

COMMITTEE MEETING TITLE IPACT

DATE 1/14/82 - 7:30 am.

NAME

AFFILIATION

	NAME	AFFILIATION
G	Bebe Rucker	Multnomah Co.
G	Ted spina	ODOT
G	STEVE DOTERRER	CITY OF PORTLAND
M	Wildred Sepwab	✓ ✓ ✓
M	Bob Ballman	ODOT
M	Bob Ballman	CLACKAMAS CO.
M	LARRY COLE	CITY OF BEAVERTON
M	Charlie Williams	Metro
M	AL MYERS	CITY OF GRESHAM
M	J. FREWING	TRI-MET
M	ROBIN LINDQUIST	CITY OF GLADSTONE
M-A	DAVE STURDEVANT	CLARK County
M	ED FERGUSON	WSDOT
M	Dock Pakornowski	Vancouver City
M	Conley Fulpatrick	Metro
M	Mary Kay	Metro
M	Jim Fisher	WASHECO Comm.
G	Larry Rice	"
G	Vic Rhodes	CITY OF PORTLAND
G	Carl Neuburger	Citizens for Better Highways
G	PAUL BAY	TRI-MET
G	John Price	FHWA
G	JOHN KOWALCZYK	DEQ

A G E N D A M A N A G E M E N T S U M M A R Y

TO: JFACT
FROM: Executive Officer
SUBJECT: Adopting the Ozone and Carbon Monoxide State
Implementation Plans for the Oregon Portion of the
Portland-Vancouver Air Quality Maintenance Area

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Council adoption of the attached Resolution adopting the Ozone and Carbon Monoxide State Implementation Plans for the Oregon portion of the Portland-Vancouver Air Quality Maintenance Area (AQMA).
- B. POLICY IMPACT: This action will adopt control strategies which ensure attainment of the carbon monoxide standard by 1985 and the ozone standard by the federally mandated deadline of 1987. Attainment of the air quality standards for both pollutants will be achieved without adopting any new control measures. The standards will be met by continuing programs already in existence and those that have secure funding sources.
- C. BUDGET IMPACT: None.

II. ANALYSIS:

- A. BACKGROUND: Metro has been designated by the Governor of Oregon to be the lead planning agency for carbon monoxide and ozone in the Oregon portion of the Portland-Vancouver Air Quality Maintenance Area. However, the City of Portland has prepared the Carbon Monoxide State Implementation Plan because all future violations of the carbon monoxide standard in this region are projected to be in the City of Portland. The Portland City Council has adopted this plan and submitted it to Metro so that Metro may also adopt it for submittal to the State of Oregon. Almost all measures called for in this plan will be implemented by the City of Portland and Tri-Met. The two measures requiring Metro participation, a bicycle promotion program and a rideshare program, have been awarded federal grants which Metro has already received.

The Ozone State Implementation Plan was prepared jointly by Metro and DEQ. A similar plan is being prepared for the Washington portion of the AQMA by the Regional Planning Council of Clark County. The ozone plan projects attainment of the ozone standard by the 1987 deadline using stationary and mobile source control measures already in place, including major industrial controls and biennial automobile inspection/maintenance.

FOR THE PURPOSE OF ADOPTING THE)
OZONE AND CARBON MONOXIDE STATE)
IMPLEMENTATION PLANS FOR THE)
OREGON PORTION OF THE PORTLAND-)
VANCOUVER AIR QUALITY MAINTENANCE)
AREA)

WHEREAS, Metro has been designated by the Governor of Oregon as lead agency for ozone and carbon monoxide air quality planning in the Oregon portion of the Portland-Vancouver Air Quality Maintenance Area; and

WHEREAS, Metro, the Oregon Department of Environmental Quality and the City of Portland have jointly developed control strategies (State Implementation Plans) which will provide for attainment of the carbon monoxide standard by 1985 and the ozone standard by the legally mandated 1987 deadline; and

WHEREAS, Metro must adopt these plans and submit them to the State of Oregon allowing sufficient time for the State to proceed with its public hearing and adoption process to meet the federally mandated July 1982 plan submittal deadline; and

WHEREAS, Failure to adopt these plans could result in the Environmental Protection Agency and the U. S. Department of Transportation withholding federal aid transportation and sewage treatment plant construction funding; and

WHEREAS, The Ozone State Implementation Plan calls for the administration of a "growth cushion" policy; and

WHEREAS, An agreement must be reached with the State of Washington before a growth cushion policy can be implemented; now, therefore,

Again, all measures included in this plan, with the exception of the bicycle and rideshare programs already discussed, will be implemented by Tri-Met, Oregon Department of Transportation, the City of Portland, and DEQ.

The ozone plan also projects that in the entire interstate AQMA in 1987, there will be 1,700 kilograms/day fewer emissions than needed to meet the ozone standard. The Department of Environmental Quality staff is recommending that this surplus in emissions be administered as a "growth cushion" so that new or expanding industries (which emit hydrocarbons after required pollution control equipment is installed) wishing to locate in the region can do so without finding emission offsets. Because the growth cushion is available regionwide, an agreement must be reached with the State of Washington as to how the cushion should be allocated. The Bi-State Policy Advisory Committee has already met regarding this issue and will make a recommendation to both states.

- B. ALTERNATIVES CONSIDERED: The region must adopt control strategies for carbon monoxide and ozone or risk losing federal transportation and sewage capital improvement funds. Additional control measures were considered for inclusion in these plans, but because of the attainment projection, Metro and DEQ staff feel that it is unwise to commit to any new measures which do not have secure funding.

For the ozone plan, an offset policy was considered, meaning that any major new hydrocarbon industrial sources wishing to locate in the region would have to find emission offsets. Metro and DEQ staff feel that because there is projected to be a surplus in emission reductions over what will be required to meet the ozone standard in 1987, this surplus should be administered as a growth cushion. Doing this will remove an obstacle that new industries wishing to locate here would have to overcome.

- C. CONCLUSION: Metro staff recommends approval of the attached Resolution.

RB/srb
5182B/283
02/01/82

BE IT RESOLVED,

1. That the Metro Council adopts the Ozone and Carbon Monoxide State Implementation Plans for the Oregon portion of the Air Quality Maintenance Area and hereby submits them to the Oregon Department of Environmental Quality.

2. That the Metro Council directs the Bi-State Policy Advisory Committee to recommend to the Oregon Department of Environmental Quality and the Washington Department of Ecology how the regional growth cushion should be allocated between Oregon and Washington and that the recommendation be incorporated into this Ozone State Implementation Plan for adoption by the Oregon Environmental Quality Commission before submittal to the Environmental Protection Agency.

RB/srb
5182B/283
02/01/82

A G E N D A M A N A G E M E N T S U M M A R Y

TO: JPACT
FROM: Executive Officer
SUBJECT: Endorsing Project Priorities Using Interstate Transfer Funds in FY 82

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of the attached resolution which prioritizes highway projects receiving Interstate Transfer funds in FY 1982. This action is consistent with the Five Year Operational Plan.
- B. POLICY IMPACT: This action:
- establishes project priorities for use of FY 82 Interstate Transfer funds (column 1982 in Attachment "A")
 - establishes reserve accounts
 - sets up a series of backup projects (column 1982 B in Attachment "A"), unprioritized except for Highway 217 and Sunset Interchange being first, and Front Avenue--Phase II being last.

TPAC has reviewed and approved this project.

- C. BUDGET IMPACT: None.

II. ANALYSIS:

- A. BACKGROUND: Some \$45.5 million in federal Interstate Transfer funds has been allocated for highway projects for the Portland region for FY 82. To utilize these funds, the Transportation Improvement Program (TIP) Subcommittee has recommended the priorities in column 1982 of Attachment "A." Coupled with the recommendations are a series of conditions consisting of:
1. All Category I and Category II Multnomah County, Washington County and Clackamas County funding from construction cost underruns will be credited to a reserve account up to \$1 million to be used for cost overruns up to 10 percent of the originally allocated funding on other Category I and Category II Multnomah County, Washington County, Clackamas County projects; cost overruns in excess of 10 percent require approval of the TIP Subcommittee.
 2. All Category II Portland funding from cost underruns will be available for other Portland Category II projects.

3. All Category I and Category II Multnomah County, Washington County, Clackamas County funding from construction cost underruns in excess of overruns will be credited to the City of Portland for Category II projects up to \$2,757,489 (shown as 1982 A).
4. All Category I and Category II funding from construction cost underruns in excess of the \$2,757,489 City of Portland funding will be allocated to remaining projects or back-up projects identified as 1982 B in Attachment "A" by the TIP Subcommittee by August 1.
5. The FY 82 funding allocation does not constitute any prior commitment to the FY 83 funding allocation.

B. **ALTERNATIVES CONSIDERED:** All projects previously programmed for use of Interstate Transfer funding have been previously reviewed and endorsed by the Metro Council (TIP actions). Highest priority has been placed on providing funding for the Banfield project (\$12.4 million) and priority regional corridor projects (I-505, Powell). The remainder was distributed to local jurisdictions based upon the status of implementation of the individual projects. A series of backup projects was established and can be implemented if underruns occur in other projects. An alternative to fund jurisdictions through the use of a formula would have increased Portland's allocation rather than allowing those projects to be funded from cost underruns.

C. **CONCLUSION:** Metro staff recommends approval of the attached resolution.

BP/gl
5202B/107
02/01/82

FOR THE PURPOSE OF ENDORSING)
PROJECT PRIORITIES USING INTER-)
STATE TRANSFER FUNDS IN FY 1982)
)

WHEREAS, The Metro Council adopted Resolution No. 81-280 which endorsed the FY 82 Transportation Improvement Program (TIP); and

WHEREAS, The program of projects set forth in the TIP was based on the likelihood of receiving \$58.4 million in federal Interstate Transfer funds for its accomplishment; and

WHEREAS, The actual federal allocation to the Portland region for FY 1982 is \$45.5 million for highway projects; and

WHEREAS, The TIP Subcommittee has developed a revised FY 1982 program in keeping with the newly allocated funds; now, therefore,

BE IT RESOLVED,

1. That the \$45.5 million of FY 82 Interstate Transfer "highway" funding is allocated as shown on Attachment "A" subject to the following conditions:

- a. All Category I and Category II Multnomah County, Washington County, Clackamas County funding from construction cost underruns will be credited to a reserve account up to \$1 million to be used for cost overruns up to 10 percent of the originally allocated funding on other Category I and Category II Multnomah County, Washington County, Clackamas County projects; cost overruns in excess of 10 percent require approval of the TIP Subcommittee;
- b. All Category II Portland funding from cost underruns will be available for other Portland Category II projects;
- c. All Category I and Category II Multnomah County, Washington County, Clackamas County funding from construction cost underruns in excess of overruns will be credited to the City of Portland for Category II projects up to

- \$2,757,489 (shown as 1982 A);
- d. All Category I and Category II funding from construction cost underruns in excess of the \$2,757,489 City of Portland funding will be allocated to remaining projects or back-up projects identified as 1982 B in Attachment "A" by the TIP Subcommittee by August 1; and
 - e. This FY 82 funding allocation does not constitute any prior commitment to the FY 83 funding allocation.

2. That the TIP Subcommittee is directed to recommend an "eight-year" Interstate Transfer Program to provide the basis for determining FY 83 funding need and establishing FY 83 priorities.

BP/gl
5202B/107
02/01/82

METROPOLITAN SERVICE DISTRICT

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INTERSTATE TRANSFER FY 1982 PROGRAM
HIGHWAY PROJECTS
CATEGORY I PROJECTS
IN FEDERAL \$
29-Jan-82

PROJECT TITLE	1982	1982A	1982B	
1 BANFIELD TRANSITWAY-HIGHWAY FUND				CAT I
CON	12,400,000	0	0	
2 POWELL II-50TH AVE TO 82ND				CAT I
CON	5,330,000	0	0	
3 REGIONAL RIDESHARE				CAT I
OPG	270,000	0	0	
4 I5 NORTH RIDESHARE				CAT I
OPG	70,000	0	0	
5 NICOLAI-FRONT TO ST HELENS RD				CAT I
R/W	85,000	0	0	
CON	1,870,000	0	0	
TOTAL	1,955,000	0	0	
6 YEON AVE-ST HELENS RD TO I405				CAT I
R/W	340,000	0	0	
TOTAL	20,365,000	0	0	

METROPOLITAN SERVICE DISTRICT

INTERSTATE TRANSFER FY 1982 PROGRAM
HIGHWAY PROJECTS
CITY OF PORTLAND PROJECTS
IN FEDERAL \$
29-Jan-82

PROJECT TITLE	1982	1982A	1982B	
7 NW INTERSECTION IMPROVEMENTS FE	33,000	0	0	CAT II
8 N COLUMBIA BLVD-OSWEGO AV TO WCL CON	3,910,000	0	0	CAT II
9 SW BROADWAY-SW 4TH TO 6TH CONNEX FE	50,000	0	0	CAT II
10 SIGNAL REPLC-34 LOCATIONS FE	25,000	0	0	CAT II
11 SIGNAL REPLC-16 LOCATIONS CON	463,000	0	0	CAT II
12 SIGNAL REPLC-6 LOC-82ND AVE CON	266,900	0	0	CAT II
13 MACADAM AVE-ROSS ISL TO SELLWOOD CON	194,338	0	0	CAT II
14 HOLLYWOOD DISTRICT TRANSPORTATIO FE	35,000	0	0	CAT II
R/W	127,500	0	0	
TOTAL	162,500	0	0	
15 SE HOLGATE-SE 17TH TO SE 28TH CON	107,110	0	0	CAT II
16 MCLOUGHLIN NEIGHBORHOODS PROJECT FE	25,000	0	0	CAT II
17 33RD AT BROADWAY R/W	14,510	0	0	CAT II
18 39TH AT STARK R/W	7,287	0	0	CAT II
19 GOING ST NOISE MITIGATION FE	3,500	0	0	CAT II
CON	750,000	0	0	
TOTAL	753,500	0	0	

METROPOLITAN SERVICE DISTRICT

INTERSTATE TRANSFER FY 1982 PROGRAM
 HIGHWAY PROJECTS
 CITY OF PORTLAND PROJECTS
 IN FEDERAL \$
 29-Jan-82

PROJECT TITLE	1982	1982A	1982B	
20 BH HWY TSM-CAPITOL TO SCHOLLS R/W	110,000	0	0	CAT II
21 FRONT AVE-STEEL BR TO NW 26TH R/W	50,000	0	0	CAT II
CON	2,125,000	0	2,125,000	
TOTAL	2,175,000	0	2,125,000	
22 ARTERIAL OVERLAY PROGRAM FE	21,250	0	0	CAT II
CON	1,213,750	0	0	
TOTAL	1,235,000	0	0	
23 82ND AVENUE IMPROVEMENTS FE	76,295	0	0	CAT II
24 E BURNSIDE-90TH TO 94TH FE	22,950	0	0	CAT II
25 W BURNSIDE TSM FE	14,000	0	0	CAT II
26 NW RIDESHARE DFG	85,000	0	0	CAT II
27 CITY DEACTIVATED PROJECTS RES	-1,223,992	0	0	CAT I
28 CITY REACTIVATED PROJECTS RES	0	0	2,757,489	CAT II
TOTAL	8,506,398	2,757,489	2,125,000	

METROPOLITAN SERVICE DISTRICT

INTERSTATE TRANSFER FY 1982 PROGRAM
 HIGHWAY PROJECTS
 MULTNOMAH COUNTY PROJECTS
 IN FEDERAL \$
 29-Jan-82

PROJECT TITLE	1982	1982A	1982B	
29 238TH AVE UP XNG TO HALSEY FE	1,000	0	0	CAT II
30 GATEWAY SIGNAL SYNCHRONIZATION CON	0	0	391,000	CAT II
31 242ND AVE-STARK ST TO DIVISION CON	0	0	260,000	CAT II
32 257TH AVE-STARK ST TO COLUMBIA FE	74,000	0	75,000	CAT II
33 221ST AVE-FARISS RD TO POWELL FE	32,600	0	0	CAT II
CON	1,020,000	0	0	
TOTAL	1,052,600	0	0	
34 182ND AVE-DIVISION TO POWELL CON	974,000	0	0	CAT II
35 221ST AVE-POWELL SOUTH TO HEINEY R/W	0	0	348,000	CAT II
36 SANDY BLVD TSM-99TH TO 162ND AVE R/W	25,000	0	0	CAT II
37 190TH/POWELL-182ND TO BIRSDALE FE	10,500	0	0	CAT II
38 BURNSIDE RD-STARK TO 221ST R/W	210,000	0	0	CAT II
CON	0	0	1,200,000	
TOTAL	210,000	0	1,200,000	
TOTAL	2,347,100	0	2,274,000	

METROPOLITAN SERVICE DISTRICT

INTERSTATE TRANSFER FY 1982 PROGRAM
 HIGHWAY PROJECTS
 CLACKAMAS COUNTY PROJECTS
 IN FEDERAL \$
 29-Jan-82

PROJECT TITLE	1982	1982A	1982B	
3 ^o CLACKAMAS TOWN CENTER SIGNALS CON	115,000	0	0	CAT II
40 LWR BOONES FY RD-MADRONA TO JEAN R/W	40,000	0	0	CAT II
41 SUNNYSIDE RD-97TH TO 122ND FE	18,300	0	0	CAT II
CON	0	0	654,000	
TOTAL	18,300	0	654,000	
42 OSWEGO CREEK BRIDGE FE	16,600	0	0	CAT II
43 HWY 212-I205 TO ROCK CREEK JCT CON	2,125,000	0	0	CAT II
44 OREGON CITY BYPASS CON	6,020,000	0	0	CAT II
45 RAILROAD/HARMONY-82ND TO MILW FE	50,000	0	113,000	CAT II
46 82ND DR-HWY212 TO GLAD/I205 INTC FE	95,000	0	30,000	CAT II
47 GLADSTONE/MILWAUKIE TSM CON	189,000	0	0	CAT II
TOTAL	8,668,900	0	797,000	

METROPOLITAN SERVICE DISTRICT

INTERSTATE TRANSFER FY 1982 PROGRAM
 HIGHWAY PROJECTS
 WASHINGTON COUNTY PROJECTS
 IN FEDERAL \$
 29-Jan-82

PROJECT TITLE	1982	1982A	1982B	
48 185TH AVE-SUNSET HWY TO WALKER				CAT II
FE	20,800	0	0	
CON	1,615,000	0	0	
TOTAL	1,635,800	0	0	
49 ALLEN BLVD I-MURRAY TO HWY217				CAT II
CON	1,285,000	0	0	
50 ALLEN BLVD II				CAT II
FE	3,200	0	0	
R/W	460,700	0	0	
TOTAL	463,900	0	0	
51 BARNES RD UNIT 1-HWY217 TO LEARY				CAT II
CON	0	0	1,360,000	
52 HALL BLVD AT HWY217 OFF-RAMP				CAT II
CON	29,000	0	0	
53 HWY 217 AND SUNSET HWY INTCHG				CAT II
R/W	571,000	0	500,000	
54 CORNELL I-E MAIN TO ELAM YOUNG				CAT II
FE	28,000	0	0	
R/W	178,500	0	0	
TOTAL	206,500	0	0	
55 BEAVERTON-HILLSDALE SIGNAL TIE				CAT II
R/W	4,000	0	0	
CON	89,000	0	0	
TOTAL	93,000	0	0	
56 TV HWY AT 185TH				CAT II
FE	34,000	0	0	
57 HWY 217 AND 72ND AVE INTCHG				CAT II
FE	2,000	0	0	
R/W	11,900	0	0	
CON	1,130,000	0	0	
TOTAL	1,143,900	0	0	

METROPOLITAN SERVICE DISTRICT

INTERSTATE TRANSFER FY 1982 PROGRAM
HIGHWAY PROJECTS
WASHINGTON COUNTY PROJECTS
IN FEDERAL \$
29-Jan-82

PROJECT TITLE	1982	1982A	1982B	
58 FARMINGTON RD TSM-MURRAY TO 185T FE	4,100	0	0	CAT II
59 HALL BLVD TSM FE	1,400	0	0	CAT II
60 CORNELL II-ELAM YOUNG TO 216TH FE	70,000	0	50,000	CAT II
61 MURRAY BLVD-JENKINS TO SUNSET FE	75,000	0	150,000	CAT II
TOTAL	5,612,300	0	2,060,000	
GRAND TOTAL	45,499,998	2,757,489	7,256,000	

A G E N D A M A N A G E M E N T S U M M A R Y

TO: JPACT
FROM: Executive Officer
SUBJECT: Final Amendments to 'Problem 5' in Staff Report 77

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council approval of the language in Attachment A which allows the transfer of Interstate Transfer authorizations among Highway 217/Sunset interchange, Highway 212, 190th/Powell, Banfield, I-505, Powell Boulevard, McLoughlin Boulevard and West-side Corridor projects.
- B. POLICY IMPACT: This action will enable the Oregon Department of Transportation (ODOT) to transfer funds among the noted projects and will continue pre-existing agreements on fund transfers by returning unused funds to the project transfer of origin.

TPAC has reviewed and approved the language set forth in Attachment A.

- C. BUDGET IMPACT: None.

II. ANALYSIS:

- A. BACKGROUND: Staff Report 77 upgrades past documentation on the Transportation Improvement Program (TIP) and, in particular, the I-505 portion of the program.

Both TPAC and JPACT have reviewed the report and expressed concern over Problem 5. Committee members felt it very important that the language in Problem 5 be clear that all past agreements and commitments are binding. In addition, it was agreed that the ability of ODOT to shift funds among the noted projects was appropriate in order to ensure that they will be built. In the case of underruns, the State would be able to shift funds around to accommodate project needs.

- B. ALTERNATIVES CONSIDERED: To not correct the language in Problem 5 would contradict Committee recommendations and restrict ODOT in the transfer of funds among the projects.
- C. CONCLUSION: Metro staff recommends approval of the language in Problem 5 of Staff Report 77 as amended.

IV. PROBLEM 5: Lack of specificity of the Cost Management System with respect to ODOT and Tri-Met as sponsoring jurisdictions.

ANALYSIS:

The same resolution which established the Metro Systems Planning fund (#790103) also established a process for managing the Interstate Transfer accounts. This process gives added flexibility to jurisdictions sponsoring projects by allowing jurisdictions to fund cost increases on a "priority committed project" by transferring funds from other committed projects it sponsors within the same county. Once it has reviewed the request, Metro staff is allowed to handle the shift of funds between projects administratively. The management process also allows excess funds resulting from project underruns to be shifted to a regional reserve or "at the discretion of the sponsoring jurisdiction, to another committed project in the same county."

RECOMMENDATION:

The Cost Management System should be further defined to specify ODOT and Tri-Met as project sponsors having the ability to shift funds between projects in accordance with the adopted cost overrun process. Under such a condition, ODOT or Tri-Met would submit to Metro a request to transfer funds along with a technical justification for the transfer including a statement of the viability of the project from which funds are being transferred. Metro staff would administratively adjust the funding authorization of the affected projects.

An additional change to the Cost Management System is recommended to deal with excess funds resulting from cost underruns. These funds should be distributed as follows:

- . Excess Interstate Transfer authorization resulting from cost underruns for the Banfield, I-505 Alternative, McLoughlin Boulevard, Westside Corridor, Powell Boulevard, 217/Sunset, Highway 212, and 190th/Powell projects would be added to a Regional Reserve to fund cost overruns on the other projects in this category paragraph. However, any surplus funds (from underruns) desired for retention on one of the above projects or the use of any Regional Reserve funding for a revised project scope is subject to review by JPACT. This recommendation does not make 217/Sunset, Highway 212 and 190th/Powell Category I priorities for receiving funding allocations but allows the transfer of funding authorizations among the three projects and Category I projects as justified in compliance with the Cost Overrun Process.
- . All other excess authorization resulting from cost underruns would be available to the sponsoring jurisdiction to fund other projects and reserves already in the Interstate Transfer program in accordance with the adopted Cost Overrun Process.

This recommendation does not affect previously committed project transfers. The following transferred authorizations (in December 31, 1980 dollars except as noted) should be returned to the original project in the event the recipient project is completed with excess authorization:

Hwy. 217/Sunset	-\$105,145
Oswego Cr. Br.	105,145
Hwy. 217/Sunset	-27,163
Oswego Cr. Br.	27,163
SW Barnes Rd.	-300,000
Nyberg Rd.	300,000
72nd Ave.	-48,305
Hwy. 212	48,305
72nd Ave.	-44,081
OC Bypass	44,081
Oswego Cr. Br.	-385,330
Hwy. 212	385,330
Hwy. 212 East	-5,661,268
(in September 30, 1980 dollars)	
Banfield	2,374,809
OC Bypass	1,358,391
Hwy. 212	406,567
Oswego Cr. Br.	289,727
Boones Fy. Rd.	415,774
MCL Blvd. Res.	816,000

EFFECT ON ADOPTED TIP:

None.

RTP ADOPTION SCHEDULE

- February 11 - JPACT - Status report & approval of adoption schedule
- February 26 - TPAC - Review & discussion of comments; recommendation to JPACT for release for public review with amendments deemed necessary
- March 8 - Regional Development Committee - recommend release for public review
- March 11 - JPACT - Recommend release for public review
- March 11 -
April 30 - Local jurisdiction endorsement
- Week of
April 5 - Public meeting to review RTP
- April 30 - TPAC - Recommend adoption
- May 9 - Regional Development Committee - Public hearing & recommend adoption
- May 13 - JPACT - Recommend adoption
- May 27 - Metro Council - First reading & public hearing
- June 4 - Metro Council - Second reading & ADOPTION