STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 01-xxxx FOR THE PURPOSE OF INCREASING TRI-MET'S FY 01 AND 02 PREVENTATIVE RAIL MAINTENANCE PROGRAM BY $5.4345 MILLION TO ACCOMMODATE TRI-MET/ODOT FUND EXCHANGES.

DATE: March 22, 2001 Presented by: Mike Hoglund

PROPOSED ACTION

This resolution would amend the MTIP to approve increasing STP funds authorized in Tri-Met's Preventative Rail Maintenance program by $5,434,786 million in both FY 01 and 02. ODOT would provide the STP funds, originally targeted for smaller rural projects outside the region, in exchange for non-federal Tri-Met general funds for use by ODOT on the rural projects.

EXISTING LEGISLATION

ODOT has agreements with the LOC/AOC to implement federal-for-state fund swaps as possible. This programming action is needed to help implement an alternative method for meeting the intent of the agreements.

BACKGROUND AND ANALYSIS

Each year, the state, via ODOT, receives appropriation of various categories of federal transportation funding. Some of this funding is dedicated by federal regulations for use in smaller rural communities. However, the complexity of federal administrative procedures attached to use of the funds is frequently beyond a level that smaller jurisdictions can manage. Therefore, ODOT has historically offered smaller rural communities the opportunity to exchange their federal funds for state transportation trust funds (i.e., "gas tax dollars").

This fiscal year, ODOT is perilously close to having insufficient state dollars with which to match available federal funds. Therefore, rather than execute the usual federal-for-state dollars funding swap, ODOT has requested, and Tri-Met has agreed, to trade $5.435 million of the federal funds, in both FY 01 and 02, for Tri-Met general funds. Tri-Met must amend its grants to increase the federal share of its existing Preventative Rail Maintenance program line item to absorb the added federal funding. The MTIP must first reflect this intended amendment. Anticipating a need for these kinds of funding switches, the Rail Maintenance projects were specifically programmed in the last MTIP with small amounts of federal funding. ODOT Key Numbers 11317 and 11318 would be increased by $5,434,783/6,056,818 (federal/total), from $1,424,912/$1,588,000 (federal/total) to $6,859,695/7,644,818 (federal/total). Tri-Met general fund support for the projects would decrease proportionately.

ADMINISTATIVE CONSIDERATIONS

Financial Constraint and Air Quality Conformity.
Preservation of the transit system is accounted for in the financially constrained network of the 2000 RTP. The current action does not change the amount of resource dedicated to Rail Maintenance, merely the type of funding that would be used.

Maintenance activity is exempt with respect to regional air quality conformity.

BUDGET IMPACT

None.

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BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF INCREASING TRI-MET'S FY 01 AND 02 PREVENTATIVE RAIL MAINTENANCE PROGRAM BY $5.4345 MILLION TO ACCOMMODATE TRI-MET/ODOT FUND EXCHANGES.	))))))	RESOLUTION NO. 01-xxxx Introduced by Councilor Rod Monroe JPACT Chair

WHEREAS, ODOT has agreements with the League of Oregon Cities and the Association of Oregon Counties to exchange federal transportation funding, allocated by federal regulations to non-urban portions of the state, for state transportation trust funds; and

WHEREAS, The intent of the fund exchange agreement is to relieve smaller jurisdictions throughout the state of the complex administrative processes that attend obligation of federal transportation funds; and

WHEREAS, The state's Transportation Trust Fund will be barely sufficient to meet essential purposes already committed; and

WHEREAS, Tri-Met has available general funds that can be exchanged for federal Surface Transportation Program (STP) funds; and

WHEREAS, Tri-Met can increase federal funding for Preventative Rail Maintenance projects that are currently programmed to obligate funds in FY 01 and FY 02 by $5,434,786 (federal) and decrease the portion of general funds it had planned to expend on the projects by an equal amount in both years, and

WHEREAS, Tri-Met general funds can be used to implement the transportation projects throughout the state's rural areas that would otherwise have to administer the cumbersome federal funds; now, therefore,

BE IT RESOLVED,

1. The MTIP is amended to approve increased obligation authority in both FY 01 and FY 02 of $5,434,786 of STP funds for Tri-Met's Preventative Rail Maintenance program.

2. The Executive Officer is authorized to request amendment of the STIP to reflect this action and to coordinate administrative details with staff of ODOT, Tri-Met and others.

ADOPTED by the Metro Council this _____ day of _____, 2001.

_____
David Bragdon, Presiding Officer

Approved as to form:

_____
Daniel B. Cooper, General Counsel

TW:rmb
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STAFF REPORT

FOR THE PURPOSE OF AUTHORIZING RECEIPT OF A $2.0 MILLION CONGRESSIONAL APPROPRIATION FOR PRELIMINARY ENGINEERING OF NORTH AND SOUTHBOUND IMPROVEMENT OF I-5 FROM DELTA PARK TO LOMBARD.

DATE: March 22, 2001 Presented by: Mike Hoglund

PROPOSED ACTION

This Resolution would amend the MTIP to authorize obligation of $2.0 for preliminary engineering needed to widen I-5 between Delta Park and Lombard

EXISTING LEGISLATION

The northbound lane of I-5 between Delta Park and Lombard is presently operating as an interim HOV lane during peak p.m. commute periods. The HOV lane does not meet FHWA design standards and has been permitted only on an interim basis as a pilot project and presently as mitigation of other I-5 corridor preservation work. The proposed design work will address improvements needed to bring this interim facility to FHWA standards and would also design a new southbound lane.

BACKGROUND AND ANALYSIS

The FY 01 Congressional appropriation included $4.0 million for use in Oregon for various transportation projects. The Oregon Transportation Commission has authorized $2.0 of these funds to conduct preliminary engineering of improvements to I-5 between Delta Park and Lombard. Within this segment, northbound, an interim HOV lane is operating as described above. Part of the design work would describe necessary improvements to make the HOV lane permanent.

In the southbound direction, design work would address addition of one lane and would resolve whether it would operate as a general purpose or HOV lane. It would also address, at a very preliminary level, the difficulties that would be experienced with the integration of the new lane with weave/merge deficits experienced at the Columbia Boulevard interchange.

FINANCIAL CONSTRAINT AND AIR QUALITY CONFORMITY.

The subject improvements are represented in the financially constrained network of the 2000 RTP. The $2.0 million has already been appropriated and will not require any local match. The financially constrained network of the 2000 RTP has received Joint USDOT approval of its air quality conformity determination.

BUDGET IMPACT

None.

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BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AUTHORIZING RECEIPT OF A $2.0 MILLION CONGRESSIONAL APPROPRIATION FOR PRELIMINARY ENGINEERING OF NORTH AND SOUTHBOUND IMPROVEMENT OF I-5 FROM DELTA PARK TO LOMBARD.	)))))))	RESOLUTION NO. 01-xxxx Introduced by Councilor Rod Monroe JPACT Chair

WHEREAS, ODOT has received $4.0 million of federal funds for statewide freeway projects; and

WHEREAS, the Oregon Transportation Commission has suballocated $2.0 million for designing improvements to the I-5: Delta Park to Lombard segment in north Portland; and

WHEREAS, a temporary northbound HOV facility requires upgrade to meet federal standards; and

WHEREAS, the southbound segment requires widening to eliminate an existing bottleneck; and

WHEREAS, it must be determined whether the new lane should operate as a general purpose lane and/or an HOV lane; and

WHEREAS, an additional lane will require integration with existing operational deficiencies posed by the existing Columbia Boulevard southbound on-ramp; and

WHEREAS, the funds do not require any local match; and

WHEREAS, the widening project is identified in the conforming, financially constrained network of the 2000 RTP; now, therefore

BE IT RESOLVED,

1. The MTIP is amended to authorize obligation of $2.0 federal for preliminary engineering of improvements to I-5: Delta Park to Lombard in FY 01.

2. The Executive Officer is authorized to request amendment of the STIP to reflect this action and to coordinate administrative details with staff of ODOT.

ADOPTED by the Metro Council this ___ day of _____, 2001.

_____

David Bragdon, Presiding Officer

Approved as to form:

_____

Daniel B. Cooper, General Counsel

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language quoted above.

"WHEREAS, the I-5 Task force is currently considering options for moving commuters and freight in the I-5 corridor, and
WHEREAS, the southbound segment is currently congested during the morning peak where I-5 narrows at Lombard, and
WHEREAS, Columbia Boulevard is a major freight corridor which lacks an adequate connection to I5, and
WHEREAS, it must be determined whether a new lane should be built and whether that lane should operate as a general purpose lane and/or an HOV lane, and ...

Oregon
John A. Kitzhaber, M.D., Governor

Department of Environmental Quality
811 SW Sixth Avenue
Portland, OR 97204-1390
(503) 229-5696
TTY (503) 229-6993

RECEIVED
BY:

December 21, 2000

Mr. Andy Cotugno
Metro
600 NE Grand Ave
Portland, OR 97232-2799

RE: Portland Ozone Contingency Plan

Dear Andy:

The Department of Environmental Quality and EPA have evaluated the need for new emission reducing strategies in the Portland-Vancouver Air Quality Maintenance Area in order to continue meeting the standard for ozone (smog). DEQ and EPA concluded that no new strategies are needed at this time. This evaluation was required by recent changes in federal regulations. DEQ and EPA reached this conclusion following a review of Portland-Vancouver's recent growth trends and the status of emission reducing strategies in place and in the works for the Portland-Vancouver area.

Portland-Vancouver formally met the ozone public health standard in 1997 when EPA approved the area's plan to keep ozone levels within federal health limits. The plan was developed to assure compliance with the one-hour ozone standard (the maximum allowable ozone level in a one-hour period can not exceed 0.12 parts per million). In 1998, an eight-hour ozone standard replaced the one-hour standard (the maximum allowable ozone level in an eight-hour period can not exceed 0.08 parts per million). In that same year, Portland-Vancouver violated the one-hour standard and the enforceability of the eight-hour standard went to court. In 2000, EPA brought back the one-hour standard until legal questions over the eight-hour standard are resolved (Portland-Vancouver air quality is meeting the eight-hour ozone standard).

For maintenance areas that violated the one-hour standard shortly after it was revoked, EPA recently proposed that additional steps laid out in contingency plans be taken to reduce emissions of ozone-producing pollutants. At the same time, EPA allowed a possible exception for areas such as Portland-Vancouver that did not experience a repeat violation due to new emission reduction strategies put in place since the violation occurred. Attached for your information is a summary of DEQ's analysis and criteria leading to the conclusion that additional emission reductions are not needed at this time in order to continue to meet the one-hour ozone standard in Portland-Vancouver. EPA is expected to publish a notice in the Federal Register in the coming months supporting DEQ's conclusion.

DEQ-1

Thank you for your continuing interest in air quality issues in the Portland area. If you have any questions, please call me at (503) 229-6919 or Patti Seastrom at (503) 229-5581.

Sincerely,

Annette Liebe, Manager
Airshed Planning Section
Air Quality Division

cc: EPA, Region 10
Southwest Clean Air Agency

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Oregon
John A. Kitzhaber, M.D., Governor

Department of Environmental Quality
811 SW Sixth Avenue
Portland, OR 97204-1390
(503) 229-5696
TDD (503) 229-6993

RECEIVED
BY:

December 19, 2000

Bonnie Thie
State and Tribal Programs Unit
U.S. Environmental Protection Agency, Region 10
1200 Sixth Avenue, OAQ-107
Seattle, WA 98101

Re: Contingency plan for Portland-Vancouver

Dear Bonnie:

This is the Oregon Department of Environmental Quality's submittal in response to the Environmental Protection Agency's July 20, 2000 final rule reinstating the one-hour ozone standard. Specifically, EPA is requiring the implementation of Portland's contingency plan due to a violation of the one-hour standard in 1998. Section E of the Federal Register notice directs areas such as Portland to *"work with the EPA Regional Office to determine an appropriate course of action. If there are additional measures that applied during 1999, but did not apply during the period of the violation, it may not be necessary to implement further contingency measures at this time."* Such is the case for Portland-Vancouver. We have studied the Portland-Vancouver circumstances and do not recommend implementing new contingency measures.

Please note that the growth factor analysis included in this letter and Attachment B is intended to simultaneously fulfill our maintenance plan commitment to periodically update the Portland emission inventory.

Summary

We have completed an analysis of the Portland area, designed to assess the need for ozone reduction contingency measures. Our analysis considered growth in population, households, and VMT; success of maintenance plan measures; and new reductions achieved since the 1998 violation. We have interpreted the federal register language to include not only additional measures that applied during 1999, but also since 1999.

We have concluded that the existing maintenance plan strategies are adequate to protect the region under the one-hour ozone standard, without implementing the contingency plan. The 1998 violation was not due to a failing of the maintenance plan; rather, strategies were not yet fully implemented. We do not recommend new ozone reduction strategies at this time. We do not recommend reinstatement of lowest achievable emission rate (LAER) requirements, but choose to continue the embargo of the industrial growth allowance, mainly due to remaining challenges with aspects of the I/M program (see footnote at the end of this letter).

While growth rates may be somewhat higher than assumed, the differences are not significant and do not indicate a clear trend. Additional years of data will be needed in order to assess the potential trend. Two important maintenance plan strategies were not implemented as expected in 1998 -- enhanced vehicle inspection was one year behind schedule, and a gasoline pipeline to Eastern Washington that was to reduce barge loading emissions in Portland-Vancouver was not constructed. Since then, enhanced vehicle testing has been in place for a full two-year vehicle registration cycle, and the department has adopted vapor recovery controls on barge loading that will exceed the reductions from the planned pipeline. Finally, the 1998 violation has been followed by two years of low ozone levels, placing Portland-Vancouver back into attainment with the one-hour standard. Monitoring data is provided in Attachment A.

A more detailed description of the analysis follows, and full details are provided in the attachments.

Growth Factor Analysis

In order to assess current emissions, recent growth rates of key sectors were compared against the assumptions made in the maintenance plan. We found that population is growing at a slightly slower rate, and also that the actual number of people living in the area is less than previously assumed. Conversely, households are growing at a slightly higher rate, and the actual number of households is somewhat higher than assumed for 1999. VMT was more difficult to assess, but the best data available indicate that VMT is growing at a somewhat higher rate than expected, although actual VMT is less than was assumed in the maintenance plan. This is a significant finding, given that on-road mobile emissions represent the largest source category. On balance, we conclude that actual emissions in the region were not significantly different in 1999 than predicted in the maintenance plan, except for the effects of delayed control strategies discussed below. More details are provided in Attachment B.

Effectiveness of Control Strategies

The maintenance plan control strategies were designed to be phased in over a two-year period (the plan was adopted in 1996). The maintenance plan's cornerstone control strategy, enhanced vehicle inspection and maintenance, was delayed by one year. A full two years is needed to test all registered vehicles since Oregon is on a two-year registration cycle. Therefore, a one-year delay meant that only half of the vehicles targeted for the enhanced test were given the enhanced test on schedule. Due to delayed implementation, fifty percent of expected emission reductions from enhanced vehicle inspection were missing in 1998 and 1999. Three additional components of the enhanced test program remain delayed. These include final cutpoints on pre-1990 vehicles, the purge test, and the gas cap test (*please see footnote for further details).

The reduction in VOC from consumer products has exceeded targeted reductions due to higher than expected compliance, while a few of the other on-road strategies (e.g. Employee Commute Options, Voluntary Parking Ratios) have not yet met targets established in the maintenance plan. This is not to say that these strategies have not been successful; in fact, they have succeeded where similar programs have failed in other states. Finally, one strategy has never materialized -- the gasoline pipeline that was to reduce barge loading emissions by 90 percent.

The estimated shortfall in targeted emission reductions in 1998 was 4 tons of VOC and 3 tons of NOx per day. In 1999, the shortfall was 7 tons of VOC and 4 tons of NOx per day. And in 2000, the shortfall is estimated at 2 tons of VOC per day, with no NOx shortfall. This shortage is considered significant. The total 2006 targeted reduction is 43 tons of VOC and 13 tons of NOx. More details are provided in Attachment C. Two significant changes in emission reductions have occurred since the 1998 violation.

New Reductions Since the Violation Period

As of 2000, all vehicles are receiving the enhanced test that were targeted for this test. Beginning in June 2001, barge loading emissions will be reduced by 95 percent as a result of new rules adopted in 1999 to compensate for the missing pipeline. The reductions from this new strategy will exceed the reductions that were expected from the pipeline, and will balance the remaining shortfall, with the exception of the three remaining vehicle inspection components mentioned above. More details are provided in Attachment D.

Finally, it is worth noting that the return of the one-hour ozone standard is intended as a stopgap measure until enforcement of the eight-hour standard is resolved. Considered a more stringent standard, the Portland-Vancouver AQMA

is meeting the 8-hour NAAQS by a considerable margin. (See Attachment A for monitoring data.)

In keeping with the maintenance plan commitment to periodically update the emission inventory, we will assess growth rates again in 2002 for calendar year 2001. Until then, we will continue to refine implementation of ongoing control measures, take advantage of emerging opportunities for voluntary programs, and focus on implementing the new vapor recovery regulations for barge loading.

In summary, the 1998 violation leading to a triggering of the contingency plan was due to temporary conditions that have been corrected. We appreciate the opportunity to submit our recommendation on the best course of action for the Portland Air Quality Maintenance Area. If you have any questions, please feel free to contact me at (503) 229-5397 or Annette Liebe at (503) 229-6919.

Sincerely,

Andrew Ginsburg

Andrew Ginsburg
Division Administrator

cc: Bob Elliott, Southwest Clean Air Agency

**While all targeted vehicles are now receiving the BAR31 test, three components of the enhanced test program remain infeasible and are not in place. These components are the purge test, final BAR31cutpoints for pre-1990 vehicles, and the gas cap test. The purge test was acknowledged by EPA as infeasible in 1998, SIP credits were not reduced pending the emergence of an improved test. EPA is proposing to require replacement credits for the purge test once MOBILE6 is released (September 20, 2000 Federal Register). EPA has also acknowledged that the final cutpoints on pre-1990 vehicles for the enhanced test would result in exorbitant failure rates that mechanics are not yet prepared to resolve, and has recommended that states not proceed to final cutpoints on these older vehicles. Finally, the gas cap test has difficulties similar to the purge test and most states that have tried to perform the test have not been successful, although Washington state is reporting success. Most states have found that the poor fit of gas caps onto the test bench results in excessive false failures. EPA continues to recommend a gas cap test with the OBD test, but has not taken a position on the gas cap test for pre-1996 vehicles.*

When taken together, these three components of the Portland area vehicle inspection program add up to a significant shortfall in the maintenance plan credit claimed, as modeled with MOBILE5 (see attachment F). Although EPA has not yet insisted on replacement strategies for these components, the airshed is not

experiencing the benefits anticipated from these testing components. While it would seem prudent to find a replacement strategy for this shortfall, the immediate challenge is the lack of MOBILE6 to accurately estimate the impact of these components and the offsetting benefits from low sulfur fuel gasoline and Tier 2 vehicles adopted by EPA this year. Therefore, we recommend that no immediate steps be taken with regard to this shortfall until the emissions impact can be assessed through MOBILE6. The projected release date for MOBILE6 is the end of 2000, although it appears likely that the actual release date will be in 2001. We will update the on-road mobile emissions inventory and projection as soon as MOBILE6 is available and DEQ staff are trained in its application. Depending on the actual release date, this re-evaluation could be in conjunction with development of the second ten-year maintenance plan, scheduled for submittal to EPA in 2004.

Attachment A
Ozone Monitoring Data
Portland, Oregon

Year	Max 1-hour	Second high 1-hour	4th High 8-hour
2000	0.083	0.075	0.052
1999	0.102	0.094	0.073
1998	0.137	0.136	0.082
1997	0.085	0.079	0.063
1996	0.149	0.124	0.099

Attachment B
Growth Factor Analysis

The Environmental Protection Agency approved the Portland/Vancouver Air Quality Maintenance Area (AQMA) Ozone Maintenance Plan (Oregon portion) in 1997, as part of Oregon's State Implementation Plan. The plan includes a commitment to provide EPA with periodic emission inventory updates for 1996, 1999, 2001, 2003, and 2006. The Oregon Department of Environmental Quality and EPA agreed to a two-tiered emission inventory update approach. The first tier is an analysis of growth factors. If this analysis indicates a problem, a second tier consisting of a detailed emission inventory compilation would be considered.

The following analysis compares the growth factors assumed in the ozone maintenance plan with updated growth rates based on recent data. The sources of data relied on for this update are consistent with those used in the maintenance plan, to the extent possible. The exceptions are population and households. As encountered in the 1996 update, there is a three-year time lag for Bureau of Economic Analysis data. Therefore, data from the Portland State University's Center for Population Research and Census was used for both population and households in this analysis. In addition, the source of VMT data is the same for this analysis and the maintenance plan -- Metro. Since the adoption of the maintenance plan, Metro has completed an update to the Portland area travel demand model. Current VMT data is from this new model.

The analysis reveals differences between growth rates forecasted in the plan and growth rates based on current data. While growth in households and gasoline sales appears to have been underestimated in the plan, population appears to have been overestimated. As shown in the table below, the plan forecasted an average annual growth rate in population of 1.5 percent. The current data indicates an actual annual growth rate of 1.3 percent since 1995. However, the plan forecasted 1999 population at 1,394,800, and Portland State estimates current population to be 1,378,450. While the growth rate in VMT appears to have been underestimated, the actual number of miles driven appears to have been overestimated. The plan forecasted an average annual growth rate of 1.7 percent, while Metro's model indicates an actual growth rate of 2.4 percent. Actual 1999 VMT, however, is estimated to be 22,446,897 per day, while the plan predicted 23,827,000 miles per day. In summary, a clear trend toward underestimation or overestimation is not supported by the data. In fact, potential overestimation in one category appears to be balanced by underestimation in another.

The next emission inventory periodic update is due in 2002 for calendar year 2001. At that point, with two more years of data, a trend may surface. For now, it appears that we are generally on track with the maintenance plan projections

and our findings do not support compilations of a detailed 1999 emission inventory.

Growth Factor Analysis
Portland AQMA

Indicator	1995	1999	Annual Growth	SIP Forecast	SIP 1999 Forecast
Households[1]	515,900	559,181	2.1%	1.9% (underestimated)	557,180 (underestimated)
Population[2]	1,325,700	1,378,450	1.3%	1.5% (overestimated)	1,394,800 (overestimated)
Gasoline Sales[3] (gal)	425,722,767	447,433,570	1.3%	1.1% (underestimated)	412,085,000 (underestimated)
VMT[4]	20,497,452	22,446,897	2.4%	1.7% (underestimated)	23,827,000 (overestimated)

[1] Household data is from Portland State University Center for Population Research and Census. Household growth rates are used primarily to forecast area source emissions.
[2] Population data is from Portland State University Center for Population Research and Census. Population growth rates are used to forecast area source emissions and are an input to the travel demand model to forecast VMT.
[3] Gasoline sales are from ODOT fuel tax reports.
[4] VMT is from Metro's latest travel demand model. VMT is used to calculate on-road emissions.

Vancouver Growth Rates

Growth rates on the Vancouver side of the air quality maintenance area were evaluated by the Southwest Clean Air Agency. While recent growth is much greater in Vancouver than anticipated in the maintenance plan, due to the much smaller population in Vancouver, the overall impact on the airshed is minimal and

does not change the conclusion drawn regarding current emissions. The Clark County growth rates and the combined growth rates are presented below.

Growth Factor Analysis for Clark County

Indicator	1995 Actual	1999 Actual	MP 1999 Forecast	Average Annual Growth	MP Forecasted Annual Growth
Households [1]	104,915	134,063	121,701	6.9%	4.0%
Population [2]	285,881 [5]	337,000	327,047	4.5%	3.6%
Gasoline Emissions [3] (lb VOC/day)	232	297	264.7	6.9%	3.5%
VMT [4]	6,114,626	6,874,647	6,701,630	3.1%	2.4%

[1] Countywide household data obtained from the State of Washington Office of Financial Management (Maintenance plan households are assumed to be 84% of the county total).
[2] Countywide population data obtained from the State of Washington Office of Financial Management (Maintenance plan population is assumed to be 84% of the county total).
[3] Gasoline emissions as calculated for retail and private distribution (no bulk) and recorded in SWCAA database.
[4] Countywide Vehicle Miles Traveled was obtained from the Washington Department of Ecology. Their source for this information is the Washington Department of Transportation.
[5] Countywide population obtained from the State of Washington Office of Financial Management via Southwest Washington Regional Transportation Council.

Combined Growth Factor Analysis for Portland/Vancouver Region (Clackamas, Multnomah, Washington, and Clark Counties)

Indicator	1995 Actual	1999 Actual	MP 1999 Forecast	Annual Growth	MP Annual Forecast Growth
Households	620,815	693,244	678,881	2.92%	2.34% (Underestimated)
Population	1,611,581	1,715,450	1,721,847	1.61%	1.71% (Overestimated)
VMT	26,612,000	29,321,544	30,528,630	2.55%	3.68% (Overestimated)

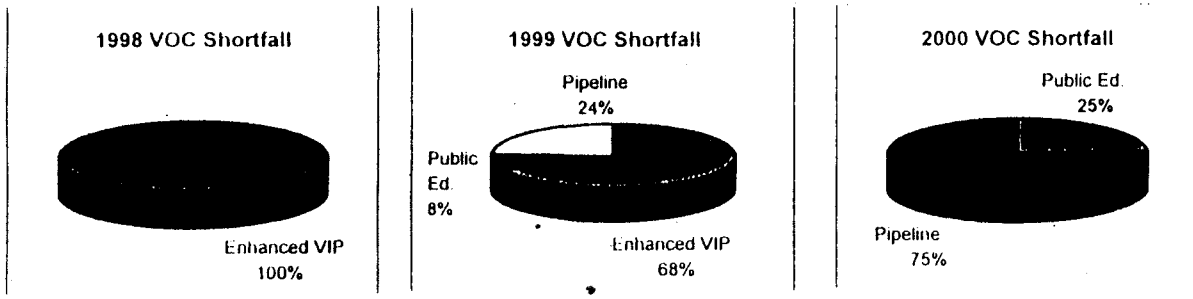
Attachment C
Effectiveness of Control Strategies

					VOC		(in pounds per day)							
Strategy			1998	1998	1998		1999	1999	1999		2000	2000	2000	
			Calculated	Actual	Shortfall		Calculated	Expected	Shortfall		Calculated	Expected	Shortfall	
On-Road														
Enhanced VIP*			11,937	2,664	<9,273>		19,302	9,651	<9,651>		20,996	20,996	0	
Expanded VIP			*calculated reductions assumed enhanced in place											
Old Vehicle exemp.			*on target											
ECO			*has met 50% of targeted reductions											
Parking Ratio			*has met 2% of targeted reductions											
*MP emission reduction calculation was done in aggregate for all on-road measures														
Non-Road Engine														
EPA emission stand.			on target		1									
Area														
Motor Vehicle Ref.			on target	(compliance is higher than the 80% assumed)										
Architectural Coat.			on target	"										
Consumer Products			on target	"										
Spray Paints			on target	"										
Stage II Vapor Rec.			complete											
Industrial														
PSEL Mgmt.			0	0										
Major NSR			0	0										
RACT			on target											
Pipeline			0	0	0		3,408**	0	<3,408>		3,408**	0	<3,408>	
Perm. Source Shut.														
Synthetic Minor														
							(**based on 443 tpy, conversion assumed 260 days of barge loading per year)							

Public Ed./Incentive												
Paint donation/lawn mower	0	1,090	plus 1,090		2,210	1,090	<1,120>		2,210	1,090	<1,120>
Lawn/Garden Vol. Curt.	4,680	4,680	0		4,546	4,546	0		4,499	4,499	0
Total Shortfall	(in pounds per day)		**<8,183>**				**<14,179>**				**<4,528>**
	(in tons per day)		<4.1 tpd>				<7.1 tpd>				<2.3 tpd>
Maintenance Plan Target Emissions Level			n/a				232 tpd				232 tpd

Summary of VOC Shortfall

	1998	1999	2000
Enhanced VIP	9,273	9,651	0
Paint donation/lawn mower buyback		1,120	1,120
Pipeline	0	3,408	3,408



Attachment C
Effectiveness of Control Strategies

					NOx		(in pounds per day)						
Strategy			1998	1998	1998		1999	1999	1999		2000	2000	2000
			Calculated	Actual	Shortfall		Calculated	Expected	Shortfall		Calculated	Expected	Shortfall
On-Road													
Enhanced VIP*			8,583	1,916	<6667>		15,992	7,996	<7996>		16,950	16,950	0
Expanded VIP			*reductions assumed enhanced in place										
Old Vehicle exemp.			*on target										
ECO			*has met 50% of targeted reductions										
Parking Ratio			*has met 2% of targeted reductions										
*MP emission reduction calculation was done in aggregate for all on-road measures													
Non-Road Engine													
EPA emission stand.			on target										
Total Shortfall					**<6,667 lbs/day>**				**<7,996 lbs/day>**				**0**
					<3.3 tpd>				<4 tpd>				

Attachment D
New Reductions Since 1998 Violation

Measure	Additional Reductions	Date
Full implementation of enhanced I/M	4.8 tpd VOC/4 tpd NOx	2000
Barge loading vapor recovery	2.3 tpd	2001

Enhanced Inspection and Maintenance

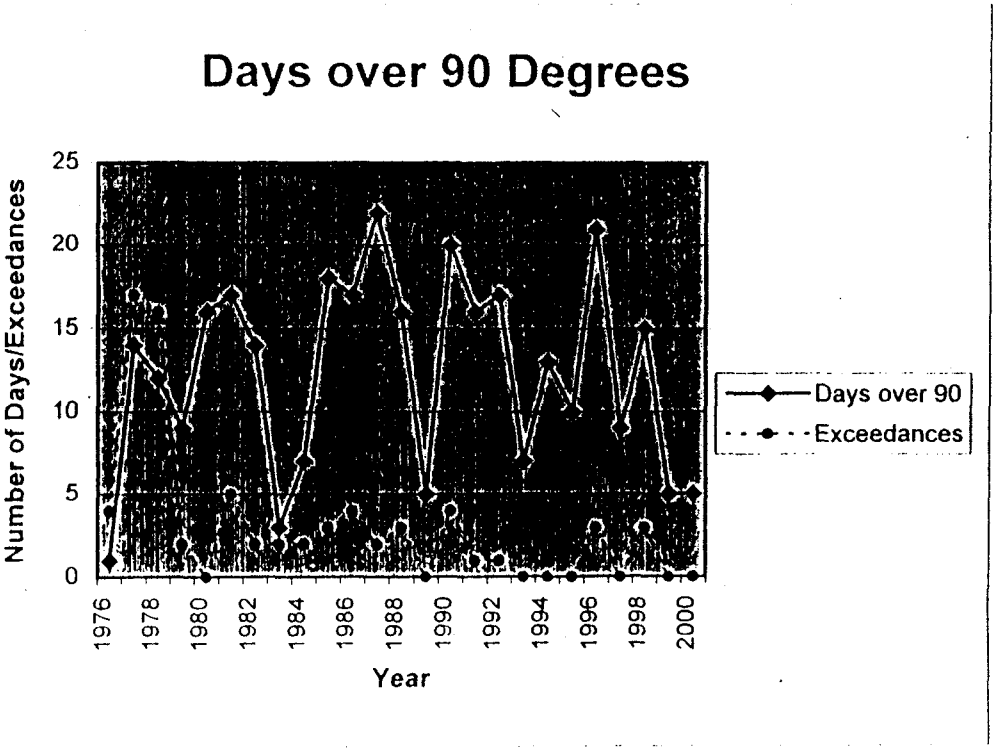
The emissions reductions from the enhanced inspection and maintenance program was projected at 10.5 tons per day VOC/8.5 NOx at full implementation in 1998. In 1998 and 1999, implementation was only partially complete. 1998 expected reductions were 6 tons per day VOC/4.3 NOx; actual reductions were 1.3 tons per day VOC/1 NOx. In 1999, expected reductions were 9.6 tons per day VOC/8 NOx; actual reductions were 4.8 tons per day VOC/4 NOx. The remaining 4.8 tons per day VOC/4 NOx are being realized in 2000, when full implementation of the enhanced program was completed.

Barge Loading Vapor Recovery

The maintenance plan projected a reduction of 443 tons per year from the pipeline. The vapor recovery rules are projected to reduce emissions by 600 tons per year. The additional reduction of 157 tons per year is equivalent to 0.6 tons per day (260 days per year of barge loading assumed), or a total emission reduction of 2.3 tons per day.

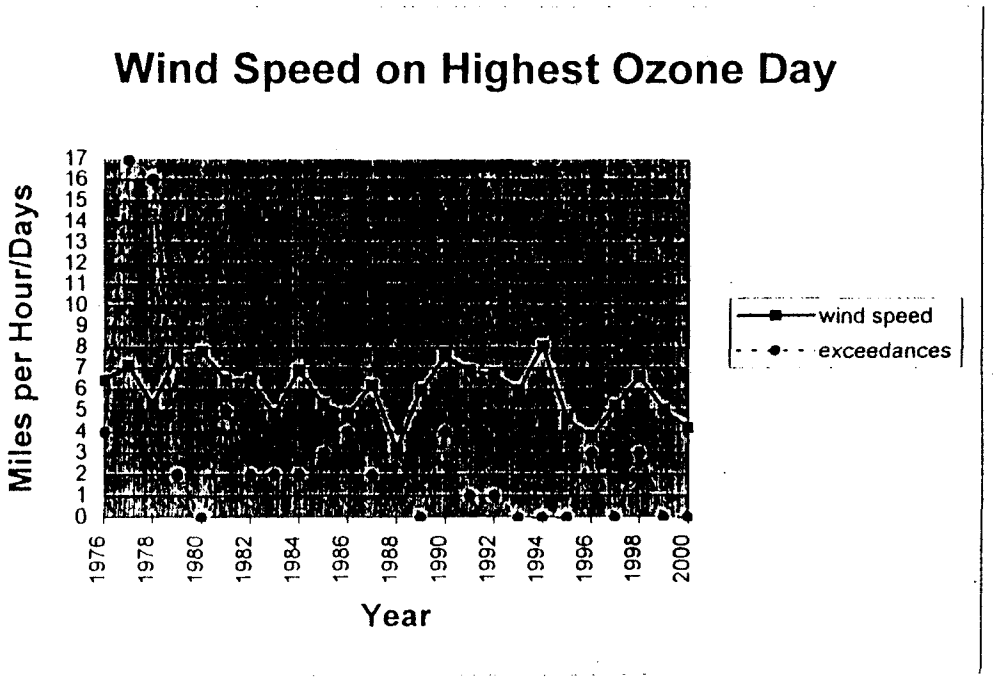
Occurrence of Days Above 90 degrees
NOAA, National Climatic Data Center

Year	90 +	Exceedance	Date of Highest O3 value
1976	1	4	31-Aug
1977	14	17	16-Aug
1978	12	16	25-Jul
1979	9	2	17-Jul
1980	16	0	21-Jul
1981	17	5	11-Aug
1982	14	2	02-Sep
1983	3	2	30-Jul
1984	7	2	08-Aug
1985	18	3	19-Jul
1986	17	4	13-Jun
1987	22	2	29-Jun
1988	16	3	20-Jul
1989	5	0	12-Jul
1990	20	4	12-Jul
1991	16	1	02-Jul
1992	17	1	17-Aug
1993	7	0	04-Aug
1994	13	0	21-Jul
1995	10	0	18-Jul
1996	21	3	26-Jul
1997	9	0	20-Jul
1998	15	3	28-Jul
1999	5	0	27-Jul
2000	5	0	



Wind Speed on the Highest Ozone Day In Each Year
(average of 4 a.m. to 4 p.m. speeds)
NOAA, National Climatic Data Center

Year	Wind	Date of Highest O3 value
1976	6.44	31-Aug
1977	7.13	16-Aug
1978	5.29	25-Jul
1979	7.59	17-Jul
1980	7.82	21-Jul
1981	6.44	11-Aug
1982	6.44	02-Sep
1983	4.83	30-Jul
1984	6.9	08-Aug
1985	5.29	19-Jul
1986	4.83	13-Jun
1987	6.21	29-Jun
1988	3.22	20-Jul
1989	5.98	12-Jul
1990	7.59	12-Jul
1991	6.9	02-Jul
1992	6.67	17-Aug
1993	5.98	04-Aug
1994	8.05	21-Jul
1995	4.6	18-Jul
1996	3.8	26-Jul
1997	5.2	20-Jul
1998	6.6	28-Jul
1999	5	27-Jul
2000	4.2	17-Jul



Attachment E
Meteorology

Portland Temperatures On Exceedance Days 1998

1998	Max Temp	Status
26-Jul	99	broke 1988 max temp record
27-Jul	101	broke 1973 max temp record
28-Jul	101	broke 1972 max temp record

Attachment F
Summary of Emission Reductions Shortfall from Vehicle Inspection Program

	VOC	NOx
No gas cap test	1.4	
No purge test	3.0	
No final cutpoints 1981- '89[1]	1.0	1.3
Total IM program shortfall	**5.4**	**1.3**

[1] VOC is somewhat understated, see page 2 footnote.

Attachment F

VOC/NOx estimated losses from interim cutpoints

	VOC	NOx
Final cutpoints	0.8	2.0
Interim cutpoints[1]	2.0	3.0
Emission Factors		
No I/M	2.126	2.146
Final cutpoints	1.915	1.981
Interim cutpoints	1.956	2.036
Benefit final cutpoints (gpd)	0.211	0.165
Benefit interim cutpts (gpd)	0.17	0.11
2000 VMT[2]	24263500	24263500
Tons per day benefit		
final cutpoints	4.9	3.8
interim cutpoints	3.9	2.6
Tons per day lost credit	**1.0**	**1.3**

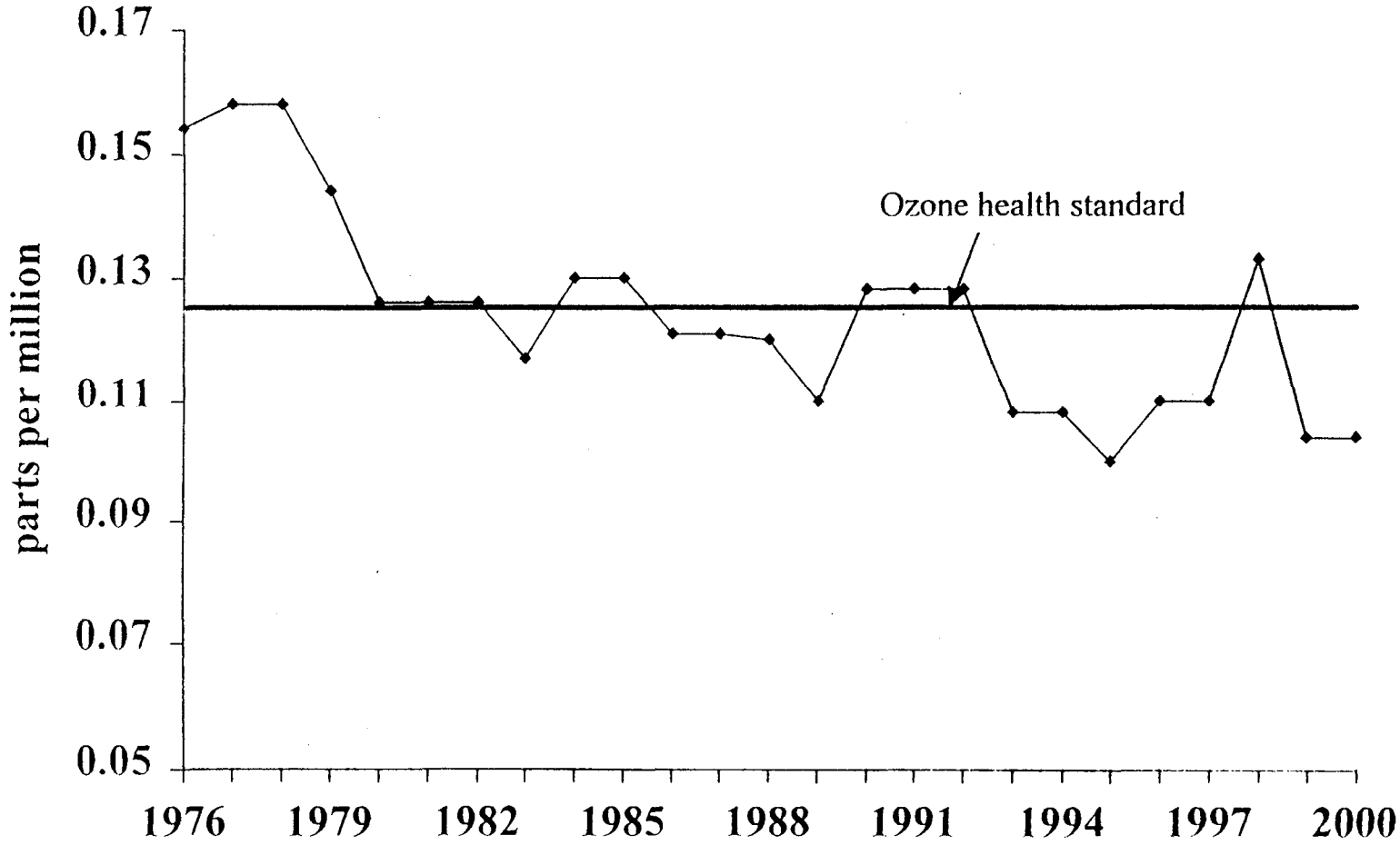
[1] MOBILE is not set up to calculate EF's from interim cutpoints.

1.8 HC and 3.0 NOx are the lowest interim cutpoints available and are the cutpoints used.

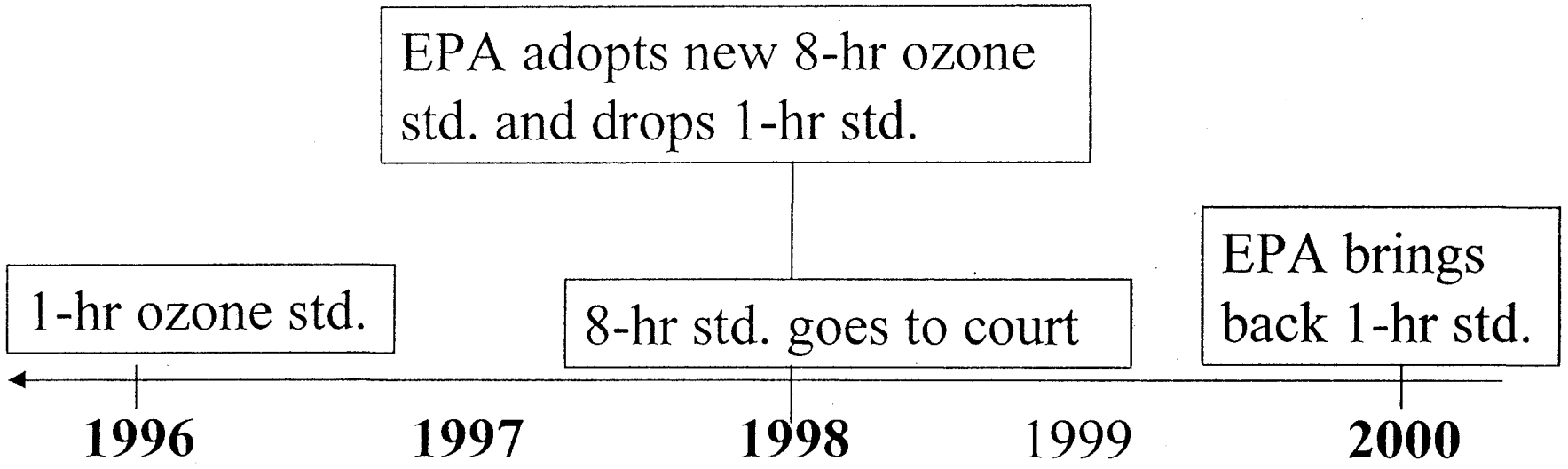
Thus, lost credit is understated for VOC, but is correct for NOx.

[2] Maintenance plan p. D1-4-3-67, adjusted for 50% of ECO VMT reduction.

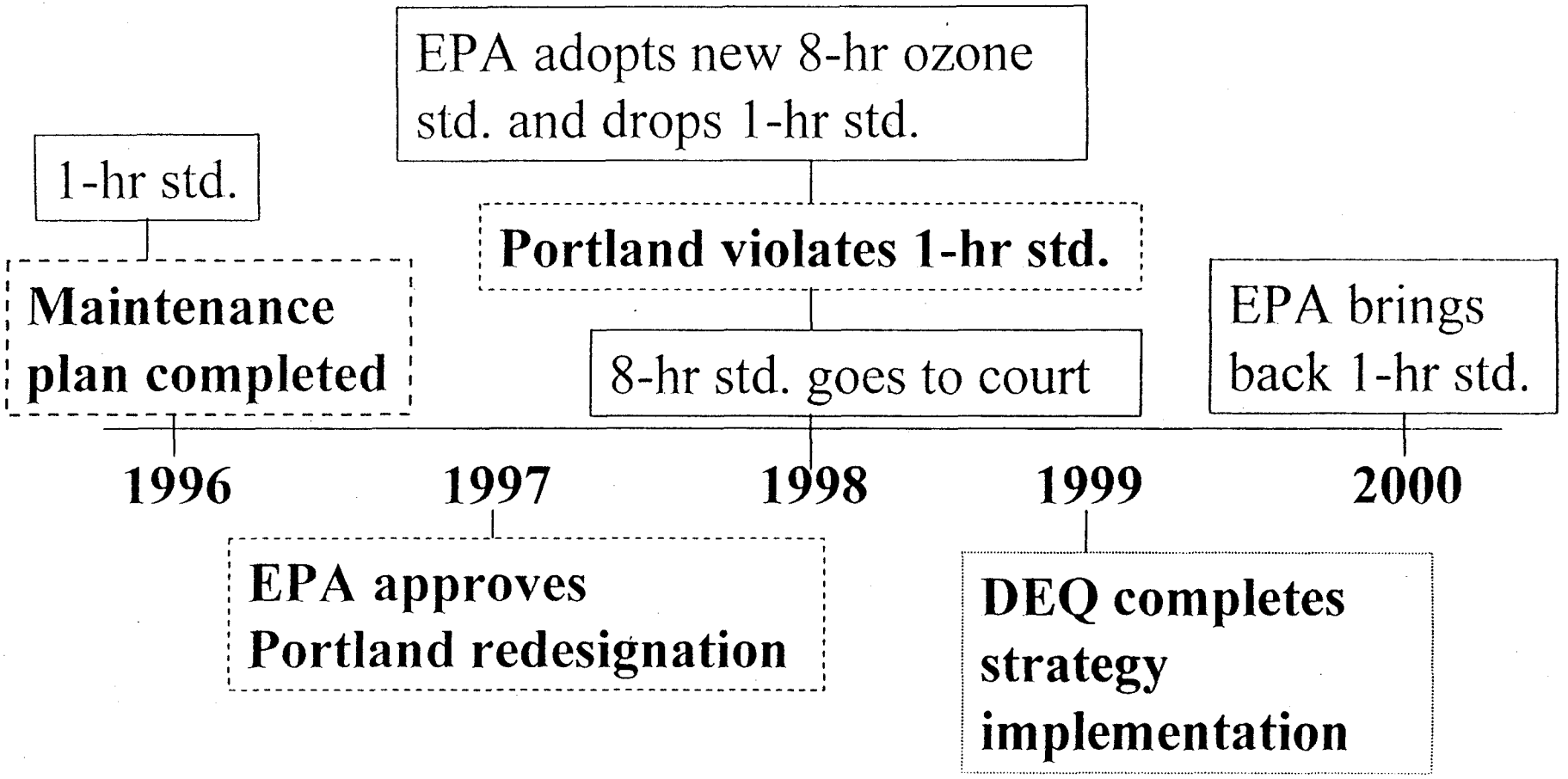
History of Ozone Violations in Portland



Changing Ozone Standards



Portland's Changing Status



Does Portland's Ozone Contingency Plan Apply?

- EPA required due to 1998 violation
- Exceptions made for progress since violatio

Study Factors

- Growth trends
  - –population
  - –households
  - –VMT/gasoline sales
- Current ozone strategies
- New ozone strategies/reductions
- Stakeholder review

Study Conclusions

- Maintenance plan assumptions are valid
- 1998 violation due to incomplete strategy implementation
- No new strategies are needed to maintain ozone standard
- EPA agreement

What's next for Portland?

- Return of 1-hour standard = status quo
  – focus on effective implementation of ozone maintenance plan strategies

- Return of 8-hour ozone standard?

- 2004 Ozone Maintenance Plan Update

Portland Contingency Plan

- Reinstate most stringent emission control requirements for new industry

- Eliminate industrial growth allowance

- Develop a region-wide congestion pricing program or its equivalent

Ozone Public Health Standards

- 1-hour ozone health standard: 1-hour maximum cannot exceed 0.125 parts per million.

- 8-hour ozone health standard: 8-hour maximum cannot exceed 0.085 parts per million.

Growth Factor Analysis
Portland AQMA

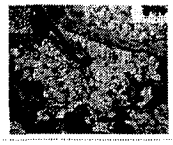
Indicator	1995	1999	Annual Growth	SIP Forecast	SIP 1999 Forecast
Households[1]	515,900	559,181	2.1%	1.9% (underestimated)	557,180 (underestimated)
Population[2]	1,325,700	1,378,450	1.3%	1.5% (overestimated)	1,394,800 (overestimated)
Gasoline Sales[3] (gal)	425,722,767	447,433,570	1.3%	1.1% (underestimated)	412,085,000 (underestimated)
VMT[4]	20,497,452	22,446,897	2.4%	1.7% (underestimated)	23,827,000 (overestimated)

Lynn Peterson

2040 Implementation

Tri-Met presentation to JPACT April 10, 2001

FY '00-03 MTIP Implementation
Revenues and Investments
FY '04-05 MTIP Application



Transit Choices for Livability

2000-2003 MTIP

Partnership with suburban jurisdictions and community leaders that implements 2040 Functional Plan.

"One size doesn't fit all"

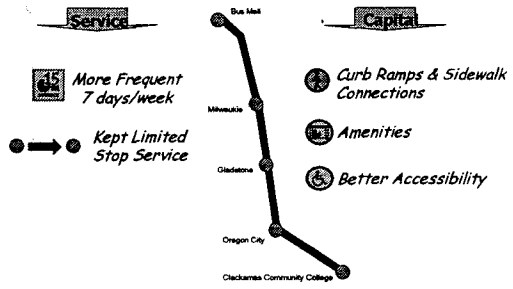
Transit Choices for Livability

2000-2003 MTIP

- Transit Choices for Livability Committee proposed $16M.
- JPACT committed $1.425M/year over four years.
- Tri-Met committed to raise fares beyond normally scheduled fare increases.
  - *McLoughlin Corridor Project*
  - *Barbur/Hwy 99W Project*

TRI-MET'S *MIGHTY* 33-McLOUGHLIN

Service quality & accessibility



McLoughlin

Amenities

Before....

After...

- 36 Construction Sites
- 20 New Shelters

McLoughlin

Access

Before...

After...

- 32 new bus zones
- Respace 34 bus stops

McLoughlin
Customer Information

- 54 new schedule displays
  - 25 transit tubes
  - 29 BCIDs (in-shelter schedules)

McLoughlin
Promoting the Improvements

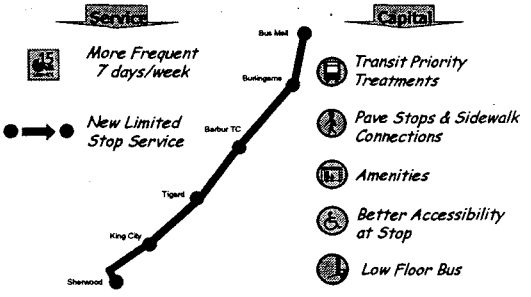
Coordinated:
- TV
- Radio
- Print
- Direct Mail

McLoughlin
Results

Ridership increasing!	**1 yr after**
• Weekdays	20%
• Saturdays	32%
• Sundays	**70%**

40% said improvements caused them to ride more often.

Barbur/99W Corridor
Service quality, accessibility & efficiency

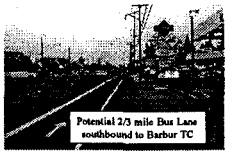


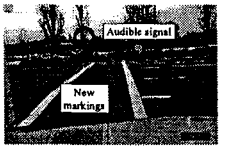
Barbur/99W Corridor
Accessibility

NOW...

Example of proposed improvements

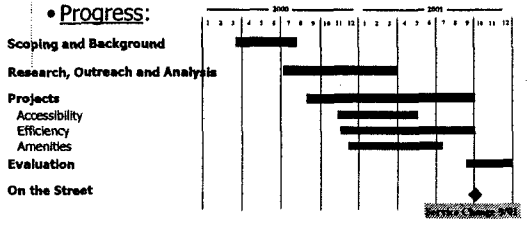
Barbur/99W Corridor
Access, Efficiency & Amenities





Barbur/99W Corridor
Partners & Progress

- Partners: City of Portland, ODOT, Tigard, Tualatin, Sherwood, King City, Washington County
- Progress:



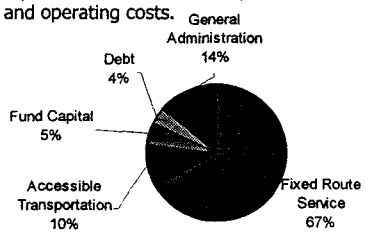
Revenues and Investments

What have we accomplished?
Results?
Where are we going?

Tri-Met Revenues and Investments

What have we accomplished?

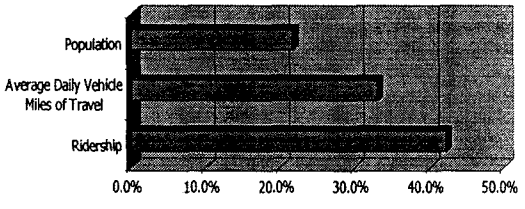
From FY 1990 to FY 2000, revenue grew at 4.2% a year. Of that new income, 86% went to capital and operating costs.



Tri-Met Ridership

What have we accomplished?

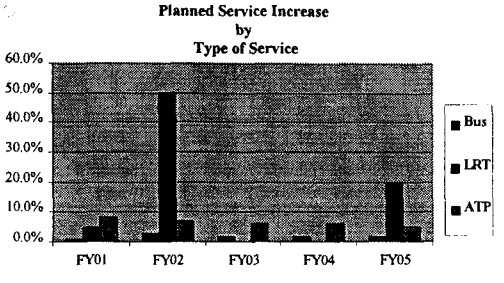
Tri-Met Ridership Outstrips Vehicle Miles Traveled
Percent Change 1990-1999



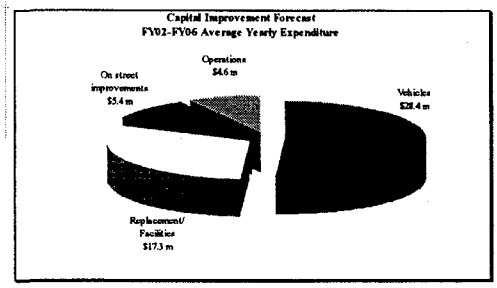
They really like us!

- ✓MAX approval 89%
- ✓Bus system approval 85%
- ✓Ride at least once a week 66%

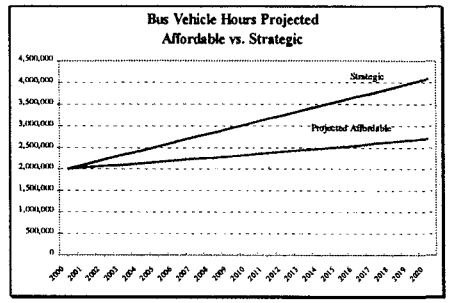
Planned Service Increases
Where are we going?



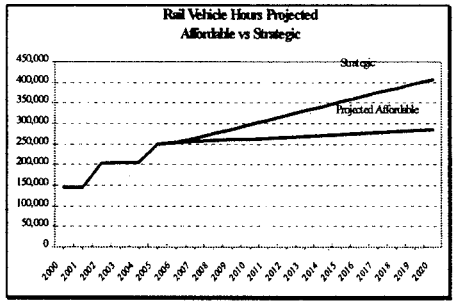
Capital Improvement
Near term capital costs



Service Increases
Future - Bus



Service Increases
Future – Rail



FY '04-05 MTIP Application

'04-'05 MTIP Request
Base Request over two years

- IMAX $12M
- Continuation of TCL* $ 2.9M
- New TCL $2.8M
- TMA Program* $0.5M
- TDM Program* $1.4M
- 2040 Initiatives* Program $0.5M

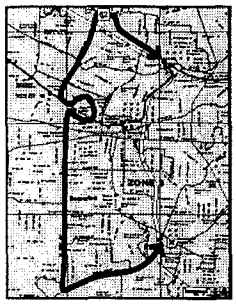
** Same levels as '00-'03 MTIP funding*

'04-'05 MTIP Request
ADD Request over two years

Pedestrian Access to Transit Program $2.0M

Beaverton/Tigard TCL request

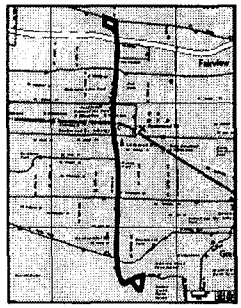
Mobility & cross-town connections



- *Improve access to Centers.*
- *Run Line 62 Murray every 15 minutes, seven days a week.*
- *Add neighborhood shuttle service.*
- *Serves 22,000 residents and 32,000 employees.*
  - *Annual operating cost: $750K*
  - *Capital cost: low*
- *Partnerships*
- *25% increase in ridership.*

Gresham TCL Request

Mobility & cross-town connections



- *Improve access to Centers and Columbia Corridor*
- *Frequent cross-town service on NE 181st and SE 182nd Avenue*
- *Serves 11,000 residents, 7,000 employees and schools*
  - *Annual operation cost: $700K*
  - *Capital cost (buses): $600K*
- *Partnerships*
- *565% increased ridership*

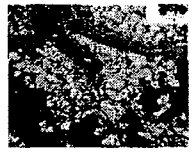
Pedestrian Access to Transit

You can't ride the bus if you can't get to it

- Joint request with Metro for Grant Program
- Committed to create a complete sidewalk inventory for access to transit.
- Criteria for projects.
- Work with TPAC to prioritize needs by FY03
- Construct needs in FY04 and 05.

Conclusion

- Success of transit in region – a pat on the back to all partners!
- Costs to do business; strategic vs. affordable
- FY '04-'05 MTIP



PRIORITIES 2002 MTIP UPDATE
PROJECT SUMMARY

April 12, 2001

METRO

Code Key: (e.g., CBL1 = Clackamas County Boulevard Project #1)

C = Clackamas County
M = Multnomah County
P = City of Portland
R = Regional
W = Washington County

B = Bike
BL = Boulevard
F = Freight
M = Road Modernization
P = Pedestrian
PLNG = Planning
TDM = Transportation Demand Management
TOD = Transit Oriented Development
TR = Transit

PRIORITIES 2002 MTIP UPDATE
PROJECT SUMMARY

Bike Projects

Project Code & Sponsor	Project Title	Federal Funds Requested
CB1 Metro	**E. Bank Trail/Springwater Trail Connector** Metro/City of Portland, City of Milwaukie joint application to link the E. Bank Trail to the Springwater Trail by construction of a traffic signal at Ochoco/17th Ave., off-street trail segments and bike/pedestrian bridge crossings of Johnson Creek, McLoughlin and UPRR tracks.	$3,940,000
MB1 Gresham	**Gresham-Fairview Trail** Funding to construct the Gresham/Fairview bike/ped path, to match $640,838 of City funds for design and construction, and $224,000 of regionally allocated federal right of way funds.	$852,000
MB2 Multnomah County	**Morrison Bridge Bicycle/Pedestrian Facility** Construction funds for a multi-use pathway across Morrison Bridge, to supplement $200,000 of federal/local PE funds already awarded the project.	$1,500,000
	Subtotal	**$6,292,000**

PRIORITIES 2002 MTIP UPDATE
PROJECT SUMMARY

Pedestrian Projects

Project Code & Sponsor	Project Title	Federal Funds Requested
CP1 Clackamas County	**Jennings Ave.: 99E/Portland Ave Ped Access** Half street improvement to provide ped/bike access to 99E transit corridor.	$350,000
CP2 Oregon City	**Molalla Ave. Boulevard Project – Willamette/Pearl & Mountain View/Holmes** Construction funds for Boulevard treatment of Molalla Ave: restripe to two lanes w/turn protection from Division to Hwy. 213; provide street amenities along two four-block segments in downtown Oregon City.	$500,000
MP1 Troutdale	**257th Ave. Pedestrian Improvements** Funding to design and construct pedestrian improvement of 257th, a Major Arterial and Transit/Mixed Use Corridor.	$1,300,000
RP1 Tri-Met	**FY04/05 Regional Pedestrian Access to Transit Program** Regional program to infill sidewalks and pedestrian amenities along high quality transit routes throughout the region.	$2,000,000
WP1 Washington County	**Park Way Sidewalk Project: SW Marlow Ave./ SW Parkwood Dr.** Construct approximately 2,000 linear feet of sidewalks linking Sunset Transit Center and other pedestrian attractors to surrounding mulit- and single-family housing within the Sunset Station Community.	$235,000
WP2 Washington County	**198th Avenue Sidewalk: TV Highway/SW Trelane St.** Design, acquire and construct half-street sidewalk/bikelane improvements along 850 ft. of 198th to provide bike/ped access to transit and mixed use commercial district.	$170,000
WP3 Washington County	**Butner Rd. Sidewalk Project – SW Marlow Avenue/ SW Wood Way** Design, acquire and construct half-street sidewalk/bikelane improvements along 900 ft. of Butner Rd. to provide bike/ped access to Sunset Transit Center pedestrian skybridge.	$180,000
WP4 Washington County	**Johnson St. – South Side – Sidewalk Project – SW 185th Ave./SW 178th Ave.** Design, acquire and construct 375 ft. of half-street sidewalk/bikelane infill improvements along 1,600 ft. of the NORTH side of Johnson St., located in the Aloha Town Center, to provide bike/ped access to 185th Ave transit amenities.	$96,000

PRIORITIES 2002 MTIP UPDATE
PROJECT SUMMARY

Pedestrian Projects
(continued)

Project Code & Sponsor	Project Title	Federal Funds Requested
WP5 Washington County	**Johnson St. – North Side – Sidewalk Project – SW 185th Ave./SW 178th Ave.** Design, acquire and construct 560 ft. of half-street sidewalk/bikelane infill-improvements along 1,600 ft. of the SOUTH side of Johnson St., located in the Aloha Town Center to provide bike/ped access to 185th Ave transit amenities.	$115,000
WP6 Washington County	**Murray Blvd Sidewalk Project: Farmington Rd./675 ft** Design, acquire and construct 675 ft. of 6 foot-wide sidewalks and street lighting on west side of Murray, north of Farmington Rd. to improve pedestrian transit access.	$119,000
WP7 City of Forest Grove	**Forest Grove Town Center Pedestrian Improvements** Funding to design and construct pedestrian amenities in a six-block area of the Forest Grove downtown bounded by 21st, 19th, "B" St. and Council St./College Way.	$400,000
	Subtotal	**$5,465,000**

PRIORITIES 2002 MTIP UPDATE
PROJECT SUMMARY

Boulevard Projects

Project Code & Sponsor	Project Title	Federal Funds Requested
CBL1 Milwaukie	**McLoughlin Blvd: Scott/Adam (Milw. CBD) Blvd. Project – Phase 2** Construction funds for Boulevard treatment along 1,700 lineal feet of McLoughlin through the Milwaukie CBD, to supplement $2.0 million previously allocated to the project.	$100,000
CBL2 Lake Oswego	**Boones Ferry Rd Boulevard Project: Madrone/Kruse Way Blvd. Project** Widen Boones Ferry from 48' to approx. 66' and provide non-auto amenities.	$2,500,000
CBL3 Oregon City	**Washington St. Boulevard Project PE: 12th/16th** Design and construction funding, with local 36 percent match, to restripe 1,300 feet of a four-lane Community Street/Transit-Mixed Use Corridor to two lanes, with turn protection and two new signals at 14th and 15th Streets. Also implements bike, transit and pedestrian amenities.	$750,000
CBL4 Oregon City	**McLoughlin Boulevard Project PE: I-205/Railroad Tunnel** Regional preliminary engineering funds to design Boulevard treatment of McLoughlin/99E as a riverfront promenade through downtown Oregon City.	$625,000
MBL1 Gresham	**Division St. Boulevard, Phase 2: Main/Cleveland** Design, acquire, and construct a half mile second phase extension of the Division St. Boulevard project from Main St. to Cleveland, linking the Gresham Civic Neighborhood district to Downtown Gresham.	$989,000
MBL2 Gresham	**Stark St. Boulevard Project: 190th/197th** Design, acquire, and construct a seven block, second phase extension of the Stark St. Boulevard project, from 190th to 197th, including the 190th/Stark/Burnside/Light rail intersection in the Rockwood Station Community.	$800,000
PBL1 City of Portland	**102nd Ave Boulevard Project: Hancock/Main** Funds to design boulevard treatment of 102nd Ave. for a length of approximately 1.3 miles in the Gateway Regional Center district, including Gateway Transit Center, and provision of parallel bike facilities on 99th.	$700,000

PRIORITIES 2002 MTIP UPDATE
PROJECT SUMMARY

Boulevard Projects
(continued)

Project Code & Sponsor	Project Title	Federal Funds Requested
WBL1 Washington County	**Cornell Rd. Boulevard Project – Murray Blvd./Saltzman Rd.** Regional funding to add Boulevard design elements to locally funded widening project through Cedar Mill Town Center (regional funds are 49 percent of total project cost).	$3,500,000
WBL2 City of Beaverton	**Farmington Rd.: Hocken Ave./Murray Blvd.** Right of way and construction funding, (supplements previously allocated regional design funds), to widen Farmington Rd. from three to five lanes, provide appropriate Boulevard amenities at the Farmington/Murray intersection per regional design guidelines, upgrade signals, address significant safety issues and integrate multimodal facilities at the Farmington/Murray intersection.	$8,210,000
	Subtotal	**$18,174,000**

PRIORITIES 2002 MTIP UPDATE
PROJECT SUMMARY

Road Modernization Projects

Project Code & Sponsor	Project Title	Federal Funds Requested
CM1 Clackamas County	**Clackamas ITS Program Phase 2** Implementation funds for signal equipment and timing plans for corridors to be determined by funded ITS Master Plan.	$500,000
CM2 Clackamas County	**Sunnyside Rd. PE – 122nd/132nd** Request for 63 percent of funds for Final Design of four-lane widening from terminus of current I-205/122nd widening project.	$625,000
CM3 Clackamas County/ Milwaukie	**Harmony/Linwood/Railroad Intersection** Final design funding for intersection improvement and grade separated rail crossing; design improvements to accommodate future High Capacity Transit alignment through Milwaukie.	$750,000
CM4 Milwaukie/ Portland	**Johnson Creek Blvd. – 36th to 45th, Phase 4** Construction funds (supplements $1.364 million of previously committed federal/local funds) to complete the fourth, final phase of a multi-modal retrofit of Johnson Creek Blvd. through Milwaukie. The entire project accommodates multiple travel modes in a highly constrained corridor and provides storm-water retention/treatment facilities adjacent to lower reaches of Johnson Creek.	$800,000
CM5 Wilsonville	**Boeckman Rd. Extension (Dammasch Urban Village): 95th Ave./Graham's Ferry Rd.** Regional preliminary engineering funds (supplements $12.5 million of local/private right of way and construction dollars) to extend Boeckman Rd. from present terminus at 95th, west of I-5, across wetlands to a junction with Graham's Ferry Rd. The project would access the planned Dammasch Urban Village development.	$1,000,000
CM6 Clackamas County/ Happy Valley	**Sunrise Corridor Phase 1 PE: I-205/Rock Creek Jnct.** Funding through Final Design for first phase of Sunrise Corridor limited access improvement of 212/224 Corridor from I-205 to Rock Creek Junction.	$4,000,000
MM1 Gresham	**Gresham/Mult. Co. ITS Program, Phase 3B** Implement additional phase of Gresham/Mult. Co. ITS Master Plan to provide traffic adaptive signal timing of the 181st and Burnside corridors, including one-time costs needed for adoption of adaptive signal timing technology in comparable corridors throughout the region.	$1,000,000

PRIORITIES 2002 MTIP UPDATE
PROJECT SUMMARY

Road Modernization Projects
(continued)

Project Code & Sponsor	Project Title	Federal Funds Requested
PM1 City of Portland	**SE Foster Rd. at SE 162nd Ave.** Request for 30 percent of funds, matched by other committed local/private/previously allocated regional dollars, needed to design, acquire and construct widening and realignment of Foster Rd. and 162nd Ave., install a signal, bike path and sidewalks, and provide culvert replacement at Kelley Creek.	$1,500,000
WM1 Washington County	**U.S. 26 Widening PE – Murray/Cornell** Preliminary Engineering to widen US 26 to three lanes in each direction from the Murray Blvd. Interchange to the Cornell Rd. Interchange.	$359,000
WM2 Washington County	**Cornell Rd. Corridor ITS Project – Cornell Rd.: Main/10th to County Line** Regional funding to supplement County funds (50/50 ratio) for improvement of corridor monitoring and signal operations.	$375,000
WM3 Washington County	**Cedar Hills Blvd./Barnes Rd. Intersection Improvement** Design, acquire and construct additional right/left/through lanes at this intersection, and provide significant mulit-modal amenities.	$1,980,000
WM4 City of Tigard	**SW Greenburg Rd.: Washington Square Dr./Tiederman** Right of way and partial construction funding, (supplements previous regional design funds), to widen Greenburg Rd. from three to five lanes, modify one signal and signing, striping and transitional road segments between Tiederman and Washington.	$774,000
WM5 City of Beaverton	**Murray Blvd.: Scholls Ferry Rd. to Barrows/Walnut** Design, right of way and construction funds to extend Murray Blvd. south as a four lane arterial from its present terminus just south of Old Scholls Ferry Rd., to a six lane terminus at the Scholls Ferry Rd./Walnut St. intersection (four through-lanes, two turn-lanes). Project would serve planned Murray/Scholls Town Center and extend street grid connection between Beaverton and Tigard.	$7,759,050
WM6 City of Tualatin	**I-5/Nyberg Interchange Widening** Right of Way and construction funds to widen Nyberg O'Xing of I-5 from two to four lanes, improve signal operations at the interchange, widen ramp structures in tandem with separate ODOT project and provide bike and ped facilities.	$3,507,270
	Subtotal	**$24,929,320**

PRIORITIES 2002 MTIP UPDATE
PROJECT SUMMARY

Road Reconstruction Projects

Project Code & Sponsor	Project Title	Federal Funds Requested
PR1 City of Portland	**NW 23rd: W Burnside St./NW Lovejoy St.** Design and construction funds to reconstruct a 10-block segment of NW 23rd Ave., including upgrade to ADA standards and renovation of stormwater systems.	$1,300,000
PR2 City of Portland	**SE 42nd Ave. - SE 52nd Ave. (Portland) Section of SE Holgate Blvd.** Design and construction funds to reconstruct an 11-block segment of SE Holgate Blvd., including upgrade to ADA standards and renovation of stormwater systems.	$1,100,000
PR3 City of Portland	**Naito Parkway: NW Davis/SW Market St.** Construction funding to supplement previously allocated regional funds for reconstruction of Naito Parkway, with two onstreet bikelanes.	$1,500,000
	Subtotal	**$3,900,000**

PRIORITIES 2002 MTIP UPDATE
PROJECT SUMMARY

Freight Projects

Project Code & Sponsor	Project Title	Federal Funds Requested
MF1 Multnomah County	**223rd Ave. Railroad Overcrossing** Right of Way funds, for widening of the railroad bridge crossing of 223rd, that would supplement previously awarded federal PE funds.	$149,000
PF1 Port/ Portland/ ODOT	**Columbia/Killingsworth East End Connector** Thirty-three percent of design funds, to augment Port overmatch, for new, $34 million, grade-separated Columbia/Killingsworth intersection and rail crossing.	$1,000,000
PF2 Port of Portland	**N. Lombard RR O'Xing: N. Burgard Ave./N. Rivergate Blvd.** Supplemental construction funds to cover design changes for habitat protection needs of this otherwise fully funded project to widen N. Lombard from two to four lanes, add five foot bike lanes, a four foot median and one seven foot sidewalk, and to grade separate the street crossing of the BN and SP rail lines.	$2,000,000
	Subtotal	**$3,149,000**

PRIORITIES 2002 MTIP UPDATE
PROJECT SUMMARY

Transit Projects

Project Code & Sponsor	Project Title	Federal Funds Requested
CTR1 Wilsonville	**Smart Transit Center Park & Ride** Right of Way funds to acquire 2.5 acres for a 250 space Park & Ride/Transit Center at Boberg Rd. and Barber St. in Wilsonville. Project is adjacent to the proposed Wilsonville/ Beaverton Commuter Rail and supplements $1.924 million of appropriated FTA/local match construction funds.	$1,172,000
MTR1 Tri-Met	**FY04/05 Gresham TCL Service Increases** Biennial regional share of funds to consolidate Lines 82 and 87 in Gresham to begin 15 minute service during weekdays, weekends and evenings on a new Line 181st running on 181st between Powell and Sandy during FY 04 and 05. Service is provided in exchange for regional purchase of 10 Tri-Met service expansion buses; matched 100 percent by Tri-Met funds.	$1,400,000
RTR1 Tri-Met	**FY04/05 McLoughlin/Barbur Transit Service Continuation** Biennial regional share of funds to continue 15 minute service during weekdays, weekends and evenings on new McLoughlin and Barbur Blvd. transit lines during FY 04 and 05. Service is provided in exchange for regional purchase of 10 Tri-Met service expansion buses; matched 100 percent by Tri-Met funds.	$2,850,000
WTR1 Tri-Met	**FY04/05 Beaverton/Tigard TCL Service Increases** Biennial regional share of funds to begin 15 minute service during weekdays, weekends and evenings on slightly redefined #62 Line between Sunset Transit Center, Beaverton Regional Center, Murray Scholls Town Center and Washington Square during FY 04 and 05. Service is provided in exchange for regional purchase of 10 Tri-Met service expansion buses; matched 100 percent by Tri-Met funds.	$1,400,000
WTR2 City of Tualatin	**FY04/05 Bus-based Wash. Co. Commuter Rail Ridership Buildup** Bus capital funds for Tri-Met commitment to provide a.m./p.m. peak period bus service, at half-hour headways, augmented by Tualatin TMA Shuttle service, between Tualatin, Tigard, Washington Square and Beaverton, in advance of Wilsonville to Beaverton Commuter Rail startup. Tri-Met portion of service would terminate upon rail startup.	$1,074,000
	Subtotal	**$7,896,000**

PRIORITIES 2002 MTIP UPDATE
PROJECT SUMMARY

Transportation Demand Management Projects

Project Code & Sponsor	Project Title	Federal Funds Requested
RTDM1 Tri-Met	**FY04/05 TMA Assistance – TDM Program** Two-year funding for continuation of revamped TMA assistance program to provide locally based TDM services at key regional locations.	$500,000
RTDM2 Tri-Met	**FY04/05 Regional Transportation Demand Management (TDM) Program** Two-year continuation funding for Regional TDM program housed at Tri-Met.	$1,400,000
RTDM3 Tri-Met	**FY04/05 Region 2040 Initiatives – TDM Program** Two-year funding to implement non-Tri-Met transit services and other innovative SOV reduction projects.	$495,000
RTDM4 DEQ	**FY 04/05 ECO Information Clearinghouse** DEQ Program that complements the regional TDM program housed at Tri-Met.	$188,000
	Subtotal	**$2,583,000**

PRIORITIES 2002 MTIP UPDATE
PROJECT SUMMARY

Transit Oriented Development Projects

Project Code & Sponsor	Project Title	Federal Funds Requested
PTOD1 City of Portland	**Gateway Regional Center TOD Project** Funds to acquire a 1 acre replacement parcel for relocation of 140 Park & Ride Spaces from Gateway to 122nd Ave. MAX Station that is needed to leverage construction of a TOD containing 67,000 sq. ft. of commercial retail, 107 units of housing and a publicly accessible esplanade.	$800,000
RTOD1 Metro	**Transit-Oriented Development Implementation Program** Regional funds to leverage privately financed construction of transit oriented commercial/retail/residential development in Regional and Town Centers adjacent to light rail.	$2,100,000
	Subtotal	**$2,900,000**

PRIORITIES 2002 MTIP UPDATE
PROJECT SUMMARY

Planning Projects

Project Code & Sponsor	Project Title	Federal Funds Requested
RPLNG1 Consortium	**Willamette Shoreline Rail and Trail Study** Planning work to determine mode and alignment of a dual rail and bike corridor from Macadam District to Lake Oswego.	$550,000
RPLNG2 Metro	**Regional Freight Program** Planning funds to continue collection of fright related data for modeling purposes and to expand survey data for further model refinement.	$150,000
RPLNG3 Metro	**RTP Corridor Project** Supplemental funding to complete one corridor alternatives analysis upon its selection during the current Corridor Initiatives evaluation process.	$600,000
RPLNG4 Metro	**Metro Core Regional Planning Program** Core regional planning program support for maintenance of regional transportation model, TIP management, RTP update, corridor analyses and high capacity transit planning.	$1,480,000
RPLNG5 Region	**South Corridor Draft EIS** Funding to conduct a Draft EIS for analysis of mode choice and alignment of transportation improvements in the McLoughlin Corridor from Downtown Portland to Oregon City. Alternatives to be considered include traffic lanes, dedicated transit lanes, HOV lanes and potentially a light rail alignment, consistent with the 2000 RTP. The Draft EIS is intended to support a request to FTA for negotiation of a Full Funding Grant Agreement.	$4,000,000
	Subtotal	**$6,780,000**
	GRAND TOTAL	**$82,068,320**

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MTIP schedule update 4/11/01

April	Release pre-ranked list of projects
Late May	Complete and release draft technical ranking of project list and TPAC reviews technical rankings
June	Review technical rankings, add criteria, make recommendations on modal mix. Hold open house for public review and present status report to JPACT
July	Release final ranking list (mail to neighborhood associations)
August	TPAC recommendation on final program for funding
September	Proposed public hearings and tentative action by JPACT and Council
Fall	Air quality conformity and final adoption of MTIP

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REGIONAL SERVICES

METRO

April 10, 2001

Richard Benner, Director
Oregon Department of Land Conservation and Development
635 Capitol Street NE, Suite 200
Salem, Oregon 97310

Dear Mr. Benner:

Over the past few weeks, Metro staff have been working closely with Bob Cortright on your staff to identify areas where the 2000 Regional Transportation Plan (RTP) complies with the state transportation planning rule (TPR), and areas where amendments to either the RTP or the rule are needed for clarification or consistency. In general, we concur with DLCD staff on the areas where RTP amendments are warranted to demonstrate compliance with the TPR. Following is a discussion of these areas, and a proposed solution for demonstrating compliance with the rule that appears to have agreement between Metro and DLCD staff. The proposed amendments to the RTP findings and plan document are shown in Exhibits 'A' and 'B', respectively.

We also concur with staff on proposed revisions to update the TPR that are necessary to conform the RTP to the rule. In a number of cases, DLCD staff appears to conclude that our findings demonstrate compliance with the TPR, and we have requested that staff make these conclusions more directly. These proposed revisions are discussed below.

However, there is one major area where DLCD staff has identified a need for additional demonstration of compliance with the TPR. This involves the exceptions regarding the need, mode, function and general location findings for the Sunrise and I-5 to 99W highway corridors. We are proposing clarification, RTP text amendments and supplemental findings to further address issues raised by DLCD staff. Beyond that, Metro seeks an interpretation of the Section 660-12-0070 of TPR through the Commission review of our plan. Metro believes that the supplemental findings to the RTP adoption ordinance contained in Exhibits 'C' and 'D' demonstrate consistency with this section of the TPR, which applies to transportation improvements that impact resource lands.

Our findings for these corridors have addressed potential impacts on rural resources to the extent possible within the generalized nature of a regional TSP, including a parcel-specific assessment of the scope and nature of the anticipated impacts, and inclusion of the narrowest possible corridors for consideration in the refinement planning process. We believe this to be the intent of the rule, and that the burden for more detailed assessments of impacts and mitigation for impacts should occur at the project development level. We also believe that the purposes of the TPR are best served in narrowing the scope of refinement corridors at the TSP level to avoid placing unsuitable alternatives in "limbo" while refinement planning is occurring.

Finally, we received a copy of a late comment on RTP acknowledgment on March 13, 2001 from attorney Larry Derr. Under Commission rules, this comment was received by your office long after the December 18, 2000 deadline. The cover letter indicates that it was submitted as comment that is not part of the Commission record. OAR 660-003-0025(6). Therefore, the Commissioner rules indicate that these comments are not "objections" and are not to be included in the Director's evaluation" to advise the Commission whether or not (the submittals) comply with the Statewide Planning Goals." OAR 660-003-0025(1). That evaluation only includes responses to objections timely filed. Also, under OAR 660-003-0025(2), (.5), Mr. Derr's clients are not entitled to submit "objections" to the Director's report or to submit oral argument on their comments to the Commission.

The following is a discussion of the proposed amendments to the RTP ordinance for which there appears to be DLCD and Metro staff agreement, as shown in Exhibit 'B' or where an update to the TPR is proposed:

660-12-0005 – Definitions

This section includes definitions for 37 terms that are used in the TPR. The definitions provide important guidance about how local governments are to interpret and apply various requirements in the TPR.

The RTP does not incorporate all of the definitions included in the TPR, and varies in the definition of some terms that are included. We propose that our definitions section be amended to incorporate those definitions shown in this section of the TPR as they appear in the rule, and other definitions unique to the RTP as they appear in the August 10, 2001 final draft. These merged definitions are shown in Exhibit 'B'.

660-12-0010 – Transportation Planning

This section describes the division of transportation planning into system planning and project development phases, and which land use decisions are expected to occur at the regional and local levels.

DLCD staff has recommended that the RTP more specifically clarify the degree to which the RTP identifies regional and local responsibilities in the project development phase, and the land use decisions that are expected to occur at the project development stage. We concur, and propose clarification of Section 6.7.1 of the RTP, as shown in Exhibit 'B'.

OAR 660-012-0025 - Refinement Plans

MPOs may defer decisions regarding function, general location and mode of a refinement plan by adopting findings which the need for which identify a decision is being deferred, demonstrate why information to make final decisions are not available, explain how deferral does not preclude implementation of the regional TSP, describe issues to be resolved and demonstrate that the refinement will be completed within three years.

The RTP identified two tiers of refinement plans: corridors in which function and mode must still be defined, and corridors where mode is defined, but only in general terms. DLCD staff has recommended that the RTP more specifically describe how these two tiers differ. Metro proposes to clarify the differences between the refinement planning tiers with revisions to Section 6.7 of the RTP, shown in Exhibit 'B'.

TPR Amendment Proposed

Section 0025 also requires TSPs to complete refinement planning within 3 years of adoption. DLCD staff has recommended that the RTP more specifically address this provision. The RTP calls for 16 refinement plans, all of which affect ODOT facilities. Given the resources and scope of these studies, it is unlikely that that could be completed in the time frame called for in the transportation planning rule. We propose that the rule be amended to accommodate the RTP by accepting an action plan for completing the identified refinement planning. Metro is currently in the process of developing such a plan, and will incorporate the prioritized schedule of corridor refinement plans into the RTP Appendix. The action plan will be proposed for adoption by JPACT and the Metro Council, thus providing opportunity for affected jurisdictions to comment on the proposed timing.

A related issue identified by DLCD staff is that the RTP should include a mechanism for protecting right-of-way during the interim period, before refinement plans occur. While we concur with this recommendation in principle, we would propose that it only apply to minor corridor refinements, as described in Section 6.7.5 of the RTP. This is because the major corridor refinements are not specific enough at this time to warrant right-of-way protection or acquisition.

660-012-0035 – Transportation System Alternative Measures

In 1998, LCDC amended the TPR to allow metropolitan areas to propose other "alternative measures" to use in place of the VMT reduction requirement to measure their efforts to reduce reliance on the automobile. To gain approval of an alternative measure, the MPO must demonstrate to the Commission how the alternative measure achieves the objective of reduced reliance in five ways.

DLCD staff has recommended that Metro's findings of compliance be expanded to better address this issue. We concur, and offer the expanded explanation of our conclusion in the revised findings shown in Exhibit 'A'.

660-12-0035 - Interim Benchmarks for Reduced Reliance on the Automobile

Section 0035(7) requires that regional and local TSPs include interim benchmarks to assure satisfactory progress towards achieving the goal of reduced automobile reliance at five-year intervals.

This requirement is covered by Title 9 of Metro's Urban Growth Management Functional Plan (UGMFP). Because of Metro's unique role in regional planning, our performance measures in this section of the UGMFP address a broad array of urban issue, including transportation. Therefore, we have not confined benchmarks for transportation issues to the RTP, and instead have related these measures to other indicators of regional livability. We are currently in the process of developing these benchmarks on a parallel track to the RTP which will result in an RTP amendment in 2002. *We propose that this compliance issue be continued until our Title 9 benchmarks are complete,* and the new measures are incorporated into the RTP.

OAR 660-012-0035(6) - Measurable Objectives

Section 035(6) requires that regional TSPs set measurable objectives for three parameters: non-automobile mode share; average vehicle occupancy and, where appropriate, vehicle trip length.

TPR Amendment Proposed

DLCD staff has recommended that the RTP findings be expanded to more fully address why the measures of average vehicle occupancy and trip length are not the most appropriate measures for evaluating plan performance. While we have gathered this information from the regional travel demand model, it is not particularly useful to set objectives, since vehicle occupancy appears to be more driven by demographics, family size, and school-age vs. aging populations than by our transportation policy. Our shared ride survey data show a flat line for most areas. The trip length statistic has also proven to be of limited use, since trip purposes are changing so rapidly, and non-work trips have become the large majority. Metro proposes a TPR change that limits our responsibility to the non-SOV measurement.

OAR 660-012-0045 - Implementing of the Transportation System Plan

New section added to 4/5/01 draft letter

Section 045 establishes specific land use actions for MPOs and local governments to reduce reliance on the automobile.

DLCD staff has recommended that the RTP be amended to clarify which provisions of this section of the TPR are achieved through local compliance with requirements in the RTP. Metro concurs, and proposes supplemental findings to clarify which RTP requirements will result in local actions necessary to comply with this section of the TPR, as shown in Exhibit 'A'.

OAR 660-012-0050 - Transportation Project Development

Section 050(2) requires that regional TSPs provide for coordinated project development among affected local governments, including a process for citizen involvement.

DLCD staff has recommended that the RTP be amended to better describe a process for project development that matches the details specified in this section of the TPR.

Metro concurs with this recommendation, and proposed the following amendments to the RTP and supporting documents:

1. Expand Section 1.3.1 to elaborate on the project development requirements, and further establish that Metro is the lead agency on regional planning issues, unless otherwise determined through the regional committee structure, as shown in Exhibit 'B'.

2. Amend our Local Public Involvement Procedures (a separate document from the RTP) to better speak to the requirements in 6.7, and also provide a more specific link via a text amendment to Chapter 6 that clarifies the connection between the TSP and the Local Public Involvement Procedures.

One important feature in our public involvement process is unique to our MPO: citizens have direct recourse on all land use decisions, since they directly elect a representative on our Council, and are able to communicate directly to them on matters involving transportation projects. This is an important part of our process, since our public involvement system does defer local public involvement procedures for project development to the local level.

OAR 660-012-0065 - Transportation Improvements on Rural Lands

Section 0065 lists transportation improvements that may be permitted or allowed conditionally on rural lands without a goal exception consistent with Goals 3, 4, 11 and 14.

The 2000 Regional Transportation Plan includes two major highway corridors where refinement plans are called for, but where the RTP establishes that urban alignments to meet the identified need are inadequate, and should either be supplemented with the rural corridor options, or dropped from the refinement planning scope. These corridors are the Sunrise Corridor, following Highway 212/224 in Clackamas County, and the I-5 to 99W Connector in Washington County, in the vicinity of the cities of Tualatin and Sherwood.

In the case of the Sunrise and the northern alignment of the I-5 to 99W Connector, the corridors were incorporated in the acknowledged 2040 Growth Concept, and therefore have been found to be consistent with the statewide planning goals. In June 1997, the northern alignment of the I-5 to 99W Connector was also adopted in Resolution 97-2497 by JPACT and the Metro Council as the final recommendation from ODOT at the conclusion of the Western Bypass Study. However, to address concerns raised by DLCD staff, we have compiled findings pursuant to this section of the TPR for these previously acknowledged general alignments in an effort to further demonstrate that they are consistent with the relevant exceptions requirements.

The south alignment alternative to the I-5 to 99W connector is new to the RTP, and was not included in the 2040 Growth Concept. For this corridor, Exhibit 'C' includes detailed findings pursuant to Section 660.012.0070 of the transportation planning rule, establishing that this rural alignment is a necessary option for meeting the transportation need identified in the RTP.

For both corridors, the expanded findings in Exhibits 'C' and 'D' also establish that alternatives for meeting identified travel needs within the existing UGB is not feasible, and should not be further studied at the corridor planning level. This distinction is a key consideration, since a broader corridor definition would have the effect of putting local improvements and land use plans in the less suitable urban corridors in limbo until a project can be defined to meet the identified corridor needs.

For the Sunrise Corridor, this means that plans to improve the multi-modal function of Foster Road, Powell Boulevard, Sunnyside Road and Hogan Road in Gresham may proceed as planned, including boulevard projects in the Lents town center and Gresham Regional Center. For the I-5 to 99W Connector, this means that project to improve the multi-modal function of Pacific Highway (99W) and Tualatin-Sherwood Road may proceed, including boulevard projects within the Tigard, King City and Tualatin town centers. These are critical projects that will play a significant role in implementing the 2040 Growth Concept at the local level, and thus a delay in pursuing them while the Sunrise and I-5 to 99W corridor refinements are being developed is a significant issue.

The expanded exception findings are proposed to be adopted as part of a series of amendments to the 2000 Regional Transportation Plan (RTP), in response to the LCDC acknowledgement process. This document addresses only compliance with the identified TPR standards. Compliance with RUGGOs and other applicable statewide planning goals is addressed in a separate findings document. These findings are not intended to replace more detailed exceptions findings that should be made at the corridor refinement planning level. Proposed amendments to the RTP will stipulate that the corridor refinement plan for the Sunrise and I-5 to 99W corridors address the exceptions requirements at the project level, but not revisit the broader findings made here.

The purpose of this two-tiered approach to exceptions findings is to narrow the scope of the refinement planning process, and thus better promote certainly in the development within alternative corridors that can appropriately be eliminated at the TSP planning level. It further assures that the high cost of detailed alignment engineering, environmental impact analysis and determination of mitigation is limited to the corridor that merits further consideration.

For both the Sunrise and I-5 to 99W corridors, we propose additional language that may address mutual concerns about the potential effects of the highway that we share with DLCD staff, and how it should be phased. In both cases, we will be expanding the discussion to clarify how other elements of Metro's growth management program that are outside the sphere of the TPR and Regional Transportation Plan will be used to mitigate impacts on resource areas, and prevent unintended urbanization outside the UGB. We will also expand on how the intergovernmental agreements called for in the Green Corridors program can complement corridor planning outside the UGB, and will further support rural land use goals. This proposed language is shown in Exhibits 'C' and 'D'.

Other Goal Exception Issues

DLCD staff has recommended that exception findings be made for a series of rural road projects contained in the RTP. Staff has also recommended that the RTP findings be expanded to elaborate on Metro's planning role in the rural areas where functional classifications on the RTP system maps extend beyond the urban growth boundary, or where future plans are called for in the RTP.

Following suggestions from your staff, as shown in Table 1, we propose deleting certain projects from the RTP, since we are unable to devote the time and resources to make exception findings for each project. However, we do maintain that this is a weakness in the TPR, since there are benefits in having urban TSPs include such projects. We have provided supplemental findings, as noted in Table 1, for other projects, as indicated by your staff. The following is a general description of these projects:

- Many of these projects are safety improvements, and do not add capacity. Metro has traditionally interpreted projects with this purpose to be excluded from the TPR exception requirements, but DLCD staff has not agreed with this interpretation. However, we are prepared to delete the projects or have made additional findings, as needed, to achieve compliance with the TPR. These projects, the DLCD comments and Metro's proposed changes are summarized in Table 1, below.

- All of these facilities are in areas where we have a 2040 Growth Concept designation, and thus are relevant to our planning for coordination, even if they are outside our formal jurisdiction. Some of the facilities located outside the UGB are also located within our jurisdiction, particularly in Clackamas County. In other cases, plan map designations outside of our planning jurisdiction are for the purpose of coordination, and are only recommendations to the affected county planning authorities. In our assessment, these designations do not constitute a land use decision and should not be subject to the exceptions requirement by this action of Metro.

Table 1
Proposed 2000 RTP Transportation Projects on Rural Lands

No.	Description	TPR Issues	Proposed Metro Response
3110	Jackson School Road Improvements Reconfigure Intersection at Highway 26 to restrict turn movements and cross intersection travel	065 Findings	Add supplemental findings pursuant to Section 660.012.0065(3)(c)
3122	St. Mary's Urban Reserve Future Street Plan	Future Plan	Drop project from RTP
3158	Forest Grove to US 26 Improvements Realign Martin Road and Cornelius-Schefflin road with widened paved shoulders to improve safety	Possible 065 Findings	Add supplemental findings pursuant to Section 660.012.0065(3)(d)
3160	Verboort Road Intersection Improvements Signalize intersection at Highway 47 to improve safety	065 Findings	Add supplemental findings pursuant to Section 660.012.0065(3)(o)

No.	Description	TPR Issues	Proposed Metro Response
3218	Cornelius Pass Road Extension Construct a three lane extension from TV Highway to 209th Avenue (in St. Mary's Urban Reserve Area)	065 Findings	Drop project from RTP
2004	Hogan Corridor Improvements Construct a new four-lane principal arterial from Project	Possible Goal Exception	Modify project description and maps to show corridor within UGB
7013	Foster Road Corridor Plan	Possible Goal Exception	Redefine corridor definition to Foster/Powell from Pleasant Valley town center to Portland Central City
7014	Damascus/Pleasant Valley Future Street Plan	Future Plan	Drop project from RTP
7021	Hogan/242nd Corridor Plan Palmquist Road to US-26. (2000-2005)	Future Plan	Modify project description and maps to show corridor within UGB
5030	Highway 213 Green Corridor Plan	Future Plan	Add supplemental findings to clarify the purpose and scope of a Green Corridor IGA
5030	Beavercreek Phase 3 Widens to 4 lanes – project extends outside the UGB to Henrici Street	Possible Goal Exception	Modify project description and maps to show corridor within UGB
5203	Stafford Road Improvements – project realigns intersection and adds traffic signal and left turn lanes in an urban reserve area	065 Findings	Add supplemental findings pursuant to Section 660.012.0065(3)(d) and (o)
5215	Beavercreek Future Street Plan	Future Plan	Drop project from RTP
6000	Beaverton-Wilsonville Commuter Rail	Permitted on existing corridor	Redefine corridor definition to existing rail corridor
6002	Wilsonville-Salem Commuter Rail Study to extend commuter rail service from Wilsonville to Salem using existing railroad tracks.	Permitted on existing corridor	Redefine corridor definition to existing rail corridor
6090	Boeckman Road Extension 3 lane extension to Grahams Ferry extends outside UGB	Possible Goal Exception	Modify project description and maps to show project within UGB
6097	Stafford Road Safety Improvements This project addresses safety issues from I-205 to Boeckman Road. (2006-2010)	065 Findings	Add supplemental findings pursuant to Section 660.012.0065(3)(o)
6109	Beef Bend 175th Realign Intersection to eliminate offset	065 Findings	Add supplemental findings pursuant to Section 660.012.0065(3)(d) and (o)
6111	Beef Bend Elsner Road Extension Two lane realignment of Scholls Ferry to 99W with limited access	Washington County Exception	Clarify whether RTP project exceeds existing exception; drop project if exception required
6113	Oregon Street Improvements – Widen the street to three lanes from Tualatin Sherwood Road to Murlock Street add traffic signal at Tualatin Sherwood Road.	065 Findings/ Possible Exception	Clarify that project is within the UGB on maps and in project description

Finally, your staff has identified a public notice requirement contained in statute that relates to the exceptions findings prepared in our ordinance. While we would argue that our public involvement and notices for the 2000 RTP clearly indicated that the Sunrise and I-5 to 99W corridors were included in the plan, and located outside the UGB, we did not specifically identify

the exceptions in our formal notice. We propose to remedy this omission by including a notice of the exceptions findings prior to adopting the amendments proposed in this correspondence.

Conclusion

We introduced these proposed changes to the RTP at the March 30 Transportation Policy Alternatives Committee, April 3 Council Planning Committee and are scheduled to discuss the proposed changes at the April 12 Joint Policy Advisory Committee on Transportation (JPACT). We are prepared to introduce the proposed findings and RTP text amendments for a first reading before JPACT and the Council in May, following LCDC action. This would allow us to incorporate any other proposed changes identified at the May 3-4 LCDC acknowledgement review of the RTP into a final action in our review process.

We are also continuing to gather input from our local partners that could modify or prevent the proposed changes to the RTP outlined in this letter, and will forward any modified language to your office prior to the LCDC hearing, as needed.

There are still a number of questions that need to be resolved about the logistics involved in adopting TPR amendments, and how that affects the timing of an acknowledgement decision on the RTP. I would like to discuss this matter soon in order to best prepare for LCDC review of the RTP, and will be contacting you shortly.

Sincerely,

Andrew C. Cotugno
Planning Director

cw/ff
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cc: Mike Hoglund, Metro
Tom Kloster, Metro
Larry Shaw, Metro
Bob Cortright, DLCD