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	Washingt	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	Washingt	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	Washingt	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	Washingt	Sherwood TC	Washington Co.	Beef Bend/175th Avenue Realignment	Beef Bend at 175th Avenue	Realign intersection to eliminate offset of Been Bend road with 175th Avenue		✓	\$ 800,000	2011-20	1	mv
6111	Washingt	Sherwood TC	Washington Co.	Beef Bend/Eisner 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	Washingt	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	Washingt	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	Washingt	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	Washingt	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	Washingt	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	Washingt	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	Washingt	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	Washingt	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	Washingt	LO Corridor	Lake Oswego	Willamette River Greenway	Roehr Park to Tryon Creek	Multi-use path		✓	\$ 300,000	2006-10	5	bike/ped
6135	Clackama	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 U	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 U	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 U	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 U	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 U	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 U	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 U	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 U	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		✓	\$ 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 -

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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
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

**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/185th

Washington County has proposed to design widening of U.S. 26 from two to three lanes each direction, between Murray Boulevard and 185th 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 185th 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/185th cost estimate, given that the Murray/Cornell and Cornell/185th 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/185th by 2020) be amended to reflect complete buildout of the widening to 185th 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 185th 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/185th."

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 122nd 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 212/122nd 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: 122nd/142nd (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

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 (NO_x), 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 (NO_x 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 Budgets¹

	Winter CO (thousand pounds/day)	Summer HC (tons/day)	Summer NO _x (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

¹Budgets 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. 1998²). 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 ³	X		X	
1999		X		X
2001		X		X
2003		X		X
2005 ⁴	X		X	

² As approved by the Department of Environmental Quality.

³ 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

⁴ 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

Transportation Analysis Zone (TAZ) Assumptions



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
Central City 1 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
Central City 2 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
Central City 3 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%	
Central City 4 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%	
Central City 5 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%	
Regional Centers - Tier 1 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
Regional Centers - Tier 2 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 th	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
Corridors 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%	
Inner Neighborhoods Full Region	Low density housing planned, with moderate level of access by all modes. Currently has moderate connectivity and some transit.	>10	None	100%	
Outer Neighborhoods - Tier 1 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%	
Outer Neighborhoods - Tier 2 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%	
Employment Areas 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%	
Industrial Areas - Tier 1 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%	
Industrial Areas - Tier 2 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%	
Greenspaces Same as Tier 2 Outer Neighborhoods.	Recreational uses are planned, with moderate level of access by all modes	>6	None	100%	
Rural Reserves 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%	
Special Area 1 Portland International Airport	<i>These places are relatively small geographic areas with special characteristics.</i>	*	6.14	60%	
Special Area 2 Oregon Health Sciences University		*	1.86	60%	
Special Area 3 Oregon Zoo		*	1.86	100%	
Special Area 4 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

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 185th. 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).

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

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

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

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

In light of confusion between the RTP's presentation of immediate financially constrained project authority and its treatment of longer-term, unconstrained policies concerning the Sunrise Corridor, Metro staff made two revisions to the financially constrained system. First, a distinct "Hwy. 224 Extension" project from I-205 to the Highway 212/122nd Avenue interchange was identified as project #5021 of the financially constrained system, costing \$73 million. Second, a "Sunrise Corridor 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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Agenda Item Number 9.2

Resolution No. 02-3191, For the Purpose of Appointing Judy Rice to the MERC Commission.

**Metro Council Meeting
Thursday, June 20, 2002
Metro Council Chamber**

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF REAPPOINTING JUDY
RICE TO THE METROPOLITAN EXPOSITION-
RECREATION COMMISSION

RESOLUTION No. 02-3191
Introduced by Mike Burton

WHEREAS, the Metro Code, Section 6.01.030, provides that the Council confirms members to the Metropolitan Exposition-Recreation Commission; and

WHEREAS, appointments made as of January 1, 2002 are for stated four-year terms; and

WHEREAS, the City of Portland has a representative on the Commission and has re-nominated Judy Rice (Attachment A); and

WHEREAS, the Executive Officer has accordingly approved Judy Rice to be re-appointed to serve on the Commission; and

WHEREAS, Judy Rice has the experience and expertise to make a substantial contribution to the critical work ahead of the Commission; now therefore

BE IT RESOLVED that the Metro Council hereby confirm the reappointment of Judy Rice as a member of the Metropolitan Exposition-Recreation Commission.

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

Carl Hosticka, Presiding Officer

APPROVED AS TO FORM:

Daniel B. Cooper, General Counsel

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 02-3191 FOR THE PURPOSE OF REAPPOINTING JUDY RICE TO THE METROPOLITAN EXPOSITION-RECREATION COMMISSION

Date: May 1, 2002

Prepared by: Nancy Goss Duran

BACKGROUND

The City of Portland nominated Judy Rice to the Metropolitan Exposition-Recreation Commission to serve the term starting July 1, 1998 expiring June 30, 2002. She has served with distinction and is currently serving as Chair to the Commission. Her dedication and public service in a volunteer position is greatly appreciated. Executive Officer Mike Burton concurs with City Commissioner Dan Saltzman's re-nomination of Ms. Rice to the Commission.

ANALYSIS/INFORMATION

1. **Known Opposition** none
2. **Legal Antecedents** Metro Code, Section 6.01.030, provides that the Council confirms members to the Metropolitan Exposition-Recreation Commission and that the City of Portland has two seats on that commission. The candidate must be a resident of the City of Portland.
3. **Anticipated Effects** no change
4. **Budget Impacts** none

RECOMMENDED ACTION

The Executive Officer recommends approval of Resolution 02-3191 to confirm the reappointment of Judy Rice to the Metropolitan Exposition-Recreation Commission and to begin the second four-year term July 1, 2002.

Attachment A
02-3191

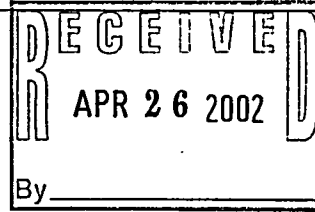


CITY OF

PORTLAND, OREGON

Dan Saltzman, Commissioner
1221 S.W. 4th Avenue, Room 230
Portland, Oregon 97204
Telephone: (503) 823-4151
Fax: (503) 823-3036
Internet: dsaltzman@ci.portland.or.us

Honorable Mike Burton
Metro Executive Officer
Metro
600 NE Grand Avenue
Portland, Oregon 97232



April 24, 2002

Re: Re-Appointment of Judy Rice to MERC Commission

Dear Mike:

In 1998 Judy Rice was nominated to serve as one of the City's two representatives on the MERC Commission. Judy's nomination was approved by you and by a unanimous vote of the Metro Council. Since then, she has served with distinction and has this year been elected Chair of the Commission by her colleagues. Her current term as a MERC Commissioner expires effective June 30, 2002.

I have been very impressed with Judy's dedication and public service in this important volunteer position. I would very much like to re-appoint Judy to a second term on the Commission and she has graciously agreed to continue her service.

Accordingly, I am re-nominating Judy Rice to serve a second four year term as one of the City's representatives on the MERC Commission, beginning July 1, 2002, and expiring June 30, 2006. I request that you and the Metro Council act favorably on this nomination.

Thank you for your consideration.

Sincerely,

Dan Saltzman
City Commissioner

Cc: Honorable Carl Hosticka, Metro Council Presiding Officer
Honorable David Bragdon, Metro Council Operations Committee Chair

Agenda Item Number 9.3

Resolution No. 02-3197, For the Purpose of Requesting Informal Advice from the Metropolitan Policy Advisory Committee Regarding Taxi Regulation on a Regional Basis.

**Metro Council Meeting
Thursday, June 20, 2002
Metro Council Chamber**

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF REQUESTING) RESOLUTION NO. 02-3197
INFORMAL ADVICE FROM THE)
METROPOLITAN POLICY ADVISORY) Introduced by Councilor Rex Burkholder
COMMITTEE REGARDING TAXI)
REGULATION ON A REGIONAL BASIS)

WHEREAS, a request from State Representative Charlie Ringo has been received concerning Metro's authority to enhance the ability of the taxi industry to be truly regional; and

WHEREAS, the City of Portland has been the de facto regulatory agency for taxicabs in most of the region; and

WHEREAS, currently taxicabs from outside the City of Portland are permitted to make trips into Portland, but are not allowed to take a fare for the return trip back to their point of origin or elsewhere; and

WHEREAS, Metro is responsible for the overall planning of the transportation system in the regional area; and

WHEREAS, several State legislators have written the Metro Council encouraging a region-wide taxi service licensing process; and

WHEREAS, taxicab service is a service currently regulated by cities within the Metro region; and

WHEREAS, Section 7 (2) of the Metro Charter prohibits the Metro Council from declaring any service currently regulated or provided by local government to be a matter of metropolitan concern unless the Metropolitan Policy Advisory Committee (MPAC) or the voters expressly approve the action; and

WHEREAS, prior to initiating a formal process to seek MPAC approval of declaring taxicab service a matter of metropolitan concern, the Metro Council desires to seek informal advice from MPAC on this issue; and

WHEREAS, MPAC and local jurisdictions may propose alternative means to meet the concerns raised by the taxicab industry, State Representative Charlie Ringo and others; now therefore

BE IT RESOLVED that the Metro Council requests that MPAC advise the Metro Council on appropriate measures regarding the regulation of the taxicab industry, including but not limited to whether Metro should initiate a formal process to seek MPAC approval for regional regulation of taxicabs.

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

Carl Hosticka, Presiding Officer

APPROVED AS TO FORM:

Daniel B. Cooper, General Counsel

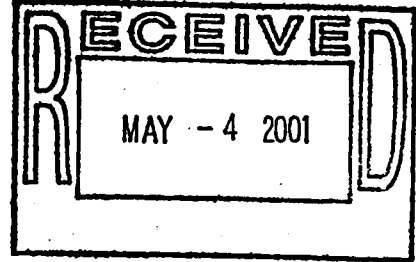


CITY of BEAVERTON

4755 S.W. Griffith Drive, P.O. Box 4755, Beaverton, OR 97076 TEL: (503) 526-2481 V/TDD FAX: (503) 526-2571

ROB DRAKE
MAYOR

May 1, 2001



Honorable David Bragdon
Metro Presiding Officer
3333 SE Morrison
Portland, Oregon 97214

Dear Presiding Officer Bragdon:

I appreciated receiving the letter sent to Commissioner Francesconi regarding licensing of cabs. We've had similar issues in Beaverton.

In the case of a cab company that operates from unincorporated Washington County, they have asked us to license their cabs hoping it would allow them to pick-up riders in Portland after delivering them. Currently, they are not franchised in the City of Portland, so they are unable to pick-up riders in Portland. In addition, this increases vehicle miles traveled (VMTs) in the region. I had suggested that this cab company work with Washington County to implement a County-wide ordinance to license cabs.

Since reading your letter to Commissioner Francesconi, it really makes sense to encourage Metro to promote a region-wide licensing process. I would support this effort.

Sincerely,

Rob Drake
Mayor

Cc: Councilor Rex Burkholder, Metro
Representative Charlie Ringo, Oregon House of Representatives
Commissioner Jim Francesconi, City of Portland
Chair Tom Brian, Washington County Board of Commissioners
Mr. Aleksey Kasyan, City Cab



DISTRICT 6

CHARLIE RINGO
STATE REPRESENTATIVE
HOUSE OF REPRESENTATIVES

November 27, 2001

Dear Metro Councilors,

We, in Washington County, are writing to urge you to support placing the regulation of taxicabs under the region-wide jurisdiction of Metro, instead of the current licensing procedures by individual City governments within the Metro area.

Currently, taxi drivers from Washington County are permitted to make trips into Portland, but are not allowed to take a fare for the return trip back to Washington County. The reverse is not true, in that a Portland taxi is allowed to take a fare out to Washington County and then return the customer back to Portland. This system is inherently unfair to taxies operating in Washington County.

As Metro is responsible for the overall planning of the transportation system in the regional area, it only makes sense for the licensing of taxis to fall under the jurisdiction of Metro. All of the entities involved seem to agree that this is an efficient and equitable solution. We support this change in order to serve our citizens in the most efficient manner possible. We urge you to implement this change as soon as possible.

Very Truly Yours,

Tom Hartung
State Senator
District 3

Ryan Deckert
State Senator
District 4

Charlie Ringo
State Representative
District 6

Bill Witt
State Representative
District 7

Mark Hass
State Representative
District 8



STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 02-3197, FOR THE PURPOSE OF REQUESTING INFORMAL ADVICE FROM THE METROPOLITAN POLICY ADVISORY COMMITTEE REGARDING TAX REGULATION ON A REGIONAL BASIS

Date: May 13, 2002

Prepared by: Jeff Stone

BACKGROUND

Councilor Rex Burkholder and Councilor David Bragdon approached this subject over a year ago with council staff to attempt to raise the question about equity in the taxicab industry. Since this matter is not within the Metro Charter, it was the advice of staff that in order to get this issue on the regional table, it would be necessary for the debate to be raised outside of Metro.

Beaverton Mayor Rob Drake sent a letter to then Presiding Officer David Bragdon encouraging Metro to look into and promote a region-wide taxicab licensing program. On November 27, 2001, a bipartisan group of state legislators, led by State Representative Charlie Ringo, wrote a letter to the Metro Council urging that the taxicab industry be placed under the jurisdiction of Metro.

Councilor Burkholder requested that research be conducted and that a resolution asking Metropolitan Policy Advisory Committee (MPAC) for informal advice on the regulation of the taxicab service be drafted.

How do local jurisdictions regulate taxicabs?

City of Portland: A Taxicab Board of Review regulates taxicabs for the City of Portland. A Taxicab Permit is required and must be renewed annually with payment of an annual permit fee. The Board also regulates the number of taxicabs operated by each taxicab company, the taxicab zone permits, and the taxicab driver permits. Taxicab companies may set their rates, but they must file a schedule of rates with the Board Supervisor. The Board has issued minimum standards for taxicab service companies such as minimum hours of operation, a dispatch system operating 24 hours a day, etc. The Board also outlines specific requirements for displaying the company name, cab number, and telephone number. Other regulations encompass complaints, lost and found, conduct of drivers, equipment and maintenance, safety inspections and certification, insurance, and criminal penalties.

City of Gresham: The City of Gresham regulates taxicabs by requiring licenses, charging license fees, requiring proof of liability insurance, and approval of rates.

City of Beaverton: The Traffic Control Board regulates all traffic related code. Under Vehicle and Traffic codes are specific regarding taxicab standing and parking, and restricted use of taxicab stands.

City of Hillsboro: The City of Hillsboro requires a license to operate a taxicab or a taxicab company, as well as license fees, driver requirements, vehicle inspection requirements, and approval of rates.

The City of Portland has been the de facto regulatory agency for the taxicab industry in most of the region. As the suburbs have grown and demand for service has increased outside of the City of Portland's boundaries, the regulatory system has shown signs of strain. One significant issue as outlined in Exhibit

A and Exhibit B, is that suburban taxicabs cannot pick up a return fare originating within the City of Portland because only a certain number of taxicabs are allowed to pick up City of Portland fares. This lends itself to questions surrounding the efficiencies and fairness of taxicab industry regulations and whether a seamless and regional regulation crossing city and county boundaries is possible.

Proposed solutions and outstanding questions:

While residents of the City of Portland may be the primary users of taxicabs in the region, overall more people in the region live outside the City of Portland boundaries. Metro is a regional government and has some experience administering a regional licensing program so a corollary exists. It makes sense at this time to request that MPAC consider informal advice to the Metro Council before additional work be done on this issue, however, additional issues that will need to be resolved are as follows: 1) cost of administration; 2) potential lost local revenue; 3) assessment of local costs; 4) scope of the regulation; and 5) role of taxicabs in the regional transportation system.

What is Metro's authority in the taxicab regulation arena?

As outlined in Section 7 (2) of the Metro Charter in the legal antecedents, Metro has no current authority in its charter to regulate the taxicab industry. Metro may gain this authority by either obtaining MPAC approval or obtaining voter approval.

What are the steps necessary to create a regional business license program administered by Metro?

Metro currently has a regional licensing program through the regional contractor licensing program. Metro runs this program on behalf of small cities. While Metro currently has no authority to license the taxicab industry, the regional contractor licensing system sets a precedent for Metro supporting local governments and business by regulating an industry that crosses city boundaries. Metro is also responsible for transportation planning in the region and a case could be made that regulating taxicabs within the region provides improved mobility for citizens to and from the suburbs.

ANALYSIS/INFORMATION

1. **Known Opposition:** While Commissioner Jim Francesconi may be supportive, the City of Portland is likely to oppose this measure. It is possible that big taxicab companies may oppose this matter due to increased competition in the market place.
2. **Legal Antecedents:**

Metro Charter Section 7. Assumption of Additional Functions.

(1) Assumption ordinance. The council shall approve by ordinance the undertaking by Metro of any function not authorized by sections 5 and 6 of this charter. The ordinance shall contain a finding that the function is of metropolitan concern and the reasons it is appropriate for Metro to undertake it.

(2) Assumption of local government service function.

(a) An ordinance authorizing provision or regulation by Metro of a local government service is not effective unless the voters of Metro or a majority of the members of the MPAC approves the ordinance. Voter approval may occur by approval of a referred measure (1) authorizing the function or (2) relating to finances and authorizing financing or identifying funds to be used for exercise of the function. As used in this section, "local government service" is a service provided to constituents by one

or more cities, counties or special districts within the jurisdiction of Metro at the time a Metro ordinance on assumption of the service is first introduced.

(b) An ordinance submitted to the MPAC for approval is deemed approved unless disapproved within 60 days after submission.

(c) No approval under this subsection is required for the compensated provision of services by Metro to or on behalf of a local government under an agreement with that government.

(3) Assumption of other service functions. The council shall seek the advice of the MPAC before adopting an ordinance authorizing provision or regulation by Metro of a service, which is not a local government service.

3. **Anticipated Effects:** If this resolution were adopted, the taxi regulation apparatus would not change. Passage would require preliminary review by MPAC with recommendations to the Metro Council. If MPAC believes the issue is worth further consideration, Metro would need to create an ordinance and return to MPAC and ask for a formal vote on taxi regulation as a matter of metropolitan concern. In addition, Metro would need to begin work to determine how a business license program could be constructed that would absorb the creation of a regional permitting and regulatory effort.
4. **Budget Impacts:** There is no direct budget impact by asking MPAC for informal advice.

RECOMMENDED ACTION

Staff recommends that the Metro Council pass Resolution No. 02-3197.

Agenda Item Number 10.1

**Resolution No. 02-3204, For the purpose of Ratifying the Tentative Labor Agreement Between AFSCME
Local 3580 and Metro and Revising the Non-Represented Employee Pay Plan.**

Executive Session

Metro Council Meeting
Thursday, June 20, 2002
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF RATIFYING) RESOLUTION NO. 02-3204
THE TENTATIVE LABOR AGREEMENT)
BETWEEN AFSCME LOCAL 3580 AND)
METRO AND REVISING THE NON-) Introduced by Lilly Aguilar
REPRESENTED EMPLOYEE PAY PLAN) Human Resource Director

WHEREAS, pursuant to its obligations under ORS 243.650 et.seq. Metro has negotiated a successor Collective Bargaining Contract with AFSCME Local 3580 and obtained a tentative agreement (Exhibit A); and

WHEREAS, it has been agreed upon therein that CPI-U Portland for the second half of the calendar year preceding July 1 will determine the AFSCME Local 3580 represented position cost of living adjustment; and

WHEREAS, the Consumer Price Index – U Portland, for the second half of the calendar year preceding July 1 is 2.3%; and

WHEREAS, Metro Code Section 2.02.055 requires the Executive Officer to review pay plans and recommend revisions to Council; and

WHEREAS, it is recommended that the Metro non-represented positions receive a cost of living adjustment equal to the AFSCME represented positions due to escalating compression issues and the increased health and welfare benefits costs; now, therefore;

BE IT RESOLVED,

1. The tentative agreement dated May 21, 2002 between AFSCME Local 3580 and Metro (Exhibit A) shall be ratified
2. That salary ranges within the classification and pay plan for Metro non-represented employees shall be increased 2.3% pursuant to Metro Code 2.02.060(a)
3. That the Metro Executive is authorized to take all action necessary to see that the provisions of this resolution are carried out promptly.

ADOPTED by the Metro Council this _____ day of _____,

Carl Hosticka, Presiding Officer

Approved as to form:

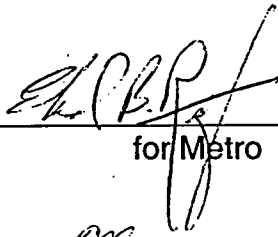
Dan Cooper, General Counsel

TENTATIVE AGREEMENT

Metro and AFSCME LOCAL 3580

The parties hereby conclude their negotiations for a successor to the *1999-2002 Collective Bargaining Contract* by reaching the following tentative agreement:

1. The term of agreement (Article 37) shall be extended to June 30, 2004.
2. Effective July 1, 2002 Metro's contribution towards the cost of health, dental and vision benefits would not exceed \$535.00 per month for each eligible employee. Effective July 1, 2003 this contribution would be increased to an amount not to exceed \$562.00 per month for each eligible employee. Clause ~~12.1~~^{12.2} of the *Collective Bargaining Contract* shall be amended accordingly. See Attachment A included with this document. SKR
E.D.
3. During the extended term of the *Contract*, the wage schedule would be increased in accordance with the terms contained in Clause 15.1 as clarified through correspondence between the parties in June 2001. Thus, the Portland-Salem CPI-U index for the 2nd half of the year preceding the July 1 effective date of the wage schedule would be used for determining the schedule adjustment with a minimum of 2% and a maximum of 4% for each year of the extended *Contract*.
4. All other terms and conditions would remain as per the *1999-2001 Collective Bargaining Contract*.
5. The parties stipulate that this is a tentative agreement only and shall be subject to the parties' respective ratification procedures to become operative.
6. By their signatures hereto, the parties further stipulate that they will recommend to their respective constituencies that this tentative agreement be ratified.



for Metro

Date: May 15, 2002



for AFSCME Local 3580

Date: May 21, 2002

ATTACHEMENT

Clause 12.2 of the Collective Bargaining Contract shall be modified to read as follows:

Section 12.2 ~~Effective July 1, 1999, Metro shall contribute the full amount per employee per month (\$462.00) for an equivalent medical, dental and vision plan provided by an HMO and/or indemnity carrier. Effective July 1, 2000~~ 2002, Metro shall contribute an amount not to exceed ~~\$485.00~~ \$535.00 per employee per month for an equivalent medical, dental and vision plan provided by an HMO and/or indemnity carrier. ~~Effective July 1, 2001~~ 2003, Metro shall contribute an amount not to exceed ~~\$509.00~~ \$562.00 per employee per month for an equivalent medical, dental and vision plan provided by an HMO and/or indemnity carrier.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION 02-3204 FOR THE PURPOSE OF RATIFYING THE TENTATIVE LABOR AGREEMENT BETWEEN AFSCME LOCAL 3580 AND METRO AND REVISING THE NON-REPRESENTED EMPLOYEE PAY PLAN

Date: 6/10/02

Presented by: Lilly Aguilar

DESCRIPTION

This Resolution is submitted to ratify the tentative agreement between AFSCME Local 3580 and Metro and to comply with, Section 2.02.055 of the Metro Code requiring approval of certain revisions to the pay plan for non-represented employees. Adopting this resolution will result in a 2.3% cost of living increase to the AFSCME salary ranges, and a 2.3% cost of living increase to all non-represented salary ranges. Adopting this resolution will also increase the amount that Metro will contribute toward the cost of insurance premiums from \$509 per month per eligible employee to \$535 per month.

Existing Law

Pursuant to their obligations under ORS 243.650 et.seq., representatives of Metro and AFSCME Local negotiated a successor labor agreement and obtained a tentative agreement. The tentative agreement between AFSCME Local 3580 and Metro continues to use the CPI-U, Portland for the second half of the calendar year preceding July 1 to determine the AFSCME cost of living adjustment. Upon Council approval, the Executive Officer can apply the same cost of living adjustment to non-represented employees.

Background

The current Collective Bargaining Contract between Metro and AFSCME Local 3580 is due to expire on June 30, 2002. The parties' representatives entered into negotiations and obtained a tentative agreement for a successor Collective Bargaining Contract that would be effective from July 1, 2002 to June 30, 2004. The tentative agreement between AFSCME Local 3580 and Metro continues to use the CPI-U, Portland for the second half of the calendar year preceding July 1 to determine the AFSCME cost of living adjustment. It also provides for a 5% increase in Metro's support towards the monthly cost of insurance premiums in each year of the Contract (\$535 per month in 02-03 and \$562 per month in 03-04).

Based on the CPI-U, Portland for the second half of the calendar year preceding July 1, the cost of living adjustment for positions within the bargaining unit represented by AFSCME Local 3580 would be 2.3%.

Owing to escalating compression issues between represented and non-represented positions, and the increased cost of health and welfare benefits, it is recommended that the non-represented salary ranges also be subject to a 2.3% cost of living adjustment, the same rate as the AFSCME salary ranges.

Budget Impact

The 2002-03 budget includes an approved 3.0% COLA increase. The 2.3% increase is less than the amount included in the 2002-03 budget. Increases in Metro's support towards the monthly cost of insurance premiums is also within budget.

Executive Officer's Recommendation

The Executive Officer recommends adoption of Resolution 02-3204

MINUTES OF THE METRO COUNCIL MEETING

Thursday, June 13, 2002
Metro Council Chamber

Councilors Present: Carl Hosticka (Presiding Officer), Susan McLain, Rod Park, Bill Atherton, David Bragdon, Rod Monroe, Rex Burkholder

Councilors Absent:

Presiding Officer Hosticka convened the Regular Council Meeting at 2:07 p.m.

1. INTRODUCTIONS

There were none.

2. CITIZEN COMMUNICATIONS

There were none.

3. AUDITOR COMMUNICATIONS

Alexis Dow, Metro Auditor, said her office was awarded a special project award from the National Association of Local Government Auditors (NALGA) for the Transit Oriented Development Program (TOD) study they completed. She acknowledged Joe Gibbons, Senior Auditor, for his work on the TOD report. Mr. Gibbons said there was a lot of competition for this award. He reviewed the criteria for the award. He further explained the TOD program and the report the auditor's office had completed on the program. They believed their work benefited the TOD program and talked about the process they went through for the review.

Ms. Dow thanked Mr. Gibbons and recognized the TOD group for their work. Councilor McLain acknowledged the work they had done and looked forward to continued work in this area.

4. CONSENT AGENDA

4.1 Consideration of minutes of the June 6, 2002 Regular Council Meeting.

Motion	Councilor Park moved to adopt the meeting minutes of the June 6, 2002, Regular Council meeting. Councilor McLain seconded the motion.
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Vote:	Councilors Bragdon, Atherton, Monroe, Park, Burkholder, McLain and Presiding Officer Hosticka voted aye. The vote was 7 aye, the motion passed.
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5. ORDINANCES – FIRST READING

5.1 **Ordinance No. 02-950**, For the Purpose of Amending Metro Code Chapter 7.01 to increase the Credits Available against the Solid Waste Excise Tax and Making other Related Changes.

Presiding Officer Hosticka assigned Ordinance No. 02-950 to Solid Waste and Recycling Committee.

5.2 **Ordinance No. 02-951, For the Purpose of Amending Metro Code Chapter 5.02 to Modify the Regional System Fee Credit Program.**

Presiding Officer Hosticka assigned Ordinance No. 02-951 to Solid Waste and Recycling Committee.

5.3 **Ordinance No. 02-952, For the Purpose of Amending Metro Code Chapter 5.01 to Decrease the Minimum Facility Recovery Rate Requirement.**

Presiding Officer Hosticka assigned Ordinance No. 02-952 to Solid Waste and Recycling Committee.

5.4 **Ordinance No. 02-953, For the Purpose of Amending Chapter 2.08 of the Metro Code to Create the Office of the Attorney.**

Presiding Officer Hosticka assigned Ordinance No. 02-953 to Governmental Affairs Committee.

5.5 **Ordinance No. 02-954, For the Purpose of Amending Chapter 2.01 of the Metro Code to Reflect the Creation of the Office of Metro Council President.**

Presiding Officer Hosticka assigned Ordinance No. 02-954 to Governmental Affairs Committee.

5.6 **Ordinance No. 02-955, For the Purpose of Amending Chapter 2.19 of the Metro Code to Conform to the Charter Amendments Adopted on November 7, 2000.**

Presiding Officer Hosticka assigned Ordinance No. 02-955 to Governmental Affairs Committee.

6. ORDINANCES - SECOND READING

6.1 **Ordinance No 02-940A, For the Purpose of Adopting the Annual Budget for Fiscal Year 2002-03, Making Appropriations and Levying Ad Valorem Taxes, and Declaring an Emergency.**

Motion	Councilor Burkholder moved to adopt Ordinance No. 02-940A.
Seconded:	Councilor Monroe seconded the motion

Councilor Burkholder said he moved adoption of Ordinance No. 02-940A and following his remarks would be bringing forward some technical amendments. He said they had gone through a very thorough review of the proposed budget. It was about \$360 million. He talked about the major projects and the process they had gone through. He noted the Tax Study Conservation Commission (TSCC) hearing. TSCC was a citizen commission who reviewed government budget. They had complimented the Financial Planning Office on the clarity of the budget.

Presiding Officer Hosticka opened a public hearing on Ordinance No. 02-940A. No one came forward. Presiding Officer Hosticka closed the public hearing.

Motion to Amend:	Councilor Burkholder moved to amend Ordinance No. 02-940A.
Seconded:	Councilor Bragdon seconded the amendment

Councilor Burkholder said he was moving the technical and substantive amendments as a block (a copy of which is found in the meeting record). He reviewed the specific amendments to the budget including an Information Technology contract, which would start before FY 2002-03. As a result, it would be a multi-year contract that was subject to the normal 10-day letter Council review process. Staff was assuming if Council approved the amendment today, that that action would authorize the department to proceed immediately without the need for a 10-day letter process. He urged support of the amendments.

Vote to Amend:	Councilors Park, Burkholder, McLain, Bragdon, Atherton, Monroe and Presiding Officer Hosticka voted aye. The vote was 7 aye, the motion passed.
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Councilor McLain talked about MERC amendment #4 concerning renewal and replacement and their discussion at the Budget and Finance Committee about the technical amendment. They had asked staff to carefully review this budget.

Councilor Burkholder said as Chair of the Budget and Finance Committee they reviewed the renewal and replacement policy, which would take effect this coming year. Presiding Officer Hosticka thanked Councilor Burkholder and staff for their coordination of the FY 2002-03 budget.

Vote on the Main Motion:	Councilors Burkholder, McLain, Bragdon, Atherton, Monroe, Park and Presiding Officer Hosticka voted aye. The vote was 7 aye, the motion passed.
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6.2 Ordinance No 02-948, For the Purpose of Amending the FY 2001-02 Budget and Appropriations Schedule by Transferring Appropriations from Capital Outlay and Contingency in the MERC Operating Fund to Interfund Transfers and Transferring Those Resources in the MERC Pooled Capital Fund, and Declaring an Emergency.

Motion	Councilor Bragdon moved to adopt Ordinance No. 02-948.
Seconded:	Councilor Burkholder seconded the motion

Councilor Bragdon said this amendment pertained to changes in the way the funds were budgeted. This was not a budget increase but a transfer recommended by the staff having to do with accounting procedures. It was a technical change tracking renewal. There was good discussion at the Budget and Finance Committee about this issue. He urged support.

Presiding Officer Hosticka opened a public hearing on Ordinance No. 02-948. No one came forward. Presiding Officer Hosticka closed the public hearing.

Vote:	Councilors McLain, Atherton, Monroe, Park, Burkholder, Bragdon and Presiding Officer Hosticka voted aye. The vote was 7 aye, the motion passed.
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6.3 Ordinance No 02-949, For the Purpose of Amending the Metro Code Section 4.01.050, and Revising Admission Fees at the Oregon Zoo Effective January 1, 2003.

Motion	Councilor McLain moved to adopt Ordinance No. 02-949.
Seconded:	Councilor Burkholder seconded the motion

Councilor McLain said the ordinance reflected the cost increases effective January 1, 2003. She said the rates were only going up \$.50. Over the last twelve years, the Oregon Zoo had had very few increases. The reason for this increase was to support the Zoo paying for itself. She noted the staff report, which reflected that the Oregon Zoo fees were on the low end of the fee range compared to other zoos. She talked about the revenue increase for the Zoo, a net of \$108,000 annual. This was a prudent example of how the fees were helping with the Zoo operations.

Councilor Bragdon said they would continue to have the free days at the Zoo. Councilor McLain talked about the reduced admission fees on certain days of the month. Councilor Monroe said he attended the Oregon Zoo Foundation meeting last week. They supported this fee increase. It helped them build their Zoo clientele membership. The rates weren't being raised dramatically.

Presiding Officer Hosticka opened a public hearing on Ordinance No: 02-949. No one came forward. Presiding Officer Hosticka closed the public hearing.

Vote:	Councilors Bragdon, Atherton, Monroe, Park, Burkholder, McLain and Presiding Officer Hosticka voted aye. The vote was 7 aye, the motion passed.
-------	---

7. RESOLUTIONS

7.1 Resolution No. 02-3185, For the Purpose of Authorizing the Issuance of a Request for Proposals, No. 02-1020-REM, for the Design of Repairs and Improvements to the Roof and Ventilation System at Metro Central Station.

Motion	Councilor Atherton moved to adopt Resolution No. 02-3185.
Seconded:	Councilor McLain seconded the motion

Councilor Atherton said this resolution was to allow Regional Environmental Management department to let a Request for Proposals for improvements to the roof at Metro Central. This was an extensive project, which would need outside design assistance. It would be about a \$3 million project. It was intended to support improvements to the facility. He further clarified the improvements, which included air quality. He talked briefly about renewal and replacement costs. Councilor McLain said they had gotten good use out of the current roof. It wasn't prudent to let the roof replacement go any longer. Councilor Monroe said, there would be additional work on the ventilation system as well. Councilor Park supported the resolution.

Vote:	Councilors Atherton, Monroe, Park, Burkholder, McLain, Bragdon and Presiding Officer Hosticka voted aye. The vote was 7 aye, the motion passed.
-------	---

7.2 Resolution No. 02-3194A, For the Purpose of Granting an Easement to the City of Oregon City for Non-Park Use through Metro Property on Newell Crest Drive.

Motion	Councilor Atherton moved to adopt Resolution No. 02-3194A.
Seconded:	Councilor Monroe seconded the motion

Councilor Atherton said this was a small easement of 600 square feet granted to the City of Oregon City. They would pay Metro's staff fees. It brought benefits to the property itself. This was for an emergency generator, which would only be operating during emergency situations. He recommended approval. Councilor McLain said she had asked Charles Ciecko to review the easement criteria. She suggested going back and reviewing the easement policy. She wasn't sure of the benefits and wanted to make sure we hadn't opened ourselves up to other requests. Councilor Park agreed that it was important to review the easement criteria. He was concerned about setting precedents which could potential bring problems in the future. Councilor Atherton said the easement policy did need to be clarified. It could have been handled at the time of purchase however that had not occurred. It was important that we were cognizant of these easement issues in future purchases. It was, however, a reasonable request. He urged adoption.

Vote:	Councilors Monroe, Park, Burkholder, McLain, Bragdon, Atherton and Presiding Officer Hosticka voted aye. The vote was 7 aye, the motion passed.
-------	---

8. COUNCILOR COMMUNICATION

Councilor Monroe said, in the 2001 session of Oregon legislature HB 122 was passed which was known as the OTIA-I. That was based on an increase in vehicle license fees and would create a package of \$400 million. He said the legislature had asked JPACT to give its opinion on which projects should be funded. The projects that JPACT had supported were Boeckman Road and Sunnyside Road project, but the State had not given enough money to cover both projects. So he then asked Clackamas County to suggest funding options. The legislature then met in special session. Metro again requested money to backfill the two above-mentioned projects. The legislature indicated that OTIA-II funding was for new projects. They were now submitting a letter to Oregon Transportation Commission asking to fund the projects in other ways. He reviewed the alternative funding recommendations. JPACT authorized the letter (a copy of which is found in the meeting record). Councilor Monroe urged Council support of the letter.

Councilor Burkholder said this had also been discussed at Transportation Committee. These projects were critical to the 2040 efforts of the region. Councilor Atherton thanked staff and council for supporting this effort. He felt the letter clearly stated their intent. Presiding Officer Hosticka said these funding recommendations were good examples of the region's efforts.

Councilor McLain said the Natural Resource Committee would be meeting on June 26th at 3:30 p.m. She asked if committee members would be available for a July 3rd meeting. Most committee members said they would be available.

Councilor Park said they had been working on the public hearing schedule for the fall. He asked Council what ending date they would suggest. Presiding Officer Hosticka said their target date was December 5, 2002. Councilor Park talked about the discussion at MPAC.

Councilor Burkholder reminded Council of Flag Day tomorrow at Metro at 9:00 a.m. He talked about the celebration.

9. ADJOURN

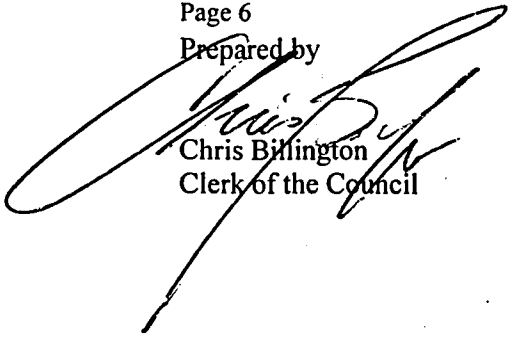
There being no further business to come before the Metro Council, Presiding Officer Hosticka adjourned the meeting at 3:05 p.m.

Metro Council Meeting

06/13/02

Page 6

Prepared by

A large, stylized handwritten signature in black ink, appearing to read "Chris Billington". The signature is written over the printed name and title.

Chris Billington

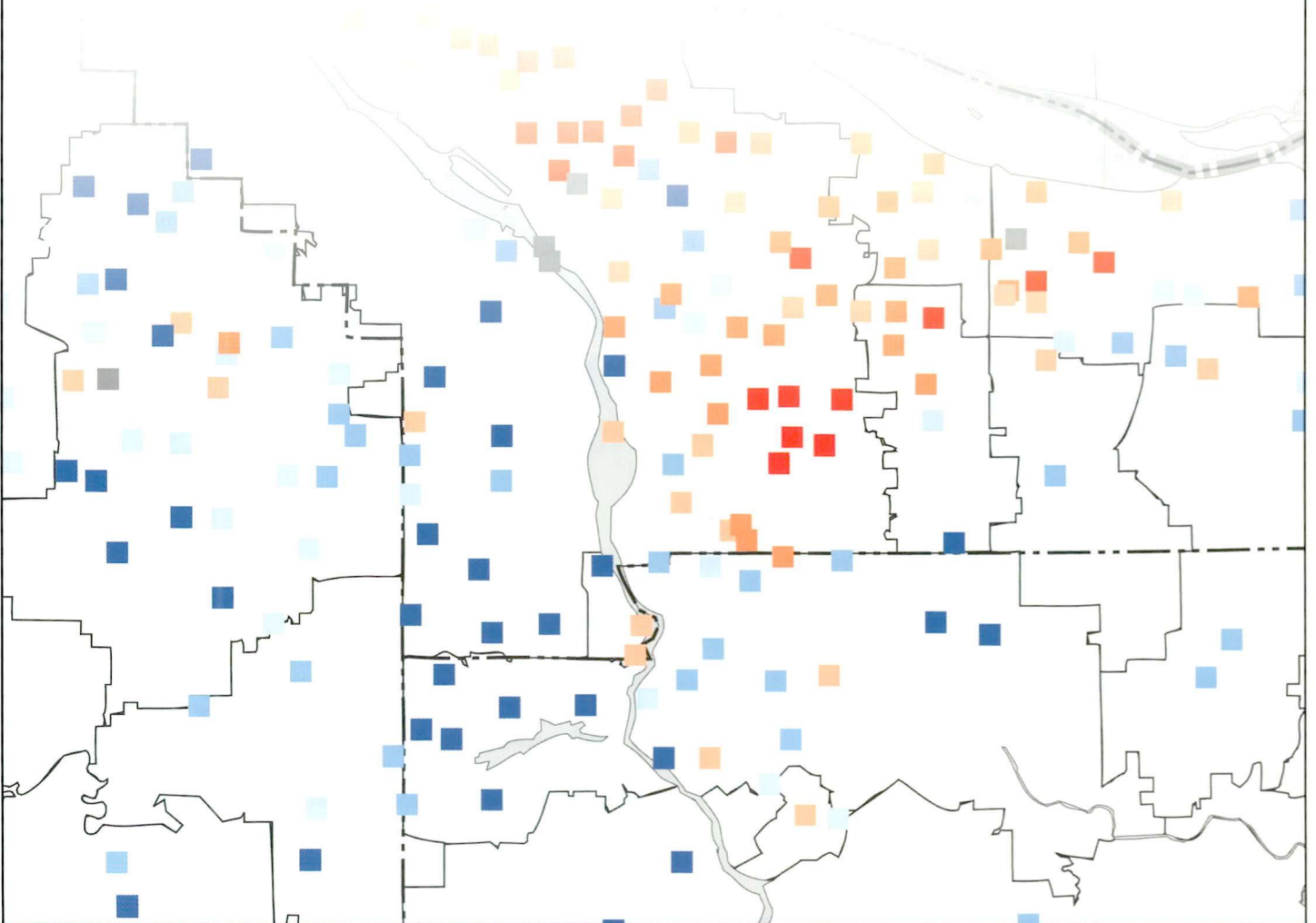
Clerk of the Council

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JUNE 13, 2002

ITEM #	TOPIC	DOC DATE	DOCUMENT DESCRIPTION	DOC. NUMBER
4.1	MINUTES	6/6/02	METRO COUNCIL MINUTES OF JUNE 6, 2002 SUBMITTED FOR APPROVAL	061302C-01
6.1	TECHNICAL BUDGET AMENDMENTS	6/12/02	MEMO FROM CASEY SHORT, FINANCIAL PLANNING MANAGER TO METRO COUNCIL CONCERNING TECHNICAL AND SUBSTANTIVE AMENDMENTS TO THE FY 2002-03 BUDGET	061302C-02
6.1	COMMITTEE REPORT	6/10/02	COMMITTEE REPORT FROM JOHN HOUSER TO METRO COUNCIL ON ORDINANCE NO. 02-940A	061302C-03
6.2	EXHIBIT A AMENDMENT	NONE LISTED	EXHIBIT A TO ORDINANCE NO. 02-948A	061302C-04
6.2	COMMITTEE REPORT	6/12/02	COMMITTEE REPORT FROM JOHN HOUSER TO METRO COUNCIL ON ORDINANCE NO. 02-948	061302C-05
6.3	COMMITTEE REPORT	6/12/02	COMMITTEE REPORT FROM JOHN HOUSER TO METRO COUNCIL ON ORDINANCE NO. 02-949	061302C-06
7.2	RESOLUTION AS AMENDED	NONE LISTED	RESOLUTION NO. 02-3194A	061302C-07
7.2	COMMITTEE REPORT	6/7/02	COMMITTEE REPORT FROM MICHAEL MORRISSEY TO METRO COUNCIL ON RESOLUTION NO. 02-3194A	061302C-08
8	LETTER	6/13/02	LETTER TO OREGON TRANSPORTATION COMMISSION FROM ROD MONROE, JPACT CHAIR AND CARL HOSTICKA, PRESIDING OFFICER CONCERNING RECOMMENDATIONS ON OTIA - II FUNDING	061302C-09

AMERICAN METRO POLITICS

PORTLAND REGION



A REGIONAL POLICY SUPPLEMENT TO A NEW BOOK PUBLISHED BY THE BROOKINGS INSTITUTION

Most residents of the Portland region live in communities facing challenges of either growing social needs or rapid population growth, although such disparities are less extreme than in most U.S. metropolitan areas. *American Metropolitcs: The New Suburban Reality*, a new book by Myron Orfield, uses the latest mapping and statistical techniques to show how these stresses are at work in the nation's 25 largest metropolitan areas. The book finds that the regional competition for tax base, in the form of expensive housing and commercial development, hurts almost every city and suburb in a region—wasting resources, harming the environment, diminishing our quality of life, and undermining the nation's promise of equal opportunity for all. It describes a new urban and suburban landscape. This new reality calls for fundamental changes to the policies that shape our communities and for working together to create healthier and more sustainable places.

Finding 1: There is a new suburban reality—Portland and its suburbs are hurting from the way the metropolitan area is growing.

Traditionally, people have divided metropolitan areas into two distinct parts: the weak city and its wealthy suburbs. *American Metropolitcs: The New Suburban Reality* uncovers a more complex reality: metropolitan Portland is in fact comprised of four types of communities—each facing different challenges.

- **The Central City—26% of the population.** The historical heart of the region, Portland has experienced considerable growth and investment over the past decade. Its downtown is strong and its tax capacity is near the regional average. But Portland still faces challenges in the competition for residents and jobs, including the segregation of poor and minority residents and low-performing schools.
- **At-Risk Communities—51% of the population.** Many of these places, including Canby, Woodburn and McMinnville, are located outside the region's urban growth boundary. They face a variety of problems: high or growing social need, aging or insufficient infrastructure and stagnant tax resources. This combination can lead to a spiral of decline, as officials increase taxes or cut services to balance the budget, which inhibits growth and leads to more decline. Because they lack the cultural amenities and healthy downtown of Portland, these places are at greater risk of rapid decline once social stress appears.
- **Bedroom-Developing Communities—20% of the population.** Rapidly growing places like Vancouver and ~~Wilsonville~~ are home to many middle-class families with children, but few jobs. As a result, their residents often face long commutes. Lack of commercial tax base and a high ratio of children strains residential tax bases, often leading to overcrowded classrooms and low per-pupil spending. A weak tax base also makes it hard to pay for roads and sewers needed to accommodate growth.

- **Affluent Job Centers—2% of the population.** With a steady flow of jobs, high-end housing and retail outlets, these places—Lake Oswego, ~~Happy Valley~~, Camas and Rivergrove—have few social needs and more than their fair share of regional office space. But that attractiveness comes with a price: congested roads and loss of valuable open space that attracted people there in the first place.

Finding 2: For all of greater Portland's communities to prosper, civic leaders must keep acting regionally to pursue fundamental reforms.

With its growth boundary and elected Metro, metropolitan Portland already recognizes that regional approaches to growth and economic development encourage cooperation that benefits the whole region. As a result of regional efforts, communities within the core display fewer signs of distress than most regions. But Portland-area leaders can strengthen their existing regional policies in two ways: first, by expanding regional efforts to help struggling communities outside the boundary, and second, by implementing fiscal equity measures, such as tax-base sharing, to better equalize resources among local governments.

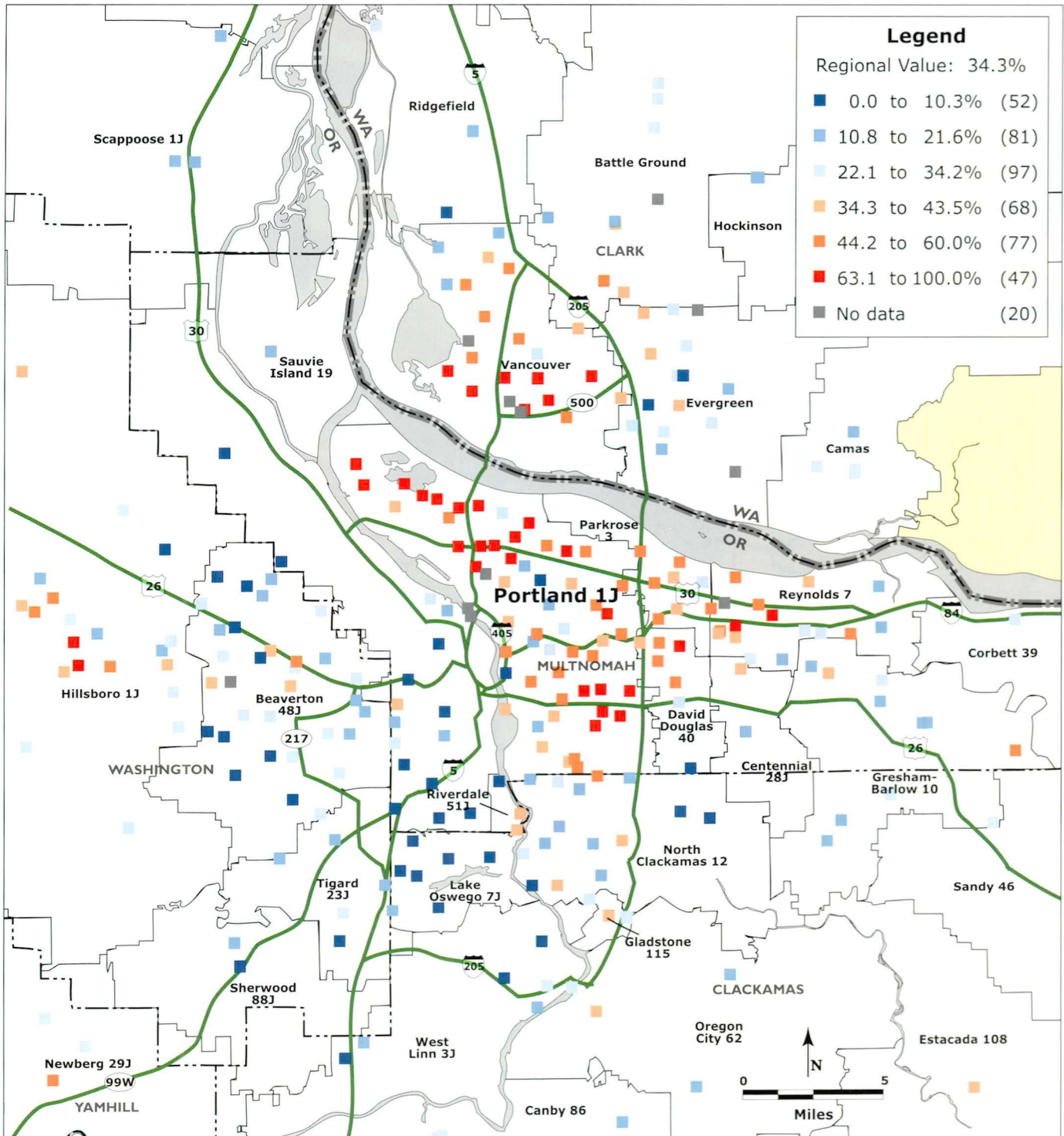
Finding 3: Change is possible if we embrace a new Metropolitcs—building regional coalitions to serve the interests of all communities.

The myth of the suburban monolith must yield to a new reality. Today Bedroom-Developing and At-Risk suburbs—home to 71 percent of Portland-area residents—make up “swing” districts that wield great influence over the area's political agenda. This shift in power presents opportunities for new coalitions to improve the quality of life in not only these places, but throughout the region:

- For central cities, regionalism means enhanced opportunities for redevelopment and for the poor.
- For older at-risk suburbs, it means stability, community renewal, lower taxes and better services.
- For rapidly growing bedroom-developing communities, it means sufficient spending on schools, infrastructure and clean water.
- For affluent job centers, regional cooperation offers the best hope for preserving open space and reducing congestion.

For more information, contact the Metropolitan Area Research Corporation at 612-379-3926 or visit www.metroresearch.org. To order *American Metropolitcs: The New Suburban Reality* call toll-free 1-800-275-1447 or go to www.brookings.edu/press/books/american_metropolitcs.htm. Visit the Brookings Institution Center on Urban and Metropolitan Policy on the web at www.brookings.edu/urban.

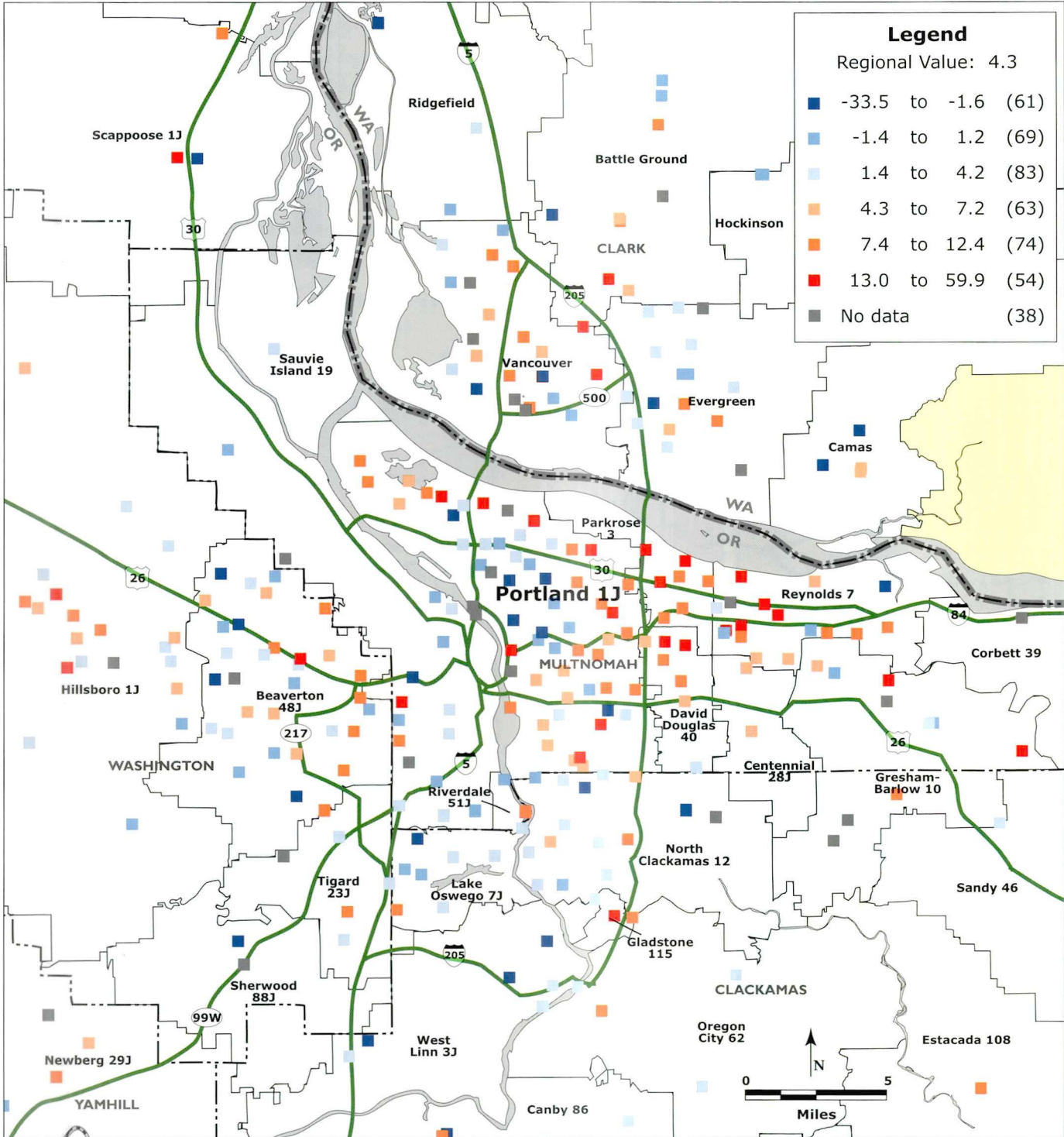
PORTLAND REGION (CENTRAL REGION): Percentage of Elementary Students Eligible for Free and Reduced Cost Lunch by School, 1997



Data Sources: National Center for Education Statistics; Oregon Department of Education; Washington Department of Public Instruction.

The lack of regional cooperation in metropolitan Portland helps create extremes in wealth among places. Problems associated with concentrated poverty—everything from high crime to poor health—dramatically limit the opportunities of residents, discourage investment in neighborhoods, and place a burden on city resources. Patterns of income segregation in Portland-area schools reflect broader community trends: poor students are highly concentrated in schools in Portland and Vancouver and outlying at-risk districts, including Hillsboro, Salem and Woodburn.

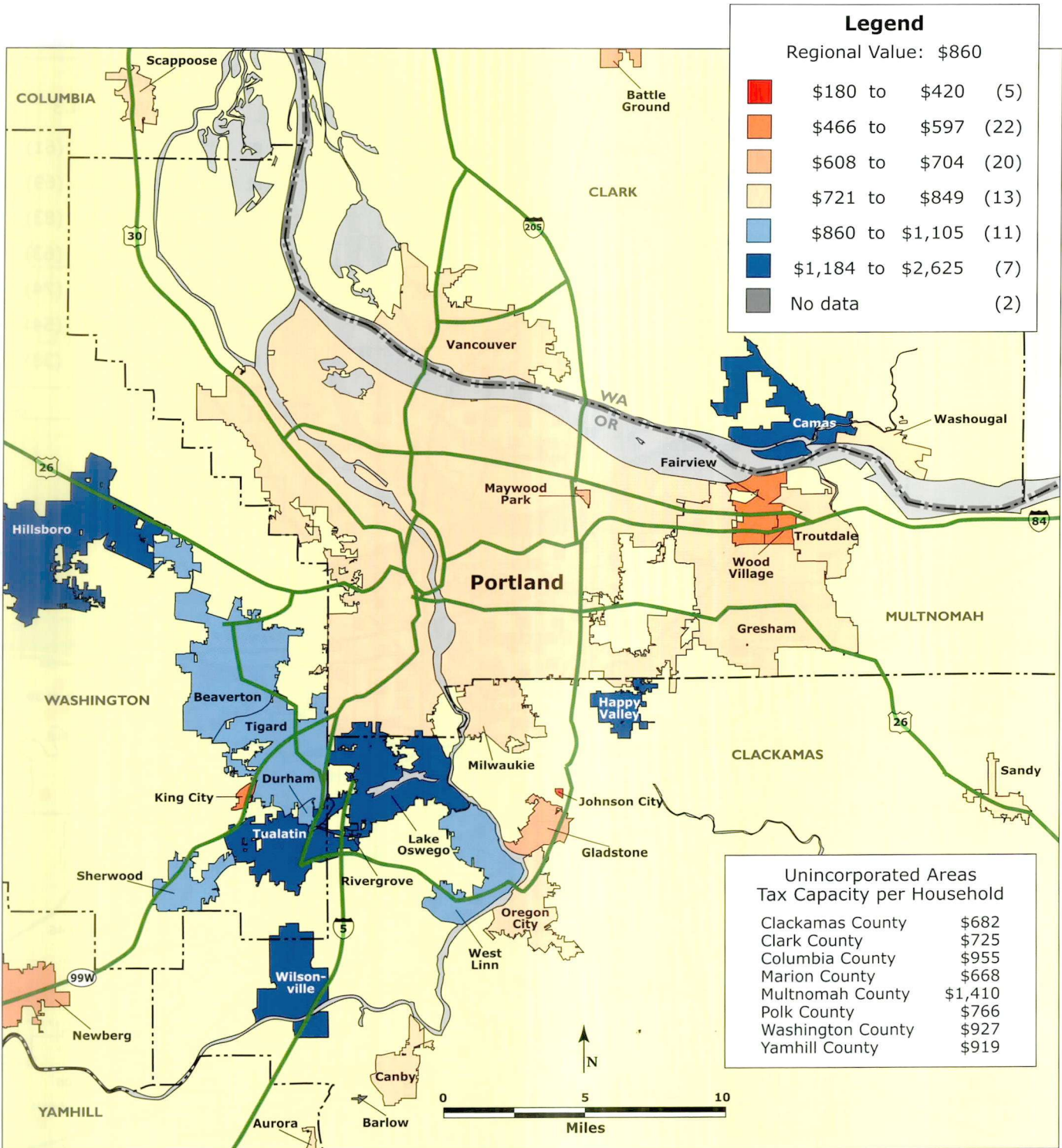
**PORTLAND REGION (CENTRAL REGION):
Change in Percentage Points of Elementary Students Eligible for
Free and Reduced Cost Lunch by School, 1992-1997**



Data Sources: National Center for Education Statistics; Oregon Department of Education; Washington Department of Public Instruction.

Changes in the social make-up of elementary schools provide an early warning signal for the community as a whole. As schools grow poor, whole communities may follow. In the Portland region, significant increases in poverty took place in schools throughout the region, including in the at-risk suburban districts of Hillsboro, Forest Grove and Woodburn.

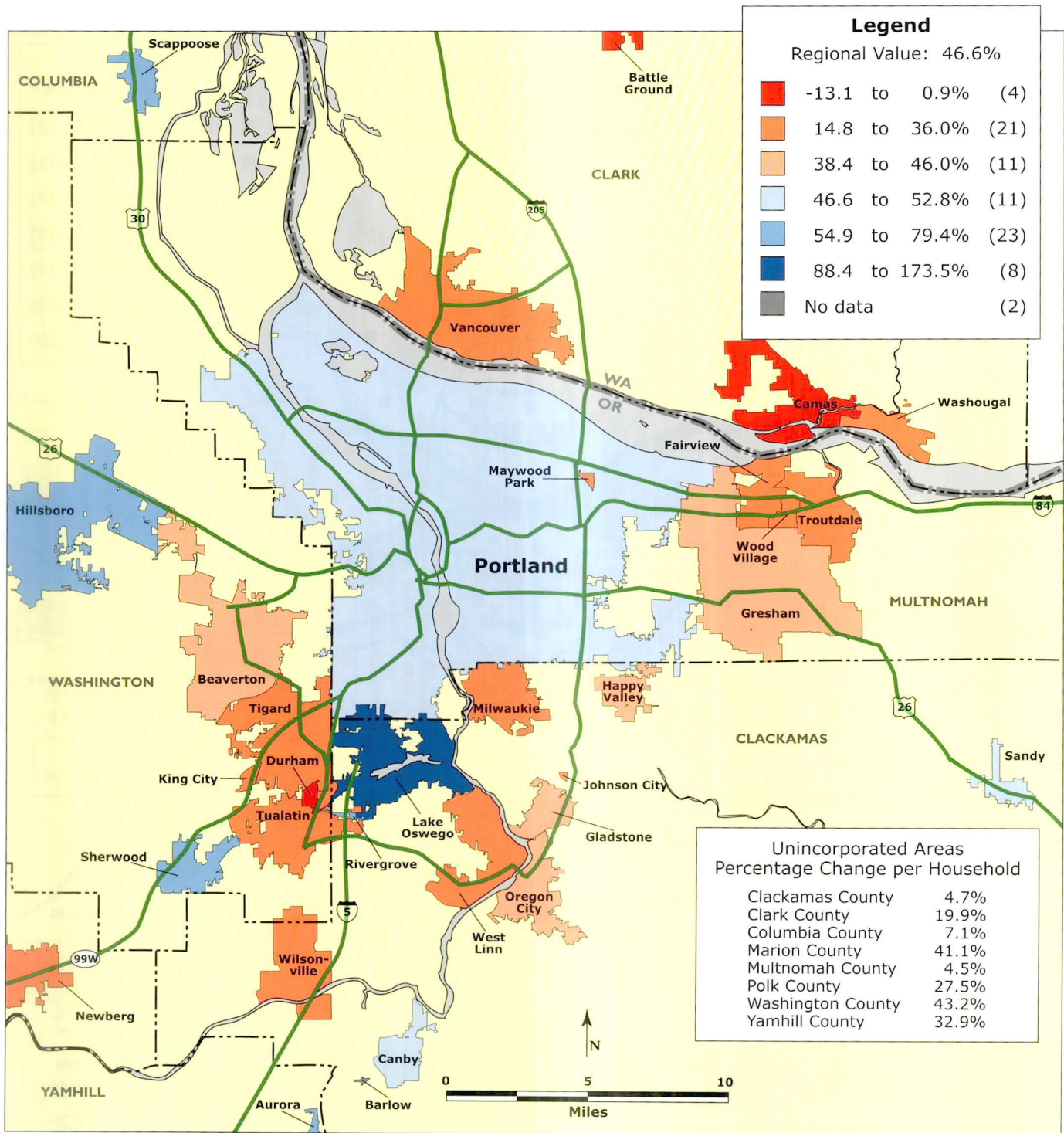
**PORTLAND REGION (CENTRAL AREA):
Tax Capacity per Household by Municipality, 1998**



Data Sources: Oregon Department of Revenue (property tax base data); Washington Department of Revenue, Division of Research (property and sales tax base data).

The ability of a community to pay for needed public services depends on both the costs involved with providing them and its capacity to raise revenues. Many of the communities with high tax capacities are affluent ones with few social needs, such as Tualatin, Lake Oswego and Happy Valley. Low tax capacities are found in many of the places struggling with either growing social strain, such as Fairview, or rapid growth, such as Newberg and Gresham.

PORTLAND REGION (CENTRAL AREA): Percentage Change in Tax Capacity per Household by Municipality, 1993-1998



Data Sources: Oregon Department of Revenue (property tax base data); Washington Department of Revenue, Division of Research (property and sales tax base data).

When a municipality's tax capacity shrinks, it must choose either to increase tax rates in order to maintain services or hold the line on taxes and provide fewer, or lower quality, services. Either choice puts them at a disadvantage in the regional competition for jobs and residents. This dilemma is in play in many of the suburbs adjacent to Portland, including Durham, Tigard and Wood Village. Affluent job-rich places with some of the biggest increases in tax capacity, like Lake Oswego and Sherwood, on the other hand, are able to maintain or improve public services without raising tax rates. Unlike many American central cities, the city of Portland also saw gains in tax capacity.

AMERICAN METRO POLITICS

THE NEW SUBURBAN REALITY



MYRON ORFIELD

New from the Brookings Metro Series...

American Metropolitcs: The New Suburban Reality

By **Myron Orfield**, with a foreword by **Bruce Katz**, *Director –
Brookings Institution Center on Urban and Metropolitan Policy*

Myron Orfield has once again captured the reality of the costs of sprawl on urban and suburban America. *American Metropolitcs* combines demographic research with state-of-the-art mapping technology to illustrate social, racial, fiscal, land use and political trends in the nation's top 25 metropolitan areas. Orfield's analysis offers a new, important typology for America's suburbs that raises fresh possibilities for metropolitan coalition building and regional reforms. This is an important book for anyone concerned with the future of our cities and suburbs.

Myron Orfield is Executive Director of the Metropolitan Area Research Corporation, a Minnesota State Senator, and an adjunct professor at the University of Minnesota Law School.

American Metropolitcs: The New Suburban Reality

Brookings Institution Press [© 2001]

ISBN: 0-8157-0248-5 \$62.95 [Cloth]

ISBN: 0-8157-0249-3 \$29.95 [Paper]

To order a copy, call the Brookings Press at 1-800-275-1447 or go to
http://www.brookings.edu/press/books/american_metropolitcs.htm

For more information about the Brookings Institution Center on Urban and Metropolitan Policy, visit our website at www.brookings.edu/urban..

Myron Orfield will be speaking in the following cities: Boston, Chicago, Cincinnati, Detroit, Philadelphia, Portland, San Francisco, St. Louis, Washington DC; check the website for details.



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TED KYLE, CHAIR OF MCCI, REPORT TO METRO COUNCIL
June 20, 2002

End of term recap by Chair, change of chairs effective July 1st

Two years ago

- Interviewed councilors two years ago
- Results were: Council had no consistent vision for MCCI, MCCI did not have much impact

Year and a half ago

- Redefined what citizen's involvement was
- Communication both ways was important, this included the usual suspects
- Focus on average citizen not professionally represented

One year ago

- MCCI transitioned to Council Office
- Transition worked out well
- Results of this transition was good indicator of the future

In the present and the future

- Revision of Public Involvement Planning Guide (PIPG)
- Office of Citizen Involvement was more than just a sign
- A new ordinance was under development which included
 - A new structure for MCCI
 - Staff/Member work groups
 - Role of committee defined
 - Staff advocate with clout

What has MCCI been working on the past two years

- Goal 5
- Green Streets
- Parks progress/Blue Lake
- South Corridor
- Title 8
- RTP
- Charter changes
- Household hazardous waste
- MTIP process
- Let's Talk
- MCCI serve as a pool of knowledgeable people
 - Redistricting
 - Green Ribbon
 - Transition Task Force
 - Forum Members (MTAC and RPTAC)

Results and recommendations:

Strong commitment to MCCI within Metro, they had support at the highest level

Listen to not only the usual suspects

Build on foundation of transition (Office of Citizen Involvement)

Innovative programs - Let's Talk reached over 1000 people, the conference was not just citizens talking to government but citizens talking to citizens about what they want

Creative student projects

Metropolitan Exposition-Recreation Commission
Portland Center for the Performing Arts

Event Settlement Activities:
System Works, Some Enhancements Are Needed

June 2002

Alexis Dow, CPA, Metro Auditor
Doug U'Ren, CIA, Senior Auditor

Portland Center for the Performing Arts (PCPA)

- Hosts about 900 music, drama, dance and cultural performances annually
- Four theaters and other spaces rented to commercial promoters, nonprofits and others
- Three buildings downtown Portland:
 - ◆ owned by the City of Portland
 - ◆ managed by the Metropolitan Exposition Recreation Commission (MERC)



Portland Center for the Performing Arts (PCPA)

- FY 2002 budget – \$9.9 million
 - ◆ Financed by earned revenues, private donations and public subsidies
- Staffing
 - ◆ Twenty-six employees:
 - ◆ book and manage events
 - ◆ coordinate ticket sales
 - ◆ maintain equipment and buildings
 - ◆ Many volunteers and part-time staff



What is an event settlement?

- Process for determining amount owed to or by a promoter for use of PCPA facilities
- Typically, promoter owes PCPA for:
 - ◆ facility and equipment rental
 - ◆ staff to take tickets, operate equipment and establish security



Why are event settlements important?

- Event billings – key revenue source for PCPA
- FY 2001 event revenues – \$3.2 million
- Different controls for event settlement bank account than other MERC accounts
- Settlements can involve cash advances to promoters for pre-event ticket sales



Event settlement process

- After event, PCPA prepares a settlement showing:
 - ◆ credits to promoter for ticket sales and prepaid rent deposit
 - ◆ charges to promoter for facility rent, labor and ticket fees
- If PCPA owes promoter,
 - ◆ promoter is sent a check within a few days
- If promoter owes PCPA,
 - ◆ promoter has 30 days to pay



Purpose of audit

Determine if settlement systems ensure :

- Events billed promptly, accurately and efficiently
- Amounts owed PCPA are collected and promptly deposited and recorded in accounting system
- PCPA policies - for license agreements, deposits and facility rates - are complete and being followed



Findings

- Event settlement is functioning
- Management processes are in place to ensure that:
 - ◆ settlements are accurate and complete
 - ◆ appropriate rental and labor rates are applied
 - ◆ deposits are sent to the bank in a timely manner
- Opportunities for improvement exist



Opportunities for improvement

- Streamlining information systems
- Developing additional policies and procedures
- Investigating and resolving discrepancies in bank balances



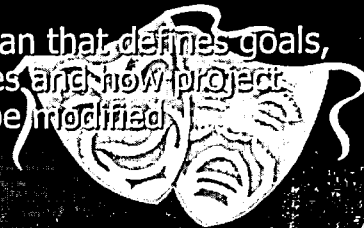
Opportunities for improvement

- Streamline information systems to:
 - ◆ eliminate need for double and triple entries
 - ◆ improve management information
- Develop policies and procedures to:
 - ◆ ensure event transactions are handled as intended
 - ◆ train new employees
- Resolve discrepancies in bank balances to:
 - ◆ maintain credibility of financial reports
 - ◆ highlight unauthorized activity



Recommendations – Information systems

1. Investigate options for improving event management system and integrating it with Metro's PeopleSoft financial system
2. Pursue a structured approach for making information system improvements
 - Develop written work plan that defines goals, tasks, responsible parties and how project efforts and results will be modified



Recommendations

– Information systems (continued)

3. If selecting ConCentRICs:

- ◆ seek assistance from someone experienced in implementing and operating ConCentRICs at a performing arts center
- ◆ improve data security – access to applications and back up and recovery of data
- ◆ ensure that system can be operated when administrators are absent



Recommendations

– Billing policies and procedures

4. Develop new policies that:

- ◆ identify frequency and calculation of event revenue transfers to Metro
- ◆ establish type of disbursements made out of special deposit accounts
- ◆ identify timing, authorization and reporting for write off of past due accounts receivable



Recommendations

– Billing policies & procedures (continued)

5. Develop new procedures in the following areas:

- ◆ sending billing information from PCPA to MERC
- ◆ following up on overdue accounts
- ◆ updating rental rates and ensuring staff knows about updates
- ◆ ensuring adequate support for billed services
- ◆ charging and recording interest on overdue accounts



Recommendations

– Billing policies & procedures (continued)

6. Assign an employee to organize policies and procedures



Recommendations

– Discrepancies in bank balances

7. Identify responsibilities for reconciling bank account, and develop a procedure to ensure:
 - ◆ reconciliation is done adequately
 - ◆ reconciliation issues are corrected in a timely manner



Metro
**Metropolitan Exposition-
Recreation Commission**
Portland Center for the Performing Arts

***Event Settlement Activities:
System Works, Some Enhancements Are Needed***

June 2002

A Report by the Office of the Auditor



METRO

PEOPLE PLACES
OPEN SPACES

Alexis Dow, CPA
Metro Auditor

Metro
**Metropolitan Exposition-
Recreation Commission**
Portland Center for the Performing Arts

***Event Settlement Activities:
System Works, Some Enhancements Are Needed***

June 2002

A Report by the Office of the Auditor



METRO

**PEOPLE PLACES
OPEN SPACES**

Alexis Dow, CPA
Metro Auditor



METRO
OFFICE OF THE AUDITOR

June 19, 2002

To the Metropolitan Exposition-Recreation Commission and Metro Council:

The Portland Center for the Performing Arts (PCPA) hosts about 900 arts and cultural performances each year. Its theaters and other spaces are rented to commercial promoters, nonprofit arts groups and others. In fiscal year 2001, rental revenue from events totaled about \$3.2 million, or 70 percent of the PCPA's operating revenue. The PCPA is owned by the City of Portland and operated by the Metropolitan Exposition-Recreation Commission (MERC), a Metro unit.

We studied the process used to determine the amount promoters and groups owe for using the PCPA's facilities – a process known as event settlement - and to evaluate related management systems. Overall, event settlement is functioning. Management processes are in place to ensure that settlements are accurate and complete, appropriate rental and labor rates are applied, and deposits are sent to the bank and recorded in a timely manner. Even so, opportunities for improvement exist in the following three areas:

- streamlining information systems
- developing additional policies and procedures
- investigating and resolving discrepancies in bank balances

Specific recommendations for making these improvements are detailed in the report.

We reviewed a draft of this report with the Metropolitan Exposition-Recreation Commission Chair, Judy Rice and General Manager, Mark Williams. The last section of this report presents the written response from Chair Rice.

We appreciate the cooperation and assistance provided by MERC and Metro management and staff during this review.

Very truly yours,

Alexis Dow, CPA
Metro Auditor

Auditor: Douglas U'Ren, Certified Internal Auditor

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Metropolitan Exposition-Recreation Commission Chair, Judy Rice	

Executive Summary

The Portland Center for the Performing Arts (PCPA), located in downtown Portland, hosts about 900 music, drama, dance and cultural performances each year. Its theaters and other spaces are rented to commercial promoters, nonprofit arts groups, and other organizations. The PCPA is owned by the City of Portland and operated by the Metropolitan Exposition-Recreation Commission (MERC), a Metro unit.

This audit studied the process by which the PCPA and MERC Administration determine the amount promoters and groups owe for using the PCPA's facilities - a process known as event settlement. In fiscal year 2001, revenue from this process totaled about \$3.2 million, or about 70 percent of the PCPA's operating revenue.

Overall, event settlement is functioning well. Management processes are in place to ensure that settlements are accurate and complete, appropriate rental and labor rates are applied, and deposits are sent to the bank in a timely manner.

Even so, opportunities for improvement exist in the following three areas:

- **Streamlining information systems.** Current systems for managing and communicating billing information require some event data to be entered into computers two or three times. Consolidating or connecting these systems would save administrative time, eliminate human data entry errors and provide the PCPA managers with better, timelier information about financial results. Direct electronic up-loading of summary financial data from MERC's systems to Metro's PeopleSoft financial information system could further streamline the process.
- **Developing additional policies and procedures.** These policies and procedures are needed to improve internal controls, better ensure that event transactions are handled in the way management and the Commission intended, and help train new employees. For example, we found no policy in place defining how funds in an event settlement bank account may be used.
- **Investigating and resolving discrepancies in bank balances.** In a number of cases, discrepancies between bank statements and MERC's records went unreconciled, sometimes for a year or more. Not correcting them and the underlying conditions that cause them in a timely manner can erode the credibility of financial reports that managers and others use in monitoring operations. Also, resolving bank account discrepancies will help ensure that any unauthorized activity, such as fraud, is brought to light.

Our more specific recommendations for addressing these matters are on the next page.

Summary of Recommendations

Streamlining Information Systems

1. MERC's Director of Administration should assign a person or team to fully investigate options for improving MERC's event management information system and assess potential costs/benefits of integrating it with Metro's PeopleSoft-based financial information system. The improvements should be aimed at (1) performing event settlements - and accounting for revenues, expenses, ticket sales and deposits - more efficiently, and (2) providing event-specific profitability reports to the PCPA managers. This person, or at least one member of the team, should have experience in systems analysis. Once an option is chosen, the team should identify the individual projects that need to be done to carry out the chosen option or strategy.
2. After a decision is made about the option to be used, MERC and the PCPA should pursue a structured approach toward making event management information system improvements. They should develop a written work plan that will clearly define what the goals of each improvement project are, what tasks need to be done to complete each project, who will do them, and how project efforts and results will be monitored.
3. If the work plan developed by the PCPA and MERC calls for expanded use of ConCentRICs, the event management software currently in place, the PCPA and MERC should ask for help from someone who has actual experience implementing and operating ConCentRICs' event settlement and accounting features at another performing arts center. If ConCentRICs is used for the accounting function at either the PCPA or MERC, MERC should take steps to (1) improve data security, including access to applications and backup and recovery of data, and (2) ensure that the system can be operated when its primary administrators are on vacation or absent for other reasons.

Developing Additional Policies and Procedures

4. MERC and PCPA staff should develop additional written policies that:
 - identify the required frequency of event revenue transfers to Metro and how the transfer amounts should be calculated.
 - formally establish the type of disbursements may be made out of special deposit accounts – the bank accounts that receive event-related deposits and revenues and are used to pay event-related expenses.
 - identify when aging accounts receivable should be written off and how such write-offs should be authorized and reported.

These policies should be reviewed and approved, as appropriate, by either the MERC Commission or its General Manager.

5. The MERC Director of Administration or his designee should ensure that new procedures in the areas identified below are completed and all procedures – including existing ones – are reviewed and approved by the appropriate manager.
 - Procedure to ensure that the PCPA staff sends billing information to MERC Administration promptly so all events can be settled in a timely manner.
 - Procedure on how staff should follow-up on overdue accounts.
 - Procedure that assigns responsibility for initiating rental rate updates and ensuring that the new rates are promptly communicated to staff who need to know about them.
 - Procedure to ensure the PCPA staff adequately documents all services before billing paperwork is forwarded to MERC Administration.
 - Procedure that describes the process for charging interest on overdue accounts and for booking the interest revenue.
6. MERC's Director of Administration or his designee should assign a qualified employee to organize policies and procedures so that staff can more easily apply them.

Investigating and Resolving Discrepancies in Bank Balances

7. MERC's Director of Administration and Metro's Accounting Manager should formally identify their respective responsibilities for reconciling the balance in the event settlement bank account, and develop a procedure to ensure that the reconciliation is adequately done and reconciliation issues are corrected in a timely manner.

Introduction and Background

What is the Portland Center for the Performing Arts?

The Portland Center for the Performing Arts (PCPA) consists of three buildings located in downtown Portland. These buildings contain four theaters and other spaces that are used to host about 900 music, drama, dance and cultural performances each year. The performances are financed and produced by commercial promoters, nonprofit arts presenters and producers, and resident companies – the primary tenants who produce theater, symphony, ballet, opera and children's programs. Unlike some performing arts centers around the U.S., the PCPA does not produce its own performances.

The PCPA has 26 employees who market, book and manage the facilities, coordinate ticket sales and maintain the equipment and buildings. A large contingent of volunteers and part-time staff supplements this in-house staff. The PCPA's budget for the current fiscal year, including capital expenditures, is approximately \$9.9 million.

The PCPA's operations are financed by a combination of earned revenues and public subsidies.

How is the PCPA managed?

The PCPA's three buildings are owned by the City of Portland and managed by the Metropolitan Exposition-Recreation Commission (MERC) based on intergovernmental agreements approved by the City and the Metro Council.

MERC is a unit of Metro established to operate, maintain and renovate Portland-area convention, trade and spectator facilities. It oversees the Oregon Convention Center and the Portland Metropolitan Exposition Center, as well as the PCPA. MERC has its own budget and policies, but some Metro policies apply to MERC operations as well. MERC is governed by a seven-member board (the Commission) appointed by several local governments and approved by the Metro Council.

The PCPA itself is managed by a Director who reports to MERC's General Manager. Its budget is funded through a combination of rent revenues, hotel/motel taxes, government contributions, and a number of smaller revenue sources. The PCPA is organized into five departments: Booking and Sales, Ticket Services, Event Services, Operations, and Administration.

What is an event settlement?

An event settlement is the process by which MERC Administration determines the amount owed to or by a promoter for usage of the PCPA facilities. Typically, the promoter will owe the PCPA for

renting the facility and some equipment, and for the cost of providing staff to take tickets, operate equipment, and establish security. After an event, the PCPA will credit the promoter for ticket sales held in its bank account and for any prepaid rent deposit. The funds collected by the PCPA are netted against charges owed by the promoter. Facility rent, labor charges and ticket sales are all detailed on a settlement statement. After the settlement statement has been prepared, if the PCPA owes the promoter, it sends the promoter a check. If the promoter owes the PCPA, the settlement statement serves as an invoice and the promoter has 30 days to remit the balance due to the PCPA.

The timing of the event settlement process varies somewhat and is governed by contracts or license agreements signed by the PCPA Director and the promoter. Events are often settled the day after the performance, or the day after the last performance if the license agreement covers more than one performance. Touring shows often negotiate an "on-site" or preliminary settlement that takes place the evening of the performance. Final settlement typically takes place the next day. Weekly settlements are done for two of the PCPA's resident companies - Portland Center Stage and the Tygres Heart Shakespeare Company.

Why are event settlements important?

Event billings are a key source of revenue for the PCPA. During FY 2001, event-related revenues totaled about \$3.2 million and constituted approximately 70% of the PCPA's \$4.6 million in operating revenues. In addition, event-related revenues and disbursements flow into and out of a bank account that, because of its specific purpose, has a different set of internal controls than the controls applied to a bank account used to pay ordinary MERC expenses. Finally, event settlements sometimes reflect cash advances paid to facility promoters for pre-event ticket sales. Cash advances could expose MERC to financial losses if appropriate internal controls are not in place to prevent the theft or inappropriate use of the cash. We were told that such cash advances are common in the performing arts industry.

What are the key roles and responsibilities in event settlements?

Event settlement involves staff and management at both the PCPA and MERC Administration, with MERC Administration responsible for handling most of the actual event settlement processing, as well as the handling of moneys involved.

Event Settlement Roles and Responsibilities

PCPA Departments

- Schedule and book events
- Prepare contracts (facility license agreements) for promoters
- Ensure that promoters sign license agreements and provide proof of liability insurance policies before events take place
- Plan and manage events, track and record the amounts to be billed, forward billing information to MERC administration.
- Assist MERC Administration in following-up on overdue accounts

MERC Administration

- Prepares final event settlement statements based on event billing information received from the PCPA departments
- Sends/provides settlement statements to promoters
- Processes advanced deposits and settlement funds, and deposits them in a bank account (known as the 'special deposit account')
- Prepares event accounting entries that are recorded in Metro's PeopleSoft management information system
- Reconciles the PCPA accounts and initiates adjustments to general ledger balances if necessary
- Writes monthly checks from the special deposit accounts to transfer earnings from events into a Metro-controlled investment account
- Follows up on overdue accounts

The PCPA Director and MERC General Manager review and approve labor and equipment rates to ensure the PCPA's costs are recovered. They also develop business plans and policies. MERC establishes user fees and other MERC facility policies through the use of formal resolutions.

What information systems are used for event settlements?

The PCPA and MERC Administration use three different systems to develop all the information needed for event settlements.

- ConCentRICs (Convention Center Resource Information and Control System). This is the primary information system used to track and transmit event information among the PCPA staff. It is

a set of software applications developed by the Resource Information and Control Corporation of Indiana. Convention centers, theaters and conference centers use it to help manage their facilities and events and reduce paperwork. ConCentRICs is capable of managing information for all phases of facility operations from event scheduling and administration to billing and accounting. The PCPA primarily uses it only to book events and communicate event-specific information across its departments.

- PeopleSoft. This is Metro's financial management information system. PeopleSoft is used to book deposits, ticket sales, rent revenues and associated event expenses. It is also used to develop the PCPA's financial reports.
- In-house spreadsheets. While the PCPA and MERC staff uses information from the ConCentRICs and PeopleSoft systems in conducting event settlements, the actual statements for event settlement are produced separately from either system, using spreadsheets developed by MERC Administration staff. These spreadsheets are separately prepared using Microsoft Excel.

What did our audit cover, and how did we do the work?

The purpose of our audit was to determine if management systems are adequate to ensure that:

- events are settled and invoiced promptly, accurately and efficiently,
- amounts owed by event promoters are collected and promptly deposited and recorded in Metro's accounting system,
- the PCPA policies related to license agreements, deposits and facility rates are being followed, and
- PCPA's managers receive information they need to adequately monitor and control the financial performance of the facilities.

We carried out our work by:

- interviewing PCPA, MERC and Metro managers and staff.
- performing comprehensive testing of 15 randomly selected events out of the 57 that were held in July and October of 2001. The total revenue the PCPA earned from these events was about \$370,000.
- reviewing MERC resolutions, business plans, event settlement procedures, financial reports, and account reconciliations.
- discussing the capabilities and performance of the ConCentRICs software system with users at three other performing arts/theater facilities to assess potential for streamlining settlement

processes through expanded use of ConCentRICs.

- reviewing reports on other performing arts centers prepared by other audit offices to identify settlement-related risks and controls.
- determining that a sample of advanced rent payments and collected receipts were deposited in the PCPA's special deposit (bank) account and recorded in the financial records.

This audit was performed between December 2001 and May 2002 in accordance with generally accepted government auditing standards. Audit survey work was conducted during October and November 2001.

The Event Settlement System Is Functioning, But Opportunities Exist For Improvement

Based on an assessment of PCPA and MERC internal controls and extensive testing of 15 events, we concluded that the current system for billing events is adequate and is generally performing satisfactorily.

- All events in our sample were settled. Four settlements took more than five days to complete, but these delays were largely due to temporary factors that have since been addressed.
- Signed contracts, rent prepayments (when required) and insurance certificates were received prior to performances.
- The PCPA billed promoters for all services provided.
- The PCPA staff accurately applied the rent, labor and equipment rates to settlements in compliance with policies approved by the MERC Commission.
- Generally, rent prepayments and receipts on account were deposited in the PCPA special deposit (bank) account promptly after receipt.
- Billed services were adequately supported.
- Appropriate measures were taken to safeguard and control payments made to promoters for ticket sales and to settle events.

Although results were generally favorable, some opportunities exist for improvement. These are explained in the findings that follow.

Improve efficiency of event settlement and provide better management information.

What is the problem?

Although settlement billings are accurate, the process used to gather information for event settlements is inefficient. Information needed to schedule, manage and settle the PCPA events resides on multiple databases associated with three different software applications - the ConCentRICs facility management system, Metro's PeopleSoft financial management information system, and Microsoft Excel spreadsheets created separately by MERC staff. For the most part, information in these applications cannot be transferred. As a result, some event information must be entered into computer programs two or more times in order to settle events and make the appropriate journal entries into Metro's financial accounting and reporting system.

Here are examples of multiple entries of the same or similar data:

- Event staff labor information must be recorded at least three times - once into a Kronos time-keeping system that captures labor data and downloads it into a separate PeopleSoft payroll system, once more

into paper timesheets that are used to prepare event billings, then again into Excel spreadsheets that are used to prepare and support event settlement statements.

- Facility rent charges must be recorded twice - once in the ConCentRICs facility management system when the event is booked, and again on Excel spreadsheets that are used to produce the event settlement statements sent to promoters.
- The labor time of contract security personnel is first handwritten on paper sign-in sheets, and then summarized on an Excel spreadsheet by a PCPA house manager. An accounting technician from MERC Administration includes the security charges on the event settlement statement, which is produced using a second Excel spreadsheet.
- Journal entries needed to record event deposits and revenues are prepared first on Excel spreadsheets, and then input into Metro's financial system.

Besides requiring multiple entries of the same data, the current approach lacks an important capability - providing the PCPA's managers the ability to determine whether individual events are making a profit. They receive monthly revenue and expense reports, but the current system does not enable them to review all costs associated with individual events.

Why is dealing with the problem important?

Both aspects of this problem - duplicate entry of information and lack of a profit statement - have negative implications.

- Duplicate entry of some event information and handling of unnecessary paperwork wastes staff time. In addition, MERC Administration staff must recheck event settlement information due to the risk of errors arising from the use of information from multiple computer programs and data sources.
- The absence of profit-and-loss statements for individual events diminishes internal control by not allowing management to match costs with revenues and thereby assure that all event services have been billed. The availability of profit-and-loss statements for individual events would better enable the PCPA managers to schedule the most profitable events if two or more commercial promoters desire to hold shows in the same time period.

What issues need to be addressed in dealing with this problem?

MERC and the PCPA have been trying to consolidate and improve the event management system for several years. Staff turnover and other priorities have limited their success. To make greater progress, the PCPA and MERC Administration will need to address the following issues:

- The project to improve the event management and billing system has lacked continuous dedicated leadership - someone who can devote

substantial time to learning the ConCentRICs applications and the other components of the event management process, put together a work plan, solve implementation problems, train staff, and be accountable for specific results and empowered to make decisions that affect multiple PCPA and MERC departments.

- A written plan for implementing improvements to the PCPA events management system has not been developed and distributed to affected staff. Management assured us that an informal plan has been discussed in meetings, but it has not been documented. A written plan would identify the goals and priorities of system improvements, communicate them to staff, identify tasks and resources that are needed to achieve goals and priorities, assign specific task and responsibilities to individual managers and staff and catalyze MERC administrative staff and the PCPA staff to work cooperatively toward building a better event management system that they both desire.
- One matter that will need to be decided is what software to use as the basis for a streamlined event settlement process. The PCPA could either expand its usage of the ConCentRICs' features or transition to a different software package. Our survey of performing arts centers outside of Oregon indicated that the PCPA could use the event settlement and accounting features of ConCentRICs even though the ConCentRICs system was developed for use by convention centers. Two other performing arts centers we contacted use ConCentRICs to settle events, and have begun using it to perform financial accounting functions as well.
- Additional issues that will need to be addressed should the PCPA and MERC decide to expand the use of ConCentRICs include evaluating data security and training additional staff. Security issues that will need to be addressed include access to the ConCentRICs' applications as well as backup and recovery of data. Additional staff will need to be trained in administering the software, because only one staff member is trained to perform this role currently. MERC has no trained back-up.

Recommendations

- MERC's Director of Administration should assign a person or team to fully investigate options for improving MERC's event management information system and assess the potential costs and benefits of integrating it with Metro's PeopleSoft-based financial information system. The improvements should be aimed at (1) performing event settlements - and accounting for revenues, expenses, ticket sales and deposits - more efficiently, and (2) providing event-specific profitability reports to the PCPA managers. This person, or at least one member of the team, should have experience in systems analysis. Once an option is chosen, the team should identify and document the individual projects that need to be done to carry out the chosen option

or strategy. This investigation and decision-making should include input from Metro's Accounting Services Division and Information Technology Department to assure that Metro's budgeting, financial reporting and data security needs will be met once the planned changes are implemented.

- Once a decision is made about the option to be used, MERC and the PCPA should pursue a structured approach toward making event management information system improvements. They should develop a written work plan that will clearly define what the goals of each improvement project are, what tasks need to be done to complete each project, who will do them, and how project efforts and results will be monitored.
- If the work plan calls for expanded use of ConCentRICs, the PCPA and MERC should ask for help from someone who has actual experience implementing and operating ConCentRICs' event settlement and accounting features at another performing arts center. Also, if the use of ConCentRICs is expanded to include the accounting function at either the PCPA or MERC, MERC should (1) evaluate existing data security, including access to applications as well as backup and recovery of data, and (2) ensure that the system can be operated when its primary administrators are on vacation or absent for other reasons.

Additional policies and procedures need to be developed and communicated

What is the problem?

While MERC and the PCPA have some written policies and procedures in place, other policies and procedures remain undocumented. Written and approved policies and procedures help ensure that an organization's activities are carried out consistently and in accordance with management's intent. The agencies have taken some steps in this regard. For example, written policies are in place for such matters as charging interest on balances more than 30 days old and allowing MERC staff to set rates that ensure actual labor and equipment costs are recovered. MERC also recently developed procedures for settling events, monitoring receivables, and depositing event funds. These procedures represent a major step forward toward achieving a solid core of procedures.

Policies that are not documented relate to following matters:

- Making event revenue transfers to Metro - how frequently this should be done, and how the amounts to transfer should be calculated.
- Making disbursements from special deposit accounts (the bank accounts that receive event-related deposits and revenues and are used to pay event-related expenses).
- Determining when aging accounts receivable should be written off and how such write-offs should be authorized.

Procedures that are not documented relate to the following matters:

- Sending billing information from the PCPA to MERC so that events can be settled in a timely manner.
- Identifying how MERC and the PCPA staff should follow up on overdue accounts.
- Updating rent rates and ensuring that staff knows about the updates.
- Ensuring adequate support for billed services.
- Charging interest on overdue accounts and booking the interest revenue.

Those policies and procedures that already exist in written form can also be made more useful. These policies and procedures have not been codified - that is, gathered together and made readily accessible. As a result, we found it difficult to identify which policies approved by MERC apply to particular PCPA functions. In order to determine which policies applied to the event settlements and collections processes, we had to scan through a list of ten years' worth of Commission resolutions. In some cases it was also difficult to determine which resolutions were still in force and which were superseded by subsequent resolutions. In addition, most of the existing written procedures have not been reviewed and approved by management. As a result, it is unclear whether they primarily reflect existing practices or if they correctly represent how management wants processes to be carried out.

Why is dealing with the problem important?

We found specific indications that a more complete and management-approved set of policies and procedures is needed. For example:

- Two key PCPA and MERC employees were unaware of a 1996 resolution passed by MERC that spelled out how overdue accounts should be managed. One requirement in the resolution is to charge 1.5% monthly on accounts outstanding for more than 30 days. Although MERC Administration has been charging this interest rate, interest revenue is recorded only if payments are received, not when billed. The lack of a written procedure increases the risk that interest may not continue to be charged if staff turnover occurs.
- Management gave us a list of bank account signers that did not match a list of bank account signers authorized by the MERC Commission. The Commission last updated the signature list in March 1998. Without a clear policy and procedure for delegating signature authority, there is increased risk that unauthorized signers could make unauthorized or inappropriate disbursements from MERC's event settlement bank accounts.

- Recommendations*
- MERC and PCPA staff should develop additional written policies that:
 - identify the required frequency of event revenue transfers to Metro and how the transfer amounts should be calculated.
 - formally establish the type of disbursements may be made out of special deposit accounts - the bank accounts that receive event-related deposits and revenues and are used to pay event-related expenses
 - identify when aging accounts receivable should be written off, and how such write-offs should be authorized and reported.

These policies should be reviewed and approved, as appropriate, by either the MERC Commission or its General Manager.

- The MERC Director of Administration or his designee should ensure that new procedures in the areas identified below are completed and all procedures - including existing ones - are reviewed and approved by the appropriate manager.
 - Procedure to ensure that the PCPA staff sends billing information to MERC Administration promptly so all events can be settled in a timely manner.
 - Procedure on how staff should follow-up on overdue accounts.
 - Procedure that assigns responsibility for initiating rental rate updates and ensuring that the new rates are promptly communicated to staff who need to know about them.
 - Procedure to ensure the PCPA staff adequately documents all services before billing paperwork is forwarded to MERC Administration.
 - Procedure that describes the process for charging interest on overdue accounts and for booking the interest revenue.
- The MERC Director of Administration or his designee should assign a qualified employee to organize MERC's policies so MERC and the PCPA staff can more easily apply them.

Differences between book and bank balances need to be investigated and resolved more quickly

Reconciliation of bank statements, a key control over cash, is not being adequately performed. Reconciliations help ensure all bank account activity is reflected accurately in the general ledger and can prevent losses by detecting errors and omissions made by the bank or MERC staff. Although MERC Administration staff has taken steps to reconcile MERC's event settlement bank accounts every month, differences are not always adequately investigated or corrected. Our review of the December

What is the problem? 2001 bank reconciliation showed the following:

- The bank recorded 3 automated teller machine cash orders (ATM machine replenishment orders) totaling \$60,000 that had not been accounted for. One of these orders dated back to August 2000 and another occurred in September 2001. The decision to run ATM activity through the PCPA event settlement bank account was made by a previous MERC Administration management team. The current management team told us they plan to move all ATM transactions into a separate bank account by the end of June, an action we support.
- Seventeen deposits totaling \$107,000 were recorded by the bank but were not posted to the general ledger. Management said this issue involved advanced ticket sales and the problem that caused this discrepancy has been addressed.
- Bank interest earnings of \$6,700 and fees of \$6,000 had not been recorded to the general ledger.
- For reasons that had not been identified, the book balance continued to be \$10,680 lower than the bank balance, as it was at June 30, 2001, the prior fiscal year end.

In April 2002 MERC Administration staff prepared a journal entry to correct the unrecorded deposits, bank fees and interest earnings. However, the ATM-related discrepancies remain unresolved.

Why is dealing with the problem important?

Unrecorded transactions and errors that are not corrected can erode the accuracy and credibility of monthly financial reports that managers and the Commission rely on to monitor operational results. Although reconciling items as of December 31, 2001 were not material in relation to the PCPA's overall revenues or event settlement bank account balances, they could eventually become significant in time if their underlying causes are not addressed. Unrecorded transactions that show up in bank reconciliations can also be a sign of bigger problems, such as fraud.

What issues need to be addressed in dealing with this problem?

Roles, responsibilities and procedures surrounding the event settlement bank account have never been clearly defined, communicated, and enforced. For example, it is unclear whether MERC Administration is responsible for investigating bank reconciliation issues or if responsibility for this activity lies with Metro's Accounting Services Division. Every quarter Metro Accounting Services staff reviews reconciliations prepared by MERC, and every month MERC and Metro accounting staff meet to discuss issues that impact both of them, but these processes have not yet cleared up continuing problems that the bank reconciliations highlight.

- Recommendations*
- MERC's Director of Administration and Metro's Accounting Manager should meet and formally identify their respective responsibilities for the event settlement account reconciliation and develop a procedure to ensure that the reconciliation is adequately done and reconciliation issues are corrected in a timely manner. The responsibilities and procedures should be reduced to writing. If they are unable to agree on a logical division of responsibilities or the procedure, or if one of the parties fails to comply with the agreed-upon procedure, the issues should be elevated to others who can resolve the logjam.

Response to the Report



arts. sports. conventions. shows.

METROPOLITAN EXPOSITION-RECREATION COMMISSION

June 11, 2002

Honorable Alexis Dow, CPA, Metro Auditor
Metro Regional Center
600 NE Grand Avenue
Portland, OR 97232-2736

Re: Portland Center for Performing Arts Settlement Account Audit

Dear Auditor Dow:

On behalf of the Metropolitan Exposition-Recreation Commission (MERC), thank you for the work you and your staff did on the Portland Center for the Performing Arts (PCPA Settlement Account Audit) and for allowing us the time to meet with you and discuss the audit findings personally.

MERC strives to operate the facilities entrusted to it in a cost effective, entrepreneurial, and accountable manner, as provided by the Metro Code. "Event settlement" (as we call it) at PCPA is the process by which we determine the amount promoters and groups owe MERC for using PCPA's facilities, or, in some cases, how much we owe them. This is a process that must be handled quickly and efficiently in order to assure that the proper funds are directed to the appropriate accounts.

We are very pleased that your audit found that:

"Overall, event settlement is functioning well. Management processes are in place to ensure that settlements are accurate and complete, appropriate rental and labor rates are applied, and deposits are sent to the bank in a timely manner."

We also appreciate the recommendations you have made for making further improvements to our system. We agree with your recommendations and intend to implement them as follows:

1. Streamlining Information Systems

Proposed Plan and Timetable for Implementing Recommendations:

MERC is recruiting a qualified person to assist it in improving MERC facilities IT services. This individual will initially be dedicated to exploring the advantages and costs/benefits of implementing the expanded capabilities of the current event management system, Concentrics, or recommending alternative measures. It is anticipated that this position will be hired by the first of the fiscal year. Following a management decision regarding implementation, a written work plan will be developed to delineate the tasks to improve PCPA's event management system.



It is expected that the system will take the fiscal year. The process will include:

- Exploring the advantages of expanding Concentrics usage
- Identifying parameters
- Developing parameters
- Implementing operations functions of system
- Run operations function in parallel
- Operations function on-line
- Implementing accounting functions
- Run accounting functions in parallel
- Accounting functions online

If MERC moves forward with expanding the use of Concentrics it may call upon managers at comparable facilities with actual Concentrics implementation and operating experience. In anticipation of expanding Concentrics, MERC has had management from comparable facilities with actual experience implementing and operating Concentrics event settlement and accounting features provide orientation to PCPA staff. These contacts have agreed to be called upon on an as needed basis.

2. Developing Additional Policies and Procedures

Proposed Plan and Timetable for Implementing Recommendations:

The Director of Administration will review the objective and scope of the tasks involved with the event settlement process with the primary objective to: assist staff in performing their role and ensuring effective internal controls. The Director will design policies that will help ensure accountability of results, and include appropriate, cost-effective controls. The standard of controls will include:

- Compliance with law
- Reasonable assurance and safeguards
- Proper delegation of authority
- Separation of duties
- Access to and accountability for resources
- Adequate recording and documentation

The Director will hire a temporary staff to assist in the process of developing and organizing these policies and procedures.

It is anticipated that these tasks will be completed by March of 2003.

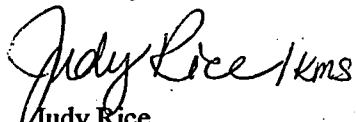
3. Investigating and Resolving Discrepancies in Bank Balances:

Proposed Plan and Timetable for Implementing Recommendations:

MERC is currently working to resolve outstanding known discrepancies in bank balances. It is anticipated that the ATM reconciliation will be completed by this current fiscal year end. In addition, as part of recommendation number 2, MERC will implement procedures to ensure reconciliations are adequately done and reconciliation issues are corrected in a timely manner

Thank you once again for all of the hard work that you and your staff put in to this audit. Please feel free to call our General Manager, Mark Williams, if you or your staff have any further comments or suggestions.

Sincerely,



Judy Rice
MERC Chair

JR/ks

cc: MERC Commissioners
MERC Management Team



Metro Auditor Report Evaluation Form

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Our mission at the Office of the Metro Auditor is to assist and advise Metro in achieving honest, efficient management and full accountability to the public. We strive to provide Metro with accurate information, unbiased analysis and objective recommendations on how best to use public resources in support of the region's well-being.

Your feedback helps us do a better job. If you would please take a few minutes to fill out the following information for us, it will help us assess and improve our work.



Metropolitan Exposition-Recreation Commission Portland Center for the Performing Arts *Event Settlement Activities:* *System Works, Some Enhancements are Needed*

Please rate the following elements of this report by checking the appropriate box.

	Too Little	Just Right	Too Much
Background Information	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Details	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Length of Report	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Clarity of Writing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Potential Impact	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Suggestions for our report format: _____

Suggestions for future studies: _____

Other comments, ideas, thoughts: _____

Name (optional): _____

Thanks for taking the time to help us.

Fax: 503.797.1831
Mail: Metro Auditor, 600 NE Grand Avenue, Portland, OR 97232-2736
Call: Alexis Dow, CPA, Metro Auditor, 503.797.1891
Email: dowa@metro.dst.or.us

Suggestion Hotline: 503.230.0600, MetroAuditor@metro.dst.or.us

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Metro Auditor Alexis Dow, CPA
(503) 797-1891

Metro Auditor Suggestion Hotline:
(503) 230-0600 • MetroAuditor@metro.dst.or.us

BEFORE THE METRO COUNCIL

AN ORDINANCE AMENDING THE FY 2001-02)	ORDINANCE NO. 02-957
BUDGET AND APPROPRIATIONS SCHEDULE BY)	
TRANSFERRING \$296,435 FROM CONTINGENCY)	
TO OPERATING EXPENSES IN THE ZOO)	Introduced by Mike Burton,
OPERATING FUND, AND DECLARING AN)	Executive Officer
EMERGENCY)	
)	
)	
)	

WHEREAS, the Metro Council has reviewed and considered the need to transfer appropriations within the FY 2001-02 Budget; and

WHEREAS, the need for the transfer of appropriation has been justified; and

WHEREAS, adequate funds exist for other identified needs; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. That the FY 2001-02 Budget and Schedule of Appropriations are hereby amended as shown in the column entitled "Revision" of Exhibits A and B to this Ordinance for the purpose of transferring funds from contingency to operating expenses in the Zoo Operating Fund to support the operations at the Oregon Zoo
2. That because this Ordinance is necessary for the immediate preservation of the public health, safety or welfare of the Metro area in order to meet obligations and comply with Oregon Budget Law, an emergency is declared to exist, and this Ordinance takes effect upon passage.
3. Pursuant to Section 37(2) of the Metro Charter the Council gives its unanimous consent to the immediate adoption of this ordinance because Metro elected officials were informed of the need for additional appropriations on June 20, 2002 and with out the transfer of appropriation authority it will be necessary to close revenue generating portions of the Oregon Zoo immediately.

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

Carl Hosticka, Presiding Officer

Ordinance 02-957
Page 2

ATTEST:

Approved as to Form:

Recording Secretary

Daniel B. Cooper, General Counsel

Exhibit A
Ordinance No. 02-957
FY 2001-02 SCHEDULE OF APPROPRIATIONS

	<u>Current</u> <u>Appropriation</u>	<u>Revision</u>	<u>Amended</u> <u>Appropriation</u>
ZOO OPERATING FUND			
Operating Expenses (PS & M&S)	\$19,679,017	\$296,435	\$19,975,452
Capital Outlay	\$234,000	\$0	\$234,000
Interfund Transfers	\$2,565,813	\$0	\$2,565,813
Contingency	\$296,435	(\$296,435)	\$0
Unappropriated Balance	\$4,064,007	\$0	\$4,064,007
Total Fund Requirements	\$26,839,272	\$0	\$26,839,272

All other Appropriations Remain as Previously Adopted

Exhibit B
Ordinance No. 02-957
FY 2001-02 LINE ITEM DETAIL

Zoo Operating Fund

ACCT	DESCRIPTION	Current Budget		Revision		Revised Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
Expenditures							
<i>Personal Services</i>							
<i>SALWGE</i>	<i>Salaries & Wages</i>						
5010	Reg Employees-Full Time-Exempt						
	Director II	1.00	108,618	0.00	0	1.00	108,618
	Events Coordinator	1.00	46,904	0.00	0	1.00	46,904
	Exhibits Coordinator	0.00	0	0.00	0	0.00	0
	Manager I	3.00	229,194	0.00	0	3.00	229,194
	Manager II	2.00	88,910	0.00	0	2.00	88,910
	Management Technician	1.00	44,366	0.00	0	1.00	44,366
	Program Analyst I	2.00	80,496	0.00	0	2.00	80,496
	Program Analyst II	1.00	45,261	0.00	0	1.00	45,261
	Program Analyst III	1.00	62,837	0.00	0	1.00	62,837
	Program Director I	1.00	90,691	0.00	0	1.00	90,691
	Program Director II	1.00	100,422	0.00	0	1.00	100,422
	Program Supervisor I	3.00	168,417	0.00	0	3.00	168,417
	Program Supervisor II	5.00	308,840	0.00	0	5.00	308,840
	Research Coordinator II	1.00	49,234	0.00	0	1.00	49,234
	Research Coordinator III	1.00	57,262	0.00	0	1.00	57,262
	Service Supervisor I	5.00	203,650	0.00	0	5.00	203,650
	Service Supervisor II	10.00	460,906	0.00	0	10.00	460,906
	Service Supervisor III	3.00	137,993	0.00	0	3.00	137,993
	Service Supervisor IV	1.00	62,837	0.00	0	1.00	62,837
	Veterinarian II	1.00	68,826	0.00	0	1.00	68,826
	Veterinarian I	1.00	51,546	0.00	0	1.00	51,546
	Administrative Assistant	1.00	40,206	0.00	0	1.00	40,206
	Assoc. Pub. Affairs Specialist	1.00	43,254	0.00	0	1.00	43,254
	Associate Program Supervisor	0.00	0	0.00	0	0.00	0
	Graphics/Exhibit Designer	1.00	44,366	0.00	0	1.00	44,366
	Program Coordinator	1.00	60,133	0.00	0	1.00	60,133
	Senior Public Affairs Specialist	0.00	0	0.00	0	0.00	0
5015	Reg Empl-Full Time-Non-Exempt						
	Administrative Assistant III	2.00	73,375	0.00	0	2.00	73,375
	Administrative Secretary	4.00	131,075	0.00	0	4.00	131,075
	Animal Keeper	28.00	1,108,307	0.00	0	28.00	1,108,307
	Custodian	7.00	275,847	0.00	0	7.00	275,847
	Exhibits Technician II	1.00	42,640	0.00	0	1.00	42,640
	Gardener 1	6.00	228,509	0.00	0	6.00	228,509
	Gardener 2	1.00	40,123	0.00	0	1.00	40,123
	Maintenance Electrician	1.00	59,301	0.00	0	1.00	59,301
	Maintenance Lead	1.00	52,395	0.00	0	1.00	52,395
	Maintenance Technician	1.00	50,149	0.00	0	1.00	50,149
	Maintenance Worker 1	2.00	74,755	0.00	0	2.00	74,755
	Maintenance Worker 2	12.00	513,164	0.00	0	12.00	513,164
	Master Mechanic	1.00	52,395	0.00	0	1.00	52,395
	Nutrition Technician	1.00	39,582	0.00	0	1.00	39,582

Exhibit B
Ordinance No. 02-957
FY 2001-02 LINE ITEM DETAIL

Zoo Operating Fund

ACCT	DESCRIPTION	Current Budget		Revision		Revised Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
Expenditures							
	Program Assistant 1	3.00	89,247	0.00	0	3.00	89,247
	Program Assistant 2	6.00	190,851	0.00	0	6.00	190,851
	Receptionist	1.00	25,711	0.00	0	1.00	25,711
	Secretary	0.00	0	0.00	0	0.00	0
	Security Officer 1	5.00	131,857	0.00	0	5.00	131,857
	Senior Animal Keeper	7.00	296,005	0.00	0	7.00	296,005
	Senior Gardener	1.00	45,469	0.00	0	1.00	45,469
	Typist/Receptionist-Lead	1.00	30,035	0.00	0	1.00	30,035
	Veterinary Technician	2.00	79,165	0.00	0	2.00	79,165
	Storekeeper	1.00	34,043	0.00	0	1.00	34,043
5020	Reg Employees-Part Time-Exempt						
	Graphics/Exhibit Designer	1.00	39,624	0.00	0	1.00	39,624
5025	Reg Empl-Part Time-Non-Exempt						
	Administrative Secretary	2.30	77,201	0.00	0	2.30	77,201
	Animal Keeper-PT	1.50	59,374	0.00	0	1.50	59,374
	Clerk/Bookkeeper	2.25	68,702	0.00	0	2.25	68,702
	Food Service/Retail Specialist	4.85	138,803	0.00	0	4.85	138,803
	Maintenance Worker 1-PT	0.65	24,295	0.00	0	0.65	24,295
	Maintenance Worker 2-PT	2.10	93,043	0.00	0	2.10	93,043
	Office Assistant	1.20	26,225	0.00	0	1.20	26,225
	Program Assistant 1	2.13	64,675	0.00	0	2.13	64,675
	Program Assistant 2	0.50	18,405	0.00	0	0.50	18,405
	Secretary	0.75	20,834	0.00	0	0.75	20,834
	Typist/Receptionist Reg.(Part Time)	0.85	24,328	0.00	0	0.85	24,328
	Video/Photography Technician	0.50	21,102	0.00	0	0.50	21,102
	Visitor Service Worker 3-reg	2.45	59,746	0.00	0	2.45	59,746
5030	Temporary Employees		900,256		200,000		1,100,256
5040	Seasonal Employees		1,040,416		0		1,040,416
5080	Overtime		242,302		0		242,302
<i>FRINGE</i>	<i>Fringe Benefits</i>						
5100	Fringe Benefits		2,942,821		0		2,942,821
Total Personal Services		167.03	\$12,181,321	0.00	\$200,000	167.03	\$12,381,321
<u>Materials & Services</u>							
<i>GOODS</i>	<i>Goods</i>						
5201	Office Supplies		128,057		0		128,057
5205	Operating Supplies		1,018,245		0		1,018,245
5210	Subscriptions and Dues		35,293		0		35,293
5214	Fuels and Lubricants		34,200		0		34,200
5215	Maintenance & Repairs Supplies		227,960		0		227,960
5219	Purchasing Card Expenditures		0		0		0
5220	Food		970,400		96,435		1,066,835
5225	Retail		600,920		0		600,920

Exhibit B
Ordinance No. 02-957
FY 2001-02 LINE ITEM DETAIL

Zoo Operating Fund

ACCT	DESCRIPTION	Current Budget		Revision		Revised Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
Expenditures							
<i>SVCS</i>	<i>Services</i>						
5240	Contracted Professional Svcs		1,173,428		0		1,173,428
5251	Utility Services		1,736,165		0		1,736,165
5255	Cleaning Services		31,000		0		31,000
5260	Maintenance & Repair Services		685,995		0		685,995
5265	Rentals		160,712		0		160,712
5280	Other Purchased Services		510,565		0		510,565
5290	Operations Contracts		0		0		0
<i>IGEXP</i>	<i>Intergov't Expenditures</i>						
5300	Payments to Other Agencies		24,858		0		24,858
<i>OTHEXP</i>	<i>Other Expenditures</i>						
5450	Travel		83,010		0		83,010
5455	Training and Conference Fees		25,960		0		25,960
5490	Miscellaneous Expenditures		50,928		0		50,928
Total Materials & Services			\$7,497,696		\$96,435		\$7,594,131
Capital Outlay							
<i>CAPNON</i>	<i>Capital Outlay (Non-CIP Projects)</i>						
5710	Improve-Oth thn Bldg (non-CIP)		7,700		0		7,700
5720	Buildings & Related (non-CIP)		46,600		0		46,600
5730	Exhibits and Related (non-CIP)		78,800		0		78,800
5740	Equipment & Vehicles (non-CIP)		100,900		0		100,900
5750	Office Furn & Equip (non-CIP)		0		0		0
5760	Railroad Eq & Facil (non-CIP)		0		0		0
<i>CAPCIP</i>	<i>Capital Outlay (CIP Projects)</i>						
5715	Improve-Oth thn Bldg (CIP)		0		0		0
5725	Buildings & Related (CIP)		0		0		0
5735	Exhibits and Related (CIP)		0		0		0
5765	Railroad Equip & Facil (CIP)		0		0		0
Total Capital Outlay			\$234,000		\$0		\$234,000
Interfund Transfers							
<i>INTCHG</i>	<i>Internal Service Transfers</i>						
5800	Transfer for Indirect Costs						
	* to Support Services		1,894,483		0		1,894,483
	* to Risk Mgmt-Liability		122,218		0		122,218
	* to Risk Mgmt-Worker Comp		116,879		0		116,879
<i>EQTCHG</i>	<i>Fund Equity Transfers</i>						
5810	Transfer of Resources						
	* to General Revnue Bond Fund		432,233		0		432,233
	* to Zoo Capital Fund		0		0		0
Total Interfund Transfers			\$2,565,813		\$0		\$2,565,813

Exhibit B
 Ordinance No. 02-957
 FY 2001-02 LINE ITEM DETAIL

Zoo Operating Fund

ACCT	DESCRIPTION	Current Budget		Revision		Revised Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
Expenditures							
<i>Contingency and Ending Balance</i>							
<i>CONT</i>	<i>Contingency</i>						
5999	Contingency		296,435		(296,435)		0
<i>UNAPP</i>	<i>Unappropriated Fund Balance</i>						
5990	Unappropriated Fund Balance		4,064,007		0		4,064,007
Total Contingency and Ending Balance			\$4,360,442		(\$296,435)		\$4,064,007
TOTAL REQUIREMENTS		167.03	\$26,839,272	0.00	\$0	167.03	\$26,839,272

STAFF REPORT

CONSIDERATION OF ORDINANCE 02-957 AMENDING THE FY2001-02 BUDGET AND APPROPRIATIONS SCHEDULE BY TRANSFERRING \$296,435 FROM CONTINGENCY TO OPERATING EXPENDITURES IN THE ZOO OPERATING FUND, AND DECLARING AN EMERGENCY

Date: June 20, 2002

Prepared by: Pete Sandrock

BACKGROUND

Previously this fiscal year the Oregon Zoo staff came before the Council requesting a budget amendment transferring funds from capital outlay and contingency to operating expenses. Based upon information available at that time the transfer appeared to be sufficient to cover expenditures for the remainder of the fiscal year. The Council adopted the ordinance authorizing the amendment earlier in June, 2002.

Subsequent to that action, additional information has come to light that requires an additional transfer from the contingency to operating expenses within the Zoo Operating Fund. This additional transfer is needed to support Zoo operations to avoid overspending the budget.

PROPOSED ACTION

The action before the Council is to declare an emergency pursuant to Section 37(2) of the Metro Charter, and immediately adopt this ordinance to transfer the remaining contingency in the Zoo Operating Fund to operating expenses. Without this transfer of appropriation authority it will be necessary to close revenue generating portions of the Oregon Zoo immediately.

BUDGET IMPACT

	Current Budget	Change	Amended Budget
Operating Expenses (Pers. Svcs and M&S combined)	\$19,679,017	\$296,435	\$19,975,452
Capital Outlay	234,000	0	234,000
Contingency	296,435	(296,435)	0

RECOMMENDED ACTION

Passage of Ordinance No. 02-957 for the purpose of adopting a budget amendment for FY2001-02.

DATE: June 20, 2002

TO: Metro Council

FROM: Michael Morrissey
Council Analyst

RE: Recommended changes to Resolution No. 02-3186A, JPACT made at its June 13th meeting:

Motion: Councilor Monroe moved Resolution No. 02-3186A

Motion
to Amend: Councilor Monroe moved to amend Resolution No. 02-3186A to include changes in the resolution and staff report (as underlined).

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 185th Avenue; and

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

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

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

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

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

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

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

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

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

BE IT RESOLVED that the Metro Council;

1. Amends the 2002 MTIP to include the schedule of funds shown in Exhibit A of this Resolution, including all Portland urban-area bond projects.
2. Allocates \$359,000 of STP reserve funds (ODOT Key #12452) shown in Exhibit A, for support of preliminary engineering of a project to widen U.S. 26 from Murray Boulevard to 185th Avenue.
3. Declares that use of STP funds for the design of the US 26: Murray to 185th widening project is contingent on the Murray to Cornell portion of the project receiving at least 1/2 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 185th 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

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).

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

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

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

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

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

The EIS project (#5024) includes \$1.0 million of the funds allocated by Metro in the 2002 MTIP and anticipated ODOT and/or Clackamas County contributions toward the study. ODOT requested inclusion of the project in the system list to assure that the very broad termini of the study go beyond the concept of projects specifically endorsed by the RTP. Simultaneous with the EIS, Metro, in cooperation with Clackamas County, anticipates using the second \$1.0 million, approximately, to conduct Damascus-area land use analyses to help inform the EIS alternatives analysis. Damascus area planning would occur only if significant land were brought into the UGB as a result of Metro's periodic review of the UGB.

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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GOVERNMENTAL AFFAIRS COMMITTEE REPORT**CONSIDERATION OF RESOLUTION NO. 02-3191, FOR THE PURPOSE OF REAPPOINTING JUDY RICE TO THE METROPOLITAN EXPOSITION-RECREATION COMMISSION**

Date: June 17, 2002

Presented by: Councilor Burkholder

Committee Recommendation: At its June 13 meeting, the committee considered Resolution No. 02-3191 and voted unanimously to send the resolution to the Council for adoption. Voting in favor: Councilors Burkholder and Monroe and Chair Bragdon.

Background: Metro Code Section 6.01.030 requires that the Metro Council confirm appointments to the Metropolitan Exposition-Recreation Commission. Judy Rice fills the commission position reserved for the city of Portland, which has renominated Ms. Rice for an additional four-year term beginning January 1, 2002.

Committee Discussion: Executive Officer Mike Burton and MERC General Manager Mark Williams presented the staff report. They noted that Ms. Rice had provided effect service on the commission during her first term and that she is currently served as the Commission Chair. Ms. Rice was present at the committee meeting.

Councilor Burkholder asked Ms. Rice to identify any major MERC-related issues that she felt would be emerging during her second term. Ms. Rice responded by listing five issues. These included: 1) strategic plan implementation, 2) completion of the OCC expansion, 3) replacement of Halls A, B, and C at the Expo Center, funding stabilization for the Performing Arts Center, and enhanced marketing of the expanded OCC.

Councilor Bragdon noted the need for a headquarters hotel for the OCC. Ms. Rice noted that she is currently serving on the Portland Oregon Visitor Association (POVA) board of directors and that that organization and the hospitality industry has long recognized the need for such a facility.

GOVERNMENTAL AFFAIRS COMMITTEE REPORT**CONSIDERATION OF RESOLUTION NO. 02-3197, FOR THE PURPOSE OF REQUESTING INFORMAL ADVICE FROM THE METROPOLITAN POLICY ADVISORY COMMITTEE REGARDING TAXI REGULATION ON A REGIONAL BASIS**

Date: June 17, 2002

Presented by: Councilor Burkholder

Committee Recommendation: At its June 13 meeting, the committee considered Resolution No. 02-3197 and voted unanimously to send the resolution to the Council for adoption. Voting in favor: Councilors Burkholder and Monroe and Chair Bragdon.

Background: In the Portland metropolitan area, taxicab regulation is currently handled by individual jurisdictions. About a year ago, the Council office began receiving informal inquiries from jurisdictions and the cab industry concerning perceived inequities in the regulatory system. It was suggested that Metro should consider the establishment of a regional regulatory system. Given the complexity of the issues involved, after conducting initial research, the Council staff recommended that the Council obtain early input from MPAC related to the potential for regional taxicab regulation.

Committee Discussion: Councilor Burkholder presented the staff report. He noted that the resolution was drafted in response to requests from Beaverton Mayor Rob Drake, State Representative Charlie Ringo and several other state legislators, and representatives of several cab companies. They cited several anomalies in the current cab regulation system and asked Metro to examine the feasibility of establishing a regional regulatory scheme.

Councilor Burkholder noted that MPAC offers an excellent forum for obtaining an initial reaction to potential for creating a regional system. Councilor Bragdon expressed support for the resolution.