









Air Quality Conformity Determination

February 17, 2012

2012–15
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

Metro | *People places. Open spaces.*

Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council.

The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds.

Project web site: www.oregonmetro.gov/rtp

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1.0 Overview

1.1 What is Transportation Conformity/Report Purpose

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

This report analyzes the 2012-2015 Metropolitan Transportation Improvement Program (MTIP), estimating the future air quality conditions and comparing those with the motor vehicle emission budgets, or maximum amounts of regulated pollutants generated by on road vehicles. This analysis, using best available information and Environmental Protection Agency (EPA), USDOT and Oregon Department of Environmental Quality (DEQ) approved methods, determines whether proposed transportation improvements conform with federal and state air quality laws.

1.2 Results/Conclusions

All projects included in the 2012-2015 MTIP were either included in the 2035 Regional Transportation Plan (RTP) Financially Constrained System as modeled for conformity in 2010 or are considered exempt. The USDOT approved the 2035 RTP and 2010-2013 MTIP air quality conformity determination on September 20, 2010. As the projects and inputs in the current MTIP are consistent with the conformed 2035 RTP, and the current MTIP project list represents a subset of the projects modeled in the 2035, it is inferred that emissions forecast for the current MTIP would be lower than emissions forecast for the 2035 RTP; therefore, new model runs were not performed.

The emissions modeling data reported in this document represent the results of the modeling of the conformed 2035 RTP Financially Constrained System. Other data, including transportation control measures (TCM), have been updated to reflect current MTIP project characteristics and current conditions.

The 2035 RTP, and by extension the 2012-2015 MTIP, using the MOBILE6.2 air quality model, have been analyzed for compliance with air quality standards for carbon monoxide as established by the EPA, USDOT and Oregon DEQ as follows:

Table 1. Comparison of Motor Vehicle Emission Budgets and Forecast Carbon Monoxide Emissions from Surface Transportation Sources

Year	Carbon Monoxide Motor Vehicle Emission Budgets (Budgets are Maximum Allowed Emissions) (pounds/ winter day)	Forecast Carbon Monoxide Motor Vehicle Emissions (pounds/ winter day)
2010	1,033,578	877,944
2017	1,181,341	708,628
2025	1,181,341	830,827
2035	1,181,341	834,891

The above data show that for the years 2010, 2017, 2025 and 2035, carbon monoxide emissions from on-road transportation sources are less than the maximum allowed levels (motor vehicle emission budgets).

From these data, and the fact that the region is in compliance with all other air pollutant regulations, we conclude that the projects included in the 2012-2015 MTIP meets federal and state air quality standards.

1.3 Regulatory and Process Background

Federal framework

The federal Clean Air Act is the primary regulatory framework for national, state and local efforts to protect air quality (see http://www.epa.gov/air/caa/ for more information). Under the Clean Air Act, the EPA is responsible for setting standards, known as national ambient air quality standards (NAAQS), for pollutants considered harmful to people and the environment. These standards are set at levels that are meant to protect the health of the most sensitive population groups, including the elderly, children and people with respiratory diseases. Air quality planning is focused on meeting the NAAQS and deadlines set by the federal EPA and DEQ for meeting the standards. Further, the USDOT has established regulations. Failing to conform restricts an area's ability to receive federal transportation funds during any period for which the air quality approval has lapsed.

More specifically, federal air quality conformity requirements come from the integration of requirements in the *Clean Air Act Amendments of 1990* and the *Intermodal Surface Transportation Efficiency Act* (ISTEA) of 1991 and are codified at 40 CFR Part 93. These requirements were also included in the *Transportation Equity Act for the 21st Century* (TEA21) and most recently in the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU). SAFETEA-LU has made changes and additions to the previous air quality requirements for transportation planning, which are reflected in this document. New transportation legislation is being developed, but at this time the requirements of SAFETEA-LU are the most current and relevant requirements. (These regulations have been compiled by EPA, Office of Transportation and Air Quality in a document entitled: "*Transportation Conformity Regulations Updated March 2010* and may be found at: http://www.epa.gov/otaq/stateresources/transconf/regs/420b10006.pdf.)

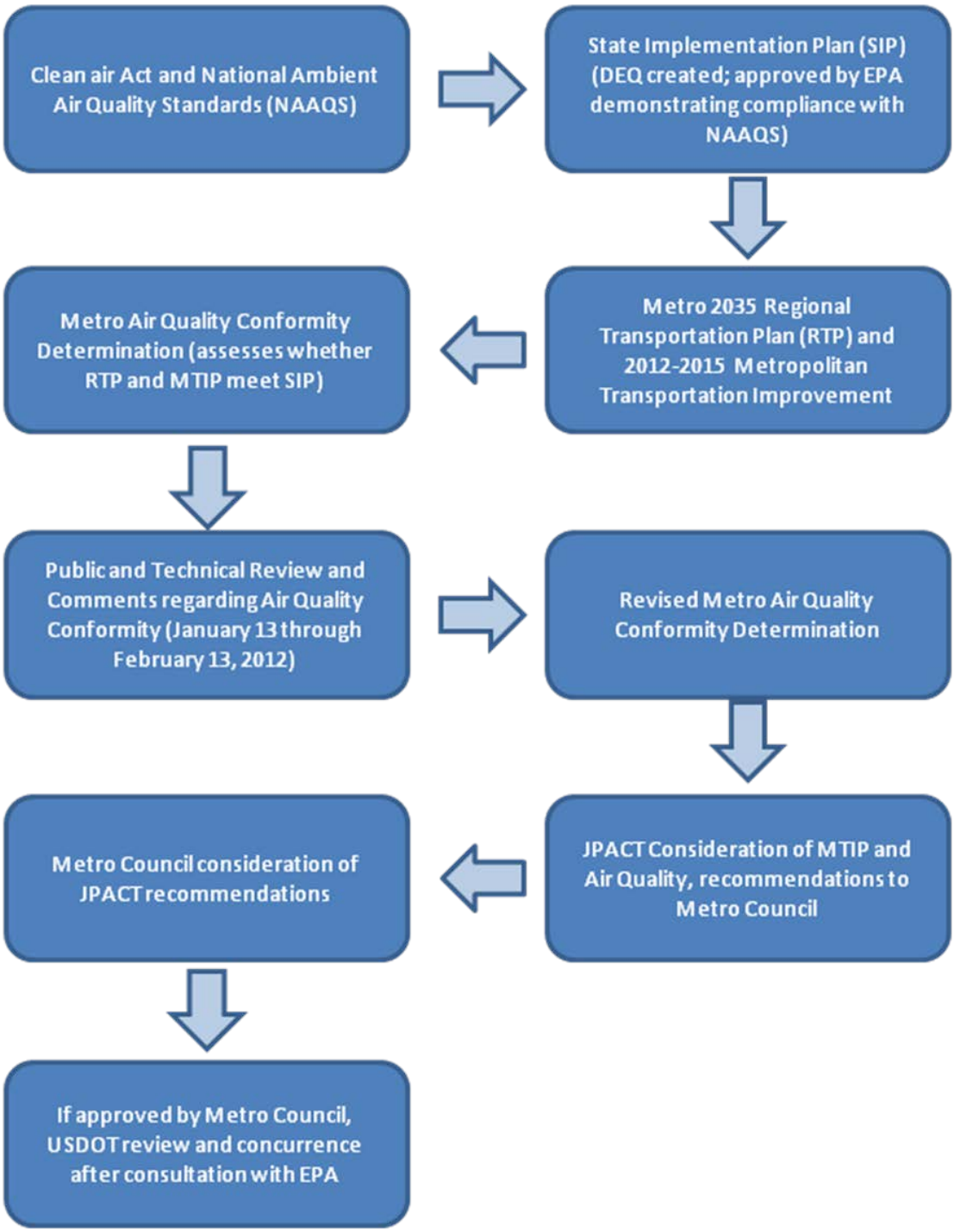
State regulations

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

Metro's role

Metro is the Portland area's designated Metropolitan Planning Organization (MPO). As the MPO, Metro is the lead agency for development of regional transportation plans and the scheduling of federal transportation funds in the Portland urban area. The Metro Council, after receiving recommendations from the Joint Policy Advisory Committee on Transportation (JPACT), approves regional transportation plans and implementation programs and air quality conformity determinations. The JPACT is a 17-member committee of elected officials and representatives of regional agencies. In addition, the Transportation Policy Alternatives Committee (TPAC) is specifically named in the state rule as the standing committee designated for "interagency consultation", a technical review process. The TPAC's 21 members consist of technical staff from the same governments and agencies as JPACT, plus a representative from the Southwest Washington Regional Transportation Council and six community members appointed by the Metro Council.

Figure 1. Air Quality Conformity Determination Process



The transportation plans and programs of the region are required to be regularly updated and, while updated, to reconfirm the resulting air quality of the new, planned surface transportation system. In March 2010, the RTP and MTIP were last assessed, and the USDOT approved the conformity determination September 20, 2010. As Metro and the region have proposed a new 2012-2015 MTIP, an air quality conformity determination has been prepared for the transportation improvements proposed in this latest implementing transportation improvement program.

In order to demonstrate that the proposed 2012-2015 MTIP meets federal and state air quality planning requirements, Metro must complete a technical analysis, consult with relevant agencies and provide for public comment. The draft conformity determination report is brought to the Joint Policy Advisory Committee on Transportation (JPACT – see http://www.oregonmetro.gov/jpact for more information about this committee) for consideration, and then to the Metro Council.

A Metro Council (http://www.oregonmetro.gov/council) approved air quality conformity determination is submitted to the USDOT. In practice, this means review by the Federal Highway Administration and Federal Transit Administration. These USDOT agencies make a conformity determination after consultation with the EPA. Upon USDOT approval, federal funding of transportation projects may commence.

1.4 Status of Pollutants in the Region

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

- carbon monoxide;
- lead;
- nitrogen dioxide;
- ozone;
- particulate matter, 2.5 micrometers and smaller diameter (PM2.5);
- particulate matter, 10 micrometers and smaller diameter (PM10); and,
- sulfur dioxide.

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

The Metro region has not exceeded the standards for five of these air pollutants – lead, nitrogen dioxide, PM10, PM2.5 and sulfur dioxide. However, in the past, the Metro region has exceeded carbon monoxide and ozone standards.

The region is no longer subject to the 1 hour ozone standard and no longer has a requirement to complete air quality conformity for ozone. The region, however, is still considered in a maintenance status with regard to ozone. For the region's ozone status see: http://www.epa.gov/oar/oaqps/greenbk/omcs.html#OREGON (1 hour) and http://www.epa.gov/oar/oaqps/greenbk/fmcs.html#OREGON (8 hour). Further, the EPA is considering lowering ozone standards and this could result in additional requirements to which the region would need to comply or the need to take additional actions. (See appendix G for more information about the region's ozone conditions.)

As of 2010, the Metro area is a maintenance area for carbon monoxide (CO). While the region meets federal CO standards, it must continue to monitor CO levels through an air quality conformity determination, comparing forecast levels of air quality assuming proposed transportation investments with motor vehicle emission budgets or maximum allowed levels of the pollutant from the on-road and transit elements of the region's transportation system. In 2006, the EPA approved a new CO State Implementation Plan (SIP) finding new CO motor vehicle emission budgets adequate for transportation conformity purposes in the second Portland Area Carbon Monoxide Maintenance Plan. This second CO maintenance plan is effective through 2017, after which time conformity demonstration will no longer be necessary if the area continues to not violate the CO NAAQS.

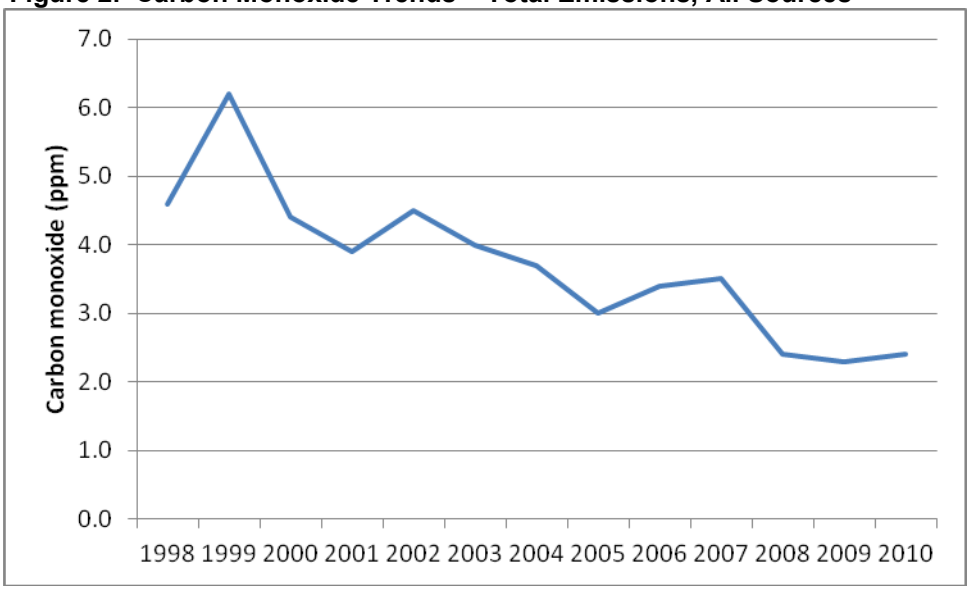
Carbon Monoxide
The Oregon DEQ describes carbon monoxide as:

"a colorless, odorless gas. In the body, CO binds tightly to hemoglobin (the red pigment in blood which transports oxygen from the lungs to the rest of the body). Once hemoglobin is bound to CO, it can no longer carry oxygen. In this way, CO reduces the oxygen-carrying capacity of the blood and can result in adverse health effects. High concentrations of CO strongly impair the functions of oxygen-dependent tissues, including brain, heart, and muscle. Prolonged exposure to low levels of CO aggravates existing conditions in people with heart disease or circulatory disorders. There is a correlation between CO exposure and increased hospitalization and death among such patients. Even in otherwise healthy adults, carbon monoxide has been linked to increased heart disease, decreased athletic performance, and diminished mental capacity. Carbon monoxide also affects newborn and unborn children. High CO levels have been associated with low birth weights and increased infant mortality.

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

The Portland Metro area has not exceeded the 8 hour carbon monoxide standards since 1989 and total emissions have been trending downward, as illustrated in figure 2.

Figure 2. Carbon Monoxide Trends – Total Emissions, All Sources

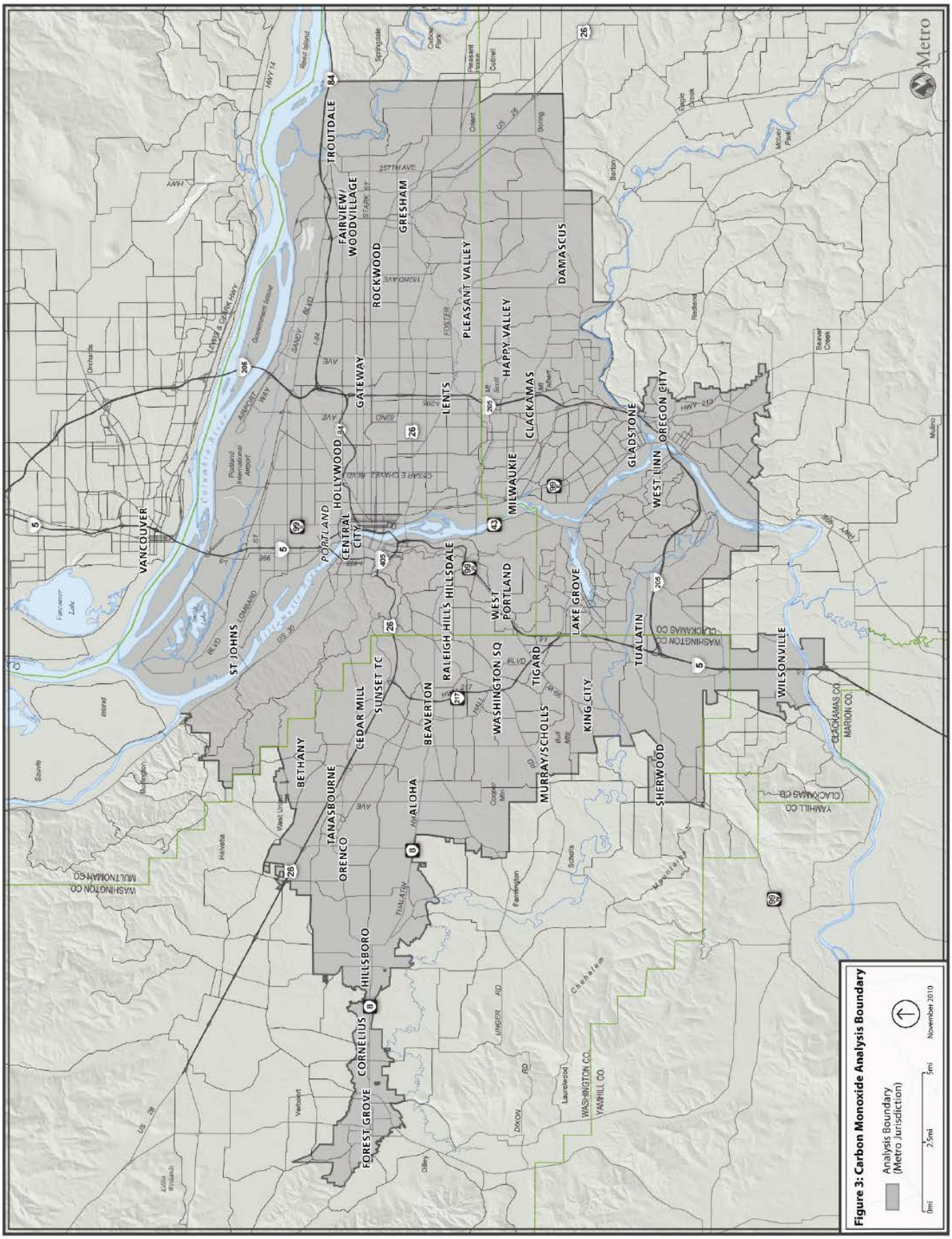


Source: 2007-2010Oregon Air Quality Data Summaries, Oregon Department of Environmental Quality see http://www.deq.state.or.us/aq/forms/annrpt.htm

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

Figure 3. Carbon Monoxide Analysis Boundary

(coincides with Metro Jurisdictional Boundary)



2.0 Demonstration of Conformity for CO

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

2.1 General requirements

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

This conformity rule applies to the proposed 2012-2015 MTIP as the Metro area has a carbon monoxide maintenance status and the actions being proposed are regionally significant as confirmed in consultation with other agencies including the DEQ, EPA, Federal Highway Administration, Federal Transit Administration, Oregon Department of Transportation (ODOT) and TriMet through an email sent December 27, 2011 which contained the proposed methods, assumptions and schedule in a "Pre-Conformity Plan".

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

Federal regulations call for a new conformity determination prior to acceptance of a new or updated metropolitan transportation plan, a TIP, and certain plan/TIP amendments, and no less frequently than every four years. The air quality conformity determination for the current 2035 RTP and the 2010-2013 MTIP was approved by USDOT on September 10, 2010.

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

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

Consultation is comprised of two components – technical and public. Agency representatives must be provided the opportunity to review and comment on the technical aspects of a conformity determination and the public must be given the opportunity to see the conformity determination report and provide comment.

On December, 27, 2011, representatives of the Federal Highway Administration, Federal Transit Administration, EPA, DEQ, ODOT, TriMet and Metro were contacted via email concerning the upcoming 2012-2015 MTIP, and a copy of the Pre-Conformity Plan was provided for review and comment. By January 9, 2012, representatives of each jurisdiction indicated support for the plan.

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

Metro is making this document available on its website at the beginning of the public comment period so that it may be accessed for free at any public library via the internet or from a resident's home, if they have a computer and internet access. In addition, a telephone number has been advertised so that the public may call should they have questions. Metro has also arranged to mail hard copies of this report to those who may wish to use this method of inspecting the document. Metro has also provided a telephone number for the hearing impaired so that questions may be answered using TTY technology, so that text messages may be conveyed back and forth. Public comments received at Metro by noon, February 13, 2012, will be compiled and written responses addressing comments will be completed and made available to the Joint Policy Advisory Committee on Transportation and the Metro Council and will be provided for consideration.

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

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

The 2035 RTP is based on forecasts out to the year 2035. The air quality analysis years for the 2035 RTP and 2012-2015 MTIP include 2010, 2017, 2025 and 2035 to address the carbon monoxide budgets established by the SIP. Further, the Metro Regional Transportation Plan includes and describes the Metro region's transportation policies, requirements, services, and including intermodal activities.

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

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

There are several major transportation projects in the region which are in various stages of project development, including, for some, NEPA processes. Following are the descriptions of how these projects are assumed – for purposes of air quality conformity determination only – and as reviewed by federal agencies and TPAC.

Table 2. Major Transportation Project Assumptions

Project	Project Description and Extent	2035 Financially Constrained System Assumption
Columbia River Crossing	Replace I-5/Columbia River bridges and improve interchanges on I-5.	Replacement Bridge with 10,000 vehicles per hour each direction with $2 tolls and light rail transit with terminus at the Lincoln Park and Ride lot near Main Street and I-5. To be completed by 2017. Project 10893. FEIS completed.
Sunrise (I-205 to 172nd Avenue)	Limited-access highway from I-205 to the Rock Creek Junction in Clackamas	Assumes improvements consistent with supplemental EIS. To be completed by 2017. Projects 10869, 10890 and 10894.FEIS completed.
I-5/I-84 Interchange	Preliminary Engineering for the interchange at I-5 and I-84 as well as the area around I-5 and Greeley Street.	Assumes full build of the interchange. The air quality assumptions for 2025 and beyond reflect capacity increases for I-5 resulting from braiding of ramps at both ends of the Broadway interchange. Northbound I-5 will increase from 3500 capacity across the three lanes to 6000 capacity as a result of the interchange improvements. Southbound I-5 capacity will increase from 3500 to 6000 across 3 lanes as it approaches the I-405 loop, an increase from 4500 to 6000 over three lanes just beyond the loop, and an increase from 6000 to 7000 across 3.5 lanes as I-5 approaches I-84. To be completed by 2025. Project 10867.
Sellwood Bridge	Bridge replacement- Final engineering and right-of-way acquisition.	Assumes a total of two travel lanes – no capacity improvement on bridge, with OR 43 interchange improvements. Projects 10414 and 11181. FEIS completed.
Eastside Streetcar Loop	Extend streetcar to Central Eastside	Construct streetcar from NW Lovejoy/10th Avenue to SE Water Avenue. To be completed by 2012. Project 10176.
Portland-Milwaukie Light Rail	Extension of light rail from downtown Portland/PSU to Park Avenue in Clackamas County	Build 7.3 miles of double track light rail with 10 stations and two park and ride parking areas. FEIS completed. To be completed by 2017. Project 10901.
Lake Oswego	Improvement of transit service to downtown Lake Oswego	Extend single and double track streetcar line segments to Lake Oswego from South Waterfront. DEIS completed. Project 10912.
Steel Bridge MAX	Capacity and operations improvements on Steel Bridge in downtown Portland	Possible additional tracks, bridge rehabilitation and seismic upgrade. To be completed by 2017. Project 10921.

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

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

This section requires that transportation plans and transportation improvement programs be fiscally constrained. That is, that the total cost of the transportation plan and the MTIP be equal or less than the total of identified transportation resources. The 2035 RTP includes a fiscally constrained system. Likewise, the 2012-2015 MTIP has been created based on the availability of funds, the project list starting from one that vastly exceeded available dollars, to the proposed project list consistent with foreseeable revenues during the program period. Each project included in the Metropolitan Transportation Improvement Program has an identified funding source(s) that can be reasonably expected to be available over the planning period. A list of the financially constrained projects from the 2035 RTP is included as Appendix A and these are the projects included in this air quality conformity determination.

2.2 Criteria and procedures for determining conformity

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

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

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

The assumptions about land use, including the location of jobs, housing and the demographic characteristics of the population are a key element in the transportation analysis and accordingly, are reflected in the air quality assessment. Metro has used a series of interlocking computer models to estimate the location and quantity of total housing, population and jobs out to the year 2035. Initially, a public discussion was held concerning broad transportation and land use alternatives and demographic and modeling assumptions that could be pursued in the region. These modeling assumptions may be found at:
http://library.oregonmetro.gov/files/rtp_investment_scenarios_documentation_edits_october_2008.pdf.

The results of the alternatives were reviewed by technical staff (TPAC), and, after revisions, recommended to policy makers (JPACT and the Metro Council). The resulting assumptions were the basis for the updated 2035 RTP. On December 17, 2009, after public hearings and consideration of all assumptions and recommendations, the Metro Council approved the 2035 RTP, including the assumptions about job, housing and demographic characteristics – subject to air quality analysis. (Documented in Metro Council Resolution No. 09-4099, *For the Purpose of Accepting the Draft 2035 Regional Transportation Plan, With The Following Elements, For Final Review and Analysis For Air Quality Conformance: The Transportation Systems Management and Operations Action Plan; The Regional Freight Plan; The High Capacity Transit System Plan Summary Report; and The Regional Transportation Functional Plan*).

As these data provide a 20 plus year forecast – to the year 2035, they are the latest planning assumptions and provide a long enough time horizon to understand the results of both the

forecast demographic and employment changes and how the combination of the existing transportation system and improvements included in the financially constrained system will operate. Based on these data and the proposed transportation system, air quality analysis is derived using the air quality model described next.

In addition, TriMet transit fare structure changes in September 2010 included the following:

- 5-cent increase for Adult, Honored Citizen and LIFT tickets
- $2 increase for the Adult and LIFT 1-Month Pass
- $1 increase for Honored Citizen 1-Month Pass
- No increase for the 1-Day Pass or Youth/Student tickets and passes

The Metro transportation model also uses assumptions from TriMet to account for future transit fare increases.

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

MOBILE6.2, the EPA approved model, has been employed for this air quality conformity determination using the latest planning assumptions cited in Section 2.2.2, above for carbon monoxide, but also all of the other pollutants included in Appendix H . EPA has announced the phase-in of a new model, MOVES. Metro has obtained the new EPA air quality model MOVES, and is in the process of transitioning to the use of the MOVES model. However, this conformity determination is based on the use of the MOBILE6.2 model. Metro is working on the transition from MOBILE6.2 to the exclusive use of MOVES well in advance of the EPA deadline of March 2013.

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

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

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

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

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

TCM 1. Transit Service Increase

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

Compliance Actions - Transit Service Increase

This transit service TCM calls for a calculation of actual hours for assessments conducted between 2006 and 2017. Presented below are actual transit service hours weighted by capacity from 2002 through 2010.

Table 3. Service Hours – Weighted by Capacity

Fiscal Year (July - June)	Bus	MAX Rail (bus equivalency)	Streetcar (bus equivalency)	Commuter Rail (bus equivalency)	Total	Percent Change year-to-year
2001	2,032,944	754,564			2,787,508	
2002	2,048,484	857,276	37,781		2,905,760	4.2%
2003	2,049,156	888,631	37,444		2,937,787	1.1%
2004	2,047,932	886,916	40,064		2,934,848	-0.1%
2005	2,033,544	1,068,114	46,723		3,101,658	5.7%
2006	1,953,420	1,052,029	50,828		3,056,277	-1.5%
2007	1,967,016	1,067,583	55,604		3,090,203	1.1%
2008	1,984,560	1,105,691	67,220		3,157,471	2.2%
2009	2,010,600	1,171,226	68,307	4,627	3,254,760	3.1%
2010	1,919,724	1,376,752	67,385	11,171	3,375,032	3.7%
2011	1,768,620	1,371,489	64,016	11,208	3,215,332	-4.7%
Average annual change						**1. 06%**

Source: TriMet. SMART or CTRAN service which connects to or provides service to the Metro is not included.

Transit finances have been challenging during the past few years. In 2008 TriMet raised fares by $0.25. In 2009 TriMet cut its budget by $31 million, including service cuts. In 2010, TriMet instituted a fare increase of $0.05.

Findings. As illustrated in Table 3, the transit service TCM concerning transit service increase has been met because over the last five years, annual weighted transit service hours have increased 1.06 percent, which exceeds the TCM of 1.0 percent.

TCM 2. Bicycle Paths

Jurisdictions and government agencies shall program a minimum total of 28 miles of bikeways or trails within the Portland metropolitan area between the years 2006 through 2017. Bikeways shall be consistent with state and regional bikeway standards. A cumulative average of 5 miles of bikeways or trails per biennium

must be funded from all sources in each Metropolitan Transportation Improvement Program (MTIP). Facilities subject to this TCM must be in addition to those required for expansion or reconstruction projects under ORS 366.514.

Compliance Actions - Bicycle Paths

The region has allocated funding for at least 31.2 miles of bicycle lanes, bicycle boulevards and multi-use paths for 2006-2013 as shown in Table 4.[1] This represents an average of 7.8 miles per biennium, 56% above the 5 mile per biennium target for new bicycle/trail improvements.

[1]. Mileage counts are derived from project descriptions and/or GIS measurements.

Table 4. MTIP Bicycle Projects allocated for funding between 2006 and 2015

2006-2007 Funding	Length (mi)
Beaverton Powerline Trail	1.95
Washington SQ RC multi-use trail	0.57
McLoughlin: I-205 to Hwy 43 bridge	0.1
102nd Ave Blvd improvements	0.8
Hwy 99E: River Rd to Park Ave bike lanes	0.57
Total	**3.99**

2008-2009 Funding	Length (mi)
Springwater Trail	0.9
Marine Dr bike lanes	1.5
Gresham-Fairview Trail	1.9
Gresham MAX trail	1.9
Rock Creek Trail	0.8
Trolley Trail	6.0
SE 92nd Ave bike lanes	0.38
Waud Bluff Trail	0.25
Total	**13.63**

2010-2011 Funding	Length (mi)
NE/SE 50s Bikeway	4.3
East Baseline St, Cornelius bike lanes	0.54
East Burnside bike lanes	0.55
Total	**5.39**

2012-2013 Funding	Length (mi)
NE/SE 20s Bikeway	5.5
Westside Trail	0.75
40 Mile Loop	1.7
Red Electric Trail	0.24
Total	**8.19**

2014-2015 Funding	Length (mi)
Cedar Creek Greenway Trail	3.9
East Portland Active Transportation to Transit	0.9
Burgard Rd at N Time Oil Rd	0.6
Arata Rd-Wood Village Blvd to 238th Ave	0.34
Sandy Blvd: 230th - 238th Dr	0.21
17th Ave/Trolley Trail Connector: Andover Place to Lava Drive	0.97
Total	**15.02**

Total miles, 2006-2015: 46.22

Additionally, as seen in Tables in 5 and 6 below, the RTP Financially Constrained list of future planned bicycle projects includes 228.9 miles of bicycle projects, 134.9 miles of which are estimated to be completed by 2017. Adding the 134.9 miles in the 2008-2017 time period of the RTP to the 31.2 miles from 2006-2013 TIP allocations totals 181.2 miles, which substantially exceeds the target of 28 miles.

Table 5. RTP Financially Constrained Bicycle projects

Time Period	Number of Projects	Miles
2008-2017	56	134.9
2018-2025	28	71.4
2026-2035	8	22.6
Total	**92**	**228.9**

Table 6. RTP Financially Constrained Bicycle projects in 2008-2017 time period

RTP Project Number	Project Name	Miles
10067	Phillips Creek Trail	2.1
10069	East Buttes Powerline Trail	6.2
10070	Mt. Scott Creek Trail	4.3
10071	Scouter's Mt. Trail	5.7
10085	Lake Oswego to Milwaukie Trail	2.4
10087	Lake Oswego to Portland Trail	4.8
10088	Lower Boones Ferry Rd.	0.8
10092	Tonquin Trail	6.3
10099	Monroe Bike Boulevard	2.1
10104	17th Ave. Trolley Trail Connector	0.9
10128	Willamette Falls Dr./bicycle lanes and streetlights	2.4
10133	French Prairie Bicycle/Pedestrian Bridge	0.2
10148	Oregon City Loop Trail	14.8
10149	Beaver Lake Trail	6.1
10150	Barlow Rd. Trail	2.0
10159	Springwater [Trail Connection] - Sellwood Gap	0.9
10162	Willamette Greenway Trail - South Waterfront	1.1
10189	SW Capitol Hwy bike lanes	1.0
10206	Marine Drive bike lanes 6th to 28th & off-street trail gaps between I-5 and 185th	3.4
10215	Foster Rd., SE (136th - Jenne): Multi-modal Improvements	1.5
10232	Flanders, NW (Steel Bridge to Westover): Bicycle Facility	1.4
10234	Columbia Slough Trail system	16.0
10354	Fanno Creek Greenway (Red Electric) Trail	4.2
10408	40 Mile Loop Trail	4.2
10436	Max Trail	2.3
10440	Division St. Multimodal Improvements	2.1
10462	Butler Rd. Improvements	1.1
10507	Glisan, 181st to 202	1.1
10610	Saltzman Rd. Bike lanes	0.2
10611	Locust Ave. Bike lanes	0.3
10612	Greenburg Rd. Bike lanes	0.7
10613	Cornell Rd. Bike lanes	0.3
10614	Butner Rd. Bike lanes	0.7
10615	Bronson Rd. Bike lanes	1.5
10701	Regional Trail System / West fork of Tonquin Trail	3.9
10781	West UGB Trail	0.9
10782	Thatcher / Willamina / B St Pedestrian and Bicycle Improvements	1.9
10783	A St Bicycle / Pedestrian trail	1.8
10784	David Hill Bicycle Pedestrian trail	0.7
10810	Westside Trail	1.3
10812	Fanno Creek Trail	0.7
10813	Westside Trail	1.1
10854	Tonquin Trail	3.0
11074	East Buttes Loop Trail: From Springwater Trail to Rodlun Road	6.5

11090	10th Ave/Cornell Bike lanes	0.4
11095	11th-17th Avenue Bike lanes	0.3
11100	East Buttes Loop Trail: From Rodlun Road to 190th	0.7
11134	Westside Trail	0.8
11146	Shute Rd (renamed Brookwood Pkway)	0.8
11171	Tryon Creek Bridge - Willamette River Shoreline regional trail	0.0
11184	Main Street Extension Ped and Bike Improvements	1.0
11212	Bridge crossing of Farmington Rd. by the Westside Trail	0.1
11214	Westside /Waterhouse Trail Connection	0.3
11215	Waterhouse Trail Segments #1, 5, West Spur	1.9
11216	Rock Creek Trail Segments #5, Allenbach	0.6
11228	Portland & Western Rail Trail	0.8
Total miles		**134.9**

Findings. The TCM concerning bicycle paths has been met because:

- Over 46 miles of bicycle paths are programmed for the years 2006-2013; and,
- The Financially Constrained System of the RTP shows an additional 134.9 miles of bicycle paths to be constructed by 2017; and,
- The total miles planned to be constructed by 2017 is 181.12 miles, which exceeds the TCM of 28 miles to be built by the year 2017.

TCM 3. Pedestrian Paths

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

Compliance Actions - Pedestrian Projects

As shown in Table 7, the region has allocated funding for at least 8.95 miles of new pedestrian improvements in mixed-use centers for 2006-2015.[2] This represents an average of 1.8 miles per biennium, 20% above the 1.5 mile per biennium target for new pedestrian improvements.

[2] "Mixed-use centers" include the Central City, Regional Centers, Town Centers, and Station Communities. Mileage counts are derived from project descriptions and/or GIS measurements

Table 7. MTIP 2006-13 Pedestrian Projects[3]

2006-2007 Funding	Length (mi)
St John's Ped/Freight Improvement	0.45
Hillsboro Regional Center Ped Project	1.77
Central Eastside Bridgeheads	0.1
Hwy 224 Preservation (99E to I-205)	0.15
Total	**2.47**

2008-2009 Funding	Length (mi)
Forest Grove TC*	0.65
Milwaukie TC	0.26
92nd Ave	0.38
Gresham MAX trail	0.4
Total	**1.69**

2010-2011 Funding	Length (mi)
Hood Street: Se Division to SE Powell	0.18
Foster-Woodstock: SE 87th to SE 101st	1.13
E. Baseline, Cornelius: 10th to 19th	0.18
Burnside: 3rd Ave to 14th Ave	1.1
Total	**2.59**

2012-2013 Funding	Length (mi)
Red Electric Trail	0.5
McLoughlin (Ph 2)	0.5
Rose Biggi	0.16
102nd Ave	0.5
Total	**1.66**

2014-2015 Funding	Length (mi)
Arata Rd: 223rd - 238th and Wood Village Blvd trail	0.2
17th Ave/Trolley Trail Connector: Andover Place to Lava Drive	0.34
Total	**0.54**

Total miles, 2006-2015: 8.95

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

Additionally, as seen in Tables 8 and 9 below, the RTP Financially Constrained list includes 26.8 miles of pedestrian project in mixed-use centers, 18 miles of which are estimated to be completed by 2017. Adding this mileage to the 8.95 miles from the 2006-2013 TIP allocations totals 26.95 miles, which exceeds the target of 9 miles by 2017.

[3] The MAX multi-use path project is 2.32 miles total, with 1.90 miles being applied to the bike/trail TCM target, and.40 miles counting toward TCM pedestrian target, as it is located in the Gresham regional and Rockwood town centers. The Red electric trail project is 0.75 mi. with 024 miles applied to Bicycle TCM and 0.51 applied toward Pedestrian TCM. The project is located partially within the Hillsdale Town Center.

Table 8. RTP Financially Constrained Pedestrian projects in Mixed-use centers

Time Period	Number of Projects	Total Mileage in Mixed-Use Centers
2008-2017	33	18
2018-2025	11	8.6
2026-2035	1	0.2
Total	**45**	**26.8**

Table 9. RTP Financially Constrained Pedestrian projects in Mixed-use centers 2008-2017 time period

Metro Project	Project Program Name	Miles
10014	82nd Ave. Multi-Modal Improvements	0.2
10024	McLoughlin Blvd. Improvement	0.3
10067	Phillips Creek Trail	1.2
10069	East Buttes Powerline Trail	0.3
10085	Lake Oswego to Milwaukie Trail	0.4
10087	Lake Oswego to Portland Trail	0.2
10094	Lake Rd. Improvements (Phase 2)	0.5
10095	Railroad Ave. Bike/Ped Improvement	0.3
10096	37th Ave. Bike/Ped Improvement	0.5
10098	OR 99-E Blvd.	0.1
10104	17th Ave. Trolley Trail Connector	0.4
10118	McLoughlin Blvd. Improvements - Phase 3	0.6
10120	Washington St. Improvements	1.3
10129	Willamette River Greenway Trail	1.0
10146	McLoughlin Blvd. Improvements - Phase 2	0.3
10148	Oregon City Loop Trail	3.9
10149	Beaver Lake Trail	1.4
10150	Barlow Rd. Trail	0.1
10162	Willamette Greenway Trail - South Waterfront	1.0
10167	Central Eastside Bridgehead	0.1
10186	Foster & Woodstock, SE (94th - 101st): Street Improvements, Phase II	0.1
10197	Russell St. Improvements,	0.4
10354	Fanno Creek Greenway (Red Electric) Trail	0.7
10408	40 Mile Loop Trail	0.2
10409	Beaver Creek Trail	0.1
10436	Max Trail	1.2
10459	Burnside Station Community Pedestrian Improvements.	0.4
10504	Ped to Max: Hood St.	0.4
10519	Pedestrian enhancements	1.7
10643	Hall Blvd. sidewalk gaps at Hwy 217	0.1
10646	Hall Blvd. / Watson Ave. pedestrian improvements	0.8
10745	Pedestrian Trail (65th to Martinazzi)	0.4
10763	Washington Square Regional Center Greenbelt Shared Use Path	0.3
10811	Beaverton Creek Trail	2.5
10850	Beaverton Ck Trail & Bronson Ck Trail,	1.7
11074	East Buttes Loop Trail: From Springwater Trail to Rodlun Road	0.7
11126	Milwaukie Town Center: Main/Harrison/21st	0.1
11185	Downtown Pedestrian Improvements	0.6
11187	Abernethy Road Sidewalk Infill	0.5
11214	Westside /Waterhouse Trail Connection	0.3
11215	Waterhouse Trail Segments #1, 5, West Spur	0.5
11228	Portland & Western Rail Trail	0.1
Total		**17.4**

Findings. The TCM concerning pedestrian projects has been met because:

- A total of 8.95 miles of pedestrian paths in mixed-use centers are programmed for the period 2006-2015; and,
- The Financially Constrained System of the RTP includes an additional 18 miles of pedestrian paths in mixed-use centers to be constructed by 2017; and,
- The total of programmed and planned pedestrian paths between 2006 and 2017 is 26.95 miles, which exceeds the TCM of 9 miles by the year 2017.

Overall TCM findings

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

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

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

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

The 2012-2015 MTIP, upon conformity determination approval, will allow for three years of transportation improvements to proceed, consistent with the financially constrained system of the 2035 RTP. The 2012-2015 MTIP will replace the 2010-2013 MTIP.

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

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

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

2010 – 1,003,578 pounds per day
2017 – 1,181,341 pounds per day (2017 is the proposed end year of the Maintenance Plan)
2025 – same as 2017
2035 – same as 2017

All projects in the 2012-2015 MTIP are contained within the 2035 financially constrained RTP. As shown in Table 10, a comparison between the motor vehicle emission budgets and the forecast vehicle emissions of the 2035 financially constrained RTP, none of the budgets has been exceeded.

Table 10. Carbon Monoxide Emission Results Compared with Budgets

Year	Carbon Monoxide Motor Vehicle Emission Budgets (Budgets are Maximum Allowed Emissions) (pounds/ winter day)	Forecast Carbon Monoxide Motor Vehicle Emissions (pounds/ winter day)
2010	1,033,578	877,944
2017	1,181,341	708,628
2025	1,181,341	830,827
2035	1,181,341	834,891

Accordingly, based on these model results, the other data provided in this document and on documents in the appendices, it is concluded that the proposed 2012-2015 MTIP meets the transportation air quality conformity determination requirements and standards.

2.3 Regional emissions analysis and methodology

2.3.1 Transportation Networks

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

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

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

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

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

Table 11. MOBILE6.2 Input Assumptions

	Parameter	Details	Data Source
a.	Emission Model Version:	MOBILE6.2	EPA
b.	Emission Model Runs:	2007, 2017, 2035	EPA, DEQ
c.	Time Periods:	Seven - 2200hrs-0559; 0600-0659;0700-0859; 0900-1359; 1400-1459, 1800-1859 (PM shoulder); 1500-1759 and 1900-2159.	
d.	Pollutants Reported:	Carbon monoxide	
e.	Vehicle Class:	As per MOBILE6.2	EPA
f.	Functional Class:	MOBILE6.2 default (freeways, arterials, local and ramp)	
g.	Temperatures:	Min, Max for January	OR DEQ
h.	VMT mix:	MOBILE6.2 default	
i.	Speed:	3-65 MPH	
j.	Vehicle Registration:	1999 fleet for 2000 run, all other runs using 2004 fleet, except for trips originating in Washington State which are provided through the SW Clean Air Agency.	OR DEQ / ODOT DMV
k.	I/M Program:	Assumes no oxygenated fuels and two Inspection and Maintenance tests depending on vehicle manufacture year - Basic and On-Board Diagnostic through the year 2017. Analysis beyond 2017 assumes no inspection and maintenance program as a more conservative assumption. However, DEQ has not determined whether inspection and maintenance will be required after 2017.	OR DEQ
l.	Reid Vapor Pressure:	13.6 – Jan.	OR DEQ

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

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

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

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

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

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

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

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

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

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

- New signal controls for up to 200 intersections (ODOT, ARRA 2009 - RTP project number 11104)
- adaptive control on U.S. 26 (Powell Boulevard, Mt. Hood Highway), from the Ross Island Bridge to SE 52nd Avenue, approximately 2.5miles in length, including up to adaptive signal control at all ten signalized intersections (2008)
- a joint City of Gresham/Multnomah County adaptive (real-time) traffic signal control system on Burnside Road between Eastman Parkway and Powell Boulevard; (2006) (An assessment of effectiveness of this project is underway)
- a Portland Central City signal re-timing of 150 intersections (2005)
- an incidence responsive (for example an accident on I-205) traffic signal system on 82nd Avenue (being completed). This approach was also completed for Barbur Boulevard.

As future air quality conformity determinations are made, the Metro travel forecast model will continue to improve its modeling by including consideration of traffic signal synchronization projects. However, at this time the Metro travel forecast model is unable to model adaptive signal controls.

APPENDIX A – *Project List*

Appendix A: 2035 RTP Federal Air Quality Conformity Project List

Metro Project ID	Nominating Agency	Project/ Program Name	Project Start Location (Identify starting point of project)	Project End Location (Identify terminus of project)	Project Purpose	Description	Estimated Cost ($2007)	Time Period	Primary Mode
10000	Clackamas Co.	Linwood/Harmony Rd./ Lake Rd. Overcrossing/ Intersection	Linwood/ Harmony/ Lake Rd.		Address safety, provide congestion relief and improve access to the Clackamas Region Center.	Add NB right turn lane, add EB right turn lane, add WB left turn lane and grade separate UPRR.	$ 20,000,000	2008-2017	Roads/bridges
10001	Clackamas Co.	Johnson Creek Blvd. Interchange Improvements	JCB/ I-205 interchange		Address safety, provide congestion relief and remove freight bottleneck.	Add loop ramp and NB on-ramp; realign SB off-ramp.	$ 9,800,000	2008-2017	Roads/bridges
10002	Clackamas Co.	Johnson Creek Blvd. Improvements	45th Ave.	82nd Ave.	Address safety, provide congestion relief and improve freight access to I-205.	Widen from three to five lanes and widen bridge over Johnson Creek.	$ 30,000,000	2018-2025	Roads/bridges
10003	Clackamas Co.	Harmony Rd. Improvements	Hwy 224	SE 84th Ave.	Address safety, provide congestion relief and improves access to the Clackamas Region center.	Widen to three lanes, add bike lanes and sidewalks where needed.	$ 20,000,000	2008-2017	Roads/bridges
10004	Clackamas Co.	Otty Rd. Improvements	82nd Ave.	92nd Ave.	Improve east-west connectivity within the Clackamas Regional Center and provide access Fuller	Widen, add turn lanes, sidewalks, on-street parking, central median and landscaping.	$ 7,340,000	2008-2017	Roads/bridges
10005	Clackamas Co.	West Monterey Extension	82nd Ave.	Fuller Rd.	Improve east-west connectivity within the Clackamas Regional Center.	New two-lane extension.	$ 6,200,000	2018-2025	Roads/bridges
10007	Clackamas Co.	Causey Ave. Overcrossing	over I-205	Bob Schumacher Rd.	Improve east-west connectivity within the Clackamas Regional Center.	Extend new three-lane crossing over I-205.	$ 14,800,000	2018-2025	Roads/bridges
10008	Clackamas Co.	79th Ave. Extension	Johnson Creek Blvd.	King Rd.	Improve north south connectivity near the Fuller Road station.	Build N-S collector west of 82nd Ave..	$ 12,780,000	2008-2017	Roads/bridges
10009	Clackamas Co.	Fuller Rd. Improvements	Otty Rd.	Johnson Creek Blvd.	Provide access to Fuller Road park and ride station.	Widen street and add turn lanes, sidewalks, on-street parking, central median and landscaping.	$ 4,000,000	2008-2017	Roads/bridges

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Metro Project ID	Nominating Agency	Project/ Program Name	Project Start Location (Identify starting point of project)	Project End Location (Identify terminus of project)	Project Purpose	Description	Estimated Cost ($2007)	Time Period	Primary Mode
10013	Clackamas Co.	Boyer Dr. Extension	82nd Ave.	Fuller Rd.	Improve east-west connectivity within the Clackamas Regional Center.	New two-lane extension.	$ 2,520,000	2008-2017	Roads/bridges
10014	Clackamas Co.	82nd Ave. Multi-Modal Improvements	Clatsop Ave.	Monterey Ave.	Complete gaps in the bike/ped network.	Widen to add sidewalks, lighting, central median, planting strips and landscaping.	$ 13,600,000	2026-2035	Pedestrian
10017	Clackamas Co.	Clackamas Regional Center Bike/Pedestrian Corridors	Clackamas Regional Center area		Complete a gap in the bike/ped network.	Provide bike and pedestrian connections in the Regional Center.	$ 5,775,000	2018-2025	Bike
10018	Clackamas Co.	82nd Ave. Blvd. Design Improvements	Monterey Ave.	Sunnybrook Blvd.	Improve multi-modal access within the Clackamas Regional Center.	Complete boulevard design improvements.	$ 5,400,000	2008-2017	Roads/bridges
10019	Clackamas Co.	West Sunnybrook Rd. Extension	82nd Ave.	Harmony Rd.	Provide alternative east/west route to Sunnyside Road within the Clackamas Region Center.	Construct three-lane extension.	$ 6,970,000	2008-2017	Roads/bridges
10020	Clackamas Co.	Clackamas County ITS Plan	Countywide		Improve flow and reduces delay on existing route throughout the urban area.	Deploy traffic responsive signal timing, ramp metering, traffic management equipment for better routing of traffic during incidents along the three key ODOT corridors - I-205, I-5, 99E.	$ 6,500,000	2008-2017	ITS
10021	Clackamas Co.	102nd Ave./Industrial Way Improvements	Hwy 212	Lawnfield Rd.	Provide better access to the Clackamas Industrial Area.	Extend Industrial Way from Mather Road to Lawnfield Road.	$ 8,570,000	2008-2017	Roads/bridges
10022	Clackamas Co.	SE 82nd Dr. Improvements	Evelyn	Lawnfield Rd.	Relieve congestion and provide better access to the Clackamas Industrial Area.	Widen to five lanes to accommodate truck movement, upgrade and improve intersection flow and operation	$ 34,000,000	2008-2017	Roads/bridges
10024	Clackamas Co.	McLoughlin Blvd. Improvement	Milwaukie	Gladstone	Improve pedestrian and bicycle access to transit along McLoughlin Blvd.	Complete multi-modal improvements. Add better connections from adjacent neighborhoods to transit	$ 5,000,000	2008-2017	Pedestrian

Appendix A: 2035 RTP Federal Air Quality Conformity Project List

Metro Project ID	Nominating Agency	Project/ Program Name	Project Start Location (Identify starting point of project)	Project End Location (Identify terminus of project)	Project Purpose	Description	Estimated Cost ($2007)	Time Period	Primary Mode
10025	Clackamas Co.	Beavercreek Rd. Improvements Phase 2	Hwy 213	Clackamas Community College	Address safety, relieve congestion and improve multi modal access to the Beavercreek Industrial Area.	Widen to 5 lanes with sidewalks and bike lanes.	$ 5,800,000	2008-2017	Roads/bridges
10026	Clackamas Co.	Beavercreek Rd. Improvements Phase 3	Clackamas Community College	Urban Growth Boundary	Address gap and need for UGB expansion area.	Widen to 4 lanes with sidewalks and bike lanes.	$ 12,920,000	2008-2017	Roads/bridges
10029	Clackamas Co.	Stafford Rd Improvements	I-205	Rosemont Rd.	Relieve congestion, address safety and improve access to Lake Oswego and West Linn.	Widen to three lanes including bike lanes and sidewalks.	$ 45,300,000	2018-2025	Roads/bridges
10033	Clackamas Co.	172nd Ave. Improvements	Foster Rd./190th	Sunnyside Road	Provide for a new regional north/south route within the Happy Valley/Damascus area to Gresham and beyond.	Widen to five lanes including new bridge. Construct connection to 190th.	$ 37,480,000	2008-2017	Roads/bridges
10038	Clackamas Co.	242nd	Multnomah County line	Hwy. 212	Modify an existing roadway to meet future traffic needs and create a well-connected street network of arterials and	Reconstruct 242nd and widen to three lanes. The Damascus/Boring Concept Plan identifies 242nd as a community bus transit classification.	$ 30,000,000	2018-2025	Roads/bridges
10040	Happy Valley	162nd Ave. Extension North	Hagen Rd.	Clatsop St.	Improve north-south connectivity and provide congestion relief to 172nd Ave.	Construct a new 3 lane roadway with traffic signals.	$ 27,970,000	2018-2025	Roads/bridges
10041	Happy Valley	162nd Ave. Extension South Phase 1	Rock Creek Blvd.	Hwy. 212	Improve north-south connectivity and provide congestion relief to 172nd Ave.	Construct a new 2 - 3 lane roadway with intersection improvements at Hwy-212/162nd on all 4 approaches. The second phase is Project #11346.	$ 5,000,000	2008-2017	Roads/bridges
10042	Clackamas Co.	Lawnfield realignment	Lawnfield Rd.	Sunnybrook Blvd.	Relieve congestion and provide better access to the Clackamas Industrial Area.	Realign the existing Lawnfield Rd. Road from 98th to 97th, reduce the grade from 18% to 8%.	$ 25,650,000	2008-2017	Freight
10047	Clackamas Co.	Holcomb Blvd.	Abernethy Rd.	Bradley Rd.	Address safety and improve multimodal connections.	Reconstruct & widen (urban).	$ 20,790,000	2008-2017	Roads/bridges

Appendix A: 2035 RTP Federal Air Quality Conformity Project List

Metro Project ID	Nominating Agency	Project/ Program Name	Project Start Location (Identify starting point of project)	Project End Location (Identify terminus of project)	Project Purpose	Description	Estimated Cost ($2007)	Time Period	Primary Mode
10048	Clackamas Co.	Holly Lane	Redland Rd.	Maple Lane	Address safety and address gap in UGB expansion area.	Turn lanes, bike lanes, sidewalks, intersection improvements, bridge replacement.	$ 20,740,000	2018-2025	Roads/bridges
10052	Clackamas Co.	Tolbert Road	SE 82nd Dr.	Industrial Way	Improve access to the Clackamas Industrial Area - Lawnfield Rd. road area.	Extend Mather Rd. across railroad to SE 82nd Dr.	$ 17,500,000	2008-2017	Roads/bridges
10057	Clackamas Co.	Redland Rd.	Abernethy Rd.	UGB	Address safety and address gap in UGB expansion area.	Turn lanes, bike lanes, sidewalks, intersection improvements, bridge replacements (2).	$ 15,060,000	2008-2017	Roads/bridges
10066	Clackamas Co.	92nd/Johnson Creek Blvd. intersection	92nd/JCB intersection		Address safety, provide congestion relief, improve freight access to I-205 and access to the Fuller Park and	Add turn lanes on 92nd (northbound left at JCB, and northbound right at Idleman).	$ 1,000,000		Roads/bridges
10067	North Clackamas PRD	Phillips Creek Trail	I-205 Trail	N Clackamas Greenway	Address transportation needs and access to transit through the expanded Clackamas Town Center and the future	Build trail through Clackamas Town Center for access to light rail.	$ 2,270,000	2008-2017	Regional Trail
10069	Gresham	East Buttes Powerline Trail	Springwater/Gresham-Fairview trail	Clackamas Greenway	Address transportation needs due to growth in Happy Valley, Pleasant Valley and Damascus; link Gresham to	Build trail linking Gresham and the Clackamas River.	$ 1,900,000	2008-2017	Regional Trail
10070	North Clackamas PRD	Mt. Scott Creek Trail	Mt. Talbert	Springwater corridor	Connect to Mt. Talbert regional park, opening fall 2007; address transportation needs due to growth of East	Build trail to Mt. Talbert regional park.	$ 5,100,000	2008-2017	Regional Trail
10071	North Clackamas PRD	Scouter's Mt. Trail	Springwater/Powell Butte	Springwater corridor	Address transportation needs due to growth in Happy Valley and Damascus; provide a north/south connection.	Build trail to/on Scouter's Mt.	$ 9,070,000	2008-2017	Regional Trail
10072	Damascus	Sunnyside Rd. Frequent Bus	Clackamas TC	Damascus TC	Construct improvements that enhance Frequent bus service.	Construct improvements that enhance Frequent bus service.	$ 1,000,000	2008-2017	Transit capital

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Metro Project ID	Nominating Agency	Project/ Program Name	Project Start Location (Identify starting point of project)	Project End Location (Identify terminus of project)	Project Purpose	Description	Estimated Cost ($2007)	Time Period	Primary Mode
10073	Damascus	Hwy.-212 intersections	SE 162nd	Anderson Rd.	Modify an existing roadway to meet future traffic needs and create a well-connected street network of arterials.	Existing Highway 212 remains two lanes with turn pockets from 162nd Ave. to Anderson Road south of limited access parkway. Design elements to be included are sidewalks, bike	$ 5,970,000	2008-2017	Roads/bridges
10074	Damascus	New Connection	177th to 190th	Arterial #3	Provides a local arterial that access the Rock Creek industrial area and provides access to the Rock Creek	new arterial from the Rock Creek Blvd interchange. This portion within Damascus.	$ 19,800,000	2018-2025	Roads/bridges
10076	Damascus	SE Sunnyside Rd East Extension	SE 172nd Ave.	SE 242nd Ave.	Provide an east-west arterial connection to create a well-connected street network that provides multiple routes to	Extend Sunnyside Road east from 172nd Ave to 242nd Ave. Evaluate alignment options between Bohna Park Road and Tillstrom Road for the connection from Foster Road to 242nd	$ 101,500,000	2018-2025	Roads/bridges
10078	Damascus	Hwy. 224	Sunrise End	Carver Bridge	Modify an existing roadway to meet future traffic needs and provide a transit route.	Widen Highway 224 to four lanes with turn pockets at intersections to Carver bridge. The Damascus/Boring Concept Plan identifies Highway 224 as a community bus transit	$ 12,150,000	2018-2025	Roads/bridges
10081	Happy Valley	122nd/129th Improvements	Sunnyside Rd.	King Rd.	Improve access to Happy Valley Town Center.	Widen to three lanes, smooth curves.	$ 13,360,000	2008-2017	Roads/bridges
10082	Happy Valley	Mt. Scott Blvd./King Rd. Improvements	Happy Valley City Limits	145th Ave.	Improve access to Happy Valley Town Center.	Widen to three lanes.	$ 20,820,000	2026-2035	Roads/bridges
10085	Lake Oswego	Lake Oswego to Milwaukie Trail	Willamette Shoreline	Trolley Trail	Provide east/west connection and overcome river barrier.	Build trail linking Lake Oswego to Milwaukie.	$ 4,500,000	2008-2017	Regional Trail
10087	Lake Oswego	Lake Oswego to Portland Trail	Downtown Lake Oswego Hwy 43	Portland	Provide north/south Bike and Pedestrian connection between Lake Oswego and Portland and improve safety	Build trail connecting Lake Oswego and Portland.	$ 70,000,000	2008-2017	Regional Trail
10088	Lake Oswego	Lower Boones Ferry Rd.	Madrona Street	Kruse Way	Enhanced pedestrian and bike opportunity and safety. Improve connectivity to Town Center.	Widen to include bike lanes, sidewalks, and turn lanes.	$ 20,720,000	2008-2017	Bike

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10089	Lake Oswego	Lake Oswego Transit center	Lake Oswego downtown	Near street car	Improve access to transit.	Move existing transit center closer to the street car for better connectivity.	$ 7,790,000	2008-2017	Transit capital
10092	Wilsonville	Tonquin Trail	Washington/Clackamas County line	Boones Ferry Landing	Regional trail would connect Tualatin/Sherwood with west Wilsonville, Coffee Lake Natural Area, Villebois, and	Shared use path with some on-street portions.	$ 3,000,000	2008-2017	Regional Trail
10094	Milwaukie	Lake Rd. Improvements (Phase 2)	21st Ave.	Hwy. 224	Address gaps in regional bike and pedestrian system.	Construct sidewalks, planter strips, medians, and bus stops. Add signal at Oatfield Road.	$ 8,000,000	2018-2025	Pedestrian
10095	Milwaukie	Railroad Ave. Bike/Ped Improvement	37th Ave.	Linwood Ave.	Address gap in bike and pedestrian system.	Construct sidewalks and bike lanes. Key E-W connection parallel route for Highway 224 mobility corridor.	$ 11,897,000	2008-2017	Pedestrian
10096	Milwaukie	37th Ave. Bike/Ped Improvement	Hwy. 224	Harrison St.	Address gap in bike and pedestrian system.	Construct sidewalks and bike lanes. Key connection between Highway 224 and Harrison Street (Arterial).	$ 2,800,000	2018-2025	Pedestrian
10098	Milwaukie	OR 99-E Blvd.	Kellogg Creek Bridge	River Rd.	Address gaps in regional bike and pedestrian system.	Construct sidewalks and bike lanes, median strips, planter strips, and pedestrian scale lighting. Reconfigure or construct new signal for entrance to Riverfront Park.	$ 3,900,000	2008-2017	Pedestrian
10099	Milwaukie	Monroe Bike Boulevard	21st Ave.	Linwood Ave.	Address gaps in bike and pedestrian system.	Minor widening to allow shared lanes, improve signage, striping. Bicycle Boulevard treatment.	$ 2,400,000	2008-2017	Bike
10100	Milwaukie	Downtown Station Area Streetscaping (21st & Main)	TBD	TBD	Improve Town Center pedestrian environment in support of downtown LRT Station and planned	Reconstruct streetscape, including street trees, rain gardens, ADA ramps, street furniture, parking meters, and pedestrian-scale lighting.	$ 6,700,000	2008-2017	Pedestrian
10101	Milwaukie	Kellogg Creek Dam Removal/Bridge Replacement/Milwaukie TC River	Washington	Adams	Remove fish passage barrier; provide E-W and N-S multi-modal connections; support downtown revitalization.	Remove dam and bridge; replace bridge with full bike and pedestrian facilities and a multi-use path undercrossing.	$ 12,400,000	2008-2017	Pedestrian

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10104	Milwaukie	17th Ave. Trolley Trail Connector	17th Ave. & McLoughlin	17th Ave. & Ochoco	Address gaps in regional bike and pedestrian system.	Construct sidewalks; improve bus stops; and correct gaps in bike lanes on 17th Ave. to provide connection between Trolley Trail and Springwater Corridor. Alternative alignment:	$ 3,750,000	2008-2017	Regional Trail
10106	Milwaukie	224 Thruway/Local Access Preservation	224 & Harrison	224 & 37th	Reconfigure connections to allow increased throughput on Hwy. 224 while preserving local connections.	Convert some intersections to R in/R out; add turn pockets; improve ped crossing comfort through median islands and other measures as possible. Design option alternatives phase to	$ 10,000,000	2026-2035	Roads/bridges
10109	Milwaukie	Kellogg Creek Pedestrian Bridge/ Trail	99-E	Miramonte Lodge	Connect area east of 99-E to downtown Milwaukie/ Lake Road Station.	Construct low-impact trail-type sidewalk & ped bridge.	$ 3,057,000	2008-2017	Pedestrian
10112	Milwaukie	Ochoco Sidewalks	19th Ave.	17th Ave.	Address gap in sidewalks between bus stops on 17th Ave. and 99-E and industrial area.	Construct sidewalks, reconstruct bridge over Johnson Creek.	$ 1,500,000	2026-2035	Pedestrian
10113	Milwaukie	River Rd. Sidewalks	99-E	City Limit	Address pedestrian safety issue.	Construct sidewalks.	$ 2,400,000	2026-2035	Pedestrian
10118	Oregon City	McLoughlin Blvd. Improvements - Phase 3	Railroad Tunnel	10th St.	Multimodal gap in Regional Center.	Complete boulevard design improvements and viaduct improvements.	$ 14,300,000	2018-2025	Pedestrian
10120	Oregon City	Washington St. Improvements	Abernethy Rd.	Hwy. 213	Address gaps in roadway, bicycle, and pedestrian system.	Complete LID boulevard design improvements.	$ 5,000,000	2008-2017	Pedestrian
10124	Oregon City	Molalla Ave. Streetscape Improvements Phase 3	Holmes	Warner Milne	Address gap.	Streetscape improvements including widening sidewalks, sidewalk infill, ADA accessibility, bike lanes, reconfigure travel lanes, add bus stop amenities.	$ 2,200,000	2018-2025	Pedestrian
10127	West Linn	Hwy. 43 Improvements	Holly St.	Arbor Dr.	Enhance the functionality, safety, beauty, and efficiency of this important major roadway.	Improve roadway with widening, installation of medians, turn lanes, street trees, signal interconnections, and bike lanes.	$ 21,400,000	2008-2017	Roads/bridges

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10128	West Linn	Willamette Falls Dr./bicycle lanes and streetlights	Hwy. 43	10th St.	Improve bicycle and pedestrian safety.	Provide bike lanes, streetlights and sidewalks on a narrow roadway. This will provide a direct connection between three town center areas (including old-town Oregon City). Bicycle lanes	$ 7,800,000	2008-2017	Bike
10129	West Linn	Willamette River Greenway Trail	Willamette Park	Lake Oswego - Willamette River trail	Improve bicycle and pedestrian safety.	Paved trail running parallel to the Willamette River from Willamette Park at the mount of the Tualatin River eventually to the Lake Oswego City Limits facilitating connection to the	$ 2,000,000	2018-2025	Regional Trail
10130	Wilsonville	Kinsman Rd. Extension from Barber St. to Boeckman Rd.	Barber St.	Boeckman Rd.	Provide freight access and capacity from Barber Street to Boeckman Road. A vital alternative to 110th which is	Extend 3 lanes with sidewalks and bike lanes.	$ 10,365,000	2008-2017	Freight
10131	Wilsonville	Tooze Rd. Improvements	110th Ave.	Grahams Ferry Rd.	Continuation of the Boeckman Road Extension Project along the Tooze Road right-of-way to Grahams	Widen Tooze Rd to 3 lanes, add bike/pedestrian connections to regional trail system.	$ 3,800,000	2008-2017	Roads/bridges
10132	Wilsonville	Boeckman Rd./I-5 Overcrossing Improvements	Boberg Rd.	Parkway Ave.	Boeckman Road is designated as an arterial street in the City's TSP. It provides an east-west	Widen Boeckman Road bridge over I-5 to 3 lanes. Add bike/pedestrian connections to regional trail system.	$ 13,600,000	2008-2017	Roads/bridges
10133	Wilsonville	French Prairie Bicycle/Pedestrian Bridge	Boones Ferry Rd.	Butteville Rd..	A new bicycle and pedestrian bridge crossing the Willamette River would connect the regional Tonquin	New bicycle/pedestrian/emergency vehicle only bridge crossing the Willamette River.	$ 15,000,000	2008-2017	Regional Trail
10134	Wilsonville	65th/Elligsen/Stafford Intersection Improvements	65th, Elligsen, Stafford Rd. intersections	65th, Elligsen, Stafford Rd. intersections	Improve traffic safety	Improve turn radii, sight distance and grade differential by combining intersections	$ 3,000,000	2008-2017	Freight
10135	West Linn	19th St. Improvements	Blankenship Rd.	Willamette Falls Dr.	Provide an alternate route around I-205 to relieve traffic in 10th St. corridor.	Improvements to include curb, gutter, pavement widening and sidewalks.	$ 1,200,000	2008-2017	Roads/bridges
10137	Damascus	Multi-Use Local/Regional Trail and PRT Study	Damascus	N/A	Study for a multi-use path that provides local access and connects with Happy Valley and Gresham. Study	Study for a multi-use path for bikes, pedestrians, horses that provides local access and connects with Happy Valley and Gresham. Study will also evaluate potential for personal	$ 2,000,000	2008-2017	Regional Trail

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10138	Damascus	Hwy 212 widening to 5 lane boulevard	Sunrise Unit 1 Terminus	East City Limits	Modify an existing roadway to meet future traffic needs and create a well-connected street network of arterials.	Widen Highway 212 to a 5 lane boulevard section through Damascus.	$ 58,500,000	2018-2025	Roads/bridges
10141	Oregon City	I-205/Hwy. 213 Interchange Phase 1	Redland Road O'Xing	I-205	Address safety and provide congestion relief.	Construct jug handle at Hwy 213/Washington Street with roundabout at Clackamas Drive; Hwy 213/Redland Road lane improvements. Improve access to regional center and enhance	$ 33,000,000	2008-2017	Throughways
10146	Oregon City	McLoughlin Blvd. Improvements - Phase 2	Dunes Dr.	Clackamas River Bridge	Boulevard multimodal gap in Regional Center.	Complete boulevard and gateway improvements.	$ 4,000,000	2008-2017	Pedestrian
10147	Oregon City	Newell Creek Canyon Trail (East)	Hwy 213 and Redland Rd.	Beavercreek Rd.	Regional connections; improve bicycle and pedestrian safety and access.	Project development and right-of-way acquisition for regional trail to follow the Oregon City-Molalla interurban railroad bench on the east side of Newell Creek Canyon.	$ 3,000,000	2018-2025	Regional Trail
10148	Oregon City	Oregon City Loop Trail	Beavercreek Rd.	Hwy 213	Regional connections; improve bicycle and pedestrian safety and access.	Regional trail would generally follow the Oregon City UGB on a collection of local roads, through new development, along Power line right-of-way, and down the bluff to link up with the	$ 3,000,000	2008-2017	Regional Trail
10149	Oregon City	Beaver Lake Trail	Clackamas Community College	Oregon City UGB	Regional connections; improve bicycle and pedestrian safety and access.	Regional trail would travel from Clackamas Community College through the Oregon City High School campus to the airstrip area. The trail would skirt the golf course area and	$ 500,000	2008-2017	Regional Trail
10150	Oregon City	Barlow Rd. Trail	Abernethy Rd.	Oregon City limits	Regional connections; improve bicycle and pedestrian safety and access.	Regional trail would follow the perceptive alignment of the historic Barlow Road from Abernethy Green to the Oregon City UGB. The trail would primarily utilize existing and	$ 1,000,000	2008-2017	Regional Trail
10153	Wilsonville	Barber St. Extension from Kinsman Rd. to Villebois Village	Kinsman Rd.	Villebois Village	The project will reduce the need to use I-5 and OR 217 by providing needed connections to the Villebois	Extend 3 lanes with sidewalks and bike lanes.	$ 8,900,000	2008-2017	Roads/bridges
10154	Wilsonville	Wilsonville Rd./I-5 Interchange Improvements - Setback Abutments	Town Center Loop W	Boones Ferry Rd.	Add capacity to the interchange, thus providing congestion relief and remove a freight bottleneck. Improve	Provide additional left-turn lanes, setback abutments, improves signal synchronization, fixes sight distance problems, and provides for enhanced bike/pad safety.	$ 11,000,000	2008-2017	Throughways

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10155	Wilsonville	Wilsonville Rd./I-5 Interchange Improvements - On/Off Ramps	N. of Interchange	S. of Interchange	Add capacity to the interchange, thus providing congestion relief and remove a freight bottleneck. Improve	Widen and lengthen on/off ramps.	$ 12,000,000	2008-2017	Throughways
10159	Portland	Springwater [Trail Connection] - Sellwood Gap	SE Umatilla	SE 19th Ave.	Complete gap within the otherwise continuous 19.5 miles long Springwater Corridor trail.	Construct trail-with-rail shared use path between Springwater on the Willamette and Springwater Three Bridges.	$ 3,032,411	2008-2017	Regional Trail
10160	Portland	Lloyd District Access Improvements	I-5			Add traffic signals and improve intersections at NE 2nd and Broadway and NE 2nd and Weidler Streets.	$ 998,243	2008-2017	Throughways
10162	Portland	Willamette Greenway Trail - South Waterfront	Marquam Bridge (overhead)	SW Lowell	Provide dual bicycle and pedestrian trails as alternative to on-street facilities.	Provide two paths in order to separate bicyclists from pedestrians in remaining gaps (Marquam Bridge to SW Gibbs, SW Lowell to SW Lane, Benz Springs) of South Waterfront's Willamette	$ 2,650,000	2008-2017	Regional Trail
10163	Portland	I-5 at Gibbs, SW: Pedestrian/Bike Overcrossing		I-5/SW Gibbs Bridge	Improve bike/ped connectivity.	Construct a bike and pedestrian bridge of I-5 at SW Gibbs to connect the Corbett-Terwilliger-Lair Hill neighborhood to North Macadam.	$ 12,259,000	2008-2017	Roads/Bridges
10164	Portland	South Portal, Phase I & II	Intersection Bancroft/Hood/Macadam	Bancroft/Hood/Macadam	Street improvements.	Improve SW Bancroft, SW Moody and SW Bond Streets. Extend Moody/Bond couplet to SW Hamilton St. Realign SW Hood to connect to SW Macadam/SW Hamilton intersection.	$ 41,478,000	2008-2017	Roads/bridges
10165	Portland	Moody/Bond Ave, Couplet - SW Bond Extension (River Parkway to Gibbs)	River Parkway	SW Bancroft	Street improvements.	Five lane street improvement from SW Sheridan to SW Gibbs Street. Convert SW Moody to two lanes southbound only. Extend SW Bond Ave. from SW Gibbs St. to River	$ 18,834,515	2008-2017	Roads/bridges
10166	Portland	NW Burnside at Skyline Rd.	Intersection NW Burnside/ Skyline Rd.		Intersection improvements.	Intersection improvements.	$ 1,850,716	2026-2035	Bike
10167	Portland	Central Eastside Bridgehead	SE Grand bridgehead		Improve bike/ped connectivity.	Improve pedestrian and bicycle access to bridge approaches.	$ 4,100,000	2008-2017	Pedestrian

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10169	Portland	Burnside/Couch, East [Blvd/Streetscape]	E 12th	Burnside Bridge	Address a gap	Implements a one-way couplet design including new traffic signals, widened sidewalks, curb extensions, bike lanes on-street parking and street trees.	$ 17,852,000	2008-2017	Roads/bridges
10171	Portland	Burnside/Couch, West [Blvd/Streetscape]	Burnside Bridge	W 15th	Address a gap	Implements a one-way couplet design including new traffic signals, widened sidewalks, curb extensions, bike lanes on-street parking and street trees.	$ 75,895,353	2008-2017	Roads/bridges
10173	Portland	Macadam, SW (Bancroft - Sellwood Br): ITS	SW Bancroft	Sellwood Bridge	Improve traffic efficiency	Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to	$ 401,794	2018-2025	ITS
10174	Portland	Going, N (Interstate - Greeley): ITS	Interstate	Greeley	Improve traffic efficiency	Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to	$ 950,024	2008-2017	ITS
10175	Portland	Yeon/St. Helens, NW (US 30): ITS	NW Yeon/St. Helens		Improve traffic efficiency	Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to	$ 885,499	2008-2017	ITS
10176	Portland	PSL - Eastside Extension	NW Lovejoy/10th	SE Water	Address gap in streetcar system	Construct streetcar from NW Lovejoy/10th to SE Water	$ 121,335,000	2008-2017	Transit capital
10177	Portland	PSL - OMSI to Riverplace or South Waterfront (close loop)	SE Water	SW Moody	Address gap in streetcar system	Construct streetcar from SE Water to SW Moody after alternatives analysis has been completed.	$ 19,000,000	2018-2025	Transit capital
10178	Portland	Going St Bridge, N: Seismic Retrofit	Going St Overpass	n/a		Seismic retrofit project will include work to both the substructure and superstructure to help minimize the risk of a structural collapse in a major earthquake.	$ 4,000,000	2008-2017	Roads/Bridges
10181	Portland	Fifties Bikeway, NE/SE (Tillamook to Woodstock)	SE Woodstock	NE Tillamook		Curb extensions, median refuges, signal modifications, and striping changes to create a north-south bicycle boulevard, along various interconnected portions of 52nd-57th streets	$ 1,595,049	2026-2035	Bike

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10182	Portland	St. Johns Pedestrian District, N			Improve access to transit.	Enhance pedestrian access to transit, improve safety, and enhance the streetscape such as better lighting and crossings. Improvements including realigning the "ivy" island, curb	$ 5,000,000	2008-2017	Pedestrian
10185	Portland	Foster & Woodstock, SE (87th - 94th): Street Improvements,	SE 87th	SE 94th		Implement Lents Town Center Business District Plan with new traffic signals, pedestrian amenities, wider sidewalks, pedestrian crossings, street lighting, increased on-street	$ 13,812,000	2008-2017	Pedestrian
10186	Portland	Foster & Woodstock, SE (94th - 101st): Street	SE 94th	SE 101st		Implement Lents Town Center Business District Plan with new traffic signals, pedestrian amenities, wider sidewalks, pedestrian crossings, and street lighting.	$ 11,510,000	2008-2017	Pedestrian
10187	Portland	Foster Rd., SE (82nd - 87th): Lents Town Center Street Improvements	SE 82nd	SE 87th		Implement Lents Town Center Business District Plan with new traffic signals, pedestrian amenities, wider sidewalks, pedestrian crossings, street lighting, and on-street parking	$ 4,625,000	2008-2017	Pedestrian
10189	Portland	Capitol Hwy, SW	SW Multnomah Blvd	SW Taylors Ferry		Improve SW Capitol Highway from SW Multnomah Boulevard to SW Taylors Ferry Road per the 1996 Capitol Highway Plan.	$ 9,613,958	2008-2017	Bike
10190	Portland	23rd Ave., NW (Lovejoy - Burnside): Rd. Reconstruction	NW Lovejoy	W Burnside		Rebuild street.	$ 3,350,000	2008-2017	Roads/bridges
10191	Portland	Garden Home Rd., SW (Capitol Hwy - Multnomah): Multi-modal	SW Capitol Hwy	SW Multnomah Blvd		Improve and signalize the intersection at SW Garden Home and SW Multnomah Blvd.	$ 1,931,033	2008-2017	Roads/bridges
10192	Portland	Division Streetscape and Reconstruction	SE 6th Ave. SE 39th Ave.	SE 39th Ave.		The project will design and build streetscape and transportation improvements between SE 12th Ave and SE 39th Ave, complete base repair and pavement reconstruction between	$ 5,848,135	2008-2017	Roads/bridges
10194	Portland	Killingsworth, N (Interstate - MLK Jr Blvd): Street Improvements	N Interstate	MLK Jr Blvd		Construct street improvements to improve pedestrian connections to Interstate MAX LRT and to establish a main street character promoting pedestrian-oriented activities.	$ 4,900,000	2008-2017	Pedestrian

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10196	Portland	Cully Blvd. Green St.	NE Prescott St.	NE Killingsworth		The project will plan, design and rebuild NE Cully Boulevard between NE Prescott Street and NE Killingsworth Street. Project planning and preliminary engineering will analyze	$ 5,255,633	2018-2025	Roads/bridges
10197	Portland	Russell St. Improvements, N	N Williams	N Interstate		Construct improvements to Russell (Williams - Interstate), Albina & Mississippi (Russell - Interstate) to enhance ped connections from Eliot neighborhood and Lower Albina dist to the	$ 3,300,000	2018-2025	Pedestrian
10198	Portland	122nd, NE/SE (NE Airport Way to SE Powell Blvd): ITS	Airport Way	SE Powell Blvd		Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to	$ 515,703	2018-2025	ITS
10199	Portland	SE 136th Ave. (Division to Powell) Bikeway	SE Division	SE Foster		From SE Division Street to SE Powell Boulevard: Improve to 36' curb-to-curb with 2-13' traffic lanes and 2-5' bike lanes; 6" curbs, 9' swales and 6' sidewalks on both sides.	$ 6,090,590	2026-2035	Bike
10201	Portland	102nd Ave., NE (Weidler - Glisan): Gateway Plan District Multi-modal	NE Weidler	NE Glisan		Implement Gateway Regional Center plan with boulevard design retrofit, new traffic signals, improved pedestrian facilities and crossings, street lighting, bicycle lanes, and multi-modal	$ 3,234,000	2008-2017	Roads/bridges
10202	Portland	102nd Ave, NE/SE (Glisan - Stark): Gateway Plan District Multi-modal	NE Glisan	SE Stark		Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, improved pedestrian facilities and crossings, street lighting and new bicycle facilities.	$ 4,500,000	2008-2017	Roads/bridges
10203	Portland	Glisan St, NE (122nd - City Limits): Multi-modal Improvements	NE 122nd	City Limits		Infill missing sidewalk, add curb ramps at corner, add 3 median island crossings, and add a signal.	$ 3,100,241	2018-2025	Bike
10204	Portland	Gateway Regional Center, Local and Collector Streets	NE Weidler/97th	NE Glisan/102nd		High priority local and collector street and pedestrian improvements in the Gateway Regional Center.	$ 32,648,540	2008-2017	Roads/bridges
10206	Portland	Marine Drive bike lanes 6th to 28th & off-street trail gaps between I-5 and	I-5	NE 185th Ave.	Complete last gaps in total 17 miles of bike lane and off-street trail .	Close gaps in Marine Dr bike lanes (NE 6th to 28th);and trail (Bridgeton levee & one connector, 28th to 33rd, 112th to 122nd, gaps near 185th)	$ 2,130,835	2008-2017	Regional Trail

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10208	Portland	MLK O-Xing/Turn Lanes (Columbia-Lombard)	Intersections of MLK and NE Columbia Blvd/Lombard		Improve connectivity and distribute traffic between Columbia Blvd and NE Portland Hwy.	Intersection and signalization improvements with right turn lane.	$ 2,228,909	2008-2017	Roads/bridges
10209	Portland	92nd Dr. (Columbia Slough to Alderwood)	Columbia Slough	NE Alderwood		Improve NE 92nd Drive from Columbia Slough to Alderwood Rd.	$ 2,406,547	2008-2017	Roads/bridges
10210	Portland	47th, NE (Columbia - Cornfoot): Roadway & Intersection	NE 47th	NE Columbia Blvd	Provide improved traffic flow to air cargo facilities located within the south airport area.	Widen and reconfigure intersections to better facilitate truck turning movements to the cargo area located within the airport area. Project includes sidewalk and bikeway improvements.	$ 5,541,678	2008-2017	Roads/bridges
10212	Portland	Airport Way/122nd, NE: Intersection Improvement	NE Airport Way/122nd		Mitigate PDX growth impacts.	Add northbound left turn lane, modify traffic signal, and reconstruct island.	$ 1,100,000	2008-2017	Roads/bridges
10213	Portland	Airport Way, NE (I-205 to NE 158th Ave.): ITS	I-205	NE 158th		Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to	$ 278,251	2008-2017	ITS
10214	Port of Portland	Lombard, N (Rivergate - to T-6): Multi-modal Improvements	Rivergate	T-6		Widen N Lombard to include two travel lanes, a non-continuous center turn lane, medians, bike lanes, sidewalks and planting strips.	$ 34,517,517	2008-2017	Roads/bridges
10215	Portland	Foster Rd., SE (136th - Jenne): Multi-modal Improvements	SE 136th	SE Jenne Rd.		Widen street to three lanes to provide two travel lanes, continuous turn lane, bike lanes, sidewalk, and drainage.	$ 16,963,856	2008-2017	Bike
10216	Portland	Smart Trips Portland, a city-wide individualized marketing strategy			Reduce drive alone trips among all Portland residents by 8-12%.	Smart Trips Portland is a comprehensive approach to reduce drive-alone trips and increase biking, walking and public transit in targeted geographic areas or key transportation	$ 4,450,000	2008-2017	TDM
10217	Portland	Lombard at Columbia Slough, N: Overcrossing	N Lombard/Columbia Slough Overcrossing			Add sidewalk and bike lanes to strengthened bridge.	$ 9,767,000	2008-2017	Roads/bridges

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10218	Portland	Burgard-Lombard, N: Street Improvements	Intersection of N Burgard/Columbia	UPRR Bridge on N. Lombard	Improve freight mobility, safety and industrial site access.	From UPRR Bridge to N Columbia Blvd. Widen street to include 2 12-foot travel lanes, continuous left turn lane, bike lanes and sidewalk.	$ 17,000,000	2008-2017	Roads/bridges
10219	Portland/ODOT	Argyle on the Hill, N Columbia to N Denver Ave.	Columbia Blvd	N Denver		New N Argyle street connection, west of I-5.	$ 11,773,032	2018-2025	Roads/bridges
10220	Portland	Seventies Greenstreet and Bikeway, NE	NE Killingsworth Ave.	Clatsop St.		Develop a combined pedestrian greenway and bike boulevard including crossing improvements at arterials, street lighting, and public art from Killingsworth to Clatsop.	$ 4,120,727	2018-2025	Bike
10221	Portland	Skyline, NW (Hwy 26 - City Limits): Shoulder Improvements	Hwy 26	City Limits		Widen existing 22' of pavement to 32', and add 2' shoulders adjacent to lanes.	$ 8,088,812	2026-2035	Bike
10222	Portland	Flavel Dr, SE	SE 45th	Clatsop		Fully improve street from SE 45th to Clatsop Street with travel lanes, curbs, swales, sidewalks, and some bike lanes.	$ 7,294,088	2026-2035	Pedestrian
10223	Portland	122nd, SE (at Morrison): Pedestrian Overcrossing				Provide an at-grade improved pedestrian crossing on SE 122nd Ave..	$ 1,993,000	2026-2035	Pedestrian
10224	Portland	Barbara Welch Rd., SE: Multimodal Improvements	SE Foster	City Limits		Widen existing 20' of pavement to new 34’ roadway with travel lanes, bike lanes, curb and sidewalk.	$ 20,191,557	2026-2035	Roads/bridges
10225	Portland	SE 122nd Ave Sidewalk Infill (Powellhurst/Gilbert Neighborhood)	SE Harold	SE Ramona		Add sidewalks to SE 122nd Ave. between SE Harold Street and SE Ramona Street/ Springwater Corridor Trail	$ 2,358,000	2026-2035	Pedestrian
10226	Portland	Hamilton St., SW	SW Dosch Rd.	SW Scholls Ferry Rd.		Improve SW Hamilton Street between SW Dosch and Scholls Ferry Road.	$ 12,420,360	2026-2035	Bike

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10227	Portland	SW Stephenson/SW Boones Ferry Intersection	SW Boones Ferry	SW Stephenson		Improve and signalize the intersection at SW Stephenson and SW Boones Ferry Road.	$ 1,438,592	2026-2035	Bike
10228	Portland/Port	82nd Ave./Columbia, NE: Intersection Improvements	Intersection of NE 82nd/Columbia Blvd			Widen and reconfigure intersection.	$ 3,408,000	2008-2017	Roads/bridges
10229	Portland	Columbia Blvd./Portland Rd., N: Intersection Improvements	Intersection of Columbia Blvd/Portland Rd.			Redesign intersection.	$ 1,214,000	2008-2017	Roads/bridges
10230	Portland	Twenties Bikeway, NE/SE (Lombard - Clinton)	NE Lombard	SE Clinton		Design & implement bikeway along SE 29th,30th/NE 26th/28th / NE Oregon, Wasco, from SE Clinton to NE Lombard using bike blvds. & bike lanes.	$ 1,837,573	2026-2035	Bike
10231	Region	Union Station, NW: Facility Renovation	N/A	N/A		Renovate Union Station to meet seismic and functional requirements.	$ 24,000,000		Transit capital
10232	Portland	Flanders, NW (Steel Bridge to Westover): Bicycle Facility	Steel Bridge	NW Westover		Add bike boulevard from NW 24th Ave to the Steel Bridge, new bike/pedestrian bridge over I-405 on Flanders, connections to bikeways on Vista, 18th, 14th, 13th, Broadway, 3rd, 2nd,	$ 2,392,337	2008-2017	Bike
10234	Portland	Columbia Slough Trail system	Confluence of Columbia Slough and North Slough	NE 158th Ave.	Construct off-street and/or pedestrian trail for remaining trail gaps.	Close gaps in Columbia Slough Trail: North Slough to North Portland Rd; Landfill to Pier Park; I-5 to NE Elrod; NE Elrod to NE 82nd Ave; NE 82nd Ave to 92nd Ave; I-205 to	$ 8,460,000	2008-2017	Regional Trail
10272	Portland	Capitol Hwy, SW (Vermont - Florida): Intersection Improvements	SW Vermont	SW Florida		Realign the Capitol/Vermont/30th intersection and provide sidewalks, bike lanes, and drainage improvements.	$ 1,898,314	2018-2025	Bike
10273	Portland	Capitol Hwy, SW (Terwilliger - Sunset): Multi-modal	SW Terwilliger	SW Sunset		Construct sidewalks, crossing improvements for access to transit and bike improvements, and install left turn lane at the Capitol/Burlingame intersection.	$ 1,403,000	2018-2025	Bike

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10283	Portland	Barbur Blvd, SW (3rd - Terwilliger): Multi-modal Improvements	SW 3rd	SW Terwilliger		Construct Improvements for transit, bikes and pedestrians. Transit improvements include preferential signals, pullouts, shelters, left turn lanes and sidewalks.	#REF!	2018-2025	Roads/bridges
10284	Portland	Taylors Ferry, SW (Capitol Hwy - City Limits): Bicycle & Pedestrian	SW Capitol Hwy	City Limits		SW Taylors Ferry Rd: Provide bicycle lanes, icluding shoulder widening and drainage, and construct sidewalks for access to transit.	#REF!	2018-2025	Bike
10334	Portland	11th/13th, NE (at Columbia Blvd.): Crossing Elimination	NE Columbia Blvd	NE Lombard		If feasible, eliminate the at-grade crossing and improve alternate roadway access.	$ 1,000,000	2008-2017	Roads/bridges
10336	Portland	Alderwood/Columbia Blvd/Cully, NE: Intersection Improvements	Intersection of NE Alderwood/Columbia		Provide transportation link to the cargo area located within the south airport area.	Reconstruct intersection to provide signalization, left turn pockets, enhancing turning radii and improving circulation for trucks serving expanding air cargo facilities south of	$ 1,460,000	2008-2017	Roads/bridges
10343	Portland/Port	West Hayden Crossing, N	N Marine Dr.	Hayden Island	Provide primary access to Port's Marine Development and secondary access to existing development of	Provide primary access to Port's Marine Development and secondary access to existing development of Hayden Island, if it is determined through the West Hayden planning	$ 99,258,000	2008-2017	Roads/bridges
10354	Portland	Fanno Creek Greenway (Red Electric) Trail	SW Dover near Multnomah County line	Willamette Park	Provide on- and off-street trail for bicycles and pedestrians to travel east-west in SW Portland.	Provide east-west route for pedestrians in cyclists in SW Portland that connects and extends the existing Fanno Creek Greenway Trail to Willamette Park.	$ 17,653,000	2008-2017	Regional Trail
10355	Portland	North Portland Willamette Greenway Study	N Burlington Ave.	Steel Bridge	Provide level off-street multi-modal trail with minimum interactions with cars and trucks.	Study mostly off-street trail near the river for both bicycle and pedestrian commuting and recreational use.	$ 200,000	2008-2017	Regional Trail
10358	Port of Portland	Airport Way Terminal Entrance Roadway Relocation	PDX Terminal Area		Maintain adequate access and circulation in the terminal area.	Relocate and widen Airport Way northerly at Terminal entrance (to be scoped by PDX Master Plan).	$ 12,818,000	2008-2017	Freight
10360	Port of Portland	Airport Way Return and Exit Roadways	PDX Terminal Area		Maintain adequate access and circulation in the terminal area.	Relocate Airport Way exit roadway and construct new return roadway (Terminal Access Study, projects R4 and R5; to be scoped by PDX Master Plan).	$ 6,400,900	2008-2017	Freight

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10362	Port of Portland	82nd Ave./Airport Way Grade Separation			Provide efficient movement of traffic to PDX properties.	Construct grade-separated overcrossing.	$ 92,000,000	2008-2017	Freight
10363	Port of Portland	SW Quad Access	NE 33rd Ave.	SW Quad	Provide efficient movement of traffic to developing PDX properties.	Provide street access from 33rd Ave. into SW Quad.	$ 5,917,500	2008-2017	Freight
10364	Port of Portland	PDX Light Rail Station/Track Realignment			Accommodate terminal expansion plans.	Realign light rail track into terminal building.	$ 16,330,700	2008-2017	Transit capital
10366	Port of Portland	Airtrans Way and Cornfoot Road Intersection Improvements			Provide efficient movement of traffic to PDX properties.	Add signals and improve turn lanes at AirTrans Way/Cornfoot Rd.	$ 650,000	2018-2025	Freight
10367	Port of Portland	CS/PIC Access Improvements			Offset impacts to traffic from developing PIC properties.	Intersection improvements (installation of stop signs, signalization and/or channelization) at Sandy Blvd/105th Ave, Airport Way/Holman St, Alderwood Rd/Holman St, Alderwood	$ 1,217,000	2008-2017	Roads/bridges
10368	Port of Portland	PIC Ped/Bike Network			Improve bike/ped circulation in PIC.	Construct bike and pedestrian facilities as shown in the CS/PIC Plan District.	$ 1,163,835	2008-2017	Bike
10370	Port of Portland	PDX ITS			Improve traveler information and traffic/parking efficiency at PDX.	Intelligent Transportation Systems in the PDX area.	$ 3,000,000	2008-2017	ITS
10371	Port of Portland	Airport Way Braided Ramps			Maintain safety and capacity of Airport Way and interchanges.	Construct braided ramps between the I-205 interchange and Mt. Hood Interchange.	$ 59,000,000	2018-2025	Freight
10373	Port of Portland	Rivergate ITS			Improve traffic efficiency in Rivergate by connecting information about the roadway system to ODOT's	Intelligent Transportation System in Rivergate.	$ 480,000	2008-2017	ITS

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10374	Port of Portland	Terminal 4 Second Access			Provide alternative access to Terminal 4.	Regrade hillslope to provide two-lane truck access.	$ 7,000,000	2008-2017	Freight
10375	Port of Portland	Cathedral Park Quiet Zone			Allow auto import operations to continue to grow in N. Portland and improve neighborhood	Address rail switching noise related to the Toyota operations at T-4 by improving multiple public rail crossings in the St. Johns Cathedral Park area.	$ 8,200,000	2008-2017	Freight
10376	Portland/Port	Columbia Blvd. Widening	60th Ave.	82nd Ave.	Address system bottleneck along Columbia Blvd.	Widen Columbia Blvd. to five lanes between 60th Ave and 82nd Ave.	$ 14,859,000	2008-2017	Freight
10377	Port of Portland	PSU ITS Expansion, incl. freight data repository			Secure truck data but also flow and congestion info. Collect truck counts from jurisdictions in the region	Expand PSU's existing web based ITS "count sensor" program beyond the freeway to some key arterials throughout the region. Create a repository of freight data (primarily truck data)		2008-2017	ITS
10378	Port of Portland	T-6 Internal Overcrossing	Marine Dr.	Terminal 6	Construct second gate to provide secondary access to Terminal 6.	Construct an elevated roadway between Marine Dr. and Terminal 6.	$ 3,649,084	2008-2017	Freight
10379	Port of Portland	Marine Dr. Improvement Phase 2			Separate rail at-grade crossing.	Construct rail overcrossing on Marine Dr.	$ 13,644,200	2018-2025	Freight
10380	Port of Portland	PDX Transportation Demand Management (TDM)			Fulfill TDM requirements of PDX Master Plan approval. Implement TDM projects and programs recommended in	Implement strategies at PDX and PIC properties that reduce auto trips in the airport area. Programs to be undertaken with other area businesses/developers to maximize		2008-2017	TDM
10382	Multnomah Co.	Reconstruct Stark St. to arterial standards	257th Ave.	Troutdale Rd.	Address system deficiency. Upgrade road from rural 2 lane facility to urban standards.	Reconstruct Stark St. to minor arterial standards by widening the existing 2 lanes to provide for 4 traffic lanes, a continuous left-turn lane, bike lanes, sidewalks, and intersection	$ 3,150,000	2008-2017	Roads/bridges
10384	Multnomah Co.	Reconstruct Scholls Ferry Rd.	US 26	Washington County	Provide multi-modal facilities.	Reconstruct Scholls Ferry Rd. to provide for bicycle and pedestrian travel; includes SW Patton intersection improvements.	$ 5,800,000	2008-2017	Roads/bridges

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10385	Multnomah Co.	Reconstruct Halsey St. with Improvements	238th Ave.	Historic Columbia River Hwy	Address system deficiency.	Widen Halsey St to 3 lane minor arterial with center turn lane/median, sidewalk and bicycle lanes, consistent with Halsey Street Conceptual Design Plan	$ 1,080,900	2008-2017	Roads/bridges
10386	Multnomah Co./Gresham	Glisan St. Multi-modal Improvements	202nd Ave./Gresham-Fairview Trail	207th Ave./Salish Ponds Natural Area	Address system deficiency; provide multi-modal connection between Regional Trail and Greenspace.	Reconstruct Glisan Street to provide multimodal connection between Gresham-Fairview Trail and Salish Ponds Natural Area. Include bike lanes, sidewalks, two travel lanes	$ 11,500,000	2008-2017	Roads/bridges
10387	Multnomah Co.	Reconstruct Arata Rd.	223rd Ave.	238th Ave.	Address system deficiency.	Construct to 3 lane collector standards with center turn lane/median, sidewalks, bicycle lanes.	$ 2,300,000	2008-2017	Roads/bridges
10388	Multnomah Co.	Reconstruct 223rd Ave.	Halsey St.	Sandy Blvd	Address system deficiency.	Reconstruct 223rd Ave to major collector standards with 2 travel lanes, center turn lane/median, sidewalks and bicycle lanes. Requires reconstruction of RR bridge under another project.	$ 1,400,000	2008-2017	Roads/bridges
10389	Multnomah Co.	Reconstruct 223rd Ave.	Sandy Blvd	Marine Dr.	Address system deficiency.	Improve 223rd Ave to major collector standards including 2 travel lanes, center turn lane/median, sidewalks, bicycle lanes. Possible culvert replacement for fish passage	$ 2,267,000	2018-2025	Roads/bridges
10390	Multnomah Co.	Reconstruct Troutdale Rd.	Stark St.	Division Dr.	Address system deficiency.	Reconstruct with 2 travel lanes; construct center turn lane/median, sidewalks, bicycle lanes between Stark and Strebin. Reconstruct Troutdale Rd/Division Dr. intersection including	$ 8,297,000	2026-2035	Roads/bridges
10391	Multnomah Co.	Reconstruct Historic Columbia River Hwy.	244th Ave.	Halsey St.	Address system deficiency.	Reconstruct Historic Columbia River Hwy and NE 244th Ave to minor arterial standards with 2 travel lanes, center turn lane/median, bicycle lanes and sidewalk. Reconstruction of railroad	$ 6,151,000	2026-2035	Roads/bridges
10394	Multnomah Co.	Replace RR Over-crossing on 223rd Ave.	2000' north of I-84		Address safety issue.	Reconstruct railroad bridge on 223rd Ave, 2000' north of I-84 to accommodate wider travel lanes, sidewalks and bike lanes.	$ 7,000,000	2018-2025	Freight

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10395	Multnomah Co.	Replace RR over crossing at Historic Columbia River Hwy	Half mile east of 244th Ave.		Address safety issue.	Reconstruct railroad bridge to accommodate wider travel lanes, sidewalks and bike lanes.	$ 7,000,000	2026-2035	Roads/bridges
10396	Multnomah Co.	Reconstruct Cornelius Pass Rd.	Mile Post 2.8	Mile Post 3.5	Address safety/freight issues; implement recommendation of FHWA Safety Audit.	Reconstruct Cornelius Pass Road including passing lane, safety, shoulder and drainage improvements.	$ 45,000,000	2018-2025	Freight
10398	Multnomah Co.	Wood Village Blvd Extension	Arata Rd.	Halsey St.	Complete gap in system.	Construct new extension of Wood Village Blvd as a major collector with 2 travel lanes, center turn lane/median, sidewalks and bicycle lanes.	$ 1,573,000	2008-2017	Roads/bridges
10399	Multnomah Co.	Reconstruct Sandy Blvd.	207th Ave.	238th Ave.	Address system deficiency.	Reconstruct Sandy Blvd to minor arterial standards with bike lanes, sidewalks and drainage improvements, utilizing recommendations from TGM grant.	$ 7,438,000	2008-2017	Roads/bridges
10401	Multnomah Co.	Reconstruct Marine Dr.	Interlachen	I-84	Address system deficiency.	Reconstruct Marine Drive between Intelachen and the frontage roads in Troutdale.	$ 14,000,000	2018-2025	Roads/bridges
10402	Multnomah Co.	Construct new road north of I-84, Exit 16	Sandy Blvd	Marine Dr.	Provide connection to CCRD industrial area.	Conduct design options alternatives (DOA) study for new connection between Sandy Blvd and Marine Dr. Construct new connector linking industrial sites with I-84	$ 13,000,000	2008-2017	Freight
10403	Multnomah Co.	257th Ave. Pedestrian improvements at intersections and	Stark St.	Cherry Park Rd. north	Provide safe pedestrian access.	Improve sidewalks, crossings, lighting and bus stops.	$ 1,600,000	2008-2017	Pedestrian
10404	Multnomah Co.	Beaver Creek Culvert Replacement	Troutdale Rd.	Cochran Rd.	Remove culverts and replace with fish friendly structures.	Replace culverts with fish friendly structures allowing for passage to federally endangered species	$ 6,000,000	2008-2017	Other
10405	Multnomah Co.	Pedestrian Improvements	Various streets		Gap in pedestrian system.	Install pedestrian improvements--crossings, lighting, sidewalks.	$ 1,940,000	2018-2025	Pedestrian

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10406	Multnomah Co.	Reconstruct Stark St. to arterial standards	Troutdale Rd.	Hampton Rd.	Address system deficiency.	Reconstruct road to arterial standards with 1 travel lanes in each direction, center turn lane/median, sidewalks and bicycle lanes.	$ 1,810,000	2018-2025	Roads/bridges
10407	Multnomah Co.	Fish passage culvert replacement	Fairview and Arata Creeks		Fish Passage.	Replace 5 culverts with fish friendly structures allowing for passage to federally endangered species.	$ 1,511,000	2026-2035	Other
10408	Multnomah Co.	40 Mile Loop Trail	Gresham/Fairview Trail	Graham Rd	Construct new bike/ped facility.	Complete gaps in 40-Mile Loop Trail within CCRD, and construct trailhead.	$ 3,500,000	2008-2017	Regional Trail
10409	Multnomah Co.	Beaver Creek Trail	Mt. Hood Comm. Coll.	Historic Columbia River Hwy	Construct new trail.	Constructs new trail adjacent to Beaver Creek.	$ 1,400,000	2018-2025	Regional Trail
10410	Multnomah Co.	Broadway Bridge Rehabilitation			Rehabilitation and maintenance.	Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic.	$ 22,700,000	2008-2017	Roads/bridges
10411	Multnomah Co.	Burnside Bridge Rehabilitation - Phase 1			Rehabilitation and maintenance.	Rehabilitate mechanical system, approach structure, corrosion control, phase 1seismic. Phase 1.	$ 25,000,000	2008-2017	Roads/bridges
10412	Multnomah Co.	Morrison Bridge Rehabilitation - Phase 1			Rehabilitation and maintenance.	Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic. (Phase 1)	$ 25,700,000	2008-2017	Roads/bridges
10413	Multnomah Co.	Hawthorne Bridge Rehabilitation			Rehabilitation and maintenance.	Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic.	$ 13,300,000	2008-2017	Roads/bridges
10414	Multnomah Co.	Sellwood Bridge Replacement	S.E. Tacoma St.	Hwy. 43	Bridge replacement - Final Engineering and ROW acquisition.	Final Engineering and ROW acquisition phase of bridge replacement.	$ 58,000,000	2008-2017	Roads/bridges

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10419	Gresham	Civic Neighborhood. LRT station plaza	Max line west of City Hall	728' to the northwest	Add new light rail station.	Constructs new light rail station to max blue line.	$ 5,600,000	2008-2017	Transit capital
10420	Gresham	Palmquist Rd. Improvements	242nd Ave.	US 26	Provide congestion relief.	Improves to five lane collector standards, intersection improvements.	$ 7,784,844	2018-2025	Roads/bridges
10421	Gresham	Burnside Rd. Blvd Improvements	181st	197th	Provide congestion relief, economic development.	Complete boulevard improvements.	$ 7,873,990	2008-2017	Roads/bridges
10423	Gresham	Cleveland St. Reconstruction.	Powell	Burnside	Reconstruct street.	Reconstructs street from Burnside to Powell.	$ 1,100,000	2008-2017	Roads/bridges
10424	Gresham	Wallula St. Reconstruction, + intersections	Division	Stark	Address safety issue.	Widen road, add curb/gutter, sidewalks. At Burnside, add northbound, southbound, left turn lanes. Signalize Stark.	$ 8,347,988	2018-2025	Roads/bridges
10425	Gresham	Bull Run Rd.. Reconstruction	242nd Ave.	257th Ave.	Bring to community street standards.	Brings to standards, adds pedestrian, bicycle facilities.	$ 4,466,312	2018-2025	Roads/bridges
10427	Gresham	Regner Rd. Reconstruction	Roberts	Southern City Limits	Bring to collector street standards.	Brings to standards, adds pedestrian, bicycle facilities, improves Regner/Butler intersection by adding NB left-turn pocket and signalizing intersection.	$ 29,265,570	2018-2025	Roads/bridges
10429	Gresham	Powell Valley Imps.	Burnside	282nd. Ave.	Provide multimodal improvements.	Improve Powell Valley w. ped and bike facilities.	$ 14,645,408	2018-2025	Roads/bridges
10430	Gresham	Orient Dr. Imps.	South City Limits	257th Ave.	Improve to arterial 4 lane standards.	Upgrades to arterial 4 lane standards.	$ 9,000,000	2018-2025	Roads/bridges

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10431	Gresham	Highland/190th Rd. Widening	200' south of SW 11th	Ending at the intersection of Pleasant View Dr./SE	Bring to arterial 5 lane standards.	Reconstruct and widen street to five lanes with sidewalks and bike lanes. Widen and determine the appropriate cross-section for Highland Drive and Pleasant View Drive from	$ 19,646,521	2008-2017	Roads/bridges
10434	Gresham	Burnside St. Improvements	NE Wallula St.	Hogan	Bring to boulevard standards.	Complete boulevard design improvements Wallula to Hogan (2004 RTP 2048), also improve intersection of Burnside at Division (2002 TSP #15) by adding eastbound RT and	$ 32,545,601	2008-2017	Roads/bridges
10436	Gresham	Max Trail	Cleveland	Ruby Junction	Expand shared use path network.	Construct new shared use path.	$ 1,897,279	2008-2017	Regional Trail
10437	Gresham	Gresham/Fairview Trail	Halsey	Marine Dr.	Address gaps in Springwater Trail.	Springwater trail connect. incl. Trailhead @ Marine Dr.	$ 4,608,799	2018-2025	Regional Trail
10438	Gresham	Springwater Trail Connections	Pl. View/190th	N/A	Provide access to trail.	Provide ped, bike and equestrian access to regional trail.	$ 271,562	2018-2025	Regional Trail
10439	Gresham	Main City Park Trailhead	Main City Park		Improve access to trail.	Improves parking lot, facilities (MTIP project).	$ 570,299	2008-2017	Pedestrian
10440	Gresham	Division St. Multimodal Improvements	Wallula	west city limits	Improve multimodal use.	Retrofit street to add bicylce facilities, sidewalks, and explore other multimodal facilities and connections.	$ 4,939,693	2008-2017	Bike
10441	Gresham	Gresham RC Ped and Ped to Max	all stations		Improve access to Max line.	Improve sidewalks, lighting, crossings, bus shelters, benches.	$ 584,820	2008-2017	Pedestrian
10442	Gresham	Phase 3 Signal Optimization	System Wide		Improve functioning of signals, add signboards.	Optimize signals, provide message boards.	$ 6,227,280	2008-2017	Roads/bridges

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10443	Gresham	Sandy Blvd. Widening	181st Ave.	202nd	Address congestion, promote economic development.	Widens Sandy Blvd. to 5 lanes with sidewalks, bikelanes from 181st to 202nd Ave.	$ 10,000,000	2018-2025	Roads/bridges
10444	Gresham	181st Ave. Widening	Halsey St.	EB on-ramp to I-84	Optimize freeway ramp utilization.	Widens street to three lanes southbound.	$ 1,797,270	2008-2017	Freight
10445	Gresham	181st Ave. Intersection Improvement (181st/Glisan)	181st/Glisan		Optimize intersection operation.	Improve Intersection.	$ 1,041,867	2018-2025	Freight
10446	Gresham	181st Ave. Intersection Improvement (181st/Burnside)	181st/Burnside		Optimize intersection operation.	Improve Intersection.	$ 831,210	2018-2025	Freight
10447	Gresham	162nd Ave. Imps. Plus TIF project	Glisan	Halsey	Provide congestion relief.	Reconstruct, widen to 5 lanes, plus EB RT at Glisan.	$ 7,915,303	2018-2025	Roads/bridges
10449	Gresham	201st: Halsey to Sandy	Halsey	Sandy	Provide congestion relief.	Improve to collector standards, signalize 201st/Sandy Blvd.	$ 8,335,400	2008-2017	Freight
10450	Gresham	2 Birdsdale Projects, at Division,	at Division	at Stark	Provide congestion relief.	Division: SB, EB turn lanes. At Stark: add 2nd NB LT lane and exclusive RT lane.	$ 1,375,500	2008-2017	Roads/bridges
10454	Gresham	181st Ave. Improvements	Glisan	Yamhill	Provide congestion relief and improve multimodal facilities.	Complete boulevard design improvements.	$ 11,440,061	2008-2017	Freight
10455	Gresham	Rockwood TC Ped and Ped to Max:188th LRT Stations and Ped to			Complete gaps in pedestrian/transit system.	Improve sidewalks, lighting, crossings, bus shelters, benches.	$ 8,919,615	2018-2025	Transit capital

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10458	Gresham	Halsey St. Improvements	190th	201st	Provide congestion relief and multimodal improvements.	Widen to 4 lanes w. sidewalks and bikelanes.	$ 4,430,961	2008-2017	Roads/bridges
10459	Gresham	Burnside SC Pedestrian Imps.	172nd, 197th, Glisan, Stark & intersecting streets		Complete gaps in bicycle/pedestrian system.	Improve sidewalks, lighting, crossings, bus shelters, benches.	$ 1,192,669	2018-2025	Pedestrian
10460	Gresham	SE 174th N/S Improvements	Giese	174th/Jenne	New roadway	Construction of new roadway that adds n/s capacity in vicinity of 174/Jenne. This facility will have two travel lanes in each direction (total 4 travel lanes), and a median/turn lane which	$ 27,498,638	2008-2017	Roads/bridges
10462	Gresham	Butler Rd. Improvements	190th	Towle Rd.	Improve road to collector standards and improve Towle/Butler intersection.	Improve Butler Rd. in new alignment to collector standards, at intersection, add northbound and westbound turn pockets and signalize.	$ 13,166,455	2008-2017	Bike
10463	Gresham	Foster Rd. Extension (north)	Jenne	172nd	Provide congestion relief and facilitate Pleasant Valley economic development.	New north extension of Foster.	$ 15,417,627	2008-2017	Roads/bridges
10464	Gresham	Giese Rd. Extension	182nd	172nd	Provide congestion relief and facilitate Pleasant Valley economic development.	New ext. of Giese Rd. to Foster Road.	$ 17,987,232	2018-2025	Roads/bridges
10465	Gresham	172nd Ave. Improvements	Giese Rd.	Foster Rd.	Provide congestion relief and facilitate Pleasant Valley economic development.	Upgrade street to urban standards w. sidewalks, bikelanes.	$ 11,520,364	2018-2025	Roads/bridges
10466	Gresham	172nd Ave. Improvements	Butler Rd.	Cheldelin Rd.	Provide congestion relief and facilitate Pleasant Valley economic development.	Upgrade street to urban standards w. sidewalks, bikelanes, and add roundabout or traffic signal at 172nd/Foster.	$ 7,112,978	2018-2025	Roads/bridges
10468	Gresham	Giese Rd. Improvements	182nd Ave.	190th Ave.	Provide congestion relief and facilitate Pleasant Valley economic development.	Upgrade street to urban standards w. sidewalks, bikelanes.	$ 5,430,469	2018-2025	Roads/bridges

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10469	Gresham	Foster Rd. Bridge	Foster Rd.		Provide congestion relief and facilitate Pleasant Valley economic development.	Construct bridge crossing.	$ 2,642,220	2018-2025	Roads/bridges
10470	Gresham	Giese Rd. Extension Bridge	Giese Rd.		Provide congestion relief and facilitate Pleasant Valley economic development.	Construct bridge crossing.	$ 2,642,220	2018-2025	Roads/bridges
10471	Gresham	Butler Rd. Extension and Bridge	Binford	Rodlun	Provide congestion relief and facilitate Pleasant Valley economic development.	Construct new Butler road extension and bridge crossing.	$ 12,268,899	2008-2017	Roads/bridges
10472	Gresham	Eastman at Division			Improve functioning of intersection and reduce congestion.	Add 2nd NB and SB LT lanes.	$ 912,928	2008-2017	Roads/bridges
10473	Gresham	Eastman at Stark			Improve functioning of intersection and reduce congestion.	Add EB and NB RT lanes and 2nd NB and SB LT lanes.	$ 1,196,756	2008-2017	Roads/bridges
10474	Gresham	Rugg Rd. Ext.	Orient Dr.	US 26	Provide congestion relief and facilitate Springwater Industrial economic development.	Construction of new roadway that adds e/w capacity in vicinity Rugg Rd and connects Springwater Industrial area to Highway 26.	$ 30,672,208	2008-2017	Roads/bridges
10475	Gresham	Rugg Rd. Ext.	US 26	252nd Ave.	Provide congestion relief and facilitate Springwater Industrial economic development.	Construction of new roadway that adds e/w capacity in vicinity Rugg Rd and connects Springwater Industrial area to Highway 26.	$ 39,329,973	2008-2017	Roads/bridges
10476	Gresham	Rugg Rd.	252nd Ave.	242nd. Ave.	Provide congestion relief and facilitate Springwater Industrial economic development.	Construction of new roadway that adds e/w capacity in vicinity Rugg Rd and connects Springwater Industrial area to Highway 26.	$ 12,770,187	2008-2017	Roads/bridges
10477	Gresham	Springwater Road Section 4	242nd Ave.	252nd Ave.	Economic development and implementation of Springwater Plan.	Construction of new street for implementation of Springwater Plan.	$ 13,148,679	2008-2017	Roads/bridges

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10478	Gresham	252nd Ave.	Palmquist Rd.	10	Economic development and implementation of Springwater Plan.	Construction of new street for implementation of Springwater Plan.	$ 26,162,462	2008-2017	Roads/bridges
10479	Gresham	252nd Ave.	10	Rugg Rd.	Economic development and implementation of Springwater Plan.	Construction of new street for implementation of Springwater Plan.	$ 9,808,690	2008-2017	Roads/bridges
10480	Gresham	Springwater Road Section 7	242nd Ave.	9	Economic development and implementation of Springwater Plan.	Construction of new street for implementation of Springwater Plan.	$ 8,008,421	2008-2017	Roads/bridges
10481	Gresham	Springwater Road Section 8	242nd Ave.	9	Economic development and implementation of Springwater Plan.	Construction of new street for implementation of Springwater Plan.	$ 5,519,551	2008-2017	Roads/bridges
10482	Gresham	Springwater Road Section 9	7	252nd Ave.	Economic development and implementation of Springwater Plan.	Construction of new street for implementation of Springwater Plan.	$ 8,008,421	2008-2017	Roads/bridges
10483	Gresham	Springwater Road Section 10	252nd Ave.	Telford Rd.	Economic development and implementation of Springwater Plan.	Construction of new street for implementation of Springwater Plan.	$ 12,202,421	2008-2017	Roads/bridges
10484	Gresham	Springwater Road Section 11	Telford Rd.	Orient Dr.	Economic development and implementation of Springwater Plan.	Construction of new street for implementation of Springwater Plan.	$ 21,031,280	2008-2017	Roads/bridges
10485	Gresham	Hogan	Palmquist Rd.	Rugg Rd.	Economic development and implementation of Springwater Plan.	Improvement of existing roadway to arterial 4 lane standards.	$ 47,291,190	2008-2017	Roads/bridges
10486	Gresham	Telford Rd.	Springwater Boundary	252nd Ave.	Economic development and implementation of Springwater Plan.	Improvement of existing roadway to collector standards, add bike and ped facilities, intersection improvements.	$ 29,419,888	2008-2017	Roads/bridges

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10488	Gresham	282nd Ave.	Springwater Boundary	20	Economic development and implementation of Springwater Plan.	Improvement of existing roadway to collector standards, add bike and ped facilities, intersection improvements.	$ 7,146,436	2008-2017	Roads/bridges
10490	Gresham	201st RR Bridge at I-84	201st/I-84	"	Remove a bottleneck in multi-modal system and facilitate implementation of Gresham Fairview Trail.	Construct new RR bridge to accommodate alternative modes.	$ 2,359,125	2008-2017	Roads/bridges
10493	Gresham	181st Ave. Sandy to I-84	Sandy	I-84	Reduce congestion and facilitate freight movement.	Add southbound aux lane & widen RR overcrossing.	$ 827,659	2018-2025	Freight
10494	Gresham	162nd at Stark St.			Reduce congestion.	Exclusive southbound and eastbound right turns at Stark.	$ 888,209	2008-2017	Roads/bridges
10495	Gresham	181st Ave. at Halsey	181st/Halsey		Reduce congestion.	add 2nd LT lane to N & S legs, add RT lane to EB WB SB.	$ 1,025,038	2008-2017	Freight
10496	Gresham	181st at I-84	181st/I-84		Reduce congestion.	Freight mobility improvements subject to refinement study.	$ 250,000	2018-2025	Freight
10497	Gresham	181st at Sandy, at Stark			Reduce congestion.	At Sandy: Northbound right turn, 2nd westbound left turn. Overlap eastbound right turn. At Stark, add 2nd left turn lane on east and west legs.	$ 1,884,390	2008-2017	Roads/bridges
10498	Gresham	181st (182nd) at Division/Powell Intersections	181st at Division, Powell		Reduce congestion.	At Division: add second westbound left turn lane (TIF P1). At Powell, add northbound and southbound double left turn lanes (TIF P2 and TSP8).At Powell add SB and NB lanes.	$ 1,682,670	2008-2017	Roads/bridges
10499	Gresham	192nd Ave. Wilkes to Halsey	192/Wilkes	192/Halsey	Reduce congestion.	Improve to collector street standards.	$ 3,833,031	2008-2017	Roads/bridges

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10501	Gresham	Barnes Rd.: Powell Valley to southern City Limits	Powell Valley	Orient Dr.	Reduce congestion and facilitate access to Springwater community.	Widen road and add improvements.	$ 7,135,229	2018-2025	Roads/bridges
10502	Gresham	Bike signs	various locations		Enhance bike travel by adding directional signs.	Add directional signs to bike network.	$ 1,400,000	2008-2017	Bike
10503	Gresham	Burnside at Powell			Reduce congestion.	At Powell: eliminate EB and WB left turn lanes.	$ 683,517	2008-2017	Roads/bridges
10504	Gresham	Ped to Max: Hood St.	Powell	Division	Eliminate barriers to multi-modal use of Hood Street.	Improve ped access/multi-modal on Hood St.	$ 986,467	2008-2017	Pedestrian
10505	Gresham	Civic Neighborhood TOD	16th and NW Norman		Improve Civic Neighborhood connectivity.	Support construction of street infrastructure improvements.	$ 4,765,219	2008-2017	Roads/bridges
10506	Gresham	Transit: Columbia Corridor TMA			Enhance mass transit multi-modal opportunities.	Transit/bus service improvements, 2 locations.	$ 185,258	2008-2017	Transit capital
10507	Gresham	Glisan, 181st to 202	181st	202nd	Enhance bicycling opportunities and promote safe multi-modal travel.	Retrofit bikelanes.	$ 52,425	2008-2017	Bike
10509	Gresham	Safe walking routes, missing links	various locations		Eliminate gaps in connectivity in system.	Construct missing links and safe routes to school.	$ 4,089,150	2008-2017	Pedestrian
10511	Gresham	Hogan Rd. at Stark St.	Stark		Improve functioning of Hogan.	Add right turn lanes on all approaches and second northbound and southbound left turns.	$ 1,908,431	2018-2025	Roads/bridges

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10512	Gresham	Hogan: Powell to Burnside boulevard improvements plus three intersection	Powell	Burnside	Improve multimodal options and reduce congestion at intersections.	Improve to boulevard standards, and intersection improvements at Burnside, Division and Powell.	$ 8,739,328	2018-2025	Roads/bridges
10516	Gresham	San Rafael, 181st to 201st	181st	201st	Eliminate system gap.	Complete collector and remove frontage road.	$ 9,990,952	2008-2017	Freight
10518	Gresham	Wilkes St., 181st to 192nd	181st	192nd	Improve industrial area circulation and freight mobility.	Improve Wilkes to collector standards and provide slip ramp connection from Eastbound I-84 on ramp.	$ 6,781,698	2018-2025	Freight
10519	Gresham	Pedestrian enhancements	162nd/Bside, and	181st Burnside	Improve pedestrian facilities.	Pedestrian enhancements.	$ 75,492	2008-2017	Pedestrian
10521	Gresham	Signalize intersections			Improve circulation on arterials to enhance safety.	Signalize intersections.	$ 768,590	2018-2025	Roads/bridges
10527	Gresham	Hogan, Powell Blvd to Palmquist	Powell	Palmquist	Improve function of Hogan.	Improve to arterial standards.	$ 8,444,619	2018-2025	Roads/bridges
10530	Gresham	Towle Ave. Butler Rd. to Binford Lake	Butler Rd.	Binford Lake Parkway	Improve area circulation and address congestion likely to result from Pleasant Valley development.	Improve to collector standards. Add roundabout at Towle/Binford.	$ 11,897,840	2018-2025	Roads/bridges
10533	Gresham	190th:30th to So. Boundary of Pleasant Valley	30th	Southern boundary of Pleasant Valley	Provide access to Pleasant Valley.	Improve existing road to major arterial standards, signalize 190th @ Giese, Butler, Richey, Cheldelin.	$ 28,644,245	2008-2017	Roads/bridges
10534	Gresham	Cheldelin: 172nd to 190th	172nd	190th	Provide access to Pleasant Valley.	Improve existing road to minor arterial standards, signalize Cheldelin at 172nd, 182nd, and Foster.	$ 19,795,513	2008-2017	Roads/bridges

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10535	Gresham	Clatsop: New extension	162nd	172nd	Provide access to Pleasant Valley.	Extend Clatsop into Pleasant Valley, and construct bridge.	$ 20,163,595	2008-2017	Roads/bridges
10537	Gresham	Richey	182nd	190th	Provide access to Pleasant Valley.	Improve to collector standards, and signalize 190th/Richey.	$ 7,925,735	2008-2017	Roads/bridges
10538	Gresham	Sager	162nd	Foster	Provide access to Pleasant Valley.	Improve to collector standards, and signalize Sager @172nd.	$ 15,794,720	2008-2017	Roads/bridges
10539	Gresham	Foster South: new road	County Line	Sager	Provide access to Pleasant Valley.	Build new road section to collector standards.	$ 7,120,992	2008-2017	Roads/bridges
10540	Gresham	162nd	Foster	southern boundary of Pleasant Valley	Provide access to Pleasant Valley.	Improve 162nd to collector standards, add signal at Foster @ 162nd.	$ 21,236,546	2008-2017	Roads/bridges
10541	Gresham	182nd	Giese	Cheldelin	Provide access to Pleasant Valley.	Improve 182nd to collector standards.	$ 11,797,690	2008-2017	Roads/bridges
10543	Gresham	172nd: Cheldelin south to Pleasant Valley boundary	Cheldelin	So. Boundary of Pleasant Valley	Provide access to Pleasant Valley.	Improve 172nd Ave. to major arterial standards.	$ 8,651,396	2008-2017	Roads/bridges
10544	Gresham	Butler Rd. Bike and Ped Improvements	Towle	Regner	Eliminate gaps in bike and pedestrian system.	Construct bikelanes and sidewalks.	$ 5,705,413	2018-2025	Bike
10545	Washington Co.	OR 10: Oleson Rd. Improvement	Oleson Rd. south of OR10	Oleson Rd. at Scholls Ferry	Address recurring safety issue.	Realign Oleson Rd. 500 feet to east and reconfigure Oleson intersections with OR10 and Scholls Ferry Rd.	$ 40,000,000	2018-2025	Roads/bridges

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10546	Washington Co.	170th Ave. Improvements	Alexander St.	Merlo Rd.	Provide congestion relief.	Widen roadway to 4 lanes with left turn lanes at major intersections and bike lanes and sidewalks.	$ 28,093,000	2018-2025	Roads/bridges
10547	Washington Co.	173rd/174th Under Crossing Improvement	Cornell Rd.	Bronson Rd.	Provide congestion relief.	Construct three-lane under crossing of Hwy. 26 with bike lanes and sidewalks.	$ 58,641,000	2018-2025	Roads/bridges
10548	Washington Co.	174th Ave. Improvements	Bronson Rd.	Meadowgrass Ln.	Address recurring safety issue.	Add turn lanes, bike lanes and sidewalks	$ 16,232,000	2018-2025	Roads/bridges
10549	Washington Co.	Cornell @ 143rd Improvements	Science Park Dr.	143rd Ave.	Address recurring safety issue.	Realign 143rd with Science Park Dr. @ Cornell as a 4-way signalized intersection.	$ 12,400,000	2008-2017	Roads/bridges
10550	Washington Co.	185th to Springville Improvement	West Union Rd.	Springville Rd.	Provide congestion relief.	Widen 185th Ave from two to five lanes with bike lanes and sidewalks.	$ 11,893,000	2018-2025	Roads/bridges
10551	Washington Co.	185th to West Union Improvement	North of Westview H.S.	West Union Rd.	Provide congestion relief.	Add 1 thru-lane in each direction with continuous center turn lane, bikelanes and sidewalks.	$ 6,794,000	2008-2017	Roads/bridges
10553	Washington Co.	209th Improvements	T.V. Hwy.	Farmington Rd.	Address recurring safety issue.	Widen and realign to three lanes with bike lanes and sidewalks.	$ 29,700,000	2008-2017	Roads/bridges
10554	Washington Co.	Bethany Blvd. Improvements	Kaiser Rd.	West Union Rd.	Provide congestion relief.	Widen to 5 lanes with bikelanes and sidewalks.	$ 22,046,000	2018-2025	Roads/bridges
10558	Washington Co.	Cornell Rd. Improvements	113th Ave.	107th Ave.	Provide congestion relief.	Widen from two to three lanes with bike lanes and sidewalks.	$ 9,941,000	2018-2025	Roads/bridges

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10559	Washington Co.	Cornell to Murray Improvements	Murray Blvd.	Hwy. 26	Provide congestion relief.	Widen Cornell from three to five lanes with bike lanes and sidewalks.	$ 40,620,000	2018-2025	Roads/bridges
10560	Washington Co.	Farmington Rd. Improvements	170th Ave.	185th Ave.	Provide congestion relief.	Widen roadway from 2/3 lanes to 5 lanes with bike lanes and sidewalks.	$ 17,676,000	2008-2017	Roads/bridges
10561	Washington Co.	Jenkins Rd. Improvements	Murray Blvd.	158th Ave.	Provide congestion relief.	Widen roadway from three to five lanes with bike lanes and sidewalks.	$ 15,530,000	2018-2025	Roads/bridges
10562	Washington Co.	Johnson St. Extension	West of 170th Ave.	170th Ave.	Improve connectivity.	Construct two-lane extension to 170th Ave. with bike lanes and sidewalks.	$ 6,158,000	2026-2035	Roads/bridges
10563	Washington Co.	Kaiser/143rd Ave. Improvements	Bethany Blvd.	Cornell Rd.	Address recurring safety issue.	Widen from two to three lanes with bike lanes and sidewalks.	$ 38,357,000	2018-2025	Roads/bridges
10564	Washington Co.	Kaiser to Springville Improvements	Springville Rd.	Bethany Blvd.	Provide congestion relief.	Widen from two to five lanes with bike lanes and sidewalks.	$ 9,674,000	2018-2025	Roads/bridges
10565	Washington Co.	Springville Rd. Improvements	185th Ave.	Joss St.	Provide congestion relief.	Widen from 3 to five lanes with bike lanes and sidewalks.	$ 10,876,000	2008-2017	Roads/bridges
10566	Washington Co.	Springville to Kaiser Rd. Improvements	Joss St.	Kaiser Rd.	Address recurring safety issue.	Widen from two to three lanes with bike lanes and sidewalks.	$ 6,659,000	2018-2025	Roads/bridges
10567	Washington Co.	Taylors Ferry Extension	Oleson Rd.	Washington Dr.	Improve connectivity.	Construct new two lane extension with bike lanes and sidewalks	$ 4,390,000	2026-2035	Roads/bridges

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10568	Washington Co.	Tualatin-Sherwood Rd. Improvements	Hwy. 99W	Teton Ave.	Provide congestion relief.	Widen from three to five lanes with bike lanes and sidewalks.	$ 49,150,000	2018-2025	Roads/bridges
10569	Washington Co.	Walker Rd. Improvements	Amberglen	185th	Provide congestion relief.	Widen from two to five lanes with bike lanes and sidewalks.	$ 17,611,000	2018-2025	Roads/bridges
10571	Washington Co.	West Union Rd. Improvements	185th Ave.	143rd Ave.	Address recurring safety issue.	Widen from two to three lanes with bike lanes and sidewalks.	$ 34,870,000	2026-2035	Roads/bridges
10572	Washington Co.	Barnes Rd. Improvements	St. Vincent's Hosp. entrance	Leahy Rd.	Provide congestion relief.	Widen from two to five lanes with bike lanes and sidewalks.	$ 8,933,000	2018-2025	Roads/bridges
10576	Washington Co.	Saltzman Rd. Improvements	Cornell Rd.	Burton Rd.	Address recurring safety issue.	Widen from two to three lanes with bike lanes and sidewalks.	$ 12,550,000	2008-2017	Roads/bridges
10578	Washington Co.	Merlo/158th Improvements	170th Ave.	Walker Rd.	Provide congestion relief.	Widen roadway to five lanes with bike lanes and sidewalks	$ 24,735,000	2018-2025	Roads/bridges
10579	Washington Co.	Barnes to 117th Improvements	Hwy. 217	117th	Provide congestion relief.	Widen to five lanes with bike lanes and sidewalks. Add double turn lanes.	$ 4,000,000	2008-2017	Roads/bridges
10587	Washington Co.	Cornelius Pass Rd. Improvements	Aloclek	T.V. Hwy.	Provide congestion relief.	Widen to five lanes with bike lanes and sidewalks	$ 31,800,000	2008-2017	Roads/bridges
10588	Washington Co.	Grahams Ferry Rd Improvements	Helenius St.	Washington/ Clackamas County line	Provide freight access and capacity to link the Coffee Creek I RSIA and the industrial area north of	Widen Grahams Ferry Rd to 3 lanes, add bike/pedestrian connections to regional trail system and fix undersized railroad overcrossing.	$ 28,000,000	2008-2017	Freight

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10589	Washington Co.	95th Ave. Extension	Barnes Rd.	Leahy Rd.	Improve connectivity.	Extend two lane road with bike lanes and sidewalks.	$ 11,546,000	2018-2025	Roads/bridges
10590	Washington Co.	Tonquin Rd. Improvements	Grahams Ferry Rd.	Oregon St.	Address recurring safety issue.	Realign and widen to three lanes with bike lanes and sidewalks.	$ 28,406,000	2018-2025	Roads/bridges
10592	Washington Co.	205th Ave. Improvements	Quatama Rd.	Baseline Rd.	Provide congestion relief.	Widen road to 5 lanes with bike lanes and sidewalks. Widen bridge over Beaverton Creek to four lanes with bike lanes and sidewalks.	$ 18,061,000	2008-2017	Roads/bridges
10593	Washington Co.	Kinnaman Rd. Improvements	Farmington Rd.	209th Ave.	Address recurring safety issue.	Widen to three lanes with bike lanes and sidewalks.	$ 24,793,000	2026-2035	Roads/bridges
10596	Washington Co.	Scholls Ferry Rd. Improvements	Hwy. 217	121st Ave.	Provide congestion relief.	Widen to seven lanes with bike lanes and sidewalks. Local TSPs and the TV Hwy. Corridor Refinement Plan will need to re-evaluate the need for this project which	$ 19,749,000	2018-2025	Roads/bridges
10597	Washington Co.	Evergreen Rd. Improvements	253rd Ave.	Sewell Ave.	Provide congestion relief.	Widen to 5 lanes with bike lanes and sidewalks.	$ 11,242,000	2008-2017	Roads/bridges
10600	Washington Co.	Hwy. 26/Shute Interchange Improvements	Hwy. 26/Shute Rd./Helvetia Rd.	N/A	Provide congestion relief.	Add westbound to southbound loop ramp, additional northbound through lane and relocate Jacobsen intersection.	$ 17,000,000	2008-2017	Roads/bridges
10601	Washington Co.	Hwy. 26/Bethany Interchange Improvements	Cornell Rd.	Bronson Rd.	Provide congestion relief.	Rebuild overpass to accommodate additional northbound thru-lane.	$ 8,720,000	2018-2025	Roads/bridges
10602	Washington Co.	Scholls Ferry ATMS	Hall Blvd.	Murray Blvd.	Provide congestion relief.	Install integrated surveillance and management equipment.	$ 1,109,000	2008-2017	Roads/bridges

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10603	Washington Co.	Tualatin-Sherwood Rd. ATMS	I-5	Teton Ave.	Provide congestion relief.	Install integrated surveillance and management equipment.	$ 1,594,000	2008-2017	Roads/bridges
10604	Washington Co.	185th Ave. ATMS	Baseline Rd.	Hwy. 26	Provide congestion relief.	Install integrated surveillance and management equipment.	$ 1,095,000	2008-2017	Roads/bridges
10605	Washington Co.	Cornell Rd. ATMS	Cornelius Pass Rd.	Wash. Co. TOC	Provide congestion relief.	Install integrated surveillance and management equipment.	$ 2,043,000	2008-2017	Roads/bridges
10606	Washington Co.	Washington Square Regional Center Pedestrian Improvements	Wash. Sq. Regional Center		Complete gap in pedestrian system.	Complete 7400 feet of sidewalk improvements.	$ 8,954,000	2008-2017	Pedestrian
10607	Washington Co.	Sunset TC Station Community Pedestrian Improvements	Sunset TC Station Community		Complete gap in pedestrian system.	Complete 9100 feet of sidewalk improvements.	$ 6,006,000	2008-2017	Pedestrian
10608	Washington Co.	Aloha TC Pedestrian Improvements	Aloha Town Center		Complete gap in pedestrian system.	Complete23,500 feet of sidewalk improvements.	$ 10,105,000	2008-2017	Pedestrian
10610	Washington Co.	Saltzman Rd. Bike	Cornell Rd.	Barnes Rd.	Complete gap in bike system.	Complete 950 feet of bike lanes in town center.	$ 823,000	2008-2017	Bike
10611	Washington Co.	Locust Ave. Bike	Hall Blvd.	80th Ave.	Complete gap in bike system.	Completes 1650 feet of bike lanes in regional center.	$ 3,417,000	2008-2017	Bike
10612	Washington Co.	Greenburg Rd. Bike	Hall Blvd.	Hwy. 217	Complete gap in bike system.	Completes 3400 feet of bike lanes in regional center.	$ 3,610,000	2008-2017	Bike

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10613	Washington Co.	Cornell Rd. Bike	Saltzman Rd.	117th Ave.	Complete gap in bike system.	Completes 1750 feet of bike lanes in town center.	$ 1,036,000	2008-2017	Bike
10614	Washington Co.	Butner Rd. Bike	Cedar Hills Blvd..	Park Way	Complete gap in bike system.	Completes 7800 feet of bike lanes to transit corridor.	$ 3,524,000	2008-2017	Bike
10615	Washington Co.	Bronson Rd. Bike	185th Ave.	Bethany Blvd.	Complete gap in bike system.	Completes 7500 feet of bike lanes to transit corridor.	$ 5,490,000	2008-2017	Bike
10616	Beaverton	Rose Biggi Ave.: Crescent Street to Hall Blvd. Complete right-of-	Crescent St.	Hall Blvd.	Completes a gap.	Extend 2-lane Rose Biggi Ave. to Hall Blvd. (via Westgate Drive) to fill a gap; boulevard design; add sidewalks, bikeway (PE funded STIP Key #14400).	$ 3,500,000	2008-2017	Roads/bridges
10617	Beaverton	Farmington Rd.: Murray Blvd. to Hocken Ave. Safety, turn lanes,	Murray Blvd.	Hocken Ave.	Safety (high crash location), fill gaps in bike/ped system, and congestion relief at intersections of Murray and	Construct turn lanes and intersection improvements; signalize where warranted; add bike lanes and sidewalks in gaps.	$ 8,700,000	2008-2017	Roads/bridges
10618	Beaverton	Dawson/Westgate multimodal extension from Rose Biggi Ave. to	Rose Biggi Avenue	Hocken Ave. via Dawson to Westgate at Rose	Complete a gap.	Extend 2 lane street from Hocken via Dawson and Westgate at Rose Biggi to fill a gap; realign Dawson/Westgate at Cedar Hills; add turn lanes at intersections, sidewalks, bikeway.	$ 8,900,000	2008-2017	Roads/bridges
10619	Beaverton	Crescent St. multimodal extension to Cedar Hills Blvd.	Rose Biggi Ave.	Cedar Hills Blvd.	Complete a gap.	Extend 2 lane Crescent from Cedar Hills to Rose Biggi Ave. to fill a gap; add sidewalks, bikeway.	$ 3,500,000	2008-2017	Roads/bridges
10620	Beaverton	Millikan Way multimodal extension from Watson Ave. to	Watson Ave.	114th Ave.	Complete a gap.	Extend 2 lane Millikan Way to 114th to fill a gap; add turn lanes at intersections, sidewalks, bikeway.	$ 13,800,000	2018-2025	Roads/bridges
10621	Beaverton	New street connection from Broadway to 115th Ave.	Broadway	115th Ave.	Complete a gap.	Construct new 2 lane street with bikeway and sidewalks.	$ 4,500,000	2018-2025	Roads/bridges

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10622	Beaverton	Electric to Whitney to Carousel to 144th multimodal street connections	Electric	144th Ave.	Complete a gap.	Connect existing streets and improve to standard with bikeways and sidewalks.	$ 7,200,000	2018-2025	Roads/bridges
10624	Beaverton	120th Ave.: new 2 lane multimodal street	Center St.	Canyon Rd.	Complete a gap.	Construct new multimodal street with bikeways and sidewalks; turn lanes and signals as needed.	$ 8,900,000	2018-2025	Roads/bridges
10625	Beaverton	Rose Biggi Ave.: 2 lane multimodal street extension	Tualatin Valley Hwy	Broadway	Complete a gap.	Construct 2 lane boulevard extension with bikeways and sidewalks.	$ 3,000,000	2008-2017	Roads/bridges
10626	Beaverton	114th Ave./115th Ave. 2 lane multimodal street	LRT	Beaverton Hillsdale Hwy/Griffith Drive	Complete a gap.	Construct 2 lane street with bike and pedestrian improvements.	$ 10,000,000	2008-2017	Roads/bridges
10627	Beaverton	Tualaway 2 lane multimodal street extension	Electric	Millikan	Complete a gap.	Extend existing street to Millikan with bikeways and sidewalks.	$ 3,900,000	2018-2025	Roads/bridges
10628	Beaverton	Center Street and 113th Ave. safety, bike, and pedestrian	Hall Blvd.	Cabot Street	Complete a gap.	Add sidewalks and bikelanes; add turn lanes where needed.	$ 5,800,000	2008-2017	Roads/bridges
10629	Beaverton	Hocken Ave. multimodal improvements	Tualatin Valley Hwy	Farmington Rd.	Complete a gap.	Widen existing street from 3 to 5 lanes, add bike lanes and sidewalks.	$ 1,600,000	2018-2025	Roads/bridges
10630	Beaverton	Hall Blvd. multimodal extension from Cedar Hills Blvd. to	Hocken Ave.	Cedar Hills Blvd.	Complete a gap.	Extend Hall Blvd. from Cedar Hills to Hocken to fill a gap; add turn lanes at intersections, sidewalks and bikeway.	$ 5,500,000	2008-2017	Roads/bridges
10631	Beaverton	141st/142nd/144th multimodal street extension connections	141st Ave.	144th Ave.	Complete a gap.	Connect streets, add bikeways, sidewalks, turns lanes and signalize as warranted.	$ 6,700,000	2008-2017	Roads/bridges

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10632	Beaverton	Allen Blvd. safety, bicycle and pedestrian improvements	Highway 217	Murray Blvd.	Complete a gap.	Widen street adding turn lanes and signals where needed, construct bike lanes and sidewalks.	$ 41,600,000	2026-2035	Roads/bridges
10633	Beaverton	Allen Blvd. safety, bicycle and pedestrian improvements	Highway 217	Western Ave.	Complete a gap.	Widen street to 4/5 lanes adding turn lanes and signals where needed, construct bike lanes and sidewalks.	$ 6,300,000	2018-2025	Roads/bridges
10634	Beaverton	Cedar Hills Blvd. safety, bicycle and pedestrian improvements	Farmington Rd.	Walker Rd.	Complete a gap.	Add turn lanes, bike lanes and sidewalks.	$ 19,000,000	2018-2025	Roads/bridges
10635	Beaverton	125th Ave. multimodal extension Brockman to Hall	Brockman St.	Hall Blvd.	Complete a gap.	Construct new multimodal street with bike lanes and sidewalks.	$ 13,900,000	2008-2017	Roads/bridges
10636	Beaverton	Millikan Way safety, bike and pedestrian improvements	141st Ave.	Hocken Ave.	Complete a gap.	Add turn lanes as needed, bike lanes and sidewalks, signalize as warranted.	$ 2,600,000	2018-2025	Roads/bridges
10638	Beaverton	Davies Rd. multimodal street extension	Scholls Ferry Rd.	Barrows Rd.	Complete a gap.	Extend 2 lane street with turn lanes, bike lanes and sidewalks.	$ 4,900,000	2008-2017	Roads/bridges
10639	Beaverton	Weir Rd. safety, bicycle and pedestrian improvements	155th Ave.	175th Ave.	Complete a gap.	Add turn lanes, bikelanes and sidewalks in gaps, turn lanes.	$ 4,100,000	2018-2025	Roads/bridges
10640	Beaverton	Nimbus Ave. 2 lane multimodal street extension from Hall Blvd. to Denney	Hall Blvd.	Denney Rd.	Complete a gap.	Extend 2 lane street with turn lanes, bikelanes and sidewalks.	$ 15,400,000	2018-2025	Roads/bridges
10642	Beaverton	Adaptive Traffic Signal Systems	Adaptive Traffic Signal Systems	Allen Blvd., Cedar Hills Blvd., Hall Blvd.,		New signals and signal upgrades.	$ 10,000,000	2018-2025	Roads/bridges

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10643	Beaverton	Hall Blvd. sidewalk gaps at Hwy 217	217 SB ramp	740' w/o ramp	Complete a gap.	Construct sidewalks.	$ 400,000	2008-2017	Pedestrian
10644	Beaverton	110th Ave. sidewalk gaps	Beaverton Hillsdale Hwy	Canyon Rd	Complete a gap.	Construct sidewalks.	$ 1,400,000	2018-2025	Pedestrian
10646	Beaverton	Hall Blvd. / Watson Ave. pedestrian improvements	Cedar Hills Blvd..	Allen Blvd.	Economic development.	Add pedestrian improvements at intersections and amenities (lighting, plazas).	$ 2,400,000	2008-2017	Pedestrian
10648	Beaverton	Denney Rd. sidewalks	Nimbus Rd.	Scholls Ferry Rd.	Complete a gap.	Construct sidewalks.	$ 2,200,000	2026-2035	Pedestrian
10649	Beaverton	Allen Blvd sidewalks	Western Ave.	Arctic Dr.	Complete a gap.	Construct sidewalks.	$ 200,000	2018-2025	Pedestrian
10653	Beaverton	Sexton Mountain Drive multimodal street extension from 155th Ave. to	155th Ave.	Sexton Mountain Drive	Complete a gap.	Extend 2 lane street with bikelanes and sidewalks	$ 2,500,000	2018-2025	Pedestrian
10654	Beaverton	Nora Road sidewalks and bike lanes	175th Ave.	155th Ave.	Complete a gap.	Construct sidewalks and bike lanes.	$ 2,000,000	2018-2025	Pedestrian
10656	Beaverton	Jamieson Rd. sidewalks	Pinehurst/Cypress	Woodlands Dr.	Complete a gap.	Construct sidewalks.	$ 1,100,000	2018-2025	Pedestrian
10661	Beaverton	155th Ave. sidewalks	Beard Rd.	Weir Rd.	Complete a gap.	Construct sidewalks.	$ 2,700,000	2008-2017	Pedestrian

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10662	Beaverton	155th Ave. sidewalks	Davis Rd.	Beverly Beach Ct	Complete a gap.	Construct sidewalks.	$ 1,800,000	2008-2017	Pedestrian
10663	Beaverton	Hall Blvd. bike lanes & turn lanes to Cedar Hills	Farmington Road	Cedar Hills Blvd.	Complete a gap.	Construct bike lanes and turn lanes.	$ 5,200,000	2018-2025	Bike
10664	Beaverton	Watson Ave. bike lanes	Hall Blvd.	Cedar Hills Blvd.	Complete a gap.	Construct bike lanes.	$ 4,500,000	2018-2025	Bike
10665	Beaverton	6th Ave. bikelanes	Murray Blvd.	Erickson Ave.	Complete a gap.	Construct bike lanes.	$ 3,600,000	2018-2025	Bike
10666	Beaverton	Greenway Dr. bike lanes	Hall Blvd.	125th Ave.	Complete a gap.	Construct bike lanes.	$ 3,700,000	2018-2025	Bike
10667	Beaverton	155th Ave. bike lanes	Davis Rd.	Weir Rd.	Complete a gap.	Construct bike lanes in gaps.	$ 5,400,000	2018-2025	Bike
10668	Beaverton	Farmington Rd Bike lane retrofit	Hwy 217	Hocken Ave.	Complete a gap.	Construct bike lanes.	$ 12,600,000	2018-2025	Bike
10669	Beaverton	Hall Blvd. bike lanes & turn lanes	12th St.	s/o Allen Blvd.	Complete a gap.	Construct bike lanes and turn lanes.	$ 5,200,000	2018-2025	Bike
10670	Beaverton	Denney Rd. bike lanes	Hall Blvd.	Scholls Ferry Rd.	Complete a gap.	Construct bike lanes.	$ 6,100,000	2018-2025	Bike

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10671	Beaverton	Allen Blvd. bike lanes	200' e/o Western	Scholls Ferry Rd.	Complete a gap.	Construct bike lanes.	$ 4,300,000	2018-2025	Bike
10672	Beaverton	Western Ave. bike lanes	Beaverton Hillsdale Hwy	Allen Blvd.	Complete a gap.	Construct bike lanes.	$ 5,600,000	2018-2025	Bike
10674	Sherwood	Oregon-Tonquin Intersection & Street Improvements	Oregon St.	at Tonquin	Provide congestion relief and address safety issues.	Intersection improvements (consider roundabout) on Oregon at Tonquin Road; sidewalks and bike access through the intersection.	$ 1,945,000	2018-2025	Roads/bridges
10676	Sherwood	Adams Ave Phase 1	Oregon/Ash	T-S Rd.	Economic development and provide congestion relief.	Construct 3 lane road, landscaping and multi-use path.	$ 8,012,000	2008-2017	Roads/bridges
10677	Sherwood	Adams Ave Phase 2	T-S Rd.	99W	Economic development and provide congestion relief.	Construct 3 lane road, landscaping and multi-use path to connect Town Center to 99W & National Wildlife Refuge.	$ 8,580,000	2008-2017	Roads/bridges
10680	Sherwood	Elwert Rd & 99W Intersection Improvements	99W	Kruger Rd	Provide congestion relief and address safety issues.	Intersection safety improvements.	$ 2,700,000	2018-2025	Roads/bridges
10681	Sherwood	Elwert Rd	99W	Edy Rd	Economic development, address safety issues and provide congestion relief.	Upgrade road to arterial standards.	$ 11,430,000	2018-2025	Roads/bridges
10682	Sherwood	Brookman Rd	99W	Ladd Hill Rd	Provide congestion relief and economic development.	Reconstruct road to collector standards.	$ 20,510,000	2018-2025	Roads/bridges
10691	Sherwood	Edy Rd/Sherwood Blvd	Borcher Dr	3rd St.	Provide congestion relief and complete gaps in pedestrian system.	Reconstruct road to arterial standards; add sidewalks.	$ 7,740,000	2018-2025	Roads/bridges

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10692	Sherwood	Edy Rd	Borcher Dr	City limits	Economic development and complete gaps in pedestrian system.	Reconstruct road to collector standards w/ sidewalks and bike lanes.	$ 8,760,000	2018-2025	Roads/bridges
10693	Sherwood	Ladd Hill Rd.	Sunset Blvd	UGB	Provide congestion relief and economic development.	Upgrade street to arterial standards.	$ 6,340,000	2026-2035	Roads/bridges
10694	Sherwood	Murdock	UGB	Oregon St	Complete gap in bike system.	Add bike lanes.	$ 1,340,000	2018-2025	Bike
10695	Sherwood	Meinecke	99W	1st	Complete gap in bike system.	Add bike lanes.	$ 1,150,000	2018-2025	Bike
10699	Sherwood	Oregon Street	Murdock	Railroad Crossing	Economic development and address safety issues.	Construct road to 3 lane collector standards.	$ 6,712,000	2018-2025	Roads/bridges
10700	Sherwood	Arrow Street (Herman Road)	Adams Ave	Gerda Ln/Herman Road Extension	Economic development.	Construct road to collector standards.	$ 8,190,000	2018-2025	Roads/bridges
10701	Sherwood	Regional Trail System / West fork of Tonquin Trail	West fork of Tonquin Trail	Wildlife Refuge	Complete gap in trail system.	Construct regional trail along the Cedar Creek corridor to connect existing trail at Stella Olson Park & Old Town to Wildlife Refuge Trail on Roy Rogers Rd. Possible over or	$ 2,465,000	2008-2017	Regional Trail
10702	Sherwood	Town Center Signal & Intersection Improvements	Borcher Dr	Century	Provide congestion relief and address safety issues.	Improve 3-leg intersection at Edy & Borchers; remove traffic signal at Baler; remove traffic signal at Langer; add traffic signal at Century.	$ 2,812,000	2018-2025	Roads/bridges
10703	Sherwood	Pedestrian Links to Schools & Town Center			Complete gaps in pedestrian system.	Pedestrian upgrades, new sidewalks, sidewalk infill at: Sunset, Division, Edy, Elwert, Meinecke, Pine, Roy, Ladd Hill, Timbrel, Washington, Willamette, Old Pacific Hwy.	$ 6,983,000	2018-2025	Pedestrian

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10708	Washington Co.	Roy Rogers Rd.	99W	Borchers Dr	Economic development and address safety issues.	Construct road to 5 lane collector standard.	$ 1,900,000	2018-2025	Freight
10709	Tualatin	Sagert	Martinazzi	N/A	Provide congestion relief.	Signalize intersection and change grades to provide better sight distance.	$ 1,700,000	2008-2017	Roads/bridges
10714	Tualatin	105th Ave/Avery Street	Blake	105th	Address safety issue and complete gap in pedestrian system.	Realign curves, signalize intersection of Avery/105th, sidewalks on 105th from Avery to 108th.	$ 5,000,000	2008-2017	Roads/bridges
10715	Tualatin	Herman	Teton	Tualatin	Freight movement.	Reconstruct and widen to 3 lanes from Teton to Tualatin.	$ 2,500,000	2008-2017	Roads/bridges
10716	Tualatin	Myslony	112th	124th Ave	Economic development and freight movement.	Reconstruct/widen from 112th to 124th to fill system.	$ 9,400,000	2008-2017	Roads/bridges
10718	Tualatin	Herman	Cipole	124th Ave	Economic development and freight movement.	Reconstruction from Cipole to 124th.	$ 4,100,000	2008-2017	Roads/bridges
10720	Tualatin	Boones Ferry	Tualatin-Sherwood	Ibach	Provide congestion relief.	Widen to 5 lanes from Tualatin-Sherwood to Ibach.	$ 16,500,000	2026-2035	Roads/bridges
10721	Tualatin	McEwan	65th	Lake Oswego	Provide congestion relief.	Widen to 3 lanes from 65th to Lake Oswego.	$ 3,520,000	2026-2035	Roads/bridges
10722	Tualatin	65th	Nyberg	Childs Rd	Provide congestion relief.	Extension across the Tualatin River from Nyberg to Childs Road.	$ 15,000,000	2026-2035	Roads/bridges

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10725	Tualatin	65th	Sagert	Nyberg	Provide congestion relief.	Widen to 5 lanes from Sagert to Nyberg.	$ 19,000,000	2026-2035	Roads/bridges
10728	Tualatin	Boones Ferry	N/A	N/A	Provide congestion relief.	Interconnect signals on Boones Ferry Road from Tualatin-Sherwood Road to Ibach (6 signals).	$ 78,000	2008-2017	ITS
10729	Tualatin	Loop Rd	Martinazzi	Boones Ferry	Economic development.	Construct street from Tualatin-Sherwood to Boones Ferry Rd to Martinazzi.	$ 6,900,000	2026-2035	Roads/bridges
10730	Tualatin	E-W connection	108th	112th	Economic development and freight movement.	Construct new street.	$ 18,200,000	2008-2017	Roads/bridges
10735	Tualatin	Herman	108th	Teton	Economic development and freight movement.	Widen to 5 lanes from 108th to Teton.	$ 1,250,000	2018-2025	Roads/bridges
10736	Tualatin	124th Ave	Tualatin-Sherwood	Tonquin	Economic development and freight movement.	Construct new street from Tualatin-Sherwood to Tonquin Rd - 5 lanes.	$ 82,500,000	2008-2017	Roads/bridges
10737	Tualatin	Central Design District Pedestrian Improvements			Complete gap in system.	Pedestrian improvements & bike lanes.	$ 10,600,000	2008-2017	Pedestrian
10738	Tualatin	Teton	Herman	Tualatin-Sherwood	Complete gap in system.	Add bikelanes to Teton from Avery to Tualatin Rd.	$ 3,800,000	2026-2035	Roads/bridges
10739	Tualatin	Nyberg	Tualatin-Sherwood	65th	Complete gap in system.	Add bikelanes on Nyberg from I-5 to 65th.	$ 7,000,000	2026-2035	Roads/bridges

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10740	Tualatin	65th Ave.	Borland	Childs Rd	Complete gap in system.	Add bikelanes on 65th Ave from Sagert to Nyberg. Construct a pedestrian bridge over the River from Tualatin to Childs Rd.	$ 8,000,000	2026-2035	Roads/bridges
10741	Tualatin	95th Ave.	Avery	Tualatin-Sherwood	Complete gap in system.	Add bikelanes from Avery to Tualatin-Sherwood Rd.	$ 2,400,000	2026-2035	Roads/bridges
10742	Tualatin	108th Ave.			Complete gap in system.	Pedestrian bridge over Tualatin River and connecting paths.	$ 2,000,000	2026-2035	Pedestrian
10744	Tualatin	Tualatin River Pathway					$ 8,600,000	2018-2025	Regional Trail
10745	Tualatin	Pedestrian Trail	65th	Martinazzi	Complete gap in system.	Pedestrian trail from 65th to Martinazzi.	$ 1,600,000	2018-2025	Pedestrian
10746	Tigard	Washington Square Connectivity Improvements	Washington Square local street connections	Washington Square local street connections	Provide congestion relief.	Increase local street connections at Washington Square Center based on recommendations in regional center plan.	$ 3,000,000	2018-2025	Roads/bridges
10747	Tigard	Hwy. 217 Overcrossing - Cascade Plaza	Nimbus	Locust		Provide congestion relief.	$ 5,166,000	2018-2025	Roads/bridges
10748	Tigard	Greenburg Road Improvements, South	Shady Lane	North Dakota	Provide congestion relief.	Widen to 5 lanes with bikeways and sidewalks. Includes bridge replacement.	$ 4,000,000	2008-2017	Roads/bridges
10749	Tigard	Washington Square Regional Center Pedestrian Improvements	Various	Various	Sidewalk and trail infill to improve safety and access to transit.	Improve sidewalks, lighting, crossings, bus shelters, and benches at Washington Square.	$ 3,900,000	2018-2025	Pedestrian

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10751	Tigard	Hwy. 217 Overcrossing	Hunziker Road	72nd Ave.	Provide congestion relief.	Realign Hunziker Road to meet Hampton Street at 72nd Ave. and removes existing 72nd/Hunziker Road intersection.	$ 9,635,000	2018-2025	Roads/bridges
10753	Tigard	Durham Road Improvements	Upper Boones Ferry Road	Hall Blvd.	Provide congestion relief.	Widen to 5 lanes.	$ 21,093,000	2008-2017	Roads/bridges
10754	Tigard	Walnut Street Extension	99W	Ash Ave.	Address economic development.	Extend street east of 99W to connect to Downtown Tigard (PE Phase only)	$ 3,770,000	2008-2017	Roads/bridges
10755	Tigard	72nd Ave. Improvements	99W	Hunziker Road	Address economic development.	Widen to 5 lanes with bikeways and sidewalks.	$ 25,000,000	2008-2017	Freight
10759	Tigard	Dartmouth Street Improvements	72nd Ave.	68th Ave.	Street improvements.	Widen to 4 lanes with turn lanes and sidewalks.	$ 4,412,000	2008-2017	Roads/bridges
10760	Tigard	Tigard Town Center Pedestrian Improvements	Tigard Town Center	Throughout TC area	Address economic development.	Improve Sidewalks, lighting, crossings, bus shelters and benches throughout the Town Center including: Highway 99W, Hall Blvd, Main Street, Hunziker, Walnut and neighborhood	$ 4,882,000	2018-2025	Pedestrian
10762	Tigard	Nimbus Ave. Extension	Nimbus Ave.	Greenburg Road	Complete system gap within Washington Square Area.	2 lane extension with sidewalks and bike lanes.	$ 30,000,000	2018-2025	Roads/bridges
10763	Tigard	Washington Square Regional Center Greenbelt Shared Use Path	Hall Blvd.	Hwy. 217	Complete system gap in Washington Square Loop Trail.	Complete shared-use path construction.	$ 1,821,000	2008-2017	Pedestrian
10764	Tigard	Durham Road Improvements	Hall Blvd.	99W	Capacity and multimodal improvements.	Widen to 5 lanes with bikeways and sidewalks.	$ 20,000,000	2018-2025	Roads/bridges

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10766	Tigard	Regional Trail Gap Closure	multiple sections on Fanno, Wash Sq Loop, and	Multiple sections on Fanno, Wash Sq	Infill gaps in regional trail system.	Infill gaps in regional trail network. Affected trails include Fanno Creek, Washington Square Loop and Westside Trails.	$ 6,890,000	2008-2017	Regional Trail
10768	Tigard	Upper Boones Ferry Intersection Improvements	Durham Road	I-5	Intersection improvements to address deficiencies.	Reconfigure intersection of Durham & Upper Boones Ferry to create a through route between Durham & I-5/Carmen Interchange; 2nd Northbound Turn Lane at 72nd/Carmen;	$ 9,630,000	2008-2017	Roads/bridges
10769	Tigard	Greenburg Intersection Improvements	Hall	Tiedeman Ave	Intersection improvements to address deficiencies.	2nd Northbound turn lane, modify signal timing at Greenburg/Oleson/Hall; install boulevard treatment at Greenburg/Washington Square Road; improve geometry/alignment and extend	$ 7,000,000	2008-2017	Roads/bridges
10770	Tigard	Hwy. 99W Intersection Improvements	64th Ave.	Durham Rd.	Intersection improvements to address deficiencies.	Provide increased capacity at priority intersections, including bus queue bypass lanes in some locations, improved sidewalks, priority pedestrian crossings, and an access management plan, while retaining existing 4/5-lane facility from I-5 to Durham Road.	$ 50,000,000	2008-2017	Roads/bridges
10771	Forest Grove	High Capacity Transit: Blue Line west : Hwy. 8 extension	Hillsboro	Forest Grove	Improve transit access to West Washington Co., connect the Pacific University campuses in Hillsboro and	The Cities of Forest Grove, Cornelius, Hillsboro, and Washington County have identified a need to extend the MAX system to Forest Grove. The proposed line would run	$ 1,500,000	2008-2017	Transit capital
10773	Forest Grove	Thatcher/Gales Creek	Thatcher	Gales Creek	Eliminate substandard angles and improve intersection spacing. Improve access to labor markets and trade	Re-align Thatcher Road at its intersection with Gales Creek Road.	$ 3,600,000	2008-2017	Roads/bridges
10774	Forest Grove	23rd/24th	Hawthorne	Quince	Improve connectivity and balance circulation. Improve access to industrial areas.	Construct collector level roadway between Hawthorne Ave. and Quince Street.	$ 10,000,000	2008-2017	Roads/bridges
10775	Forest Grove	E/Pacific/19th Intersection	E	Pacific	Improve connectivity and balance circulation.	Extend 19th west and connect up to E and Pacific with a round-about.	$ 4,800,000	2008-2017	Roads/bridges

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10778	Forest Grove	Heather Industrial Connector	Mountain View	HWY 47	Improve connectivity and balance circulation.	Extend westerly from existing terminus to connect to Hwy 47 and the City of Cornelius.	$ 5,800,000	2008-2017	Roads/bridges
10779	Forest Grove	Hwy 8/Pacific/19th	Cornelius City Limits	B	Improve safety and modernization.	Retrofit the street with a boulevard design from Quince Street to B Street including wider sidewalks, curb extensions, safer street crossings, bus shelters and benches. Includes	$ 16,500,000	2008-2017	Roads/bridges
10781	Forest Grove	West UGB Trail	Ritchey	David Hill	Complete gap in system and improve safety and access to town center.	Multi-use trail.	$ 3,100,000	2008-2017	Regional Trail
10782	Forest Grove	Thatcher / Willamina / B St Pedestrian and Bicycle	Gales Creek-David Hill /Gales Creek - Sunset / 26th-	Gales Creek-David Hill /Gales Creek - Sunset /	Complete gap in system and improve safety and access to town center.	Bike lanes and sidewalks.	$ 5,600,000	2008-2017	Bike
10783	Forest Grove	A Bicycle / Pedestrian	Pacific	HWY 47	Complete gap in system and improve safety and access to town center.	Multi-use trail.	$ 1,000,000	2008-2017	Regional Trail
10784	Forest Grove	David Hill Bicycle Pedestrian	Thatcher	Forest Gale Dr.	Complete gap in system and improve safety and access to town center.	Multi-use trail.	$ 4,900,000	2008-2017	Regional Trail
10785	Cornelius	14th Ave	Dogwood	Holladay	Reconstruct/signalize couplet intersection and widen collector.	Regulate OR8 traffic flow; widen local collector to improve Main Street/Industrial Area north/south connectivity.	$ 2,800,000	2008-2017	Roads/bridges
10786	Cornelius	Susbauer Rd	TV Hwy	Zion Church Rd	Improve urban/rural access to US 26.	Improve County Freight Connector route to urban standard w/in City (sidewalks & bike lanes); widen rural road with shoulder bike lane, reconstruct Dairy Creek Bridge to	$ 1,000,000	2008-2017	Roads/bridges
10787	Cornelius	10th Ave/Cornelius-Schefflin Rd	TV Hwy	Verboort Circle	Improve urban/rural access to US 26.	Improve to urban standard w/in City (sidewalks & bike lanes); widen rural road with shoulder bike lane, reconstruct Council Creek Bridge.	$ 9,000,000	2008-2017	Freight

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10788	Cornelius	10th Ave	Holladay St.	Golf Course Rd	Improve urban/rural access to US 26.	Improve to urban standard w/in City (sidewalks & bike lanes); widen rural road with shoulder bike lane, increase turning radii at Adair	$ 2,600,000	2008-2017	Freight
10795	Cornelius	Holladay St Extension	4th	Yew	Local system connectivity.	Construct new collector.	$ 2,500,000	2018-2025	Freight
10796	Cornelius	Holladay St Extension	10th	Gray	Local system connectivity.	Construct new collector.	$ 1,300,000	2008-2017	Freight
10797	Cornelius	Holladay St Extension	Gray	19th	Local system connectivity.	Construct new collector.	$ 1,300,000	2018-2025	Freight
10798	Cornelius	Davis St. Extension	4th Ave	10th Ave	Local system connectivity.	Construct new collector.	$ 2,500,000	2018-2025	Roads/bridges
10799	Cornelius	Davis St. Extension	19th Ave	29th Ave	Local system connectivity.	Construct new collector.	$ 4,500,000	2018-2025	Roads/bridges
10800	Cornelius	Dogwood St. Extension	E. City Limits	345th Ave.	Local system connectivity.	Construct new collector.	$ 1,500,000	2008-2017	Roads/bridges
10801	Cornelius	29th Ave.	TV Hwy	345th Ave.	Local system connectivity.	Construct new collector.	$ 4,200,000	2008-2017	Roads/bridges
10802	Cornelius	29th Ave	TV Hwy		Signalize intersection.	Signalize intersection.	$ 600,000	2008-2017	Roads/bridges

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10803	Cornelius	TV Hwy	4th Ave	29th Ave	Signal interconnect.	Interconnect OR 8 signal system in Cornelius.	$ 450,000	2008-2017	Freight
10804	Cornelius	Collector Bike Lanes			Paint & sign bike lanes.	Sign & stripe about 50 blocks of collectors.	$ 350,000	2008-2017	Bike
10805	Cornelius	TV Hwy Ped Infill			Sidewalk infill.	Build out sidewalk gaps on TV Hwy. in Cornelius.	$ 1,020,000	2008-2017	Pedestrian
10806	Forest Grove	Council Creek Regional Trail	Banks	Hillsboro	Complete gap in system and improve safety and access to Cities.	PE: multi-use trail from the end of the Westside MAX light-rail line in Hillsboro, through Washington County, the City of Cornelius, the City of Forest Grove, the City of Banks,	$ 5,000,000	2008-2017	Regional Trail
10807	Cornelius	HCT Park & Ride	26th Ave	N/A	Build HCT support facilities.	Build station area and park & ride facilities.	$ 850,000	2018-2025	Transit capital
10808	Cornelius	HCT Park & Ride	10th Ave	N/A	Build HCT support facilities.	Build station area and park & ride facilities.	$ 850,000	2018-2025	Transit capital
10809	THPRD	Bronson Creek Trail (Regional)	Bronson Creek Park Cornell Rd. (THPRD)	Laidlaw Rd.	Complete a community trail segment in THPRD's Trail Master Plan.	To design and construct a community trail segment in a greenway corridor, 8'-10' wide paved.	$ 3,500,000	2018-2025	Bike
10810	THPRD	Westside Trail (Regional)	Hwy 26	THPRD Nature Park	Complete a regional trail segment in THPRD's Trail Master Plan.	To design and construct a regional trail multi-use segment in a utility corridor, 10'-12' wide paved.	$ 4,000,000	2008-2017	Regional Trail
10811	THPRD	Beaverton Creek Trail (Regional)	SW 194th Ave.	Fanno Creek Trail	Complete a regional trail segment in THPRD's Trail Master Plan.	To design and construct a regional trail multi-use segment in a utility corridor, 10'-12' wide paved.	$ 7,000,000	2018-2025	Regional Trail

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10812	THPRD	Fanno Creek Trail (Regional)	Greenwood Inn	Scholls Ferry Rd.	Complete a regional trail segment in THPRD's Trail Master Plan.	To design and construct a regional trail multi-use segment in a utility corridor, 10'-12' wide paved.	$ 1,700,000	2008-2017	Regional Trail
10813	THPRD	Westside Trail (Regional)	Farmington Rd.	Scholls Ferry Rd.	Complete a regional trail segment in THPRD's Trail Master Plan.	To design and construct a regional trail multi-use segment in a utility corridor, 10'-12' wide paved.	$ 4,150,000	2008-2017	Regional Trail
10814	Hillsboro	Evergreen Pkwy.	25th Ave	Sewell Rd		Widen Evergreen Parkway to 5 lanes.	$ 4,000,000	2008-2017	Roads/bridges
10815	Hillsboro	Cornell Rd Signal Coordination	185th	Cornelius Pass	Provide congestion relief.	Interconnect Traffic Signals (Extends County ATMS).	$ 1,000,000	2008-2017	Roads/bridges
10817	Hillsboro	Aloclek	Amberwood	Cornelius Pass	Complete gap in road/bike/pedestrian system.	Extend 3 lane road with bike lanes/sidewalks.	$ 2,000,000	2018-2025	Roads/bridges
10818	Hillsboro	231st Ave./Century Blvd	Baseline	Lois	Provide congestion relief.	Bridge and 3 lanes with bike lanes and sidewalks.	$ 16,500,000	2018-2025	Roads/bridges
10819	Hillsboro	231st Ave./Century Blvd	Baseline	Cornell Rd.	Provide congestion relief.	Widen to 3 lanes with bike lanes and sidewalks.	$ 6,800,000	2008-2017	Roads/bridges
10820	Hillsboro	Brookwood (247th)	Alexander	South UGB	Provide congestion relief.	Widen to two lanes with onstreet parking and sidewalks Alexander to Davis; widen to 3 lanes with bike lanes and sidewalks Davis to South UGB	$ 1,700,000	2008-2017	Roads/bridges
10821	Hillsboro	Huffman	Shute	West UGB (Sewell)	Access to industrial lands	Build 3 lane with bike lanes and sidewalks.	$ 7,890,000	2008-2017	Roads/bridges

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10822	Hillsboro	253rd	Evergreen	Huffman Extn	Access to industrial lands	Build 3 lane with bike lanes and sidewalks.	$ 6,162,000	2008-2017	Roads/bridges
10823	Hillsboro	Amberwood	206th	Cornelius Pass	Provide congestion relief.	Complete gap and Improve to 3 lane with bike lanes and sidewalks. Modify signal phasing at Corn Pass	$ 1,500,000	2018-2025	Roads/bridges
10824	Hillsboro	Cornell Rd	Arrington	Main Street	Provide congestion relief.	Improve to 5 lane with bike lanes and sidewalks.	$ 9,248,000	2018-2025	Roads/bridges
10826	Hillsboro	Jackson School Road	Evergreen	Grant	Provide congestion relief.	Widen to 3 lane with bike lanes/sidewalks.	$ 7,000,000	2018-2025	Roads/bridges
10827	Hillsboro	Quatama Road	LRT	Cornelius Pass	Bike/pedestrian access to LRT and provide congestion relief.	Widen to 3 lane with bike lanes/sidewalks.	$ 1,800,000	2008-2017	Roads/bridges

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10830	Hillsboro	Johnson	Cornelius Pass	Century Blvd	Provide congestion relief.	Widen to 3 lanes with bike/sidewalks.	$ 8,000,000	2026-2035	Roads/bridges
10831	Hillsboro	Century Blvd	Bennett	West Union Rd	Provide congestion relief.	Extend 2/3 lane with US 26 Overpass, connect existing segments.	$ 12,920,000	2018-2025	Roads/bridges
10832	Hillsboro	Quatama Road	Cornelius Pass	227th/69th Ave	Provide congestion relief.	Widen and extend 2/3 lane with bike/sidewalks.	$ 1,800,000	2018-2025	Roads/bridges
10833	Hillsboro	Grant Street Extension	28th	Brookwood	Provide congestion relief.	Extend 3 lane road with bike lanes/sidewalks.	$ 11,300,000	2018-2025	Roads/bridges
10834	Hillsboro	28th Ave.	Main	25th	Bike/pedestrian access to LRT, provide congestion relief and connect segments.	Widen to 3 lanes with bike/sidewalks.	$ 3,750,000	2018-2025	Roads/bridges
10835	Hillsboro	185th Ave.	Cornell Rd	Walker Rd	Provide congestion relief.	Widen to 7 lanes. Local TSPs and the TV Hwy. Corridor Refinement Plan will need to re-evaluate the need for this project which exceeds the RTP policy of 5 lane arterials.	$ 10,000,000	2018-2025	Roads/bridges
10836	Hillsboro	Evergreen Rd	Glencoe Rd	25th	Provide congestion relief.	Widen to 5 lanes with bike lanes and sidewalks.	$ 5,440,000	2026-2035	Roads/bridges
10837	Hillsboro	Campus Court Extension	W. end Campus Ct	Ray Circle	Provide congestion relief.	Extend 3 lane road with bike lanes/sidewalks.	$ 1,500,000	2026-2035	Roads/bridges
10838	Hillsboro	Davis Road	Brookwood	234th (Century)	Serve UGB Expansion Area.	Extend 3 lane road with bike lanes/sidewalks.	$ 2,700,000	2008-2017	Roads/bridges

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10839	Hillsboro	Century Blvd (234th)	Alexander	South UGB	Serve UGB Expansion Area.	Extend 3 lane road with bike lanes/sidewalks.	$ 4,000,000	2008-2017	Roads/bridges
10840	Hillsboro	Regional Center Improvements	N/A	N/A	Provide congestion relief.	Miscellaneous Improvements to maintain capacity.	$ 2,000,000	2018-2025	Roads/bridges
10841	Hillsboro	Other Traffic Signals	N/A	N/A	Address safety and provide congestion relief.	Future Traffic Signals (Town Centers, 2040 Corridors).	$ 5,000,000	2008-2017	Roads/bridges
10842	Hillsboro	Other Collector Reconstruction	N/A	N/A	Address safety and provide congestion relief.	Miscellaneous locations.	$ 4,000,000	2018-2025	Roads/bridges
10843	Hillsboro	Intersection Improvements	N/A	N/A	Address safety and provide congestion relief.	Miscellaneous locations.	$ 10,000,000	2018-2025	Roads/bridges
10846	Hillsboro	TV Hwy.	196th Ave.	Brookwood	Provide congestion relief.	Expand capacity including access management, bike/sidewalks and intersection improvements. Local TSPs and the TV Hwy. Corridor Refinement Plan will need to re-	$ 42,000,000	2026-2035	Roads/bridges
10847	Hillsboro	Regional Center Ped Improvements	N/A	N/A	Provide connectivity to transit and jobs.	Infill and enhance missing pedestrian sidewalks, improve lighting	$ 4,550,000	2018-2025	Pedestrian
10848	Hillsboro	Tanasbourne/Amberglen Ped Improvements	N/A	N/A	Provide connectivity to transit and mixed use.	Infill missing pedestrian sidewalks.	$ 5,000,000	2018-2025	Pedestrian
10849	Hillsboro	Regional Center-Bike Improvement	N/A	N/A	Provide connectivity to transit, schools and jobs. Improve storage capacity.	Infill missing bike lane connections.	$ 2,000,000	2018-2025	Bike

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10850	Hillsboro	Beaverton Ck Trail, Bronson Ck Trail,	Baseline Rd, 185th	Rock Creek Trail	Provide connectivity to transit, jobs, and recreation.	Construct bike/ped trail.	$ 1,000,000	2018-2025	Regional Trail
10851	Hillsboro	Rock Ck Trail - Multi Use	River Road	Orchard Park (East of Cornelius Pass Rd)	Provide connectivity to transit, jobs, and recreation.	Construct bike/ped trail.	$ 5,520,000	2018-2025	Regional Trail
10852	Wilsonville	95th/Boones Ferry/Commerce Circle Intersection Improvements	95th Ave.	Southbound off-ramp of I-5/Stafford Interchange	Reduce congestion & improve feight access into regionally signficant industrial lands	Construct dual left-turn and right-turn lanes; improve signal synchronization, access manaagement & sight-distance	$ 2,500,000	2008-2017	Freight
10853	Wilsonville	Kinsman Rd. Extension	Ridder Rd.	Day St.	Improve freight access to Coffee Creek regionally significant industrial area	Construct three lane road extension with sidewalks & bike lanes	$ 6,500,000	2008-2017	Freight
10854	Metro	Tonquin Trail	Tualatin-Sherwood Rd.	Clackamas Co. Line	Connect Tualatin area with Coffee Creek Natural Area, Tonquin Geologic Area & Grahams Oak Natural Area	Construct mult-use trail with some on-street segments connecting multiple communities in Washington and Clackamas County. Targeted as Metro Strategic Investment priority.	$ 3,000,000	2008-2017	Regional Trail
10855	Metro	Regional TOD Implementation Program	2040 Centers, Stations Areas and Corridors	2041 Centers, Stations Areas and	Increases efficiency of transit service, increases travel mode choice, network balance, and auto congestion	Metro, the government of the Portland metropolitan region responsible for growth management, is implementing a highly integrated land use and transportation plan	$ 67,500,000	2008 - 2035	Transit capital
10856	Gresham	Richey/Foster Connection	Intersection Richey/Foster		Connects Richey and Foster.	Construct roundabout and related improvements to Foster.	$ 656,452	2018-2025	Roads/bridges
10860	Gresham	Collector 72 (Knapp)	172nd	182nd	Build new road to green street collector standards.	Build new road to green street collector standards.	$ 10,703,002	2008-2017	Roads/bridges
10861	Gresham	Collector 72 (Knapp)	182nd	190th	Build new road to green street collector standards.	Build new road to green street collector standards.	$ 10,368,393	2008-2017	Roads/bridges

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10862	Gresham	Community Street 72	190th	Binford Parkway	Build new road to green street collector standards	Build new road to green street community standards.	$ 9,991,393	2008-2017	Roads/bridges
10863	ODOT	Troutdale Interchange (Exit 17) Improvements	Troutdale interchange (Exit 17)	N/A	Improve access to Columbia Corridor industrial area, reduce current congestion at interchange.	Improve eastbound off-ramp, widen South Frontage Road, , improve intersection at Graham Road. Also includes initial reconstruction of west end of interchange (NW	$ 32,200,000	2018-2025	Freight
10864	ODOT	New interchange on US 26 to serve industrial area.	Callister Road	267th Ave.	Provide access to Springwater Community.	New interchange on US 26 to serve industrial area.	$ 29,500,000	2018-2025	Throughways
10865	ODOT	I-205/Airport Way interchange	I-205 and Airport Way		Improve interchange operations and capacity.	Implement recommendations consistent with I-205/Airport Way Study.	$ 10,500,000	2008-2017	Throughways
10867	ODOT	I-5 from I-405 to I-84 (Rose Quarter/Lloyd District) Planning	I-84	Greeley St.	Improve safety and operations on I-5, connection between I-84 and I-5, and access to the Lloyd District	Conduct planning, preliminary engineering and environmental work to improve safety and operations on I-5, connection between I-84 and I-5, and access to the Lloyd District and Rose	$ 30,000,000	2008-2017	Freight
10869	ODOT	Sunrise Project: Construct improvements in the Sunrise Corridor consistent with the supplemental EIS	I-205	122nd Ave.	Address existing congestion and safety problems in Sunrise corridor; serve planned growth in Damascus TC; and provide improved access to I-205 for Clackamas Industrial Area.	Construct improvements consistent with the supplemental EIS.	$ 150,000,000	2008-2017	Throughways
10872	ODOT	Add lane: SB I-205 to SB I-5 interchange ramp and extend	I-205	Elligsen Road	Significant localized congestion occurs at the merge point of the I-205 SB ramp connection to SB I-5.	Add lane to SB I-205 to SB I-5 interchange ramp and extend acceleration lane and add auxiliary lane on SB I-5 to Elligsen Road.	$ 9,700,000	2008-2017	Throughways
10873	ODOT	US 26W: Widen highway to 6 lanes	185th Ave.	Cornelius Pass Road	Increase capacity.	Widen highway to 6 lanes.	$ 36,119,034	2008-2017	Throughways

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10874	ODOT	I-5 Delta Park Phase 2	Victory	Lombard	Address safety and mobility, freight access to I-5, and relieve congestion.	Construct highest priority improvements consistent with the Delta-Lombard Environmental Assessment.	$ 46,000,000	2008-2017	Freight
10875	ODOT	OR 217: Braid OR 217 ramps between Beaverton-Hillsdale Hwy. and Allen	Beaverton-Hillsdale Hwy.	Allen Blvd.	Address safety and mobility.	Braid OR 217 ramps between Beaverton-Hillsdale Highway and Allen Boulevard in both directions.	$ 79,600,000	2008-2017	Throughways
10876	ODOT	I-84: Extend Halsey exit lane to I-205 NB exit	Halsey exit	I-205 NB exit	Relieve congestion at I-84/I-205 interchange, and possibly all the way back to I-5/I-84 interchange.	I-84 Lane Extension: Halsey to I-205 NB ramp.	$ 13,000,000	2008-2017	Throughways
10884	ODOT	I-5 from I-405 to I-84 (Rose Quarter/Lloyd District) Right-of-	I-84	Greeley St.	Improve safety and operations on I-5, connection between I-84 and I-5, and access to the Lloyd District	Acquire right-of-way to improve safety and operations on I-5, connection between I-84 and I-5, and access to the Lloyd District and Rose Quarter.	$ 20,000,000	2018-2025	Throughways
10890	ODOT	Sunrise Project: Acquire right-of-way: I-205 to SE 172nd Ave	I-205	172nd Ave.	Preserve right-of-way for Phase 1 of Sunrise Project.	Acquire right-of-way: I-205 to SE 172nd Ave.	$ 145,000,000	2008-2017	Throughways
10893	ODOT	Improve I-5/Columbia River bridge	Victory Blvd.	Washington state line	Engineering, right-of-way acquisition, and construction to improve capacity and operations.	Replace I-5/Columbia River bridges and improve interchanges on I-5.	$ 2,982,000,000	2008-2017	Throughways
10894	ODOT	Sunrise Hwy. PE: I-205 to SE 172nd Ave	I-205	SE 172nd Ave	Address existing congestion and safety problems in Sunrise corridor; serve planned growth in Damascus	Preliminary engineering and EIS from I-205 to 172nd.	$ 20,000,000	2008-2017	Throughways
10899	TriMet	Washington County Commuter Rail spare DMUs	N/A	N/A	Meet capacity requirement and provide spares.	1 powered and 2 trailer DMUs for spares and service reliability.	$ 14,000,000	2008-2017	Transit capital
10901	TriMet	MAX light rail: South Corridor Ph 2: Portland to Milwaukie	N/A	N/A	Regional rail development to Milwaukie Town Center.	Portland, N Macadam, OMSI, Brooklyn, Milwaukie, (Park Ave.).	$ 1,148,000,000	2008-2017	Transit capital

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10902	TriMet	MAX light rail: Yellow Line: CRC / I-5 North extension	N/A	N/A	Regional rail development to Central City and beyond.	CRC - Expo to Vancouver, north on Main to Lincoln.	$ 755,600,000	2008-2017	Transit capital
10912	TriMet	Streetcar Extension: Portland to Lake Oswego via Willamette Shore	N/A	N/A	Regional rail system development to a Town Center.	Portland to Lake Oswego extension of Portland Streetcar.	$ 221,700,000	2008-2017	Transit capital
10916	TriMet	Bus Improvements: SE McLoughlin to Oregon City and CCC	N/A	N/A	Regional connection to new South Corridor HCT line	Bus improvements along McLoughlin Blvd in Milwaukie, Galdstone, Oregon City, and CCC to improve access in corridor and connect to PMLR	$ 6,000,000	2008-2017	Transit capital
10921	TriMet	MAX LRT on Steel Bridge: Capacity and operations improvements	N/A	N/A	Operational congestion relief.	Possible additional tracks, bridge rehabilitation, seismic upgrade.	$ 60,000,000	2008-2017	Transit capital
10926	TriMet	Transit dispatch center upgrade	N/A	N/A	Required for growing capacity/operational needs.	To accommodate increasing operating complexities. Part of the work is incorporated in Portland to Milwaukie Light Rail Project	$ 4,000,000	2008-2017	Transit capital
10927	TriMet	MAX LRT: Operational upgrades	N/A	N/A	Required for growing capacity/operational needs.	Sidings, powered turnouts, block and signal control infill.	$ 19,000,000	2008-2035	Transit capital
10928	TriMet	New MAX LRT vehicles	N/A	N/A	Required for growing capacity/operational needs.	fleet expansion to meet growing demand	$ 49,000,000	2008-2017	Transit capital
10979	Portland	Burnside/Couch Streetcar, East & West [NW 23rd to E 14th]	NW 23rd	E 14th	Increase local service access and reinforce Central City travel options.	Construct streetcar from NW 23rd Avenue to E 14th Avenue after an alternatives analysis study is completed.	$ 118,500,000	2008-2017	Transit capital
10981	TriMet	Regional Bus: North Macadam / Line 35 realignment	N/A	N/A	Increase local service access and reinforce Town Center travel options.	Shift of Line 35 through this fast-growing area until Lake Oswego Streetcar is complete	$ 100,000	2008-2017	Transit capital

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10984	TriMet	Reconfiguration of Millikan Way Park & Ride	N/A	N/A	Required and possible TOD opportunity.	Reconfigure lot in response to lease expiration.	$ 2,000,000	2008-2017	Transit capital
10989	TriMet	181st park & ride lot	N/A	N/A	TOD opportunity.	Redevelop site in conjunction with TOD opportunity.	$ 4,000,000	2008-2017	Transit capital
10990	TriMet	Park & Ride management strategy implementation	N/A	N/A	Reduce P&R impacts, encourage station-area development and revenue offset.	Convert major park & ride lots for shared use and/or pay lots.	$ 1,000,000	2008-2035	Transit capital
10993	TriMet	Milwaukie bus layover facility	N/A	N/A	Improve development conditions in this Town Center.	Modification to Milwaukie Park & Ride.	$ 627,000	2008-2017	Transit capital
10995	TriMet	Rose Quarter Bike Improvements	N/A	N/A	Bike access to N/NE Portland.	Modify Rose Quarter to accommodate through bike traffic.	$ 250,000	2008-2017	Transit capital
10997	TriMet	Willow Creek Transit Center	N/A	N/A	TOD opportunity.	Reconstruct TC portion of MAX/bus facility for TOD opportunity (PCC).	$ 6,000,000	2008-2017	Transit capital
10998	TriMet	Bus replacements	N/A	N/A	System requirements.	Approximately 40 buses annually to keep fleet to fleet age standards	$ 368,160,000	2008-2035	Transit capital
10999	TriMet	Bus purchases for congestion and expansion	N/A	N/A	System requirements.	fleet expansion to meet growing demand	$ 46,020,000	2008-2035	Transit capital
11016	TriMet	LIFT vehicle replacement and expansion of fleet	N/A	N/A	System requirements and expansion needs.	Replace and expand fleet. Starting at approximately 40 LIFT vehicles annually in early years and expanding.	$ 106,250,000	2008-2035	Transit capital

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11032	TriMet	Ruby Junction light rail operating base expansion	N/A	N/A	System requirements.	LRV maintenance and storage facility, including expansion on west side of Eleven-Mile Ave. Capital cost is included in Milwaukie and CRC projects.		2008-2017	Transit capital
11035	TriMet	Powell bus operating base expansion	N/A	N/A	System requirements.	Expand bus operations, maintenance and storage facility to accommodate larger fleet.	$ 11,637,609	2008-2017	Transit capital
11036	TriMet	Merlo fuel / service house replacement	N/A	N/A	System requirements.	Over due replacement, creates new entrance.	$ 6,411,300	2008-2017	Transit capital
11038	TriMet	Center Street bus operating base expansion	N/A	N/A	System requirements.	Includes upgrades to bus facilities and responses to some changes needed to accommodate Portland to Milwaukie Light Rail	$ 10,000,000	2008-2017	Transit capital
11042	TriMet	Bus priority treatment	N/A	N/A	Facilitate reliable operations, reduced travel times, and increase ridership.	Traffic signal priority treatments, jump lanes, etc. regionwide. Including adding bus priority when other signal improvements are made.	$ 5,029,837	2008-2035	Transit capital
11043	TriMet	Pedestrian access improvements	N/A	N/A	Critical to improve safe access to transit and promote transit use. Essential to mobility challenged	Sidewalks, crosswalks and ADA improvements to transit access.	$ 5,000,000	2008-2035	Transit capital
11044	Metro	Regional Trail Master Plans	N/A	N/A	Plan for future regional trail corridors, including determining alignments, and working with stakeholders to	Develop trail master plans, working with local jurisdictions, trail advocate organizations, local residents, property owners, railroad companies, and businesses, for the following locations:	$ 1,100,000	2008-2017	Regional Trail
11054	Metro	Regional Travel Options Program	Employment Areas, 2040 Centers, new corridor	Employment Areas, 2040 Centers, new corridor	Use Transportation Demand Management strategies to manage congestion, reduce pollution and use the existing	RTO is the region's tool to manage congestion and reduce air pollution. RTO implements transportation demand management strategies such as employer outreach to encourage	$ 74,250,000	2008-2035	Regional Program
11071	ODOT	I-5/Wilsonville Road Interchange	Hubbard cut-off	Wilsonville Road	Improve interchange operations and extend auxiliary lane from Hubbard cut-off to Wilsonville.	Reconstruct all interchange ramps and improve Wilsonville Road at interchange. Add NB auxiliary lane from Hubbard cut-off to Wilsonville Rd.	$ 21,200,000	2008-2017	Throughways

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11074	Gresham	East Buttes Loop Trail: From Springwater Trail to Rodlun Road	Springwater Trail	Rodlun Road	Expand trails network and interconnect trails	Construct new shared use trail (12' wide pervious asphalt)	$ 8,300,000	2008-2017	Regional Trail
11081	Lake Oswego	Boones Ferry Rd bike lanes	Country Club	North City Limits	Enhanced pedestrian and bike opportunity and safety, Improves connectivity to Lake Grove Town Center.	Add bike lanes	$ 5,710,000	2008-2017	Roads/bridges
11088	Oregon City	Holly Lane	Redland Rd.	Holcomb Rd.	Address safety and address gap in UGB expansion area.	Through lanes, sidewalks, bike lanes, turn lanes to serve UGB expansion area.	$ 21,000,000	2018-2025	Roads/bridges
11089	Washington Co.	92nd Ave. Ped.	Garden Home Blvd.	Allen Blvd.	Complete gap in pedestrian system.	Completes 3800 feet of sidewalk improvements to transit corridor	$ 3,922,000	2008-2017	Pedestrian
11090	Washington Co.	10th Ave/Cornell Bike	Baseline Rd.	25th Ave.	Complete gap in bike system.	Completes 2100 feet of bike lanes in transit corridor	$ 4,740,000	2008-2017	Bike
11091	Portland/Port	Columbia Blvd./I-205 Interchange: SB On-Ramp Improvement			Increase the capacity of the I-205 SB on-ramp at Columbia Blvd.	Expand the on-ramp to three lanes, including for truck/HOV	$ 750,000	2008-2017	Throughways
11093	Washington Co.	Flashing Yellow Arrow Program (ITS)	Various locations in urban Washington		Provide congestion relief.	Install flashing yellow arrow signal phase at more than 200 intersections . This project is funded with ARRA funds.	$ 650,000	2008-2017	ITS
11094	Cornelius	Baseline Boulevard Improvement	10th	19th	Main Street improvements	Build sidewalks & other pedestrian amenities	$ 3,600,000	2008-2017	Pedestrian
11095	Cornelius	11th-17th Avenue	Baseline	Adair	Main Street improvements	Ped improvement of Main Street Dist local streets	$ 3,400,000	2008-2017	Bike

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11099	Gresham	Barnes Rd.: Orient to south city limits	Orient	South City limit	Reduce congestion and facilitate access to Springwater community.	Widen road and add improvements.	$ 7,135,229	2018-2025	Roads/bridges
11100	Gresham	East Buttes Loop Trail: From Rodlun Road to 190th	Rodlun	190th	Expand trails network and interconnect trails	Construct new shared use trail (12' wide pervious asphalt)	$ 2,800,000	2008-2017	Regional Trail
11102	Portland	Burnside/Couch Streetcar Extension to Hollywood via Sandy Blvd	E 14th	Hollywood District	Increase local service access and reinforce Central City travel options.	Extend streetcar from E 14th Avenue to the Hollywood District after an alternatives analysis study is completed.	$ 70,000,000	2008-2017	Transit capital
11103	Metro	Regional Planning					$ 67,500,000	2008-2035	Regional Program
11104	Metro	Regional ITS/TSMO					$ 40,500,000	2008-2035	Regional Program
11107	SMART	Extension of transit service from Wilsonville to downtown Portland			Development of high-quality transit service	Additional Service hours for new services and related bus stop and ROW improvements	$ 1,152,000	2008-2017	Transit capital
11108	SMART	New Service to West Wilsonville Developments			Development of high-quality transit service	Additional Service hours for new services and related bus stop and ROW improvements	$ 1,550,000	2008-2017	Transit capital
11109	SMART	Bus Replacements			Purchase replacement buses to ensure safe and reliable service.	Purchase buses to replace those that are no longer safe or reliable.	$ 14,000,000	2008-2035	Transit capital
11110	SMART	Wilsonville Park & Ride Expansion			250 Space Expansion of Wilsonville Park & Ride	Design & construct an additional 250 spaces of parking at the Wilsonville Stations	$ 4,500,000	2008-2017	Transit capital

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11111	SMART	SMART Administrative Building			Enhance Administrative Office Space to meet the needs of the growing SMART system	Design and construct SMART offices near the Wilsonville commuter rail station	$ 4,000,000	2008-2017	Transit capital
11112	SMART	Wilsonville SMART Fleet Services Facility			Enhance Maintenance Facility to meet the needs of the growing SMART system	Design and construct a transit fleet services facility near the Wilsonville commuter rail station	$ 8,000,000	2008-2017	Transit capital
11113	SMART	Transportation Management Association (TMA)			Form a TMA to provide coordinated transportation services to local employers	Form a transportation management association (TMA) to provide transportation services and information on alternatives to local employers and employees	$ 1,190,000	2018-2035	TDM
11118	Washington Co.	185th Ave. to Kinnaman Improvements	TV Hwy.	Kinnaman Rd.	Addresses recurring safety issue	Widen to 3 lanes with bike lanes and sidewalks.	$ 5,820,000	2008-2017	Roads/bridges
11120	Washington Co.	Bethany Blvd. to Bronson Improvements	West Union Rd.	Bronson Rd.	Provides congestion relief	Widen to 5 lanes with bike lanes and sidewalks.	$ 14,328,000	2008-2017	Roads/bridges
11121	ODOT	I-5 Delta Park Phase 1	Victory	Lombard	Relieve congestion.	Widen I-5 to 3 lanes and realign ramps.	$ 50,000,000	2008-2017	Throughways
11122	ODOT	OR 217: Sunset Hwy to TV Hwy	US 26	OR 8	Relieve congestion.	Widen OR 217 and structures.	$ 37,676,000	2008-2017	Throughways
11123	ODOT	I-5 North Macadam	I-5/Macadam interchange	N/A	Improve safety and access.	Construct improvements in North Macadam/South Waterfront area to enhance safety and access.	$ 15,000,000	2008-2017	Throughways
11124	ODOT	US 26W Cornell to 185th	Cornell Rd	185th Ave.	Relieve congestion.	Widen US 26 to 6 lanes from Cornell Rd. to 185th Ave.	$ 20,000,000	2008-2017	Throughways

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11125	ODOT	US 26E Springwater at grade intersection	N/A	N/A	Provide access to Springwater Industrial area.	Construct at-grade intersection connecting Springwater area to US 26.	$ 2,000,000	2008-2017	Throughways
11126	Milwaukie	Milwaukie Town Center: Main/Harrison/21st	SE Scott and SE Main	SE Jackson and SE Main	Economic development.	Improvements include renovated block faces, two travel lanes, bike lanes, 15 foot sidewalks, planter strips, lighting, benches and ADA-compliant sidewalks.	$ 501,505	2008-2017	Pedestrian
11127	Portland	School Access Safety Improvements: various locations	N/A	N/A		Pedestrian safety enhancements at 11 elementary schools.	$ 499,600	2008-2017	Pedestrian
11131	Portland	Vermont St., SW, (30th - 45th): Bicycle and Pedestrian	SW 30th	SW 45th		Multi-modal street improvements including bicycle and pedestrian facilities.	$ 1,350,000	2018-2025	Roads/bridges
11132	Clackamas Co.	Clackamas Industrial area muli-modal improvements	area wide improvements		Address mulit- modal needs and to address gaps	Complete bike and pedestrian connections within the Clackamas Industrial area.	$ 5,000,000	2008-2017	Bike
11133	Portland	NEW St. Johns Truck Strategy Implementation Phase II				Addresses pedestrian safety, bicycle safely and neighborhood livability impacts associated with cut-through truck traffic on N. Fessenden St. The project will construct pedestrian crossing	$ 1,000,000		Pedestrian
11134	THPRD	Westside Trail (Regional)	Bronson Creek Trail (Kaiser Ridge Park)	Rock Creek Trail (Kaiser Woods Park)	Complete a regional trail segment in THPRD's Trail Master Plan.	To design and construct a regional trail multi-use segment in a utility corridor, 10'-12' wide paved.	$ 2,675,000	2008-2017	Regional Trail
11135	Happy Valley	Rock Creek Blvd. improvements	Hwy. 212/224 (planned Sunrise Corridor Rock	177th Ave.	Provide an east-west arterial connection to create a well-connected street network that provides multiple routes to	Construct a new 5 lane roadway with sidewalks, bike lanes and traffic signals	$ 34,347,149	2008-2017	Roads/bridges
11136	Hillsboro	TV Hwy/209th Intersection	N/A	N/A	Provide congestion relief and address safety issues.	Add eastbound right turn lane, widen crossing for second northbound to westbound left turn lane, add second southbound lane, protected N-S turn phasing	$ 3,800,000	2008-2017	Roads/bridges

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11137	Hillsboro	TV Hwy/Century Blvd Intersection	N/A	N/A	Provide congestion relief and address safety issues.	Add second southbound lane, Add northbound left turn lane, widen rail crossing, add offroad bike lanes on Century from TV Hwy to Alexander	$ 1,800,000	2008-2017	Roads/bridges
11138	Hillsboro	206th Ave	LRT	Von Neumann Rd.	Complete bike/ped gaps	Widen roadway to add sidewalks and bike lanes	$ 1,200,000	2008-2017	Roads/bridges
11139	Hillsboro	Baseline at Brookwood Intersection Improvements	Ihly Way	500' south of Baseline Rd	Improve capacity on both arterials	Widen for second northbound and southbound thru the intersection	$ 1,000,000	2008-2017	Roads/bridges
11140	Hillsboro	Brookwood Parkway	Ihly Way	Cornell Rd.	Improve capacity and safety	Widen to five lanes with offstreet sidewalk and bikeway	$ 9,000,000	2018-2025	Roads/bridges
11141	Hillsboro	Brodgen Ave	28th Ave	Brookwood Ave.	Improve capacty for Main Street and Cornell thru local connectivity	Widen to provide sidewalks and Bikeway network signage access to LRT and parks. New traffic signal at Brookwood.	$ 3,000,000	2018-2025	Roads/bridges
11142	Hillsboro	37th Ave	Main St	Brogden Ave	Provide bike/ped access to LRT station	Widen to provide sidewalks and Bikeway Network signage access to LRT and Fairgrounds	$ 1,000,000	2008-2017	Roads/bridges
11143	Hillsboro	Holly Street Extension	Edgeway	185th	Improve east-west capacity for Amberglen, Walker, Baseline	Construct 3 lane roadway with sidewalks and signal at 185th	$ 1,000,000	2008-2017	Roads/bridges
11144	Hillsboro	Edgeway (Salix)	Heritage	Holly Street	Improve north-south capacity for 185th corridor	Construct 3 lane roadway with bike lanes and sidewalks	$ 1,000,000	2008-2017	Roads/bridges
11145	Hillsboro	Airport Rd	48th Ave	Brookwood Pkwy	Improve capacity and safety	Widen to 2/3 lanes with bike lanes and sidewalks	$ 1,500,000	2018-2025	Roads/bridges

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11146	Hillsboro	Shute Rd (renamed Brookwood Pkway)	Evergreen Rd.	Meek Rd (realigned)	Complete bike/ped gaps	Construct off street combined bike/ped paths	$ 1,000,000	2008-2017	Bike
11147	Hillsboro	Schaaf Rd	Pinefarm Pl	Century	Improve capacity and safety, support Shute/US26 interchange relocate of Jacobson	Construct 3 lane roadway with bike lanes and sidewalks.	$ 2,500,000	2018-2025	Roads/bridges
11148	Hillsboro	Westmark Dr.	Croeni Rd.	West Union Rd.	Improve capacity and safety, support Shute/US26 interchange relocate of Jacobson	Construct 3 lane roadway with bike lanes and sidewalks.	$ 1,700,000	2018-2025	Roads/bridges
11149	Hillsboro	Helvetia Rd.	Schaaf Rd	West Union Rd.	Improve capacity and safety	Construct 3 lane roadwy with bike lanes and sidewalks	$ 4,000,000	2018-2025	Roads/bridges
11150	Hillsboro	Jacobson Rd.	Century Blvd	Helvetia Rd	Improve safety, bike/ped, transit access	Complete 3 lane roadway with bike lanes and sidewalks	$ 2,500,000	2008-2017	Roads/bridges
11151	Hillsboro	Bentley St.	32nd Ave.	Brookwood Ave.	Improve safety, bike/ped, transit	Construct sidewalks and bike lanes.	$ 3,000,000	2018-2025	Roads/bridges
11152	Hillsboro	Cedar St.	32nd Ave.	Brookwood Ave.	Improve safety, ped/bike access to school, park, transit	Construct sidewalks	$ 1,000,000	2018-2025	Roads/bridges
11153	Hillsboro	Golden Rd.	Brookwood Ave.	Imlay Ave.	Improve safety, bike/ped, transit access	Widen to provide bike lanes and sidewalks	$ 2,000,000	2018-2025	Roads/bridges
11154	Hillsboro	Francis St.	Imlay Ave.	Cornelius Pass Rd.	Improve safety, bike/ped, transit access	Widen to provide bike lanes and sidewalks	$ 1,000,000	2008-2017	Roads/bridges

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11155	Hillsboro	Drake St.	Imlay Ave.	67th Ave.	Improve safety, bike/ped, school, transit access	Widen to provide 2/3 lanes with bike lanes and sidewalks	$ 1,800,000	2018-2025	Roads/bridges
11156	Hillsboro	Drake St.	Brookwood Ave.	Imlay Ave.	Improve safety, bike/ped, school, transit access	Widen to provide 2/3 lanes with bike lanes and sidewalks	$ 1,500,000	2018-2025	Roads/bridges
11157	Hillsboro	Imlay Ave.	TV Hwy	Lois St.	Improve safety, bike/ped, school, transit access	Widen to provide bike lanes and sidewalks	$ 2,000,000	2018-2025	Roads/bridges
11158	Hillsboro	206th Ave.	Baseline	Rock Rd.	Improve safety, bike/ped, school, transit access	Widen to provide bike lanes and sidewalks	$ 3,000,000	2018-2025	Roads/bridges
11159	Hillsboro	Alexander St.	Brookwood (247th)	56th Ct.	Improve safety, bike/ped, school, transit access	Widen to provide bike lanes and sidewalks	$ 1,000,000	2008-2017	Roads/bridges
11160	Hillsboro	Witch Hazel Rd.	River Road	Brookwood (247th)	Improve safety, bike/ped, school, transit access	Widen to provide sidewalks	$ 1,000,000	2018-2025	Roads/bridges
11161	Hillsboro	Rood Bridge Rd	River Road	South UGB	Improve safety, bike/ped, school, recreation, transit access	Widen to provide bike lanes and sidewalks	$ 2,500,000	2026-2035	Roads/bridges
11162	Hillsboro	24th Ave	Maple	Main Street	Improve safety, bike/ped, school, transit access	Widen to provide bike lanes and sidewalks, bridge over Dawson Creek	$ 4,000,000	2026-2035	Roads/bridges
11163	Hillsboro	Sunrise Lane	Jackson School	25th	Improve safety, ped, and access to transit/parks	Widen to provide sidewalks	$ 1,700,000	2018-2025	Roads/bridges

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11164	Hillsboro	17th Ave	Cornell Rd	Sunrise Ln	Improve safety, ped, and access to transit/parks	Widen to provide sidewalks	$ 1,000,000	2018-2025	Roads/bridges
11165	Hillsboro	15th Ave.	Sunrise Ln	Evergreen Rd	Improve safety, ped/bike, and access to transit/parks and schools	Widen to provide bike lanes and sidewalks	$ 1,500,000	2018-2025	Roads/bridges
11166	Hillsboro	25th Ave.	Intel Jones Farm (north end)	Evergreen	Improve safety, ped, and bike access to employment	Widen to provide bike lanes and sidewalks	$ 1,500,000	2018-2025	Roads/bridges
11167	Hillsboro	Garibaldi	Ebberts	Connell	Improve safety, ped, bike access to schools/parks	Widen to provide sidewalks. Bike network Wayfinding signage	$ 500,000	2008-2017	Roads/bridges
11168	Hillsboro	Connell	Garibaldi	Darnielle	Improve safety, ped, bike access to schools/parks and transit	Widen to provide sidewalks. Bike boulevard Wayfinding signage	$ 500,000	2008-2017	Roads/bridges
11169	Hillsboro	Cornell/25th Ave Intersection Improvements	N/A	N/A	Improve capacity, safety, access management	Widen 25th Ave for double southbound to eastbound left turn lanes, second northbound lane within 500 feet of intersection	$ 2,800,000	2008-2017	Roads/bridges
11170	Hillsboro	Cornell/Brookwood Prkwy Intersection Improvements	N/A	N/A	Improve capacity and safety	Widen Cornell Rd to provide double left turn lanes eastbound and westbound	$ 3,300,000	2008-2017	Roads/bridges
11171	Lake Oswego	Tryon Creek Bridge - Willamette River Shoreline regional trail	Mouth of Tryon Creek	Mouth of Tryon Creek	Bike/ped connection between Foothills Park and Tryon Cove Park. Also connects to future Portland or Milwaukie	Construct new bridge over the mouth of Tryon Creek	$ 1,700,000	2008-2017	Regional Trail
11172	Lake Oswego	Hwy 43 Bike Connection	Terwilliger Blvd	McVey Ave	Bike Lanes north and south bound. Improve access and connectivity to the Foothills area to enhance the future	Add bike facility for safety improvement	$ 2,500,000	2008-2017	Roads/bridges

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11174	Milwaukie	29th/40th/42nd Bike Boulevard Intersection Improvements	Monroe	Springwater Trail	Address gap in bicycle transportation system.	Trail to 28th; signage & striping improvements at minor intersections; major intersection improvements, such as bulbouts/medians at Harvey/32nd, Olsen/42nd, Harrison/40th; traffic	$ 2,742,000	2008-2017	Roads/bridges
11175	Milwaukie	Downtown Parking Structure	n/a	n/a	Address downtown parking needs for commuters/visitors.	Provide public contribution to private and/or wholly-owned public structured parking in downtown.	$ 4,000,000	2026-2035	Other
11176	ODOT	I-5 from I-405 to I-84 (Rose Quarter/Lloyd District)	I-84	Greeley St.	Improve safety and operations on I-5, connection between I-84 and I-5, and access to the Lloyd District	Construct improvements to enhance safety and operations on I-5, connection between I-84 and I-5, and access to the Lloyd District and Rose Quarter.	$ 85,704,966	2008-2017	Throughways
11177	ODOT	I-5 northbound auxiliary lane from Elligsen Road interchange to I-	Elligsen Rd	I-205	Relieve congestion.	Construct northbound auxiliary lane on I-5 between Elligsen Road interchange and I-205 interchange.	$ 11,000,000	2008-2017	Throughways
11178	ODOT	US Highway 26 at Shute Road interchange improvements	US 26 and Shute Road	N/A	Reduce current congestion at interchange.	Interchange improvements to improve operations and construct a new westbound-southbound loop ramp to serve Shute Road.	$ 45,000,000	2008-2017	Throughways
11179	ODOT	I-5 to 99W replacement projects	N/A	N/A	Improve statewide mobility and access to Portland metropolitan area.	Construct improvements consistent with recommendations from I-5/99W connector process.	$ 10,000,000	2008-2017	Roads/bridges
11180	ODOT	I-205/Hwy. 213 Interchange	Washington St.	I-205	Address safety and provide congestion relief.	Improve and widen OR 213, including reconstruction of intersection of OR 213 and Washington Street.	$ 22,000,000	2008-2017	Throughways
11181	ODOT	OR 43 Sellwood Bridge Interchange	OR 43 at Sellwood Bridge	N/A	Rehabilitation and maintenance.	Improve connection at the west end (OR 43) of the Sellwood Bridge, including the interchange influence area.	$ 30,000,000	2008-2017	Roads/bridges
11182	Oregon City	Molalla Ave. Roundabout	Taylor	Division	Improve LOS	Reconfigure intersection for safety and LOS into roundabout	$ 3,000,000	2008-2017	Roads/bridges

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11183	Oregon City	Leland Road Sidewalk and Bike Infill (active transportation	Warner Milne	Meyers Road	Address gap.	Construct sidewalks and bike lanes or multi-use path for safety and to connect pedestrian generators.	$ 5,000,000	2008-2017	Roads/bridges
11184	Oregon City	Main Street Extension Ped and Bike Imp.	15th Street	Dunes Drive	Address gap	Construct separated multi-use path or sidewalks and bike lanes on both sides	$ 5,000,000	2008-2017	Bike
11185	Oregon City	Downtown Pedestrian Improvements	5th Street	15th Street	Address gap and ADA	Sidewalk, ramp, and streetscape improvements	$ 2,500,000	2008-2017	Pedestrian
11186	Oregon City	McLoughlin Blvd. Ped and Bike Improvements	S. 2nd Street	UGB	Address gap and safety	Provide pedestrian and bike access through Canemah	$ 10,000,000	2018-2025	Pedestrian
11187	Oregon City	Abernethy Road Sidewalk Infill	Redland Rd.	Washington Street	Address gaps in pedestrian system	Sidewalk infill improvements	$ 3,500,000	2018-2025	Pedestrian
11188	Oregon City	Warner Milne Road/Molalla Intersection Imp.	Beavercreek Rd.	Molalla Ave.	Realign intersection	Realign intersection per TSP, pavement preservation, integrate with utility upgrades	$ 1,400,000	2008-2017	Roads/bridges
11189	Oregon City	McLoughlin Promenade Historic Restoration	Singer Hill	Tumwater	Historic preservation	Rehabilitate rails, sidewalk portions, basalt columns, Grand Staircase, tunnel walls	$ 1,100,000	2008-2017	Roads/bridges
11190	Port of Portland	Sundial Road Improvements	Sundial Road	North of Marine Drive	Improve access to TRIP/CCRD	Widen north of Swigert Way and construct signal and turn lanes at Graham Road.	$ 3,200,000	2008-2017	Roads/bridges
11191	Portland	Citywide Bicycle Boulevards	N/A	N/A		Develop 100 miles of the new bicycle boulevards, and bring our existing bicycle boulevards up to a higher standard of operation	$ 31,250,000		Bike

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11192	Portland	Streetcar Planning/ Alternatives Analysis	N/A	N/A		This project will perform follow up and alternatives analysis of the Streetcar System Plan (SSP) for up to three of its highest rated corridors.	$ 6,250,000		Transit capital
11193	Portland	Citywide Sidewalk Infill Program	N/A	N/A			$ 12,500,000		Pedestrian
11195	Portland	SE Water Realignment				Realign temporary Water Avenue to permanent alignment to facilitate freight traffic, streetcar, bicycle, pedestrian and light rail improvements in the Central Eastside Industrial District	$ 9,000,000	2008-2017	Roads/bridges
11196	Portland	East Portland Advisory Bicycle Lane Network	NE and SE Portland	NE and SE Portland	Improve bicycle and pedestrian transportation access and mobility	Build out the proposed network of advisory bicycle lanes in East Portland (28 miles). This project is the East Portland equivalent of the bicycle boulevard project. Advisory bicycle	$ 12,000,000	2008-2017	Bike
11197	Portland	Swan Island Active Transportation Access and Mobility	Various roadways on Swan Island	Various roadways on Swan Island		Improve access and mobility on Swan Island by constructing recommended bikeway network. This includes separated bikeways on: N Basin Ave (N Going to Greenway Trail), N Channel	$ 9,000,000	2008-2017	Bike
11198	Portland	Portland-Milwaukie Light Rail Active Transportation Enhancements	Various roadways following the PMLR	Various roadways following the PMLR		Pathway extension of SW Moody to Montgomery Avenue, two-way cycle track on SW Moody between Gibbs Street and Marquam Bridge, bicycle-pedestrian path	$ 34,000,000	2008-2017	Transit capital
11199	Portland	N Ivanhoe (St. Johns)	N Richmond	N St. Louis			$ 2,100,000	2008-2017	Other
11200	Portland	Bicycle Boulevards (signage and striping)	citywide			Striping and Signage - Wayfinding	$ 1,000,000	2008-2017	Bike
11201	Portland	SW Columbia & SW Jefferson Bus Pads: Naito - 14th	SW Naito	SW 14th		Concrete Bus Pads on SW Columbia and SW Jefferson	$ 325,000		Transit capital

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11202	Portland	SW 3rd & SW 4th Reconstruction (Portland)	3rd: Glisan 4th: Glisan	3rd: Market 4th: Lincoln		Base repair and paving on areas of 3rd and 4th damaged by bus loads. Preservation of arterial, transit, bicycle.	$ 325,000		Transit capital
11203	Portland	SW Yamhill & SW Morrison brick intersections	intersection	-		Replacement of brick intersections on SW Yamhill & SW Morrison	$ 1,000,000		Roads/bridges
11204	Portland	Sullivan's Gulch Trail Master Plan	Eastbank Esplanade	122nd		Study to provide off-street trail next to I-5 that crosses under bridges over freeway.	$ 224,000		Regional Trail
11205	Portland	SW and E Portland Sidewalk Infill				Barbur Blvd, 82nd Ave and NE Glisan east of 122nd Ave. Target locations where curbs currently exist and include ADA corner curb ramps.	$ 2,000,000		Pedestrian
11206	Portland	Active Corridor Management Projects on I-84/Powell/Glisan/S				This project expands traveler information and enables incident management techniques that reduce traveler delay and improve safety through the I-84 corridor. The project provides			ITS
11207	Port of Portland	T6 Modernization	Terminal 6			Provide improvements to container terminal. Seismic retrofits and crane modernization to the container terminal. Add crane rail to allow service to two post-panamax ships at once.		2008-2017	Freight
11208	Port of Portland	T4 Modernization	Terminal 4			Renovate operation areas at T4 to create intermodal processing areas. Rail spur relocation, grain elevator demolition, wharf removal		2008-2017	Freight
11209	Port of Portland	Airport Way East Terminal Access Link Roadway	PDX Terminal Area			Construct Airport Way East Terminal access link roadway. Facilitates direct East Terminal Access, preventing failure of Main Terminal Roadway	$ 19,092,300	2008-2017	Roads/bridges
11210	THPRD	Separated Grade Crossing of Tualatin Valley Highway by the			Allows for a more direct travel route	Would avoid out-of-direction bike/ped trips on a major regional trail that is otherwise complete in this area.	$ 4,000,000	2008-2017	Roads/bridges

Appendix A: 2035 RTP Federal Air Quality Conformity Project List

Metro Project ID	Nominating Agency	Project/ Program Name	Project Start Location (Identify starting point of project)	Project End Location (Identify terminus of project)	Project Purpose	Description	Estimated Cost ($2007)	Time Period	Primary Mode
11211	THPRD	Bridge crossing of Hwy. 26 by the Westside Trail			Allows for a more direct travel route	Would avoid out-of-direction bike/ped trips on a major regional trail	$ 4,000,000	2008-2017	Roads/bridges
11212	THPRD	Bridge crossing of Farmington Rd. by the Westside Trail			Allows for a more direct travel route	Would avoid out-of-direction bike/ped trips on a major regional trail that is otherwise complete in this area.	$ 3,000,000	2008-2017	Bike
11213	THPRD	Bridge crossing of Scholls Ferry Road by the Westside Trail			Allows for a more direct travel route	Would avoid out-of-direction bike/ped trips on a major regional trail that is otherwise complete in this area.	$ 3,000,000	2008-2017	Roads/bridges
11214	THPRD	Westside /Waterhouse Trail Connection	Westside Trail @ Westside MAX tracks	southern terminus of Waterhouse Trail @	East-west connection between to major north-south trails	To design and construct a multi-use regional trail segment 10'-12' wide paved.	$ 1,500,000	2008-2017	Regional Trail
11215	THPRD	Waterhouse Trail Segments #1, 5, West Spur	Merlo Road	Springville Rd.	To complete remaining undone segments of the trail	To design and construct multi-use community trail segments 8'-10' wide paved.	$ 3,700,000	2008-2017	Regional Trail
11216	THPRD	Rock Creek Trail Segments #5, Allenbach	185th	Westside Trail	To complete remaining undone segments of the trail	To design and construct multi-use regional trail segments 10'-12' wide paved.	$ 1,400,000	2008-2017	Bike
11217	Tigard	McDonald Street Improvements	Hall	99W	Intersection & safety improvements; provide bike & pedestrian facilities	Construct turn lanes & intersection improvements; add bike lanes & sidewalks in gaps	$ 8,000,000	2018-2025	Roads/bridges
11220	Tigard	Hall Blvd. Improvements	Locust	Durham	Intersection & safety improvements; provide bike & pedestrian facilities	Widen to 3 lanes; build sidewalks & bike lanes; safety improvements	$ 13,000,000	2008-2017	Roads/bridges
11221	Tigard	Regional Bikeway Improvements	Multiple locations	Various	Improve local through-streets for bike traffic	Make spot improvements on key low-volume, low speed through-routes to facilitate bike & pedestrian travel; identify them as bike/pedestrian routes	$ 4,000,000	2008-2017	Bike

Appendix A: 2035 RTP Federal Air Quality Conformity Project List

Metro Project ID	Nominating Agency	Project/ Program Name	Project Start Location (Identify starting point of project)	Project End Location (Identify terminus of project)	Project Purpose	Description	Estimated Cost ($2007)	Time Period	Primary Mode
11222	Tigard	High Capacity Transit Planning	Downtown Portland	Sherwood	Planning and Alternatives Analysis for a new light rail line	Identify potential alignments, station locations etc.	$ 5,000,000	2008-2017	Transit capital
11223	Tigard	Hall/Hunziker/Scoffins Intersection Realignment	Hall Blvd.	Intersection with Hunziker & Scoffins	Intersection realignment	Realign offset intersection to cross intersection to alleviate congestion and safety issues	$ 5,000,000	2008-2017	Roads/bridges
11224	Tigard	Greenburg/Tiedeman/N. Dakota Reconfiguration	Tiedeman Ave.	N. Dakota St.	Realign intersections	Realign one or more streets to improve intersection configurations, railroad crossings & creek crossings	$ 10,000,000	2008-2017	Roads/bridges
11225	Tigard	Downtown Circulation Plan Implementation	Downtown Tigard	Between Hwy. 99W, Hall & Fanno Creek	Invest in downtown streetscape improvements to help generate private investment	Acquire ROW, construct streets and streetscape improvements in downtown Tigard	$ 4,000,000	2008-2017	Roads/bridges
11226	Tigard	Pedestrian Improvements	Multiple locations		Construct sidewalks & other pedestrian improvements	Fill gaps in sidewalk & pedestrian network	$ 5,000,000	2008-2017	Pedestrian
11227	Tigard	Neighborhood Trails & Regional Trail Connections	Multiple locations		Construct neighborhood trails & connections to regional trails	Construct high priority neighborhood trails to regional trails, sidewalks & transit	$ 5,000,000	2008-2017	Regional Trail
11228	Tigard	Portland & Western Rail Trail	Tiedeman Ave.	Main Street	Rail to trail conversion to enhance pedestrian & cycling experience while connecting people to downtown & transit	Construct trail along portion of abandoned rail line	$ 1,000,000	2008-2017	Regional Trail
11229	Tigard	Walnut Street Improvements	99W	116th Ave.	Intersection & safety improvements; provide bike & pedestrian facilities	Widen to 3 lanes; build sidewalks & bike lanes; safety improvements	$ 12,000,000	2008-2017	Roads/bridges
11230	TriMet	Frequent Service Bus Capital Improvements - Phase 2			Development of high-quality transit service	Bus stop and ROW improvements to support expansion of frequent service bus	$ 15,000,000	2008-2017	Transit capital

Appendix A: 2035 RTP Federal Air Quality Conformity Project List

Metro Project ID	Nominating Agency	Project/ Program Name	Project Start Location (Identify starting point of project)	Project End Location (Identify terminus of project)	Project Purpose	Description	Estimated Cost ($2007)	Time Period	Primary Mode
11231	Troutdale/Port	Swigert Way Extension	Existing terminus	Graham Road	Improve access to TRIP/CCRD	Extend Swigert Way from its existing terminus to Graham Road	$ 2,500,000	2008-2017	Roads/bridges
11232	Troutdale/Port	Graham Road Reconstruction Phase 1	I-84 North Frontage Road	Sundial Road	Improve access to TRIP/CCRD	Reconstruct and widen Graham Road	$ 5,000,000	2008-2017	Roads/bridges
11233	Washington Co.	Walker Rd. Improvements	185th	158th Ave.	Provide congestion relief.	Widen from two to five lanes with bike lanes and sidewalks.	$ 13,576,000	2018-2025	Roads/bridges
11234	Washington Co.	Walker Rd. Improvements	158th	Murray Blvd.	Provide congestion relief.	Widen from two to five lanes with bike lanes and sidewalks.	$ 19,096,000	2018-2025	Roads/bridges
11235	Washington Co.	Walker Rd. Improvements	Murray Blvd.	Hwy. 217	Provide congestion relief.	Widen from two to five lanes with bike lanes and sidewalks.	$ 25,673,000	2018-2025	Roads/bridges
11236	Washington Co.	Cedar Hills Blvd. Improvements	Butner Rd	Celeste Ln	Provide congestion relief	Widen to five lanes thru Barnes, turn lane improvements at US26, signalize US26 EB	$ 4,000,000	2008-2017	Roads/bridges
11237	Washington Co.	Barnes Rd Improvements	Lois Lane	St. Vincent east access	Provide congestion relief	Add turn lane improvements, Hwy 217 offramp improvements	$ 4,000,000	2008-2017	Roads/bridges
11238	Washington Co.	Cedar Mill Local Street Connectivity	Cedar Mill Town Center		Reduce arterial congestion through Improved local street connectivity	Connect local streets to reduce out of direction travel and use of arterial roads for local trips	$ 10,000,000	2008-2017	Roads/bridges
11239	Washington Co.	Aloha Bike Blvd.	Westside Trail	Brookwood Ave.	Improve trail connectivity and safety	Grade-separate bicycle and pedestrian crossings of major roads in the Aloha area	$ 16,000,000	2008-2017	Roads/bridges

Appendix A: 2035 RTP Federal Air Quality Conformity Project List

Metro Project ID	Nominating Agency	Project/ Program Name	Project Start Location (Identify starting point of project)	Project End Location (Identify terminus of project)	Project Purpose	Description	Estimated Cost ($2007)	Time Period	Primary Mode
11240	Washington Co.	Murray Blvd. Bikelane & sidewalk	Farmington Rd.	TV Hwy.	Improve bicycle connectivity	Construct a six-foot wide bikelane on west side of Murray & replace existing asphalt path with six-foot wide concrete sidewalk & five-foot wide planting strip	$ 1,500,000	2008-2017	Roads/bridges
11241	Washington Co.	Evergreen Rd. Bike Lanes	NW 215th Ave.	Cornelius Pass Rd.	Improve bicycle connectivity	Construct six-foot wide bike lanes east and westbound & correct vertical alignment	$ 2,000,000	2008-2017	Roads/bridges
11242	West Linn	I-205 / 10th Street Improvements	Willamette Falls Drive	Blankenship Rd / Salamo Road	Interchange improvement	Construct a long-term interchange improvement (SPUI or Split Diamond)	$ 20,000,000	2018-2017	Throughways
11243	Wilsonville	Day Street	Grahams Ferry Rd.	Boones Ferry Rd.	Improve structural integrity of road to accommodate increased freight traffic to industrial areas	Reconstruct road to accommodate increasing volumes of heavy trucks	$ 3,200,000	2008-2017	Roads/bridges
11344	Metro	Active Transportation Program					$ 75,000,000		Bike
11345	Portland	SW Stephenson(Boones Ferry - 35th): Multi-modal	SW Boones Ferry	SW 35th		Install bikeway and pedestrian facilities from SW Boones Ferry Road to 35th Ave.	$ 2,374,408	2026-2035	Bike
11346	Happy Valley	162nd Ave. Extension South Phase 2	157th Ave.	Rock Creek Blvd.	Improve north-south connectivity and provide congestion relief to 172nd Ave.	Construct a new 3 lane roadway with traffic signals and bridge over Rock Creek. The first phase is Project #10041.	$ 15,600,000	2008-2017	Roads/bridges
11347	Clackamas County	Sunrise Multi- use path	I-205	Rock Creek Junction	Address gaps in regional bike and pedestrian system.	Construct new mullti use path from I-205 paralleling the Sunrise project.	$ 6,000,000	2008-2017	Pedestrian
11348	Clackamas County	Springwater Corridor trail	Rugg Road	Dee St	Address gaps in regional bike and pedestrian system.	Construct an unimproved section of the Springwater Corridor trail within Boring, with a 10 to 12 foot wide multi-use pathway for use by bicyclists, pedestrians, and equestrians	$ 1,895,000	2008-2017	Pedestrian

Appendix A: 2035 RTP Federal Air Quality Conformity Project List

Metro Project ID	Nominating Agency	Project/ Program Name	Project Start Location (Identify starting point of project)	Project End Location (Identify terminus of project)	Project Purpose	Description	Estimated Cost ($2007)	Time Period	Primary Mode
11349	ODOT	Hwy-212/224 improvements	82nd	98th	Relieve congestion and provide better access to the Milwaukie and Clackamas Industrial Areas.	Construct 3rd WB lane on 212/224	$ 20,000,000	2008-2017	Freight
11350	ODOT	Milwaukie Expressway improvements	I-205	Webster	Relieve congestion and provide better access to the Clackamas Industrial Area.	3rd WB lane on Milwaukie Expressway (Hwy-224) from I-205 to/past Webster Rd	$ 5,000,000	2008-2017	Freight
11352	Port of Portland	Barnes Yard to Bonneville Yard Trackage	Barnes Yard	Bonneville Yard	Construct additional unit train trackage (approximately 16,000 linear feet) between Bonneville and Barnes rail	Addresses limited Rivergate staging area for unit trains approaching or departing the marine terminals. Reduces switching bottlenecks, limits to terminal access and other operational	$ 11,912,000	2008-201	Freight
11353	Port of Portland	West Hayden Island Rail Access	BNSF Rail Bridge	West Hayden Island	Rail access to support West Hayden Island development.	Advance rail-dependent development.	$ 3,000,000	2018-2025	Freight
11354	Port of Portland	West Hayden Island Rail Yard	West Hayden Island	West Hayden Island	Seven track rail yard connected to facility trackage.	Advance rail development on West Hayden Island.	$ 9,500,000	2018-2025	Freight
11355	Port of Portland	Barnes to Terminal 4 Rail	Terminal 4	Barnes Yard	Provide a dedicated track for Terminal 4 through Barnes Yard and add a new track from Barnes Yard to Terminal	Improve Rail Access to Terminal 4.	$ 3,000,000	2018-2025	Freight
11356	Port of Portland	Kenton Rail Line Upgrade	Kenton	North Portland Junction	Upgrade existing track to second main track with new double track from Peninsula Junction to I-205 and	Expand rail capacity and reduce delays for greater efficiency.	$ 25,382,000	2018-2025	Freight
11357	Port of Portland	Terminal 6 Rail Support Yard Improvements	Terminal 6		Construct an additional 6800 feet of arrival/departure track.	Increase Terminal 6 rail capacity.	$ 10,000,000	2018-2025	Freight

APPENDIX B – *Public Notice*

The Oregonian
Hillsboro Argus OregonLive.com

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Account # 1028320051
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Dylan Rivera

Total Amount	$547.94	**Promo Type**	C-Legal Ad 1x	**Ad Size**	1.0 X 86 Li
Payment Amt	$0.00	**Special Pricing**	None	**Color**	<NONE>
Amount Due	**$547.94**	**Attributes**			

Payment Method	Tear Sheets	Proofs	Affidavits	Blind Box	Materials
	0	0	1		

Invoice Text

Product:Edition:Zone	Placement	Position	# Inserts
Online:All:Full Run	C-NoticeAds - Classified	C008-PublicNotices	1

Run Dates 1/13/2012
Sort Text COMMENTONTHE20122015METROPOLITANTRANSPORTATIONIMPROVEMENTPROGRAMONFRIDAYJAN132012METROWILLOPENA30DAYPUBLICCOMMENTOPPO
Run Schedule Invoice Text Comment on the 2012-2015 Metropolitan Transportation Improvement Program On Friday, Jan. 13, 2012, Metro will open a 30-day public comment opportu

Product:Edition:Zone	Placement	Position	# Inserts
Oregonian:All:Full Run	C-NoticeAds - Classified	C008-PublicNotices	1

Run Dates 1/13/2012
Sort Text COMMENTONTHE20122015METROPOLITANTRANSPORTATIONIMPROVEMENTPROGRAMONFRIDAYJAN132012METROWILLOPENA30DAYPUBLICCOMMENTOPPO
Run Schedule Invoice Text Comment on the 2012-2015 Metropolitan Transportation Improvement Program On Friday, Jan. 13, 2012, Metro will open a 30-day public comment opportu

Ad Content Proof

Metro

Comment on the 2012-2015 Metropolitan Transportation Improvement Program

On Friday, Jan. 13, 2012, Metro will open a 30-day public comment opportunity on the 2012-2015 Metropolitan Transportation Improvement Program (MTIP). The comment opportunity also describes Metro's determination that the region will continue to meet federal and state clean-air standards. The period also provides an opportunity to comment on the capital program of City of Wilsonville's SMART (South Metro Area Regional Transit) transit agency.

Comments must be received by Metro by noon, Monday, Feb. 13. For more information on the projects, see www.oregonmetro.gov/mtip

The MTIP, air quality and SMART documents are available for public review and comment beginning at 8 a.m. Friday, Jan. 13, 2012, and ending at noon, Monday, Feb. 13. The documents can be downloaded from Metro's web site www.oregonmetro.gov/mtip. If you are unable to download the documents, call 503-797-1750.

The MTIP includes all federally funded transportation projects in the Portland Metro area, including projects planned by TriMet, the Oregon Department of Transportation and local agencies receiving federal funds allocated by Metro.

The Air Quality Conformity Determination estimates carbon monoxide emissions and precursors of smog (volatile organic compounds and oxides of nitrogen) from cars and trucks in the greater Portland air shed to the year 2035, assuming all the transportation facilities in the RTP are built. The estimate must not exceed a "budget" approved for the region by the Oregon Environmental Quality Commission and the United States Environmental Protection Agency.

The capital program for SMART shows Federal Transit Administration funded projects and the federal amount to be expended, as well as the time period established for public review of and comment on these projects.

Comments on all three documents can be made by email to trans@oregonmetro.go with "MTIP Comments" in the subject line, or by mail to MTIP Comments, c/o Dylan Rivera, Planning Department, Metro, 600 NE Grand Ave., Portland, OR 97232-2736. **Comments must be received by Metro by noon, Monday, Feb. 13.**

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

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

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

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

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed rule.

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

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

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

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

1. Federal eRulemaking Portal: *http://www.regulations.gov*. Follow the on-line instructions for submitting comments.

2. Agency Web site: *http://www.epa.gov/edocket*. EDOCKET, EPA's electronic public docket and comment system, is EPA's preferred method for receiving comments. Follow the on-line instructions for submitting comments.

3. Mail: Environmental Protection Agency, Office of Air, Waste and Toxics, Attn: Connie Robinson, Mail code: AWT–107, 1200 Sixth Avenue, Seattle, WA 98101.

4. Hand Delivery: Environmental Protection Agency Region 10, Attn: Connie Robinson (AWT–107), 1200 Sixth Ave., Seattle, WA 98101, 9th floor. Such deliveries are only accepted during EPA's normal hours of operation, and special arrangements should be made for deliveries of boxed information.

Instructions: Direct your comments to Docket ID No. R10–OAR–2005–OR–0001. EPA's policy is that all comments received will be included in the public docket without change, including any personal information provided, unless the comment includes information claimed to be Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Do not submit information that you consider to be CBI or otherwise protected through regulations.gov or e-mail. The EPA EDOCKET and the Federal regulations.gov Web site are ''anonymous access'' systems, which means EPA will not know your identity or contact information unless you provide it in the body of your comment. If you send an e-mail comment directly to EPA without going through EDOCKET or regulations.gov, your e-mail address will be automatically captured and made available on the Internet. If you submit an electronic comment, EPA recommends that you include your name and other contact information in the body of your comment and with any disk or CD–ROM you submit. If EPA cannot read your comment due to technical difficulties and cannot contact you for clarification, EPA may not be able to consider your comment. Electronic files should avoid the use of special characters, any form of encryption, and be free of any defects or viruses. For additional information about EPA's public docket visit EDOCKET on line or see the **Federal Register** of May 31, 2002 (67 FR 38102). For additional instructions on submitting comments, go to Section I. General Information of the **SUPPLEMENTARY INFORMATION** section of this document.

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

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

SUPPLEMENTARY INFORMATION:

Table of Contents

I. General Information

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

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

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

i. Identify the rulemaking by docket number and other identifying information (subject heading, **Federal Register** date and page number).

ii. Follow directions—The Agency may ask you to respond to specific questions or organize comments by referencing a CFR part or section number.

iii. Explain why you agree or disagree; suggest alternatives and substitute language for your requested changes.

iv. Describe any assumptions and provide any technical information and/or data that you used.

v. If you estimate potential costs or burdens, explain how you arrived at your estimate in sufficient detail to allow for it to be reproduced.

vi. Provide specific examples to illustrate your concerns, and suggest alternatives.

vii. Explain your views as clearly as possible, avoiding the use of profanity or personal threats.

viii. Make sure to submit your comments by the comment period deadline identified.

II. What Is the Purpose of This Proposed Rulemaking?

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

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

The State of Oregon presented a trend analysis of the historical CO monitored data for the Portland area demonstrating that since the Portland area was redesignated to attainment, CO concentrations have fallen steadily. That trend reflects a national pattern of new vehicles producing considerably reduced amounts of CO. Implementation of new national control measures including tighter standards for motor vehicle tailpipe emissions and cleaner fuel will result in significant improvements of air quality for the next 10-year period. EPA agrees with Oregon's analysis and proposes to approve the second 10-year maintenance plan through this rulemaking and notice in the **Federal Register**.

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

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

III. What Is the Background for This Action?

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

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

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

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

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

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

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

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

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

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

TABLE 1.—1999 BASE YEAR ACTUAL EMISSIONS AND *2005, *2010 AND *2017 PROJECTED EMISSIONS

[Pounds CO/winter day]

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

X. How Does This Action Affect Transportation Conformity?

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

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

In this maintenance plan, procedures for estimating motor vehicle emissions are well documented. The regional motor vehicle emissions calculated by MOBILE6.2 were used in the probabilistic rollback method to compute a threshold level of regional emissions inventory that would provide maintenance of the CO standard with 99% certainty and confidence through the second 10-year maintenance period. The computed attainment threshold of regional motor vehicle emissions can be used to assess the long term attainment prospects. The total on-road motor vehicle CO emissions in the Portland area for 2005, 2010 and 2017 are shown in Table 2.

TABLE 2.—PORTLAND MAINTENANCE AREA CO MOTOR VEHICLE EMISSIONS BUDGETS

[Pounds per winter day]

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

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

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

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

XII. Statutory and Executive Order Reviews

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

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

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

List of Subjects in 40 CFR Part 52

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

Dated: August 23, 2005.

Julie M. Hagensen,

Acting Regional Administrator, EPA Region 10.

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

BILLING CODE 6560–50–P

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

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

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

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

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

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

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

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

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

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

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

I. What Is the Background of This Rulemaking?

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

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

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

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

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

Response: The Portland Area Carbon Monoxide Maintenance Plan Emission Inventory and Forecast was prepared using current and applicable EPA procedure and guidance documents and computer software programs. The primary procedure and guidance documents are Procedures for the Preparation of Emission Inventories for Carbon Monoxide and Precursors of Ozone, Volume I, and Emission Inventory Requirements for Carbon Monoxide State Implementation Plans. Emission factors were taken from the supplemental Short List of AMS SCCS and Emission Factors, and Compilation of Air Pollutant Emission Factors (AP–42).

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

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

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

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

III. What Is Our Final Action?

EPA is taking final action to approve the Portland, Oregon CO Second 10-Year Maintenance Plan consistent with the published proposal. A Technical Support Document on file at the EPA Region 10 office contains a detailed analysis and rationale in support of the plan.

IV. Statutory and Executive Order Reviews

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

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

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

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

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

List of Subjects in 40 CFR Part 52

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

Dated: December 8, 2005.

L. Michael Bogert,

Regional Administrator, EPA Region 10.

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

PART 52—[AMENDED]

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

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

Subpart MM—Oregon

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

§ 52.1970 Identification of plan.

* * * * *

(c) * * *

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

(i) Incorporation by reference.

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

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

§ 52.1973 Approval of plans.

(a) Carbon monoxide.

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

(2) [Reserved]

* * * * *

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

BILLING CODE 6560–50–P

APPENDIX E

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

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

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

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

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

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

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

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

Compliance with PM_{10} Control Measures (OAR 340-252-0180 and 40 CFR 93.117 – as noted, the region has always been in compliance with PM_{10} standards, so this section does not apply);

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

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

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

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

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

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

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

APPENDIX F – Pre-Conformity Plan

Metro
2012-2015 Metropolitan Transportation Improvement Plan (MTIP)
Air Quality Conformity Plan
December 19, 2011

Background

The Metro region is proposing the following procedures to conduct an air quality conformity analysis of the Metro Fiscal Year 2012-2015 Metropolitan Transportation Improvement Plan (MTIP).

This air quality conformity plan is intended to follow the requirements set forth in Oregon Administrative Rules, Chapter 340, Division 252 (OAR 340-252 "Transportation Conformity"), which, in turn, is intended to implement the Federal Clean Air Act (42 U.S.C 7401 and 23 U.S.C 109j, as amended). These conformity determinations must be periodically updated and the proposed air quality conformity determination of the 2012-2015 MTIP is meant to comply with these updating requirements.

The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council are scheduled to adopt a resolution for the 2012-2015 MTIP, including the results of the air quality analysis in March 2012, following a 30-day technical and public review period. JPACT and the Metro Council, in concert, are the Metropolitan Planning Organization for the greater Portland, Oregon metropolitan area including 25 cities and portions of three counties. The conformity determination will then be submitted to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) mid-August (see attached schedule). After consultation with the US Environmental Protection Agency, the region will be notified by FHWA and FTA as to whether the MTIP conformity determination is approved, which would allow the transportation improvements included in the MTIP to proceed.

All projects included in the 2012-2015 MTIP are either exempt from air quality conformity or were included in the 2035 RTP. The 2035 RTP was analyzed for air quality conformity and the US Department of Transportation approved the 2035 RTP air quality conformity determination on September 20, 2010. As the projects and inputs in the current MTIP are consistent with the conformed 2035 RTP, Metro proposes that no new model runs be performed to determine the conformity of the 2012-2015 MTIP.
According to section 93.122 (g) of the Transportation Conformity Regulations

> "(g) *Reliance on previous regional emissions analysis.* (1) Conformity determinations for a new transportation plan and/or TIP may be demonstrated to satisfy the requirements of §§93.118 ("Motor vehicle emissions budget") or 93.119 ("Interim emissions in areas without motor vehicle emissions budgets") without new regional emissions analysis if the previous regional emissions analysis also applies to the new plan and/or TIP. This requires a demonstration that:

(i) The new plan and/or TIP contain all projects which must be started in the plan and TIP's timeframes in order to achieve the highway and transit system envisioned by the transportation plan;

(ii) All plan and TIP projects which are regionally significant are included in the transportation plan with design concept and scope adequate to determine their contribution to the transportation plan's and/or TIP's regional emissions at the time of the previous conformity determination;

(iii) The design concept and scope of each regionally significant project in the new plan and/or TIP are not significantly different from that described in the previous transportation plan; and

(iv) The previous regional emissions analysis is consistent with the requirements of §§93.118 (including that conformity to all currently applicable budgets is demonstrated) and/or 93.119, as applicable.

The proposed air quality conformity analysis will report emissions modeling data from the 2035 RTP. Other data, including transportation control measures (TCM), will be updated to reflect current MTIP project characteristics and current conditions. Following its completion and 30 day technical and public review period, the report will be presented to JPACT and the Metro Council for consideration. When approved, the conformity determination will then be submitted to the Federal Highway Administration (FHWA) and to the Federal Transit Administration (FTA) (see attached schedule). After consultation with the US Environmental Protection Agency, the region will be notified by FHWA and the FTA as to whether the 2035 RTP and MTIP conformity determination is approved. Such approval would allow the transportation improvements included in the MTIP to proceed.

This Metro air quality conformity plan is being submitted to the interagency consultation partners for comments and to seek consensus. Both federal and state laws require interagency consultation. State law requires that the Transportation Policy Advisory Committee (TPAC) be the interagency consultation body for the Metro area. In order to meet federal requirements (CFR 93.105), representatives of the following agencies coordinate for interagency consultation:

- Federal Highway Administration, Oregon Division
- Federal Transit Administration, Region 10
- US Environmental Protection Agency, Region 10
- Oregon Department of Transportation
- Oregon Department of Environmental Quality
- TriMet
- Metro

In addition, the Clean Air Agency from Southwest Washington has also been invited to participate in order to ensure coordination between the two parts of the greater metropolitan air shed.

Early notification of the procedures and schedule will assist in the interagency consultation requirements of OAR 340-252-0060. The procedures may be revised as Metro proceeds with the analysis. If changes are sought, there will be notification of interagency consultation partners about such changes, and, if needed, additional consultation and opportunity for comment will be provided.

Air Quality Regulatory Status of the Metro area

As of November 2009, the Metro area is a maintenance area for carbon monoxide (CO), meaning that while the region meets federal CO standards, it must continue to monitor CO levels through a air quality conformity determination comparing forecast levels of air quality assuming proposed transportation investments with motor vehicle emission budgets, or maximum allowed levels of the pollutant from the on road and transit elements of the region's transportation system. In 2006, the EPA approved a new CO State Implementation Plan (SIP) finding new CO motor vehicle emission budgets adequate for transportation conformity purposes in the Second Portland Area Carbon Monoxide Maintenance Plan.

Another possible air pollutant of concern within the Metro region is ground level ozone, which is comprised of volatile organic compounds, or VOC, (also known as hydrocarbons) and oxides of Nitrogen (NOx) that are emitted from a variety of sources, including on-road motor vehicles and some transit vehicles. In June 2005, the EPA revoked the 1 hour ozone standard and an 8 hour ozone standard was promulgated. For the Metro area, this meant that the maintenance status for the 1 hour ozone standard to which the Metro area previously had to demonstrate air quality conformity was no longer required. Further, the Metro area was in attainment with the 8 hour ozone standard. Accordingly, for this Metro 2035 RTP conformity determination, only CO is formally assessed.

However, in accordance with a memorandum of understanding between the Oregon Department of Environmental Quality and Metro, ozone, air toxics and greenhouse gas emissions were estimated for the years 2005, 2010, 2017 and 2035. (Note: the 2005 baseline is an estimate from the model, not actual measurement.) These data are included on page 53 of the 2010 Air Quality Conformity Determination available on the Metro website (http://library.oregonmetro.gov/files/2010_aq_conform_2035_rtp_and_2010-13_mtip_package.pdf)

Air Quality Forecasting Overview

Assessing air quality from surface transportation sources is achieved by first running Metro's travel demand computer model that uses forecasts of households and jobs as well as the characteristics of the future transportation system. The results of the transportation model are then used in an air quality computer model to estimate the amount of air pollutants that would be generated under these conditions, comparing these amounts to

maximums set for the surface, on-road transportation system. More specific information about these models and assumptions are listed below.

Travel Demand Model Specifications
The Metro travel demand model (Ivan) was used in the 2035 RTP conformity process. The specifications for this model are documented in the report *Technical Specifications- March 1998 Travel Demand Model, as revised.*

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

Project Listing

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

a. whether the project was an input to the travel forecasting model;

b. the earliest year the project was forecast to be operational.

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

Demographics
The following demographic data were used in the transportation model:

a. Population/Housing:	Census data were used to validate the 2000 population and housing data. Population forecasts to the year 2035 were derived by projections completed by the Metro economist. These forecasts were allocated to transportation analysis zones after review and comment by local government technical staffs.
b. Employment:	Oregon Employment Department ES-202 was used for the 2000 employment base and further detailed by Metro estimates of self-employed. Employment forecasts to the year 2035 were derived under a similar process as the population and housing forecasts, included in the 2035 RTP after review and comment by local government technical staff.
c. Socio-economics:	Metro used socio-economic data issued by the Census Bureau from the 2000 Census, including household size, incomes, age

and head of household. In addition, the population, housing and job forecasts used data from the State of Oregon concerning birth and death rates as well as forecasts from Global Insight that was used in the regional economic forecast.

Validation year: The base year for the Metro transportation model (Ivan) is the year 2005. The model was last validated for that base year in 2005.

RTP Horizon: 2035.
MTIP years: FY 2012-2015

Transportation Networks

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

Future transportation networks included completion of all regionally significant projects and other projects that could be modeled, as included in the MTIP and the Financially Constrained System which is the 2035 Federal Component of the Regional Transportation Plan. Future year networks also included a transit system from the TriMet *Transit Investment Plan* (2010), which was consistent with the Metro 2035 RTP (federal component).

Air Quality Model Assumptions

While the Environmental Protection Agency has released a new on-road mobile emission model, MOVES 2010, a grace period for its implementation extends until March 2, 2013. The existing air quality model, MOBILE6.2, was used in the emissions analysis of the 2035 RTP. Metro used the following inputs for the MOBILE6.2 computer model to complete the 2035 RTP conformity analysis:

	Parameter	Details	Data Source
a.	Emission Model Version:	MOBILE6.2	EPA
b.	Emission Model Runs:	See Analysis Years table, below	EPA, DEQ
c.	Time Periods:	Seven - 2200hrs-0559; 0600-0659;0700-0859; 0900-1359; 1400-1459, 1500-1759;1800-1859 (PM shoulder); and 1900-2159.	
d.	Pollutants Reported:	CO	
e.	Vehicle Class:	As per MOBILE6.2	EPA
f.	Functional Class:	MOBILE6.2 default (freeways, arterials, local and ramp)	
g.	Temperatures:	Minimum and Maximum temperatures for January	OR DEQ
h.	VMT mix:	MOBILE6.2 default	
i.	Speed:	3-65 MPH	
j.	Vehicle Registration:	All runs using 2004 fleet data from DEQ and ODOT, except for trips originating in Washington State which are provided through the SW Clean Air Agency.	OR DEQ / ODOT DMV
k.	I/M Program:	Assumes the 2-speed idle test for 1975 through 1995 model-year vehicles and the Onboard Diagnostics test for all vehicle that are 1996 and newer. For year 2035, analysis will be calculated on the conservative assumption that a vehicle inspection/maintenance program is no longer required for the Portland area.	OR DEQ
l.	Reid Vapor Pressure:	Winter - 13.6psi	OR DEQ

Conformity Criteria

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

Motor Vehicle Emissions, Budgets and Analysis Years

The 2035 RTP was determined to be in compliance on September 20, 2010. Motor vehicle emission budgets and forecasts based on analysis using the MOBILE6.2 air quality model are shown in the following table:

Year	Carbon Monoxide Motor Vehicle Emission Budgets (Budgets are Maximum Allowed Emissions) (pounds/ winter day)	Forecast Carbon Monoxide Motor Vehicle Emissions (pounds/ winter day)
2010	1,033,578	877,944
2017	1,181,341	708,628
2025	1,181,341	830,827
2035	1,181,341	834,891

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

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

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

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

The air quality conformity determination for the 2012-2015 MTIP will include an analysis of whether these TCM have been addressed.

METRO

Air Quality Conformity Determination Schedule for the Adoption of the 2012-2015 Metropolitan Transportation Improvement Plan (MTIP)

The following is the proposed schedule for air quality analysis, public and technical review and approval of the air quality conformity determination for the 2035 Regional Transportation Plan (RTP) update. This schedule identifies key milestones and decision points, and was developed to receive public and local technical review, Environmental Protection Agency review and Federal Highway Administration and Federal Transit Administration approval. Under federal regulations, a revised conformity determination for the 2010-13 MTIP must occur within six months of the 2035 RTP conformity determination. This schedule includes the revised conformity analysis and determination for the 2010-13 MTIP with the 2035 RTP conformity analysis and determination.

June 10, 2010	Metro Council final adoption of air quality conformity determination and 2035 RTP and 2010-13 MTIP.
September 20, 2010	Joint 2035 RTP and 2010-13 MTIP conformity determination approval from FHWA/FTA.
January 9, 2011	Interagency consultation comments on detailed air quality conformity determination assumptions, methods, etc. for 2012-2015 Metropolitan Transportation Improvement Program (MTIP).
January 12, 2012	2012-2015 MTIP air quality conformity draft report complete. A 30-day public review period begins of complete air quality conformity analysis, including emission results. Analysis also sent to TPAC members, federal air quality partners (EPA, FHWA, FTA). Federal air quality partners will be offered the opportunity to meet to review and discuss the report during the comment period. Federal partner comments will be provided to TPAC for consideration.
February 12, 2012	End of 30-day public review of air quality analysis of 2012-15 MTIP.
February 17, 2012	TPAC adoption of air quality conformity determination and 2012-2015 MTIP.

March 1, 2012	JPACT final adoption of air quality conformity determination and 2012-2015 MTIP
March 8, 2012	Metro Council final adoption of air quality conformity determination and 2012-2015 MTIP
March 2012	Submit conformity determination for 2012-2015 MTIP to USDOT and US EPA.

* * * *

APPENDIX G – Ozone Information

Ozone

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

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

Ozone is not emitted directly into the air. It is formed through a series of photochemical (sunlight requiring) reactions between other pollutants and oxygen (O_2) during hot weather. Most important are nitrogen oxides and volatile organic compounds. To control ozone pollution, it is necessary to control emissions of these other pollutants. It is primarily caused by chemicals from car and small engine exhaust, and business and industry emissions on hot sunny days.

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

The 1996 Portland Ozone Maintenance Plan included the following MOBILE5 based motor vehicle emission budgets:

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

In February 2007, the Oregon Environmental Quality Commission adopted an updated Portland Ozone Maintenance Plan and the US EPA approved the plan effective January 18, 2012. This plan no longer requires air quality conformity determinations for ozone. However, Metro and DEQ have agreed that ozone levels will continue to be projected to assess future trends, although no motor vehicle emission budgets, or maximum levels of ozone precursors from on road transportation sources, are available for comparison.

The EPA has recently announced that it is considering a reduction in the ozone standard – with a range of between 0.6 and 0.7 ppm. Depending on the final standard, the Metro region could have a compliance issue to address.

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

Figure G-1. Ozone Trends – Total Emissions, All Sources

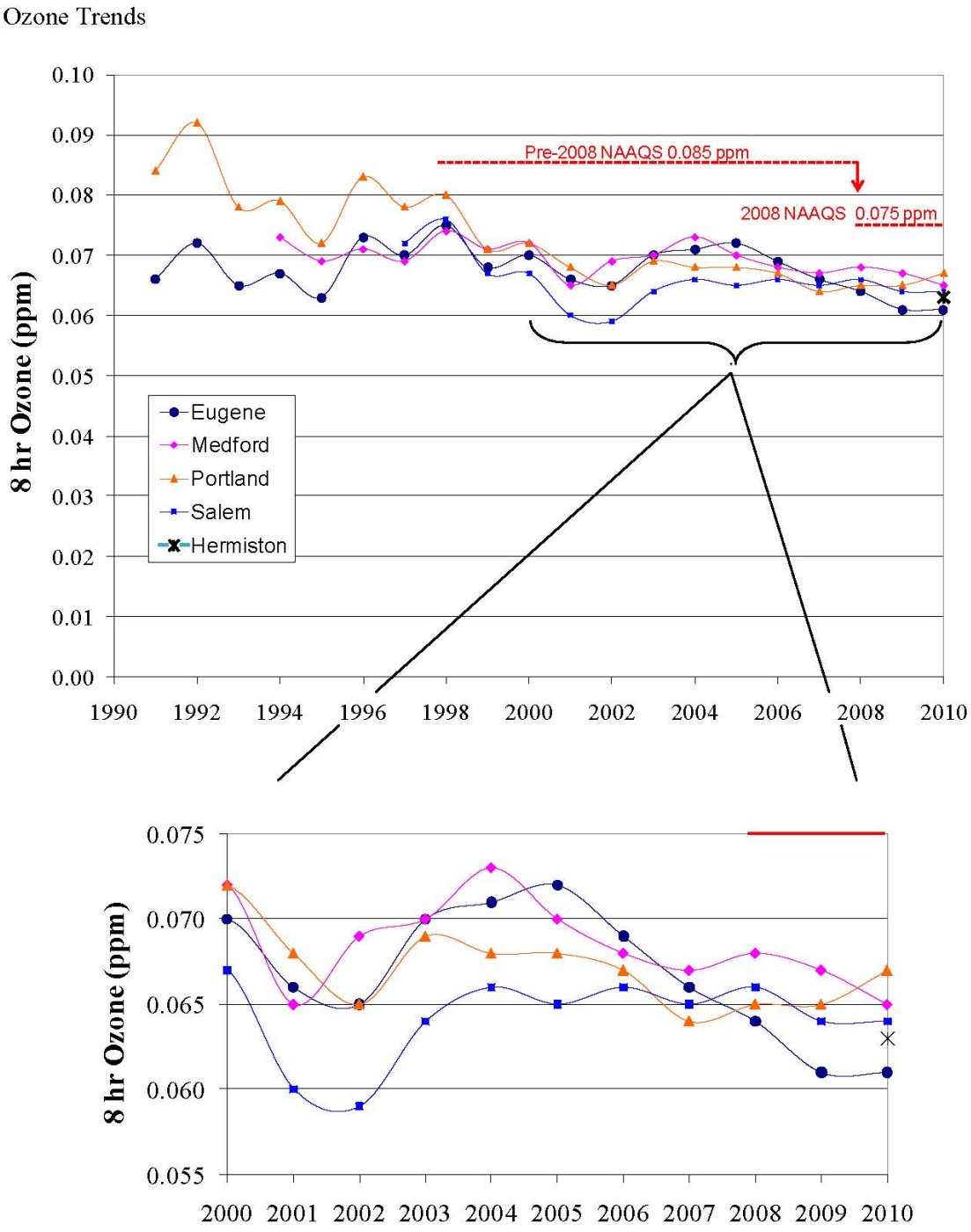
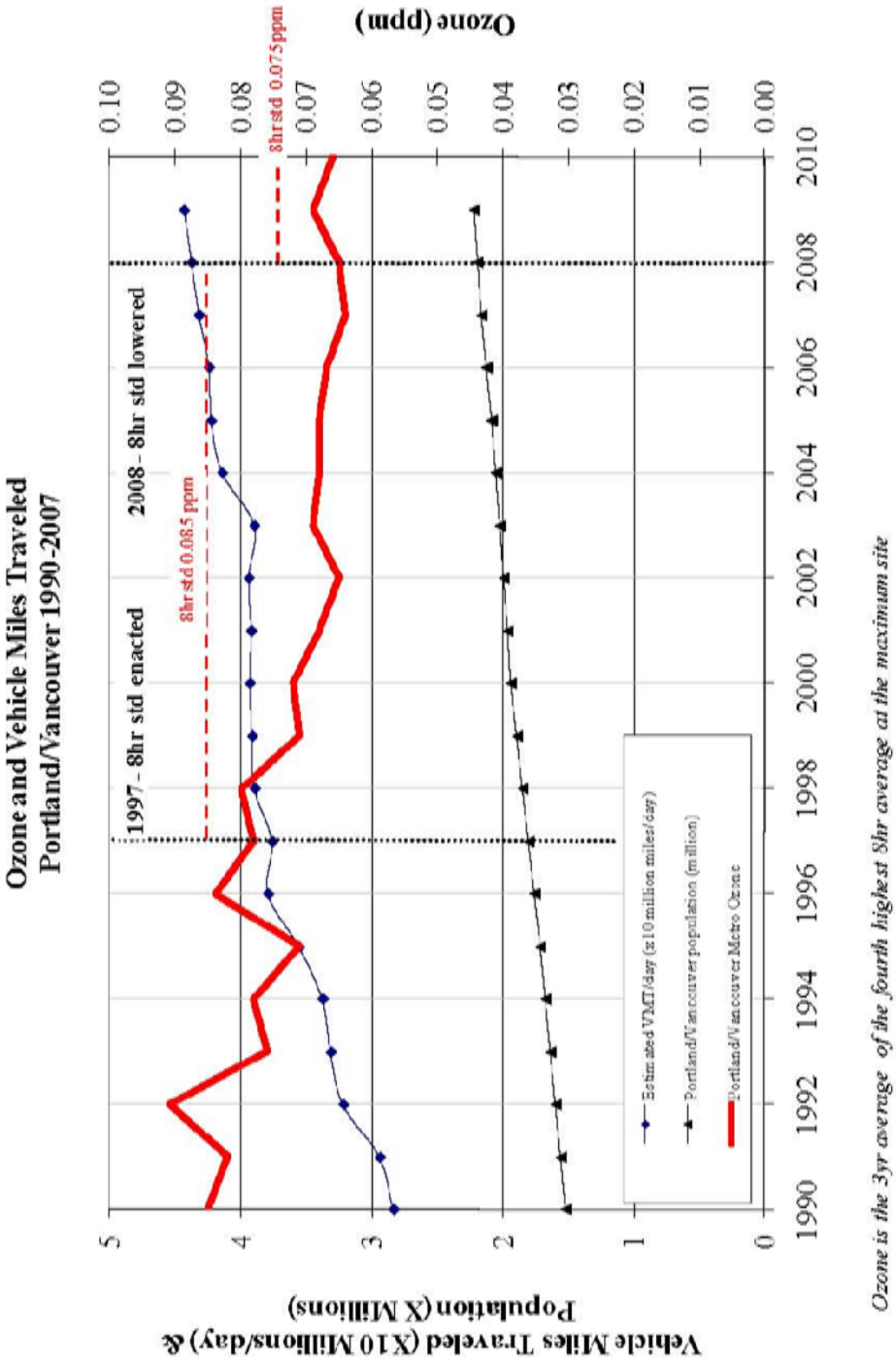


Figure 42. Ozone trend.
The trend chart uses the three year average of fourth highest annual eight hour ozone value.
In 2008 the eight hour standard was lowered to 0.075 ppm.

Source: 2010 Oregon Air Quality Data Summaries, Oregon Department of Environmental Quality.
See http://www.deq.state.or.us/aq/forms/2008AQreport.pdf - page 26

Figure G-2. Ozone and Vehicle Miles Traveled



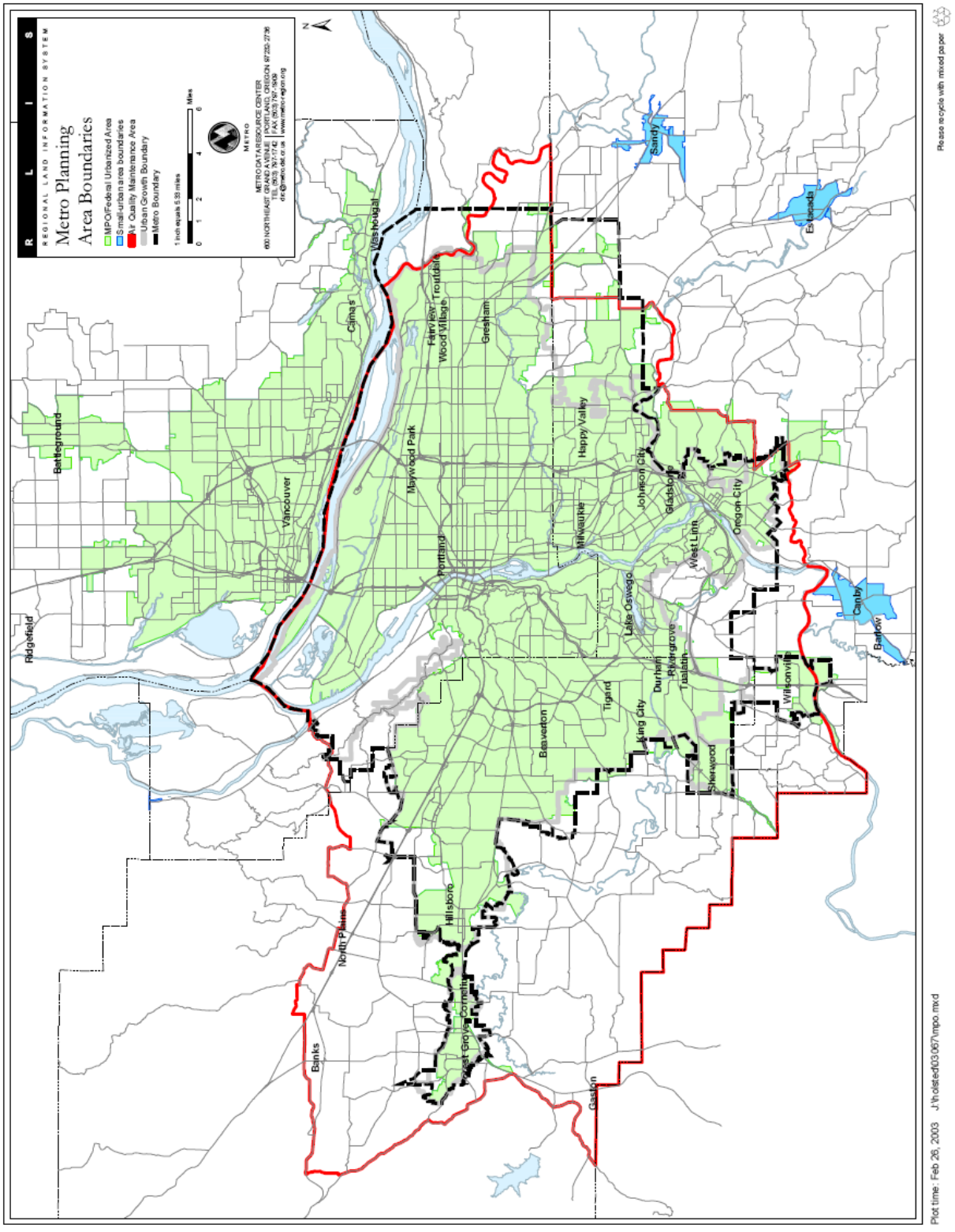


Figure G-3. Metro Air Quality Maintenance Area (for ozone)

APPENDIX H – Air Toxics and Greenhouse Gas Emissions Information

Metro and Oregon Department of Environmental Quality have a Memorandum of Understanding (2007) that contains agreements concerning air quality in the region and the responsibilities that each entity will carry out. Among Metro's responsibilities is that Metro will..."*...Expand the regional emission analysis required by the transportation conformity rules to include additional pollutants produced by the area's transportation system. Pollutants of interest are carbon dioxide (CO2), Volatile Organic Compounds (VOC), Oxides of nitrogen (NOx), Benzene, Acetaldehyde, Acrolein, Formaldehyde, 1,3-Butadiene, and PM2.5 from Diesel Exhaust (Particulate Matter 2.5 microns and smaller in diameter). The first analysis to include additional pollutants will be the 2035 financially constrained Regional Transportation Plan (RTP). After that, the expanded assessment of transportation pollutants will be calculated for both financially constrained and illustrative RTPs as well as Metropolitan Transportation Improvement Programs*".

Following are the estimates from the same MOBILE6.2 computer model run as the carbon monoxide analysis reported as part of the formal Conformity Determination, above, required by EPA and USDOT.

Table H-1 Metro Area Additional Air Pollutant Emissions from Surface Transportation

Pollutant	Season	Unit	2010	2017	2025	2035	% Change 2010-2035
Air Toxics							
Acetaldehyde	Winter	pounds	342	191	259	271	-33%
Acrolein	Winter	pounds	29	16	19	18	-47%
Benzene	Winter	pounds	1,842	1,073	1,327	1,111	-49%
1,3 butadiene	Winter	pounds	176	98	126	118	-44%
Formaldehyde	Winter	pounds	535	303	355	334	-47%
PM 10 carbon	Winter	pounds	676	234	164	77	-91%
PM 10 exhaust	Winter	pounds	1,112	459	323	154	-89%
PM 2.5 carbon	Winter	pounds	615	189	127	49	-94%
PM 2.5 exhaust	Winter	pounds	1,019	392	253	79	-94%
NOx	Summer	pounds	92,817	43,159	39,629	31,391	-72%
VOC	Summer	pounds	57,103	35,190	34,578	33,149	-48%
Greenhouse Gas							
CO2	Summer	pounds	36,511,334	40,906,757	43,520,279	49,618,496	43%

These data show the following:

- All of the Air Toxics are forecast to decrease in the period 2010-2035, some quite dramatically.
- Greenhouse Gas (carbon dioxide, or CO2) is forecast to increase – by 43%.
- EPA has recently mandated the transition to a new air quality model, MOVES, which is expected to provide better forecasts. Metro is working to initiate use of this model and will report MOVES estimates well in advance of the two year grace period that MPOs have to complete the migration to this new model.
- Metro has initiated a greenhouse gas assessment program to address Federal and State requirements that is in addition to this analysis.

APPENDIX I – Vehicle Miles Traveled per Capita Information

Metro and Oregon Department of Environmental Quality have a Memorandum of Understanding (2007) that contains agreements concerning air quality in the region and the responsibilities that each entity will carry out. Among Metro's responsibilities is that Metro will..."*Assess VMT/Capita for the purpose of the carbon monoxide and ozone Contingency Plans that are part of the carbon monoxide and ozone Maintenance Plans*".

These Plans state the following Transportation Control Measures concerning vmt/capita:

"2. *Contingent Actions.*

a. Metro will review the vehicle miles traveled per capita (vmt/capita) based on the most recent estimates of population and daily vehicle miles traveled from Federal, State sources, as reviewed and verified by Metro.

b. Should reported vmt per capita exceed a rate of 21.5 vmt/capita (a 10 percent increase above the 2002 rate) for the Oregon portion of the Portland-Vancouver Air Quality Maintenance Area for two successive years, the following measures would become required TCM for the region:

i. Washington County Commuter Rail within six years after exceeding the 21.5 vmt/capita rate;

ii. I-205 LRT within six years after exceeding the 21.5 vmt/capita rate;

iii. An increase of efforts for the Regional Travel Options Program sufficient to increase the number of employers reached by the program by at least 5 % per year the number of employers currently subject to the DEQ Employee Commute Options Program. Alternatively, specific projects form the Regional Transportation Options Program could be substituted.

iv. An increase of funding of at least 5% for Transit Oriented Development projects.

v. Other programs or projects consistent with State and Federal law as may be determined by the Metro Council after consultation with the Joint Policy Advisory Committee on Transportation.

c. Should vmt/capita exceed 20.5 daily vmt/capita (a 5% increase above 2002 rate) for two successive years, the Standing Committee (TPAC, as defined at OAR 340-252-0060 (2) (b) (A) (iii)] shall be convened to consider:

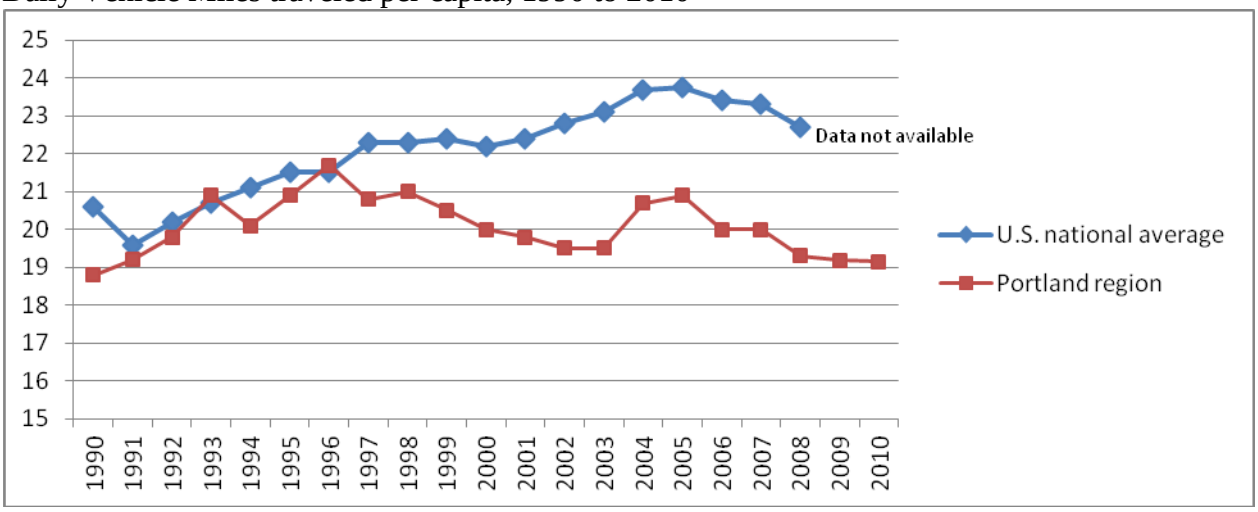
i) *Whether there is a data problem with the trigger; and,*

ii) *If there is not a data problem with the trigger, identification of and analysis of effectiveness of those local actions that could reduce air pollutant emissions; and,*

iii) *Whether a recommendation to initiate one or more of these local air quality actions until the 2002 vmt/capita level is one again attained, should be made to JPACT*."

Accordingly, the attached data, below, illustrate the latest data concerning vmt per capita. The latest data (2010) show a rate of 19.2 vmt/capita - less than either TCM “triggers”.
Daily vehicles miles traveled per person 1990 to 2010

Daily Vehicle Miles traveled per capita, 1990 to 2010



Note: The geographic areas and VMT for Portland region includes the Oregon portion of the Portland-Vancouver U.S Census defined urban area. The urban area boundaries change every 10 years as the census data changes. There is a time lag between when the census data is collected and the implementation of the new area or boundary. In the above graph, the implementation of the 1990 Census boundary does not appear until 1993 for Portland region – noted by the uptick in 1993. Likewise, the use of the new 2000 Census Boundary did not occur until 2004 – note a similar increase uptick in the graph in 2004.

Sources: The 2009 and 2010 data for the Portland region are from the Oregon Highway Performance Monitoring Systems (HPMS) and are the official state submittals to the Federal Highway Administration. The information is subject to review by the FHWA, and may change before being finalized and published.

The 1990-2008 data are from http://www.fhwa.dot.gov/policyinformation/statistics.cfm. Daily VMT/ Person is calculated from "Total DVMT," which can be located at the FHWA's webpage, by year, in 4.4.5. Urbanized Area Summaries, Section 4.4.5.2, Selected Characteristics, Table HM-72.

APPENDIX J – Memorandum of Understanding Between Metro and Oregon DEQ Concerning Air Quality

MEMORANDUM OF UNDERSTANDING

Between METRO and

Oregon Department of Environmental Quality

Implementing the Federal Clean Air Act and Transportation Regulations

This MEMORANDUM OF UNDERSTANDING between METRO and the DEPARTMENT OF ENVIRONMENTAL QUALITY (DEQ), is created pursuant to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and 23 CFR 450.310 (c) which specifies that maintenance areas have an agreement between the metropolitan planning organization (METRO) and the agency responsible for air quality planning (DEQ). The memorandum describes the respective roles and responsibilities of each of these agencies for air quality related transportation planning and interagency consultation.

WITNESSETH,

WHEREAS, METRO and DEQ are mutually interested in the exchange of information related to transportation planning, vehicle miles of travel, transportation control measures and the effects transportation has on achieving and maintaining air quality in the greater Portland Metropolitan Area; and

WHEREAS, METRO and DEQ are mutually interested in ensuring that transportation plans, programs and projects that are proposed in or that affect the metropolitan Portland air quality maintenance areas conform with the State Implementation Plan (SIP) for both Ozone and Carbon Monoxide; and

WHEREAS, METRO and DEQ have responsibilities for complying with Federal, State and Local regulations related to transportation and air quality issues through an interagency consultation process defined in OAR 340-252-0060.

NOW THEREFORE,

METRO Agrees to:

1. Maintain and update the regional travel forecasting model for the Portland Metropolitan region based on a current, valid estimate of population and employment.
2. Provide travel demand forecasts and regional emissions analyses for the regional transportation system as required for conformity determinations.
3. Develop and evaluate transportation control measures and ensure maximum priority for their timely implementation through the transportation improvement program and financially constrained regional transportation plan.
4. Monitor changes in design concept and scope (i.e., the potential emissions impact) of regionally significant projects.
5. Coordinate with DEQ in the transition to the new U.S. Environmental Protection Agency's air quality model, called Motor Vehicle Emission Simulator (MOVES), to be used in future Metro air quality conformity determinations.

6. Prepare air quality conformity determinations for Regional Transportation Plans (RTP) and Transportation Improvement Programs (MTIP) through consultation with DEQ consistent with federal and state conformity regulations for the Oregon portion of the air quality maintenance area, including that portion outside Metro's boundary.

7. Estimate the emission of additional transportation-related pollutants beyond those required by the transportation conformity rules when conducting regional emissions analyses. Pollutants to be estimated are Carbon Dioxide (CO2) Equivalent, Volatile Organic Compounds (VOC), Oxides of Nitrogen (NOx), Benzene, Acetaldehyde, Acrolein, Formaldehyde, 1,3-Butadiene, and PM2.5 from Diesel Exhaust (Particulate Matter 2.5 microns and smaller in diameter). . The expanded assessment of transportation pollutants will be calculated for both financially constrained and illustrative RTPs as well as Metropolitan Transportation Improvement Programs.

8. Assess VMT/Capita for the purpose of the Carbon Monoxide and Ozone Contingency Plans that are part of the Carbon Monoxide and Ozone Maintenance Plans.

9. Ensure that public involvement procedures are adequate and support OAR 340-252-0060, Consultation.

10. Meet with DEQ each year in the fall to propose data development, analyses, schedule and budget for inclusion in the following fiscal year's Unified Work Plan.

DEQ Agrees to:

1. Consult with Metro on updates to the State Implementation Plan (SIP) involving transportation emissions in the Portland area.
2. Maintain, monitor and update the emissions inventory for the Portland Metropolitan area with current data provided by Metro and using current releases of EPA emission factors and models, and provide the triennial National Emission Inventory data to Metro for Metro's performance measures.
3. Develop emissions budgets for any air quality plans in the Portland area needed to comply with the federal Clean Air Act.
4. Submit proposed non-administrative changes to the SIP that involve transportation control measures for Metro's approval.
5. Prepare reports as necessary to demonstrate air quality attainment/maintenance for the Portland Metropolitan area when required to avoid Federal sanctions for noncompliance with the Clean Air Act Amendments (CAAA) of 1990. Inform Metro of revisions to National Ambient Air Quality Standards proposed by EPA and potential attainment or nonattainment status of the Portland Metropolitan area prior to designations.
6. Assist Metro in conducting air quality conformity determinations through interagency consultation and modeling support, including any needed assistance in Metro's transition to the MOVES air quality model.
7. Ensure that agency public involvement procedures are adequate and support OAR 340-252-0060, Consultation.

8. Meet with Metro each year in the fall to complete a list of needed data, analyses and schedule for inclusion in the following fiscal year Unified Work Plan.

IT IS MUTUALLY AGREED:

The undersigned agencies in the State of Oregon, in accordance with Part 450 Subsection 450.310 (Metropolitan Planning Organization Agreements) of Title 23 U.S.C. do hereby commit to cooperate in the development and submission of data, analyses, reports and documents necessary to fulfill the obligations established in the CAAA of 1990, Oregon Transportation Conformity Rules OAR 340-252-0010 et. seq., and SAFETEA-LU as they relate to regional transportation planning, mobile source emissions for the SIP and air quality conformity determinations.

This MEMORANDUM OF UNDERSTANDING will be reviewed every three years and amended or reaffirmed as necessary to reflect changing conditions and responsibilities.

Michael Jordan
Chief Operating Officer
METRO

9/13/10
Date

Dick Pedersen, Director
OREGON DEPARTMENT OF
ENVIRONMENTAL QUALITY

8/19/2010
Date

NONDISCRIMINATION NOTICE TO THE PUBLIC

Metro hereby gives public notice that it is the policy of the Metro Council to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, sex, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which Metro receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with Metro. Any such complaint must be in writing and filed the Metro's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, see the web site at www.oregonmetro.gov or call 503-797-1536.

Metro | *People places. Open spaces.*

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

Metro representatives

Metro Council President – Tom Hughes

Metro Councilors

Shirley Craddick, District 1

Carlotta Collette, District 2

Carl Hosticka, District 3

Kathryn Harrington, District 4

Rex Burkholder, District 5

Barbara Roberts, District 6

Auditor – Suzanne Flynn

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