BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE JOINT AIR QUALITY CONFORMITY DETERMINATION FOR THE 2014 REGIONAL TRANSPORTATION PLAN AND THE 2015-2018 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM	)))))	RESOLUTION NO. 14-4534 Introduced by Chief Operating Officer Martha Bennett in concurrence with Council President Tom Hughes

WHEREAS, clean air contributes to the health of Metro residents and their quality of life; and

WHEREAS, the federal Clean Air Act and other federal laws and regulations, including 40 Code of Federal Regulations (CFR) 93.100 through CFR 93.129, contain air quality standards designed to ensure federally supported activities meet air quality standards; and

WHEREAS, the federal standards apply to on-road transportation plans, programs and activities in the Metro area; and

WHEREAS, Oregon Administrative Rules Chapter 340, Division 252, Transportation Conformity, was adopted to implement section 176(c) of the federal Clean Air Act, as amended, and these rules also apply to Metro area on-road transportation plans, programs and activities; and

WHEREAS, these federal and state regulations require metropolitan planning organizations (MPOs) to conduct an air quality conformity determination with each update of the regional transportation plan (RTP), the development of each metropolitan transportation improvement program (MTIP) or when substantial amendments are made to the RTP or MTIP; and

WHEREAS, in May 2014, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council accepted the 2014 RTP project list for the purpose of conducting the air quality conformity determination; and

WHEREAS, a joint air quality conformity analysis was conducted according to state and federal laws and regulations, and through consultation with local, state, and federal agencies for the 2014 RTP and 2015-2018 MTIP; and

WHEREAS, the Joint Air Quality Conformity Determination for the 2014 RTP and 2015-2018 MTIP dated June 27, 2014 (Joint AQC Determination), included in Exhibit A and attached hereto, demonstrates the financially-constrained system of the 2014 RTP can be built and the resulting total air quality emissions, to the year 2040, are forecast to be substantially less than the motor vehicle emissions budgets, or maximum transportation source emissions levels; and

WHEREAS, the Joint AQC Determination also demonstrates the timing and design of the projects included in the 2015-2018 MTIP can be built and the resulting total air quality emissions, to the year 2040, are forecast to be substantially less than the motor vehicle emissions budgets, or maximum transportation source emissions levels; and

WHEREAS, analysis of the transportation projects in the financially constrained 2014 RTP and the 2015-2018 MTIP demonstrates compliance with the three identified transportation control measures; and

WHEREAS, a formal public comment period was held from May 16 – June 16, 2014 and staff made refinements to the joint air quality determination according to the comments, as shown in Appendix Q of Exhibit A; and

WHEREAS, the Transportation Policy Advisory Committee recommended approval of this legislation to JPACT at the June 27, 2014 meeting; and

WHEREAS, the JPACT recommended approval of this legislation at the July 10, 2014 meeting; now therefore

BE IT RESOLVED the Metro Council hereby:

1. Adopts the recommendation of JPACT and approves the Joint Air Quality Conformity Determination for the 2014 RTP and 2015-2018 MTIP attached to this resolution as Exhibit A.

2. Directs the Chief Operating Officer to submit the Joint Air Quality Conformity Determination for the 2014 RTP and 2015-2018 MTIP to the U.S. Environmental Protection Agency for review and the Federal Highway Administration and Federal Transit Administration for approval.

ADOPTED by the Metro Council this 17 day of July 2014.

for Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

Exhibit A



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2014 Regional Transportation Plan and 2015-2018 Metropolitan Transportation Improvement Program Joint Air Quality Conformity Determination

July 17, 2014

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

The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this report are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.

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.

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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 Metro's 2014 Regional Transportation Plan (RTP) and 2015-2018 Metropolitan Transportation Improvement Program (MTIP). The report includes a bundle of proposed transportation investments in the form of projects and estimates the future air quality conditions based on those projects. The report compares the emissions results 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 the projects in the financially constrained 2014 RTP, and by extension the 2015-2018 MTIP are modeled for conformity or are considered exempt. Previous air quality conformity determinations for the 2035 RTP as amended, and 2012-2015 MTIP were last approved by the USDOT approved on September 25, 2013 and previously on June 29, 2012. A list of projects in the financially constrained 2014 RTP can be found in Appendix A.

The emissions modeling data reported in this document represent the results of the modeling of the conformed 2014 RTP financially constrained transportation system. Other data, including transportation control measures (TCM), have been updated to reflect current RTP and MTIP project characteristics and current conditions.

The 2014 RTP and 2015-2018 MTIP air quality conformity analysis uses the EPA and DEQ approved MOVES2010b air quality model. The 2014 RTP and 2015-2018 MTIP 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	448,398
2017	1,181,341	324,234
2040	1,181,341	290,007

The above data shows the projected carbon monoxide emissions from on-road transportation sources for the years 2010, 2017 and 2040. The projected carbon monoxide emissions are compared to the maximum allowed levels, otherwise known as the approved motor vehicle emissions budgets, for 2010, 2017, and 2040.

The data demonstrates the projects included in the financially constrained 2014 RTP and by extension the 2015-2018 MTIP, meets federal and state air quality standards. The region is in compliance with all other air pollutant regulations.

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 illnesses. Air quality planning is focused on meeting the deadlines set by EPA and DEQ for meeting the NAAQS standards. In partnership with federal partners, USDOT requires areas to demonstrate on-road transportation sources are making progress towards attaining the NAAQS standards or not further violating the NAAQS. This is known as the conformity determination. 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 are also included in federal transportation policy the *Transportation Equity Act for the 21st Century* (TEA21), the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU), and most recently in *Moving Ahead for Progress in the 21st Century (MAP-21)*. The relevant requirements of MAP-21 are included in the analysis. (These regulations have been compiled by EPA, Office of Transportation and Air Quality in a document entitled: "*Transportation Conformity Regulations Updated April 2012* and may be found at: http://www.epa.gov/otaq/stateresources/transconf/regs/420b12013.pdf)

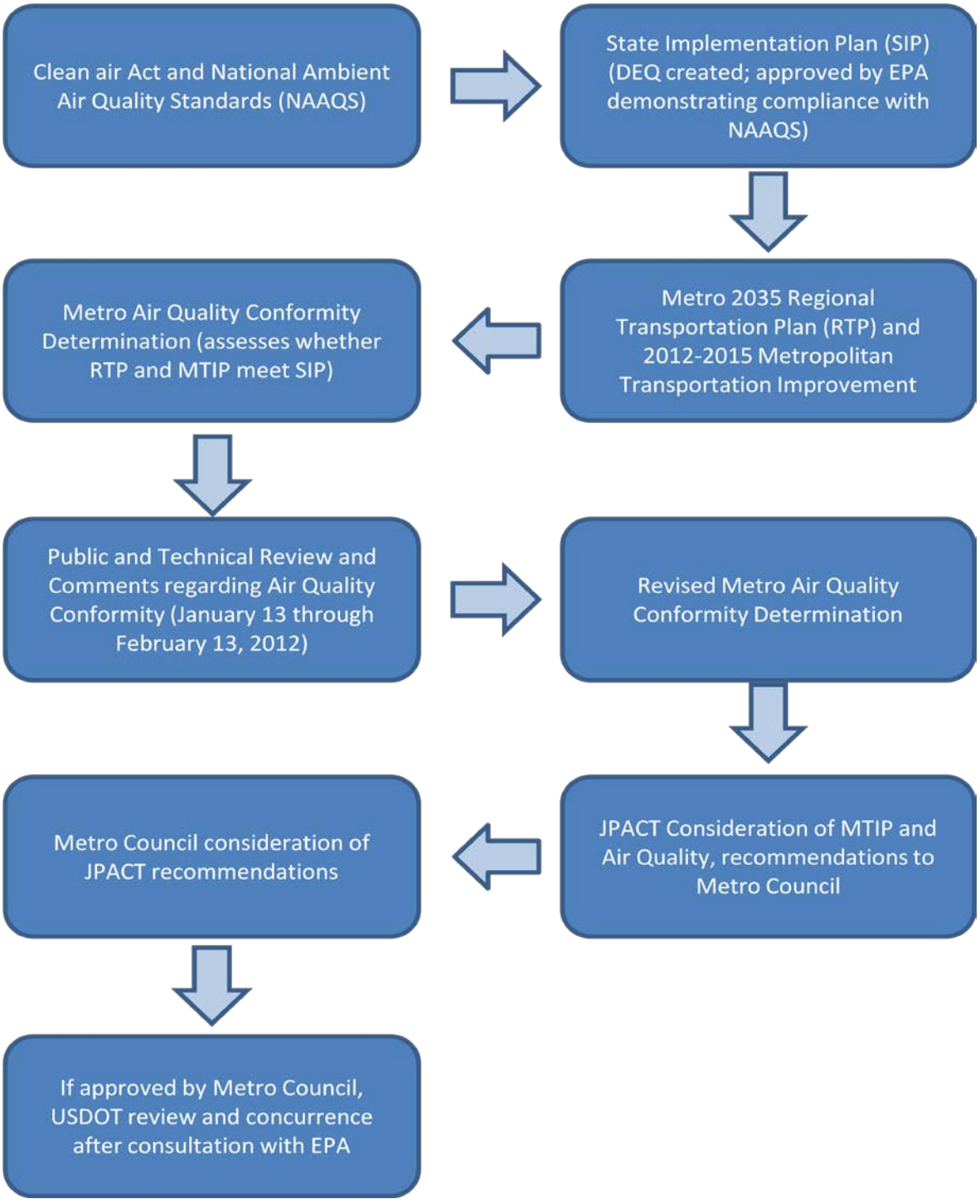
State regulations

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 designated Metropolitan Planning Organization (MPO) for the Portland region. As the MPO, Metro is the lead agency for developing regional transportation plans and scheduling the spending of federal transportation funds in the Portland area. The Metro Council, after receiving recommendations from the Joint Policy Advisory Committee on Transportation (JPACT), approves regional transportation plans, air quality conformity determinations, and implements programs. 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," for technical review processes. 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



Air Quality Conformity Determination Process
Regional transportation plans (RTP) and the schedule of federal fund expenditures (MTIP) are required to be updated every four years at a minimum. With each update of the RTP and the MTIP must demonstrate the resulting air quality of the proposed planned surface transportation system or the four-year programming does not exceed the approved maximum allowed levels of on-road transportation emissions. Additionally, any specified transportation control measures (TCMs) must also demonstrate progress.

In order to demonstrate the 2014 RTP financially constrained system and 2015-2018 MTIP meet federal and state air quality planning requirements, Metro must complete a technical analysis, consult with local, state, and federal partners and provide opportunity for public comment on the public review draft of the air quality conformity determination. As part of the package for adoption, the draft conformity determination report is brought to the Transportation Policy Alternatives Committee and Joint Policy Advisory Committee on Transportation (see http://www.oregonmetro.gov/ for more information about these committees) for consideration, and then to the Metro Council.

The Metro Council (http://www.oregonmetro.gov/council) approves air quality conformity determination for the Portland metropolitan region. Once approved, the 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.

The 2035 RTP as amended was last assessed in March 2013 and the USDOT approved the conformity determination on September 25, 2013. Prior to the amended 2035 RTP, Metro conducted an air quality conformity analysis for the 2012-2015 MTIP, which USDOT approved the conformity determination on June 29, 2012.

For the 2014 RTP and 2015-2018 MTIP, the schedule of the analysis and approval process is outlined in Appendix I.

1.4 Status of Pollutants in the Region

The National Ambient Air Quality Standards (NAAQS) 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 have 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 in 1997 for Portland and Vancouver to take responsibility of its side of the air shed. For the Oregon side, a Metro area air shed was established. See Appendix F for further information.

The Metro region has not exceeded the standards for five criteria air pollutants – lead, nitrogen dioxide, PM_{10}, $PM_{2.5}$ 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). In the past several years, EPA is considering lowering ozone standards based on updated air quality data. Lowering of the ozone standard could result in additional requirements the region would need to comply or the need to take additional actions, but until notification of new standards, the region is not subject to ozone conformity. Appendix L provides detail of the region's ozone air quality status and Appendix M provides more information about the region's ozone conditions.

As of 1997, 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. The determination analysis must compare 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 does not violate the CO NAAQS.

Carbon Monoxide

The Oregon DEQ describes carbon monoxide as:

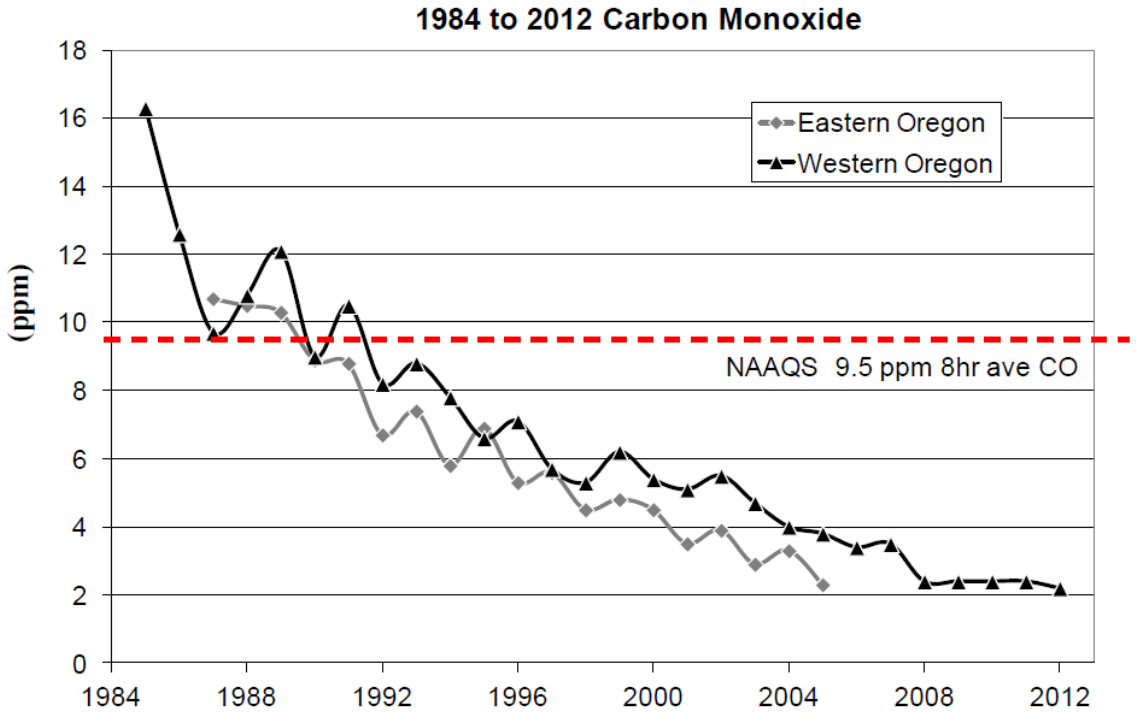
"a colorless, odorless gas. In the body, CO binds tightly to hemoglobin (the red pigment in blood which transports oxygen from the lungs to the rest of the body). Once hemoglobin is bound to CO, it can no longer carry oxygen. In this way, CO reduces the oxygen-carrying capacity of the blood and can result 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.

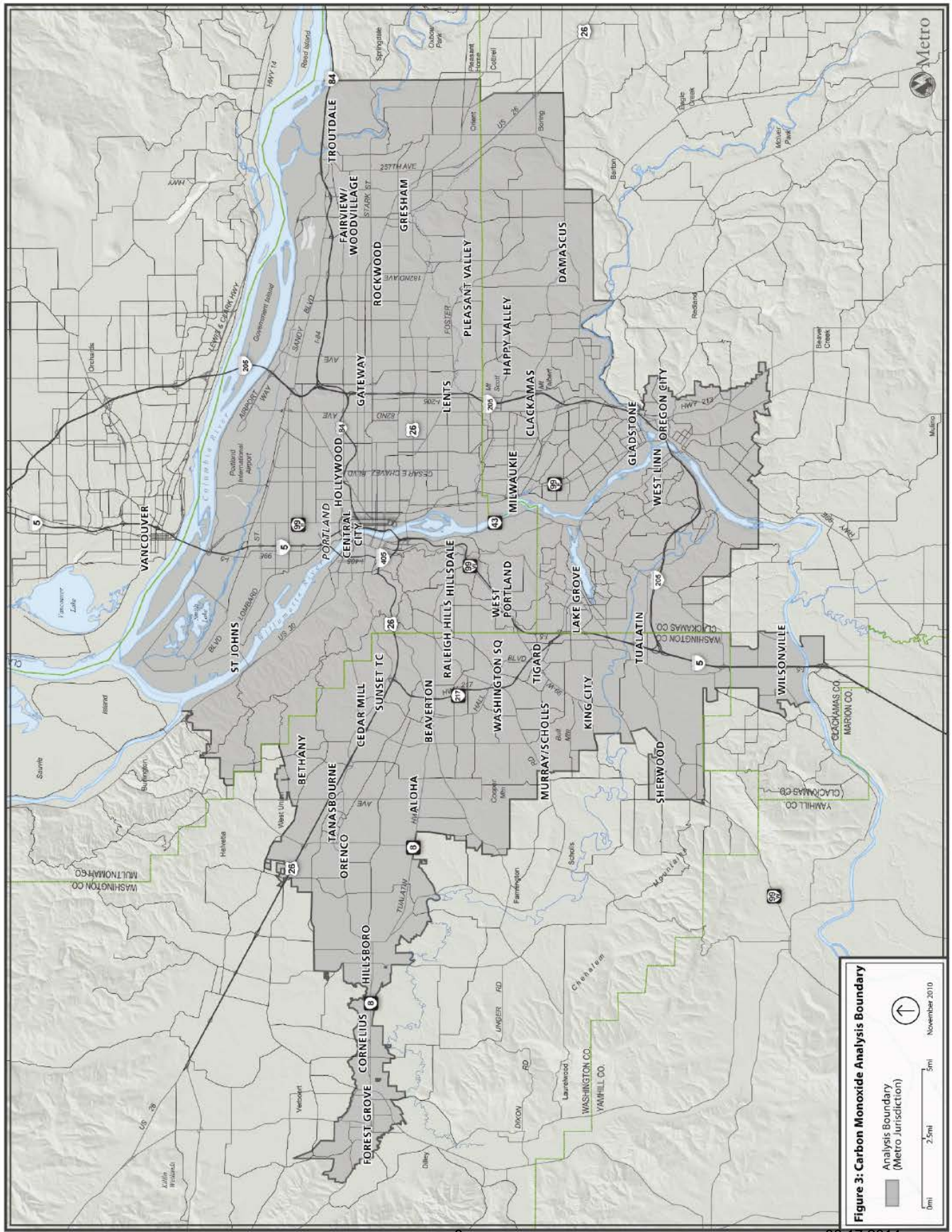
Figure 2. Carbon Monoxide Trends – Total Emissions, All Sources



Source: 2012 Oregon 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 Metro 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 addresses those sections of the federal statutes and state administrative rule that are applicable to the 2014 RTP and 2015-2018 MTIP conformity determination. Accordingly, each subsection will cite a subject (e.g. "Consultation") and 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 H.

2.1 General requirements

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

This conformity rule applies to the 2014 RTP and 2015-2018 MTIP as the Metro area has a carbon monoxide maintenance status and the actions being proposed are regionally significant as confirmed through consultation with agencies including the DEQ, EPA, Federal Highway Administration on March 21, 2014 and with TPAC on March 28, 2014. A "Pre-Conformity Plan" which contains the proposed methods, assumptions and schedule was developed in compliance with the conformity rule. The Pre-Conformity Plan can be found in Appendix I.

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 regional transportation plan (RTP), a metropolitan transportation improvement program (MTIP), and with certain RTP/MTIP amendments, and no less frequently than every four years. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) last approved the 2035 RTP as amended, air quality conformity determination on September 25, 2013. Prior to then, FHWA and FTA approved the 2012-2015 MTIP conformity determination on June 29, 2012.

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 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 (TCMs).

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

On March 14, 2014, representatives of the FHWA, FTA, EPA, DEQ, and ODOT and Metro were contacted via email concerning the upcoming 2014 RTP update and 2015-2018 MTIP conformity analysis. A copy of the Pre-Conformity Plan was provided for review

and interagency consultation was held on March 20, 2013. At the interagency consultation, representatives of each agency indicated support for the plan and gave approval to move forward with the air quality analysis. Additionally, TPAC members provided a copy of the Pre-Conformity Plan and consultation was held at the March 28, 2013 meeting. Members of TPAC approved the technical approach to the conformity determination.

In addition to technical consultation, 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 30-day public comment period starting on May 16, 2014 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 by June 16, 2014, will be compiled and written responses addressing comments will be completed and made available to the Transportation Policy Alternatives Committee, Joint Policy Advisory Committee on Transportation and the Metro Council and will be provided for consideration in late June and early July 2014.

2.1.4 Content of Transportation Plans **(OAR 340-252-0070, 40 CFR 93.106, and 40 CFR 93.106(d)(3))**

This regulation concerns the analysis years in which projected emissions for future of transportation conditions are estimated and compared to the approved motor vehicle budgets. Based on federal conformity regulations, the analysis years may not be more than 10 years apart and the first analysis year must not be more than 10 years from the base year. The final analysis year, or horizon year, must be the last year of the RTP's forecast period. The forecasted demographic conditions (e.g. location and number of jobs, housing and population) for each of these analysis years must be included in the plan.

However, federal conformity provision 93.106(d)(3) allows areas with an approved maintenance plan to shorten the conformity timeframe to the final year of the maintenance plan. Shortening the conformity timeframe can result in a reduced number of analysis years to evaluate. In order to utilize the conformity shortening provision, the region must undergo consultation, public comment, and the governing body of the metropolitan planning organization must approve the shortened conformity timeframe. In early 2014, Metro elected to undertake the process to utilize the federal conformity provision to shorten the conformity timeframe. Appendix J provides further detail of the federal requirements and process undertaken to permit the region to utilize the provision for the 2014 RTP and 2015-2018 MTIP joint air quality conformity determination.

As a result of utilizing provision 93.106(d)(3), the air quality analysis years for the 2014 RTP and 2015-2018 MTIP include 2010 as the base year, 2017 as the final year of the

maintenance plan, and 2040 the final year of the long-range transportation plan. The transportation conditions and resulting projected emissions of these three analysis years were compared to the carbon monoxide budgets established by the SIP to determine whether the RTP and by extension the MTIP, conform to federal air quality regulations. Further, the 2014 RTP 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 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	2014 Financially Constrained System Modeling and Project Assumption
Columbia River Crossing	Replace I-5/Columbia River bridge and improve interchanges on I-5.	Modeling assumed a replacement bridge with 10,000 vehicles per hour each direction with $2 peak period tolls and light rail transit to Clark College. The ODOT Director and the Bi-State Coordination Committee have directed JPACT and the Metro Council to keep the Columbia River Crossing (CRC) in the RTP financially constrained project list despite recent events, since the need for a replacement bridge still exists, and the CRC is still the identified solution for the long range plan. The project will be revisited as part of the 2018 RTP update.
Sunrise (I-205 to 172nd Avenue)	Limited-access highway from I-205 to Rock Creek Junction in Clackamas	Assumes improvement consistent with EIS. Reflects Phase 2 and 3 assumptions. Construction funding through 122nd has been committed.
I-5 from I-405 to I-84 (Rose Quarter/Lloyd District)	Interchange and surrounding local street improvements.	Includes southbound braided ramps, added capacity on I-5 and improvements to surrounding neighborhood streets to facilitate circulation.
I-5 to 99W Replacement Projects	Improves connectivity from 1-5 to 99W in Southern Washington County.	Construct improvements consistent with recommendations from I-5/99W connector process. Includes improvements to existing arterial streets and a new southern arterial connection.
High Capacity Transit: Southwest Corridor (Portland to Tualatin via Tigard)	Bus Rapid Transit from Tualatin to downtown Portland via Tigard, PCC, with connections to OHSU.	Bus Rapid Transit (BRT) was assumed in the modeling work. It was modeled in exclusive right of way with fixed speeds similar to Light Rail Transit (LRT).The modeling assumptions are intended to be a placeholder with characteristics of both types of High Capacity Transit. A policy decision on the specific mode and alignment has not been determined as of the conformity determination.
Powell / Division Transit Project	Bus Rapid Transit from downtown Portland to	Bus Rapid Transit in mixed traffic on Powell/Division was assumed in the modeling work. A policy decision on the specific

	Gresham Transit Center.	mode and alignment has not been determined as of the conformity determination.
John's Landing Streetcar	Streetcar extension from existing Lowell terminus to Willamette Park.	Extend existing streetcar line to John's Landing. Temporary alignment along Macadam Boulevard. Subject to refinement.

When a project hasn't been adequately defined through the NEPA process, conformity allows coding of the transportation network be 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 than what has been assumed, consultation will 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 regional transportation plans and transportation improvement programs be fiscally constrained. This means the total cost of the RTP and the MTIP be equal or less than the total of identified transportation resources. The 2014 RTP includes a list of projects which comprises the fiscally constrained system. The list of projects encompasses those projects included in the 2015-2018 MTIP. Likewise, the 2015-2018 MTIP was 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 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 2014 RTP is included as Appendix A.

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 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's peer reviewed land use econometric model, MetroScope, was used to forecast the spatial distribution of total housing, population and jobs out to the year 2040. The results of the alternatives were reviewed by technical staff (TPAC), and, after revisions, recommended to policy makers (JPACT and the Metro Council) in November 2012. The resulting assumptions were the basis for the updated 2014 RTP and were incorporated into the transportation networks developed for the three analysis years assessed for air quality conformity purposes.

As MetroScope provides a population, housing, and jobs forecast to the year 2040, the outputs are the latest planning assumptions. The MetroScope results provide a long enough time horizon to understand 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. The air quality analysis is based on the forecast data and the proposed transportation system.

Further detail regarding population, jobs, and socio-economic input to MetroScope are listed in the Pre-Conformity Plan (Appendix I).

On May 8, 2014, after public hearings and consideration of all assumptions and recommendations, the Metro Council gave preliminary approval to the 2014 RTP, including the assumptions about job, housing and demographic characteristics – subject to air quality analysis. (Documented in Metro Council action *For the Purpose of Preliminary Approving the 2014 Regional Transportation Plan pending air quality conformity determination and public comment period*).

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

MOVES2010b, the latest version of 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 specified an agreement between Metro and DEQ in Appendix P. Metro's implementation of MOVES was developed in accordance with all pertinent EPA guidance included in the document, *Using MOVES to Prepare Emission Inventories in State Implementation Plans and Transportation Conformity: Technical Guidance for MOVES2010, 2010a and 2010b (April 2012).*

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 the air quality conformity determination demonstrates compliance with Transportation Control Measure (TCM) included in the CO Maintenance Plan by providing for the timely implementation of all TCMs. The air quality conformity determination must also demonstrate activities 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 TCMs: 1) Transit Service Increase; 2) Bicycle Paths; and 3) Pedestrian Paths.

2.2.6 Transportation Control Measures Substitution (OAR Appendix D9-2 and 40 CFR 93.176(c)(8))

Federal and State conformity regulations allow regions to replace an existing Transportation Control Measure (TCM) with a new TCM which provides an equivalent or

greater pollution reduction. For a region to employ a substitution of a TCM substitution, the Metropolitan Planning Organization, relevant air quality agency and EPA determine a TCM substitution is an appropriate course of action. The Oregon Department of Environmental Quality (DEQ), in conjunction with Metro, developed a TCM substitution process that was codified with the adoption of the second Portland Area Carbon Monoxide Maintenance Plan. In 2013 the region elected to undergo the TCM substitution process for the Transit Service Increase TCM to prevent a conformity lapse. The substitute TCM was adopted in January and concurred in April 2014. The substitute Transit Service Increase TCM is reflected in the 2014 RTP and 2015-2018 MTIP joint air quality conformity determination. The process and adoption package undertaken to perform the TCM substitution can be found in Appendix K.

TCM 1. Transit Service Increase (substitute as of April 2014)
Regional transit service revenue hours (weighted by capacity) shall be increased 1.0% per year. The increase shall be assessed on the basis of cumulative average of actual hours for assessment conducted for the entire second ten-year Portland Area Carbon Monoxide Maintenance Plan (2007 – 2017). Transit service increase will be assessed on the basis of fiscal year (July 1- June 30) beginning with FY 2008.

Compliance Actions - Transit Service Increase
This transit service TCM calls for a calculation of actual revenue hours for assessments conducted between fiscal year 2008 through 2017. This means only the final annual total of revenue hours for the previous years from fiscal year 2008 through the time the conformity analysis conducted can be assessed. At the time of this conformity analysis, the latest year to report finalized annual revenue hours is 2013. Presented below are actual transit revenue service hours weighted by capacity from 2002 through 2013.

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	1,467,660	642,531	N/A	N/A	2,077,529	
2002	1,497,564	712,922	37,781	N/A	2,110,191	
2003	1,515,648	745,502	37,444	N/A	2,210,486	
2004	1,527,228	754,804	40,065	N/A	2,261,150	
2005	1,516,296	889,851	46,723	N/A	2,282,032	
2006	1,458,564	857,752	50,827	N/A	2,406,147	
2007	1,481,460	862,843	55,604	N/A	2,367,114	
2008	1,511,880	900,884	67,220	N/A	2,399,907	1.39
2009	1,534,068	955,377	68,307	N/A	2,479,983	2.36
2010	1,461,396	1,104,526	67,385	5,754	2,563,506	2.70
2011	1,336,572	1,097,353	66,745	13,892	2,647,199	2.84
2012	1,342,296	1,117,717	66,416	13,938	2,514,608	1.27
2013	1,348,524	1,111,054	93,940	13,846	2,540,275	1.23
Average annual change						**1.85**

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

Findings. As illustrated in Table 3, the transit service increase TCM has been met because the cumulative average of transit revenue houses, after weighting by capacity, is 1.85 percent, which exceeds the TCM requirement 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
As shown in Table 4, the region has allocated funding for at least 52.68 miles of bicycle lanes, bicycle boulevards and multi-use paths for 2006-2018.[1]

Table 4. MTIP Bicycle Projects allocated for funding between 2006 and 2018

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**

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**

2016-2018 Funding	Length (mi)
Fanno Creek Trail: Woodard Park to Bonita Rd and 85th Ave to Tualatin River Bridge	1.75

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

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**

Beaverton Creek Trail Crescent Connection: Westside Trail to SW Hocken Ave	1.52
OR 99W: SW 19th Ave to 26th Ave – Barbur Blvd Demonstration	.57
Foster Rd: SE Powell 90th Pedestrian/Bicycle/Safety	2.3
Jennings Ave: OR 99E to Oatfield Rd Sidewalk and Bicycle Lane	.69
SE 129th Ave Bikelane and Sidewalk	.20
Total	**6.46**
Total miles, 2006-2018:	**52.68**

Findings. Based on the allocated funding for bicycle infrastructure projects from 2006-2018, the TCM concerning bicycle paths has been met because:

- Over 52 miles of bicycle paths have been programmed to be built for the years 2006-2018; which substantially exceeds the TCM target of 28 miles to be built by the year 2017.
- On average, 8.78 miles of bicycle infrastructure projects are being funded per biennium, which is 76% above the 5 mile per biennium target for new bicycle/trail improvements.

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 5, the region has allocated funding for at least 13.57 miles of new pedestrian improvements in mixed-use centers for 2006-2018.[2]

Table 5. MTIP 2006-18 Pedestrian Projects[3]

2006-2007 Funding	Length (mi)
St John's Ped/Freight Improvement	0.45
Hillsboro Regional Center Ped Project	1.77

2012-2013 Funding	Length (mi)
Red Electric Trail	0.5
McLoughlin (Ph 2)	0.5

[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

[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.

Central Eastside Bridgeheads	0.1	Rose Biggi	0.16
Hwy 224 Preservation (99E to I-205)	0.15	102nd Ave	0.5
Total	**2.47**	**Total**	**1.66**
2008-2009 Funding	Length (mi)	2014-2015 Funding	Length (mi)
Forest Grove TC*	0.65	Arata Rd: 223rd - 238th and Wood Village Blvd trail	0.2
Milwaukie TC	0.26		
92nd Ave	0.38	17th Ave/Trolley Trail Connector: Andover Place to Lava Drive	0.34
Gresham MAX trail	0.4		
Total	**1.69**	**Total**	**0.54**
2010-2011 Funding	Length (mi)	2016-2018 Funding	Length (mi)
Hood Street: Se Division to SE Powell	0.18	Fanno Creek Trail: Woodard Park to Bonita Rd and 85th Ave to Tualatin River Bridge	1.75
Foster-Woodstock: SE 87th to SE 101st	1.13	OR 99W: SW 19th Ave to 26th Ave – Barbur Blvd Demonstration	.57
E. Baseline, Cornelius: 10th to 19th	0.18	Foster Rd: SE Powell 90th Pedestrian/Bicycle/Safety Phase II	2.3
Burnside: 3rd Ave to 14th Ave	1.1		
Total	**2.59**	**Total**	**4.62**
		Total miles, 2006-2018:	**13.57**

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

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

- A total of 13.57 miles of pedestrian paths in mixed-use centers are programmed for the period 2006-2017; which exceeds the TCM of 9 miles by the year 2017.
- This represents an average of 2.26 miles per biennium, 51% above the TCM 1.5 mile per biennium target for new pedestrian improvements.

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 there are no obstacles to interfere with the implementation of any TCM in the current or proposed carbon monoxide 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 states only one conforming transportation plan or TIP may exist at any one time. The existing conforming transportation plan for the Metro region is the 2035 RTP as amended and the existing conformity transportation improvement program 2012-2015

MTIP. The previous 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.

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

This section requires the projected emissions from the entire transportation system not exceed the approved motor vehicle emission budget for each year an emission budget has been established. The EPA found the motor vehicle emission budgets in the *second Portland Area Carbon Monoxide Maintenance Plan* are adequate for transportation conformity purposes. The 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)
2040 – same as 2017

All projects are contained within the financially constrained 2014 RTP and by extension the 2015-2018 MTIP. As shown in Table 10, a comparison between the motor vehicle emission budgets and the forecast vehicle emissions of the financially constrained 2014 RTP illustrates none of the budgets has been exceeded.

Table 6. 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	448,398
2017	1,181,341	324,234
2040	1,181,341	290,007

Accordingly, based on these model results, the other data provided in this document and on documents in the appendices, it is concluded the 2014 RTP and by extension the 2015-2018 MTIP meet 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 in the financially constrained 2014 RTP and assumed for the region. The list includes the project name, location, project description, the estimated completion year of the project, and whether the project is considered regionally significant therefore it was included in the air quality analysis. Exempt projects are also identified in Appendix A.

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

This section requires the air quality conformity analysis be performed for all “regionally significant” projects. Metro takes a conservative approach in identifying regionally significant projects attempts to model any improvement that can be modeled. This approach helps ensure any capacity increases or decreases involved in an improvement are included in the analysis and all possible consideration of improvements have been made. Regionally significant projects are identified in Appendix A.

However, at times, there are number of projects seeking eligibility for federal funds which would not be considered regionally significant, but are not identified in OAR 340-252-0270 and 40 CFR 93.126 as exempt projects. These projects remain on the project list, but are identified as not regionally significant projects in Appendix A.

This section also addresses the model assumptions and methods employed for conducting the air quality conformity analysis. Metro’s travel demand model (Joan) is used in the first step of the conformity analysis. Transportation networks are built for each conformity analysis year with assumptions about the transportation network improvements and capacities, transit service levels and fares, jobs, housing and demographic characteristics, the miles traveled and the speeds at which the miles are traveled. Based on the listed inputs, miles traveled are estimated. Once the travel demand model has been run for a particular year, the application of emission rates generated by MOVES2010b, the air quality model is used to estimate air pollutant emissions for the analysis year that the transportation model was run.

As established in the Second Portland Area Carbon Monoxide Maintenance Plan, the geography of concern for air quality conformity purposes is the Metro jurisdictional boundary, which includes portions of three counties (Clackamas, Multnomah, Washington) in the Oregon section of the metropolitan area. While Metro's modeling responsibilities are limited to emissions occurring inside its jurisdictional boundary, vehicles registered in Clark County, Washington, account for a relatively substantial share of the emitting activity. Therefore, a separate set of inputs is necessary to account for the different fleet characteristics, fuels, and inspection/maintenance (I/M) programs associated with these vehicles. Similarly, another set of inputs is necessary to account for the activity within the model area of vehicles that are not subject to an I/M regime. Table 7 outlines Metro's current implementation of MOVES.

Table 7. MOVES2010b Input Assumptions

Parameter	Details
Emission Model Version	MOVES2010b
Time Spans	Time Aggregation Level: Hour Month of Evaluation: January Type of Day of Evaluation: Weekday Hour of Evaluation: All 24
Road Type	Urban Restricted Access Urban Unrestricted Access Off-Network (for stationary emission processes)
Pollutants & Processes	Pollutant: CO Processes: all valid processes
Meteorology Data	Used EPA spreadsheet convertor tool to convert previous MOBILE6.2 inputs
Source Type Population	Oregon: developed using Oregon DMV fleet database, MOVES Washington: provided by Washington Department of Ecology
Age Distribution	Oregon: developed using Oregon DMV fleet database, EPA convertor on previous MOBILE6.2 inputs Washington: provided by Washington Department of Ecology
Vehicle Type VMT	Oregon: developed using HPMS summary reports from Oregon DOT, EPA convertor tools Washington: provided by Washington Department of Ecology
Average Speed Distribution	Post-processed transportation model assignment results
Road Type Distribution	Post-processed transportation model assignment results
Fuel Formulation and Supply	Oregon: provided by Oregon DEQ Washington: provided by Washington Department of Ecology
I/M Programs	Oregon: provided by Oregon DEQ Washington: provided by Washington Department of Ecology
California LEV standards	Oregon: provided by Oregon DEQ Washington: provided by Washington Department of Ecology

The transit network used for this analysis included a transit system informed by TriMet's Transit Investment Priorities and Service Enhancement Planning processes, which are consistent with the financially constrained 2014 RTP.

This section also provides for emission reduction credits for any transportation control measures (TCM) implemented as long as timely implementation can be assured. As the analysis has demonstrated the region's regional CO emission levels are below the approved emissions budgets for each analysis year without the use of emission reduction credits, these credits have not been included in these calculations.

2.3.3 Timeframe of Conformity Determination (40 CFR 93.106(d)(3))

This section addresses a tool regions can elect to use to shorten the timeframe of the conformity determination. The timeframe of the conformity determination must meet a number of requirements as addressed in section 2.1.4 Content of Transportation Plan, but regions with an adequate or approved maintenance plan can elect to shorten the timeframe of the conformity determination through the final year of the maintenance plan. To utilize the tool, the metropolitan planning organization must consult with state and local air quality agencies, solicit public comments, and consider such comments. In early 2014,

Metro elected to utilize the tool. The consultation, solicitation of comments and adoption package can be found in Appendix J.

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

This section addresses certain transportation projects, including 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.), which are exempt from regional and project-level air quality conformity, unless through consultation, a specific project or project type is deemed to have potentially adverse emission impacts.

Projects in the financially constrained 2014 RTP which are exempt are not included in the travel forecast model and this air quality analysis. These projects are identified as exempt projects are identified in Appendix A.

2.3.5 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 air quality conformity 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. These projects remain subject to project level analysis because the project have adverse localized emissions impacts and must undergo local hot spot analysis to check on potential impact to the area directly around the project's location.

Projects in the financially constrained 2014 RTP which are regionally exempt are not included in the travel forecast model and this air quality analysis. These projects are identified as exempt projects are identified in Appendix A.

2.3.6 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 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, Metro's travel demand 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 – *2014 Regional Transportation Plan (RTP) Financially Constrained Project List*

Appendix A - 2014 RTP and 2015-2018 MTIP Joint Air Quality Conformity Determination - List of Projects

RTP ID	Nominating Agency	Facility Owner	Project/Program Name	Project Start Location	Project End Location	Project Purpose	Description	Estimated Cost ($2014)	Time Period	Regionally Significant, Exempt, or Not Regionally Significant	Financial Constrained	Metro Investment Category	Subregion
10616	Beaverton	Beaverton	Rose Biggi Ave.: Crescent Street to Hall Blvd. Complete right-of-way and construction of multimodal street extension with Boulevard Design	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	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
10617	Beaverton	Beaverton/ Washington Co.	Farmington Rd.	Murray Blvd.	Hocken Ave.	Safety (high crash location), fill gaps in bike/ped system, and congestion relief at intersections of Murray and Hocken.	Construct turn lanes and intersection improvements; signalize where warranted; add bike lanes and sidewalks in gaps. Includes multi-modal improvements to Murray: TV HWY to Farmington.	10,700,000	2014-2017	Regionally Significant	Y	Active Transportation	Washington County
10618	Beaverton	Beaverton	Dawson/Westgate multimodal extension from Rose Biggi Ave. to Hocken Ave.	Rose Biggi Avenue	Hocken Ave. via Dawson to Westgate at Rose Biggi	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	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
10619	Beaverton	Beaverton	Crescent St. multimodal extension to Cedar Hills Blvd.	Rose Biggi Ave.	Westgate Dr.	Complete a gap.	Extend 2 lane Crescent from Cedar Hills to Rose Biggi Ave. to fill a gap; add sidewalks, bikeway.	3,500,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
10620	Beaverton	Beaverton	Millikan Way multimodal extension from Watson Ave. to 114th Ave.	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	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10621	Beaverton	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	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10622	Beaverton	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	2018-2024	Not Regionally Significant	Y	Roads and Bridges	Washington County
10623	Beaverton	Beaverton	Hall Blvd. multimodal street extension to Jenkins Rd.	Hall Blvd.	Jenkins Rd.	Congestion relief and connects to Regional Center.	Construct new 4 lane street (2 lane boulevard design if all other Regional Center street connections are complete) with bike lanes and sidewalks.	14,400,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10624	Beaverton	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	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10625	Beaverton	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	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
10626	Beaverton	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	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
10627	Beaverton	Beaverton	Tualaway 2 lane multimodal street extension	Electric	Millikan	Complete a gap.	Extend existing street to Millikan with bikeways and sidewalks.	3,900,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10628	Beaverton	Beaverton	Center Street and 113th Ave. safety, bike, and pedestrian improvements	Hall Blvd.	Cabot Street	Complete a gap.	Add sidewalks and bikelanes; add turn lanes where needed.	5,800,000	2014-2017	Regionally Significant	Y	Active Transportation	Washington County
10629	Beaverton	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	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10630	Beaverton	Beaverton	Hall Blvd. multimodal extension from Cedar Hills Blvd. to Hocken Ave.	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	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
10631	Beaverton	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	2014-2017	Regionally Significant	Y	Active Transportation	Washington County

Appendix A - 2014 RTP and 2015-2018 MTIP Joint Air Quality Conformity Determination - List of Projects

RTP ID	Nominating Agency	Facility Owner	Project/Program Name	Project Start Location	Project End Location	Project Purpose	Description	Estimated Cost ($2014)	Time Period	Regionally Significant, Exempt, or Not Regionally Significant	Financial Constrained	Metro Investment Category	Subregion
10633	Beaverton	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	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10634	Beaverton	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	2018-2024	Regionally Significant	Y	Active Transportation	Washington County
10635	Beaverton	Beaverton	125th Ave. multimodal extension Brockman to Hall Blvd.	Brockman St.	Hall Blvd.	Complete a gap.	Construct new multimodal street with bike lanes and sidewalks.	13,900,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
10636	Beaverton	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	2018-2024	Regionally Significant	Y	Active Transportation	Washington County
10637	Beaverton	Beaverton	Millikan Way safety, bicycle and pedestrian improvements and 4/5 lanes from Murray to 141st	Tualatin Valley Hwy	141st Ave.	Complete a gap.	Add bikelanes in gaps, vehicle and turn lanes as needed, and signals as warranted.	17,100,000	2018-2024	Regionally Significant	Y	Active Transportation	Washington County
10638	Beaverton	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	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
10639	Beaverton	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. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	4,100,000	2014-2017	Regionally Significant	Y	Active Transportation	Washington County
10642	Beaverton	Beaverton	Adaptive Traffic Signal Systems				New signals and signal upgrades. Locations include, Allen Blvd., Cedar Hills Blvd., Hall Blvd., and Farmington Road/Beaverton-Hillsdale Hwy.	10,000,000	2018-2024	Exempt	Y	TSMO/TDM	Washington County
10644	Beaverton	Washington Co.	110th Ave. sidewalk gaps	Beaverton Hillsdale Hwy	Canyon Rd.	Complete a gap.	Construct sidewalks.	1,400,000	2018-2024	Exempt	Y	Active Transportation	Washington County
10646	Beaverton	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	2014-2017	Exempt	Y	Active Transportation	Washington County
10648	Beaverton	Beaverton	Denney Rd. sidewalks	Nimbus Rd.	Scholls Ferry Rd.	Complete a gap.	Construct sidewalks.	2,200,000	2025-2032	Exempt	Y	Active Transportation	Washington County
10649	Beaverton	Beaverton	Allen Blvd sidewalks	Western Ave.	Arctic Dr.	Complete a gap.	Construct sidewalks.	200,000	2018-2024	Exempt	Y	Active Transportation	Washington County
10653	Beaverton	Beaverton	Sexton Mountain Drive multimodal street extension from 155th Ave. to Sexton Mtn. across the Powerline	155th Ave.	Sexton Mountain Drive	Complete a gap.	Extend 2 lane street with bikelanes and sidewalks	2,500,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10654	Beaverton	Beaverton	Nora Road sidewalks and bike lanes	175th Ave.	155th Ave.	Complete a gap.	Construct sidewalks and bike lanes. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	2,000,000	2018-2024	Exempt	Y	Active Transportation	Washington County
10656	Beaverton	Beaverton	Jamieson Rd. sidewalks	Pinehurst/Cypress	Woodlands Dr.	Complete a gap.	Construct sidewalks.	1,100,000	2018-2024	Exempt	Y	Active Transportation	Washington County
10661	Beaverton	Beaverton	155th Ave. sidewalks	Beard Rd.	Weir Rd.	Complete a gap.	Construct sidewalks.	2,700,000	2014-2017	Exempt	Y	Active Transportation	Washington County
10662	Beaverton	Beaverton	155th Ave. sidewalks	Davis Rd.	Beverly Beach Ct	Complete a gap.	Construct sidewalks.	1,800,000	2014-2017	Exempt	Y	Active Transportation	Washington County
10663	Beaverton	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	2018-2024	Exempt	Y	Active Transportation	Washington County

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10664	Beaverton	Beaverton	Watson Ave. bike lanes	Hall Blvd.	Farmington Rd.	Complete a gap.	Construct bike lanes.	4,500,000	2018-2024	Exempt	Y	Active Transportation	Washington County
10665	Beaverton	Beaverton	6th Ave. bikelanes	Murray Blvd.	Erickson Ave.	Complete a gap.	Construct bike lanes.	3,600,000	2018-2024	Exempt	Y	Active Transportation	Washington County
10666	Beaverton	Beaverton	Greenway Dr. bike lanes	Hall Blvd.	125th Ave.	Complete a gap.	Construct bike lanes.	3,700,000	2018-2024	Exempt	Y	Active Transportation	Washington County
10667	Beaverton	Beaverton	155th Ave. bike lanes	Davis Rd.	Weir Rd.	Complete a gap.	Construct bike lanes in gaps.	5,400,000	2018-2024	Exempt	Y	Active Transportation	Washington County
10668	Beaverton	Beaverton	Farmington Rd Bike lane retrofit	Hwy 217	Hocken Ave.	Complete a gap.	Construct bike lanes.	12,600,000	2018-2024	Exempt	Y	Active Transportation	Washington County
10669	Beaverton	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	2018-2024	Regionally Significant	Y	Active Transportation	Washington County
10670	Beaverton	Beaverton	Denney Rd. bike lanes	Hall Blvd.	Scholls Ferry Rd.	Complete a gap.	Construct bike lanes.	6,100,000	2018-2024	Exempt	Y	Active Transportation	Washington County
10671	Beaverton	Beaverton	Allen Blvd. bike lanes	200' e/o Western	Scholls Ferry Rd.	Complete a gap.	Construct bike lanes.	4,300,000	2018-2024	Exempt	Y	Active Transportation	Washington County
10672	Beaverton	Beaverton	Western Ave. bike lanes	Beaverton Hillsdale Hwy	Allen Blvd.	Complete a gap.	Construct bike lanes.	5,600,000	2018-2024	Exempt	Y	Active Transportation	Washington County
11379	Beaverton	ODOT	Canyon Road Safety and Complete Corridor Project	Hocken Ave.	117th Ave.	Improve pedestrian and bicycle safety and connectivity; improve streetscape quality, manage vehicular access; and enhance mobility for all modes	Raised landscaped median for access control and protected pedestrian crossings; new multimodal connections; intersection improvements; striping and safety improvements; sidewalk enhancements and high visibility crossings at intersections; road resurfacing	16,087,977	2014-2017	Exempt	Y	Roads and Bridges	Washington County
10000	Clackamas County	Clackamas County Milwaukie	Linwood/Harmony Rd./ Lake Rd. Intersection	Railroad Ave / Linwood Ave / Harmony Rd Intersection		Address safety, provide congestion relief and improve access to the Clackamas Region Center.	Railroad crossing and intersection improvements based on further study of intersection operations including bikeways and pedestrian facilities to be undertake jointly by the City of Milwaukie and the County	20,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Clackamas County
10001	Clackamas County	ODOT	Johnson Creek Blvd. Interchange Improvements	JCB/I-205 interchange		Address safety, provide congestion relief and remove freight bottleneck.	Add loop ramp and northbound on-ramp; realign southbound off-ramp and install dual right-turn lanes.	9,800,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Clackamas County
10002	Clackamas County	Clackamas County	Johnson Creek Blvd. Improvements	55th Ave	82nd Ave.	Address safety, provide congestion relief and improve freight access to I-205.	Widen to 3 lanes with bikeways and pedestrian facilities - 55th Ave to 82nd Ave	13,770,000	2018-2024	Not Regionally Significant	Y	Roads and Bridges	Clackamas County
10003	Clackamas County	Clackamas County	Harmony Road Improvements	Hwy 224	SE 82nd Ave	Address safety, provide congestion relief and improve access to the Clackamas Region Center.	Add Bikelanes and Sidewalks where needed	20,000,000	2018-2024	Exempt	Y	Active Transportation	Clackamas County
10004	Clackamas County	Clackamas County	Otty Rd. Improvements	82nd Ave.	92nd Ave.	Improve east-west connectivity within the Clackamas Regional Center and provide access Fuller Road park and ride station.	Improve to minor arterial standard consistent with Fuller Road Station Plan; improve curb radius; add turn lanes, on-street parking, central median, landscaping, bikeways and pedestrian facilities	7,340,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Clackamas County
10005	Clackamas County	Clackamas County	West Monterey Extension	82nd Ave.	Fuller Rd.	Improve east-west connectivity within the Clackamas Regional Center.	New two-lane extension.	6,200,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Clackamas County
10009	Clackamas County	Clackamas County	Fuller Rd. Improvements	Otty Rd.	Johnson Creek Blvd.	Provide access to Fuller Road park and ride station.	Add pedestrian facilities, turn lanes, on-street parking, central median and landscaping.	4,000,000	2033-2040	Regionally Significant	Y	Active Transportation	Clackamas County
10011	Clackamas County	Clackamas County	122nd/Hubbard/135th Improvement	Sunnyside Rd.	Hwy. 212	Congestion relief and complete a gap in the pedestrian system.	Fill gaps in pedestrian facilities, turn lanes at Mather Rd	1,840,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Clackamas County
10013	Clackamas County	Clackamas County	Boyer Dr. Extension	82nd Ave.	Fuller Rd.	Improve east-west connectivity within the Clackamas Regional Center.	Construct new 2 lane roadway with turn lanes at OR 213 and Fuller Rd, bikeways and pedestrian facilities; install flashing yellow arrow for left turns on northbound and southbound approaches at OR 213 intersection.	3,700,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Clackamas County
10014	Clackamas County	ODOT	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	2018-2024	Exempt	Y	Active Transportation	Clackamas County
10017	Clackamas County	Clackamas County	Clackamas Regional Center Bike/Pedestrian Corridors	Clackamas Regional Center area		Complete a gap in the bike/ped network.	Construct pedestrian and bike improvements as described in the Clackamas Regional Center Pedestrian / Bicycle Plan	5,775,000	2018-2024	Exempt	Y	Active Transportation	Clackamas County
10018	Clackamas County	ODOT	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	2014-2017	Not Regionally Significant	Y	Roads and Bridges	Clackamas County

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10019	Clackamas County	Clackamas County	Multi-use Path connection to NC Aquatic Park	82nd Ave.	North Clackamas Aquatic Center access road	Improve multi-modal access within the Clackamas Regional Center.	Construct multiuse path connection to Aquatic Park	2,000,000	2014-2017	Exempt	Y	Active Transportation	Clackamas County
10020	Clackamas County	Clackamas County	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. Install signal controller upgrades and update county ITS plan.	21,300,000	2014-2040	Exempt	Y	TSMO/TDM	Clackamas County
10022	Clackamas County	Clackamas County	82nd Dr.	Evelyn	Lawnfield Rd.	Complete a gap in the bike/ped network.	Fill in bikeways and pedestrian facilities gaps.	660,000	2018-2024	Exempt	Y	Active Transportation	Clackamas County
10024	Clackamas County	ODOT	McLoughlin Blvd. Improvement	Milwaukie	Gladstone	Improve pedestrian and bicycle access to transit along McLoughlin Blvd.	Add bikeways, pedestrian facilities ways, median enhancements, crosswalks and pedestrian facilities refuges	42,600,000	2014-2017	Exempt	Y	Active Transportation	Clackamas County
10029	Clackamas County	Clackamas County	Stafford Rd Improvements	I-205	Rosemont Rd.	Relieve congestion, address safety and improve access to Lake Oswego and West Linn.	Add paved shoulders and turn lanes at major intersections. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	8,400,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Clackamas County
10042	Clackamas County	Clackamas County	Lawnfield realignment (Sunrise JTA)	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	2014-2017	Regionally Significant	Y	Freight	Clackamas County
10050	Clackamas County	Clackamas County	Johnson Rd., Clackamas Rd., McKinley Rd.	Lake Rd.	Hwy 212	Improve access to I-205 and add multi-modal connections.	Bikeway and pedestrian facilities infill	1,800,000	2025-2032	Exempt	Y	Active Transportation	Clackamas County
10052	Clackamas County	Clackamas County	Tolbert Road (Sunrise JTA)	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	2014-2017	Not Regionally Significant	Y	Roads and Bridges	Clackamas County
10054	Clackamas County	Clackamas County	Oatfield Rd.	Oatfield /Park Intersection		Address safety and provide congestion relief.	Signal, left turn lanes.	1,358,150	2014-2017	Regionally Significant	Y	Roads and Bridges	Clackamas County
10055	Clackamas County	Clackamas County	Oatfield Rd.	Oatfield / Hill Intersection		Address safety and provide congestion relief.	Left turn lanes, signal if warranted.	1,653,700	2025-2032	Regionally Significant	Y	Roads and Bridges	Clackamas County
10056	Clackamas County	Clackamas County	Oatfield Rd.	Oatfield/McNary Intersection		Address safety and provide congestion relief.	Add turn lanes.	1,043,510	2025-2032	Regionally Significant	Y	Roads and Bridges	Clackamas County
10063	Clackamas County	Clackamas County	Thiessen Rd.	Thiessen/Hill Intersection		Address safety and provide congestion relief.	Widen, add left turn lane on Thiessen Rd.	1,248,210	2033-2040	Regionally Significant	Y	Roads and Bridges	Clackamas County
10064	Clackamas County	Clackamas County	Webster Rd.	Webster/Jennings and Roots intersection		Address safety and provide congestion relief.	Construct traffic signals, turn lanes.	3,722,090	2018-2024	Regionally Significant	Y	Roads and Bridges	Clackamas County
10065	Clackamas County	Clackamas County	Webster Rd.	Webster/Strawberry Ln. intersection		Address safety and provide congestion relief.	Traffic signal.	1,102,850	2033-2040	Exempt	Y	TSMO/TDM	Clackamas County
10066	Clackamas County	Clackamas County	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 ride station.	Add turn lanes on 92nd (northbound left at JCB, and northbound right at Idleman).	1,000,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Clackamas County
10102	Clackamas County	Clackamas County	Linwood Ave	King Road	Johnson Creek Blvd	Address mulit- modal needs and to address gaps	Add bikeways. Linwood Ave / Monroe St intersection improvements. Add curbs/sidewalks, improve horizontal alignments	11,020,000	2025-2032	Exempt	Y	Roads and Bridges	Clackamas County
10136	Clackamas County	Clackamas County	Kellogg Creek (Oatfield Rd.) Bridge Replacement	Kellogg Creek	n/a	Replace a deficient bridge.	Construct two lane bridge with sidewalks and bike lanes.	4,702,881	2033-2040	Exempt	Y	Roads and Bridges	Clackamas County
10157	Clackamas County	Clackamas County	Carver (Springwater Rd.) Bridge	Hattan Rd.	Hwy 224	Provide congestion relief and remove existing bottleneck.	Reconstruct Carver bridge at 2 lanes with bikelanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	23,600,000	2014-2017	Exempt	Y	Roads and Bridges	Clackamas County
11132	Clackamas County	Clackamas County	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	2018-2024	Exempt	Y	Active Transportation	Clackamas County
11347	Clackamas County	ODOT	Sunrise Multi- use path (Sunrise JTA)	I-205	122nd Ave	Address gaps in regional bike and pedestrian system.	Construct new mullti use path from I-205 paralleling the Sunrise project.	6,000,000	2014-2017	Exempt	Y	Active Transportation	Clackamas County
11491	Clackamas County	Clackamas County	Flavel Dr	Alberta Ave	County boundary	Address mulit- modal needs and to address gaps	Add bikeways	2,410,000	2014-2017	Exempt	Y	Active Transportation	Clackamas County
11492	Clackamas County	Clackamas County	Sunnyside Rd	Sunnyside Rd / Stevens Rd intersection		Address safety and provide congestion relief.	Intersection improvements, such as additional turn lanes, turn lane extensions, and/or signal timing modifications	2,000,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Clackamas County
11493	Clackamas County	Clackamas County	Otty St	Otty St / OR 213 / Otty Rd Intersection		Address safety and provide congestion relief.	Realign Otty St with Otty Rd at OR 213; install dual westbound left-turn lanes; install flashing yellow arrow for left-turns on northbound and southbound approaches.	1,600,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Clackamas County

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11494	Clackamas County	Clackamas County	Monroe St	72nd Ave to Fuller Rd	Fuller	Address mulit- modal needs and to address gaps	Add bikeways, pedways and traffic calming	7,470,000	2014-2017	Exempt	Y	Active Transportation	Clackamas County
11495	Clackamas County	Clackamas County	I-205 Ped / Bike Overpass	Between Causey Ave and Sunnyside Rd		Address mulit- modal needs and to address gaps	Construct a bike / ped crossing over I-205 to connect transit services, businesses and residents	4,780,000	2014-2017	Exempt	Y	Active Transportation	Clackamas County
11496	Clackamas County	Clackamas County	Park Ave	River Rd	McLoughlin Blvd	Address mulit- modal needs and to address gaps	Add pedways	1,750,000	2014-2017	Exempt	Y	Active Transportation	Clackamas County
11497	Clackamas County	ODOT	I-205	SW Stafford Rd	OR 99E	Develop a plan to provide congestion relief and remove existing bottleneck.	Work with ODOT, Metro, Oregon City, West Linn and any other affected jurisdiction to analyze and develop a solution to the transportation bottle neck on I-205 between Oregon City and I-205 / Stafford Road Interchange. This process may include undertaking a Environmental Impact Statement to identify a preferred alternative that addresses the transportation congestion and facility operations issues on this portion of the I-205 corridor. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	10,000,000	2018-2024	Exempt	Y	Roads and Bridges	Clackamas County
11498	Clackamas County	Clackamas County / ODOT	Harmony Rd / Sunnyside Rd	Harmony Rd / Sunnyside Rd / OR 213 intersection		Address safety and provide congestion relief.	Extend queue storage on westbound approach and rebuild median; extend queue storage on eastbound approach and install median; convert to right-in-right-out accesses on frontage road.	1,250,000	2025-2032	Not Regionally Significant	Y	Roads and Bridges	Clackamas County
11499	Clackamas County	Clackamas County	River Rd	Lark St	Courtney	Address mulit- modal needs and to address gaps	Add pedways	4,760,000	2025-2032	Exempt	Y	Active Transportation	Clackamas County
11500	Clackamas County	Clackamas County	River Rd	Oak Grove Blvd	Risley Ave	Address mulit- modal needs and to address gaps	Fill gaps in bikeways and pedways	5,570,000	2025-2032	Exempt	Y	Active Transportation	Clackamas County
11501	Clackamas County	Clackamas County	Concord Rd	River Rd	Oatfield Rd	Address mulit- modal needs and to address gaps	Fill gaps in pedway	7,230,000	2025-2032	Exempt	Y	Active Transportation	Clackamas County
11502	Clackamas County	Clackamas County	Concord Rd	River Rd	Oatfield Rd	Address safety and provide congestion relief.	Add turn lanes at major intersections	570,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Clackamas County
11503	Clackamas County	Clackamas County	Jennings Ave	River Rd	Oatfield Rd	Address mulit- modal needs and to address gaps	Widen to 2-lane urban minor arterial standard with bikeway and pedway infill	13,870,000	2025-2032	Not Regionally Significant	Y	Roads and Bridges	Clackamas County
11504	Clackamas County	Clackamas County	Oak Grove Blvd	Oatfield Rd	River RD	Address mulit- modal needs and to address gaps	Fill gaps in pedways and bikeways	2,520,000	2025-2032	Exempt	Y	Active Transportation	Clackamas County
11505	Clackamas County	Clackamas County	Hull Ave	Wilmot St	Tims View Ave	Address mulit- modal needs and to address gaps	Fill gaps in pedways	4,130,000	2025-2032	Exempt	Y	Active Transportation	Clackamas County
11506	Clackamas County	Clackamas County	Clackamas Rd	Johnson Road	Webster Road	Address mulit- modal needs and to address gaps	Fill gaps in bikeways and pedestrian facilities	3,420,000	2025-2032	Exempt	Y	Active Transportation	Clackamas County
11507	Clackamas County	Clackamas County	Roots Rd	Webster Road	McKinley Road	Address mulit- modal needs and to address gaps	Add pedestrian facilities	4,720,000	2025-2032	Exempt	Y	Active Transportation	Clackamas County
11508	Clackamas County	Clackamas County	Hubbard Rd	122nd Ave	132nd Ave	Address mulit- modal needs and to address gaps	Fill gaps in pedestrian facilities	1,650,000	2025-2032	Exempt	Y	Active Transportation	Clackamas County
11509	Clackamas County	Clackamas County	Lake Rd	Milwaukie City limits	OR 224	Address mulit- modal needs and to address gaps	Fill gaps in pedestrian facilities	5,530,000	2025-2032	Exempt	Y	Active Transportation	Clackamas County
11510	Clackamas County	Clackamas County	Sunnybrook Blvd	Sunnybrook Blvd / 82nd Ave intersection		Address safety and provide congestion relief and Address mulit- modal needs and to address gaps	Add dual southbound left-turn lanes, extend queue storage for southbound lefts and westbound lefts	290,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Clackamas County
11511	Clackamas County	Clackamas County	Stevens Rd / Stevens Way	Causey Ave	Idleman Rd	Address mulit- modal needs and to address gaps	Add pedways and optional traffic calming	4,620,000	2025-2032	Exempt	Y	Active Transportation	Clackamas County
11512	Clackamas County	Clackamas County	Clatsop St / Luther Rd	72nd Ave	Fuller Rd	Address safety and provide congestion relief and Address mulit- modal needs and to address gaps	Add turn lanes and signals at OR 213 intersection; add bikeways, pedestrian facilities and traffic calming	7,920,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Clackamas County
11513	Clackamas County	Clackamas County	Mather Rd	Summers Ln	122nd Ave	Address safety and provide congestion relief and Address mulit- modal needs and to address gaps	Add bikeways, pedestrian facilities and eastbound left turn lanes at Mather Rd / 122nd Ave	6,420,000	2025-2032	Regionally Significant	Y	Active Transportation	Clackamas County
11514	Clackamas County	Clackamas County	Strawberry Ln	Strawberry Ln / 82nd Dr intersection		Address safety and provide congestion relief.	Install traffic signal and eastbound turn lane	490,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Clackamas County
11515	Clackamas County	Clackamas County	Sunnyside Rd	OR 213	97th Ave	Address safety and provide congestion relief.	Modified boulevard treatment including lane redesign, medians, beautification, curb extensions, reconstructed sidewalks, landscaping, south side bikeways. Consider flashing yellow arrow for left-turns at signalized intersections.	3,000,000	2025-2032	Exempt	Y	Active Transportation	Clackamas County

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11516	Clackamas County	Clackamas County	Evelyn St / Mangan Dr	Jennifer St	Water Ave	Address mulit- modal needs and to address gaps	Add bikeways	50,000	2025-2032	Exempt	Y	Active Transportation	Clackamas County
11517	Clackamas County	Clackamas County	Jennings Ave	Oatfield Road	Webster Road	Address mulit- modal needs and to address gaps and provide congestion relief.	Widen to 2-lane urban minor arterial standard with bikeway and pedestrian facilities infill	13,340,000	2033-2040	Not Regionally Significant	Y	Roads and Bridges	Clackamas County
11518	Clackamas County	Clackamas County	Webster Rd	OR 224	Gladstone	Address mulit- modal needs and to address gaps	Fill gaps in bikeways and pedestrian facilities	19,010,000	2033-2040	Exempt	Y	Active Transportation	Clackamas County
11519	Clackamas County	Clackamas County	Thiessen Rd	Oatfield Road	Webster Road	Address mulit- modal needs and to address gaps	Add bikeways and pedestrian facilities	23,830,000	2033-2040	Exempt	Y	Active Transportation	Clackamas County
11520	Clackamas County	Clackamas County	Courtney Ave	OR 99E	Oatfield Rd	Address mulit- modal needs and to address gaps	Fill gaps in pedways and bikeways	1,860,000	2033 -2040	Exempt	Y	Active Transportation	Clackamas County
11521	Clackamas County	Clackamas County	132nd Ave	Sunnyside Rd	Hubbard Rd	Address mulit- modal needs and to address gaps	Add bikeways, pedways, traffic calming and turn lanes at major intersections	1,680,000	2033 -2040	Regionally Significant	Y	Active Transportation	Clackamas County
11522	Clackamas County	Clackamas County	97th Ave / Mather Rd	Lawnfield Rd	Summers Lane	Address mulit- modal needs and to address gaps	Add bikeways, pedways and eastbound left turn lanes at Mather Rd / Summers Ln	4,560,000	2033 -2040	Not Regionally Significant	Y	Roads and Bridges	Clackamas County
11523	Clackamas County	Clackamas County	Rosemont Rd	Stafford Rd	West Linn City Limits	Address mulit- modal needs and to address gaps	Add paved shoulders and turn lanes at major intersections. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	8,570,000	2033 -2040	Regionally Significant	Y	Roads and Bridges	Clackamas County
11524	Clackamas County	Clackamas County	Monroe St	Linwood Ave	72nd Ave	Address mulit- modal needs and to address gaps	Add bikeways and traffic calming	5,330,000	2033 -2040	Exempt	Y	Active Transportation	Clackamas County
11525	Clackamas County	Clackamas County	Courtney Ave	River Rd	McLoughlin Blvd	Address mulit- modal needs and to address gaps	Construct pedway / complete gaps on the south side; add bikeways	5,010,000	2033 -2040	Exempt	Y	Active Transportation	Clackamas County
11526	Clackamas County	Clackamas County	Harold Ave	Concord Rd	Rothe Rd	Address mulit- modal needs and to address gaps	Add pedways and traffic calming	3,310,000	2033 -2040	Exempt	Y	Active Transportation	Clackamas County
11527	Clackamas County	Clackamas County	Johnson Creek Blvd	OR 213	92nd Ave.	Address mulit- modal needs and to address gaps	Add pedways, restripe for bikeways	1,400,000	2033 -2040	Exempt	Y	Active Transportation	Clackamas County
11528	Clackamas County	Clackamas County	Transportation Safety Action Plan Program	Countywide		Multiple projects as part of an over all program to address safety for all travel modes.	Develop a program to support the implementation of the County's TSAP and support the County's efforts to make improvements based on the outcomes of the road safety audits and other safety studies.	17,700,000	2014-2040	Exempt	Y	Roads and Bridges	Clackamas County
11668	Clackamas County	Clackamas County	Sunrise Multi- use path	122nd Ave	Rock Creek Junction	Address gaps in regional bike and pedestrian system.	Construct new mullti use path from 122nd Ave to 172nd paralleling the Sunrise project.	6,000,000	2018-2024	Exempt	Y	Active Transportation	Clackamas County
10085	Clackamas County and Lake Oswego	NCPRD	Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River	Willamette Shoreline	Trolley Trail	Provide east/west connection and overcome river barrier.	Construct bike/pedestrian crossing over the Willamette River	10,130,000	2033-2040	Exempt	Y	Active Transportation	Clackamas County
10788	Cornelius	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. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	5,300,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
10795	Cornelius	Cornelius / Forest Grove	Holladay St Extension	4th	Yew	Local system connectivity.	Construct new collector.	2,500,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10796	Cornelius	Cornelius	Holladay St Extension	10th	Gray	Local system connectivity.	Construct new collector.	3,022,306	2033-2040	Not Regionally Significant	Y	Roads and Bridges	Washington County
10797	Cornelius	Cornelius	Holladay St Extension	Gray	19th	Local system connectivity.	Construct new collector.	3,221,579	2033-2040	Not Regionally Significant	Y	Roads and Bridges	Washington County
10798	Cornelius	Cornelius	Davis St. Extension	4th Ave	10th Ave	Local system connectivity.	Construct new collector.	3,885,822	2033-2040	Not Regionally Significant	Y	Roads and Bridges	Washington County
10799	Cornelius	Cornelius	Davis St. Extension	19th Ave	29th Ave	Local system connectivity.	Construct new collector.	9,905,382	2033-2040	Not Regionally Significant	Y	Roads and Bridges	Washington County
10802	Cornelius	Cornelius	29th Ave	TV Hwy		Address intersection safety and capacity.	Intersection improvements	600,000	2033-2040	Not Regionally Significant	Y	Roads and Bridges	Washington County

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10804	Cornelius	Cornelius	Collector Bike Lanes			Paint & sign bike lanes.	Sign & stripe about 50 blocks of collectors.	305,568	2018-2024	Exempt	Y	Active Transportation	Washington County
10805	Cornelius	ODOT	TV Hwy Ped Infill	East City Limits	West City Limits	Sidewalk infill.	Build out sidewalk gaps on TV Hwy. in Cornelius.	2,567,952	2025-2032	Exempt	Y	Active Transportation	Washington County
10807	Cornelius	Cornelius	Park & Ride	10th Ave	26th Ave	Build transit support facilities.	Build park & ride facilities at 10th and 26th Avenue.	1,700,000	2033-2040	Not Regionally Significant	Y	Transit	Washington County
11095	Cornelius	Cornelius	17th Avenue	Baseline	Adair	Main Street improvements	Ped improvement of Main Street Dist local streets	349,564	2018-2024	Exempt	Y	Active Transportation	Washington County
11245	Cornelius	Cornelius	Davis St.	10th Ave	19th Ave	Local system connectivity.	Widen street and add sidewalks	3,106,663	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
11246	Cornelius	Cornelius	Cornelius Citywide Sidewalk Infill			Sidewalk infill.	Sidewalk infill on Dogwood St (12th Ave - 20th Ave); Heather St (8th Ave - 10th Ave); 4th Ave (3F Railroad - Barlow); 26th Ave (Holladay - S. City Limits)	1,466,273	2033-2040	Exempt	Y	Active Transportation	Washington County
11249	Cornelius	Cornelius	19th/20th Avenue	N. City Limits	S. City Limits	Sidewalk infill & local system connectivity	Build out sidewalk gaps & improve to collector standards. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	4,651,458	2025-2032	Regionally Significant	Y	Active Transportation	Washington County
11251	Cornelius	Cornelius	29th Ave	3F Railroad	Baseline	Local system connectivity.	Improve to collector standards including sidewalks.	4,234,436	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10035	Damascus	Clackamas County	Foster Rd. Improvements	County Line	172nd 190th Connector	Improve access to and within Damascus, and add bike lanes and sidewalks	Widen to three lanes Project Segment Length 4,500 feet	5,900,000	2033-2040	Not Regionally Significant	Y	Roads and Bridges	Clackamas County
10078	Damascus	ODOT	OR 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 classification. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	41,500,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Clackamas County
10033	Damascus Happy Valley	Damascus Happy Valley	172nd Ave - 190th Connector - adopted alignment	190th	172nd Ave.	Extend east-west arterial to developable lands within the Urban Growth Boundary to the east	Widen to five lanes using the adopted alignment for the connection between 172nd and 190th. Project Segment Length 8,000 feet	37,480,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Clackamas County
10076	Damascus Happy Valley	Damascus Happy Valley	SE Sunnyside Rd East Extension	SE 172nd Ave.	Foster Road	Provide an east-west arterial connection to create a well-connected street network that provides multiple routes to local and regional destinations.	Construct a new 5-lane roadway with sidewalks, bike lanes and traffic signals	15,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Clackamas County
10138	Damascus Happy Valley	ODOT	Hwy 212 widening to 5 lane boulevard	Rock Creek Junction	172nd	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 to 172nd. Implement intersection improvements where needed. Segment Length 5,500 Feet	30,000,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Clackamas County
10771	Forest Grove	TriMet	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 Forest Grove, accommodate growth with less traffic, encourage transit oriented development, supplement and relieve Hwy. 8, and reduce oil dependency.	Planning study to examine the potential of extending from Hillsboro to downtown Forest Grove. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	2,290,000	2025-2032	Exempt	Y	Transit	Washington County
10772	Forest Grove	Forest Grove	David Hill	HWY 47	Brook St.	Improve connectivity and balance circulation.	Extend easterly from east terminus (just east of Brook) to Sunset Drive (Highway 47) as a arterial facility with left-turn lanes at major intersections, traffic signal and turn lanes at Hwy47. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	13,610,000	2014-2017	Not Regionally Significant	Y	Roads and Bridges	Washington County
10773	Forest Grove	Forest Grove	Thatcher Road Realignment	Thatcher	Gales Creek	Eliminate substandard angles and improve intersection spacing. Improve access to labor markets and trade areas.	Re-align Thatcher Road at its intersection with Gales Creek Road and add traffic signal.	3,710,000	2014-2017	Exempt	Y	Roads and Bridges	Washington County
10774	Forest Grove	Forest Grove	23rd Avenue Extension	Hawthorne	Hwy 47	Improve connectivity and balance circulation. Improve access to industrial areas.	Extend from Hawthorne Avenue east to Highway 47 and refine intersection design.	15,424,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10775	Forest Grove	Forest Grove	E Street/Pacific Avenue-19th Avenue Intersection	E	19th	Improve connectivity and balance circulation.	Extend 19th west and connect up to E Street and Pacific Avenue with a round-about.	4,940,000	2018-2024	Not Regionally Significant	Y	Roads and Bridges	Washington County
10778	Forest Grove	Forest Grove	Heather Industrial Connector	Mountain View	HWY 47	Improve connectivity and balance circulation.	Construct new 2-lane industrial collector from west terminus of Heather to Poplar Street	4,930,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10779	Forest Grove	Forest Grove/ODOT	Hwy 8/Pacific/19th	Cornelius City Limits	B	Improve safety and modernization.	Retrofit the street with a boulevard design from B Street to Cornelius City Limits including wider sidewalks, curb extensions, safer street crossings, bus shelters and benches.	9,630,000	2018-2024	Regionally Significant	Y	Active Transportation	Washington County
10780	Forest Grove	ODOT	Hwy 47/ Pacific Avenue Intersection Improvements	HWY 47	Hwy 8	Improve safety and modernization.	Intersection Improvement. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	4,100,000	2014-2017	Not Regionally Significant	Y	Roads and Bridges	Washington County

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10781	Forest Grove	Forest Grove	West UGB Trail	B Street	Gales Creek Rd	Complete gap in system and improve safety and access to town center.	Multi-use trail. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	4,270,000	2018-2024	Exempt	Y	Active Transportation	Washington County
10782	Forest Grove	Forest Grove	Thatcher (Gales Ck-David Hill), Willamina (Gales Ck-Sunset), B Street (26th-Willamina) Ped and Bike Improvements	Gales Creek-David Hill /Gales Creek - Sunset / 26th-Willamina	Gales Creek-David Hill /Gales Creek - Sunset / 26th-Willamina	Complete gap in system and improve safety and access to town center.	Bike lanes and sidewalks.	4,470,000	2014-2017	Exempt	Y	Active Transportation	Washington County
10784	Forest Grove	Forest Grove	David Hill Trail	HWY 47	Forest Gale Dr.	Complete gap in system and improve safety and access to town center.	Multi-use trail. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	5,910,000	2018-2024	Exempt	Y	Active Transportation	Washington County
10806	Forest Grove	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, connecting to the Banks-Vernonia State Trail, with an additional short trail. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	5,200,000	2018-2024	Exempt	Y	Active Transportation	Washington County
11380	Forest Grove	Forest Grove	Yew St / Adair St Intersection Improvements	Yew St	Adair St	Improve safety and modernization.	Intersection Improvement	1,390,000	2014-2017	Not Regionally Significant	Y	Roads and Bridges	Washington County
11605	Forest Grove	Forest Grove	Taylor Way Extension	Elm	Poplar	Improve connetivity and balance circulation	Construct 2-lane industrial road to complete gaps between Elm and Poplar Street	7,840,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11606	Forest Grove	Forest Grove	26th Avenue Improvements & Extension	Sunset Drive	Oak	Improve connectivity and balance circulation.	Construct new 2-lane collector from Boyd Lane to Oak Street and improve to City standards from Hawthorne to Sunset Drive	9,800,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11661	Forest Grove	ODOT	Hwy 47/ Martin Road Intersection Improvements	HWY 47	Martin Road	Improve connectivity and balance circulation	Intersection Improvement (e.g. roundabout) with connections to extensions of Holladay Street and 23rd Avenue	4,230,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11662	Forest Grove	ODOT	Hwy 47/ B St. Intersection Improvements	HWY 47	B Street	Improve safety and modernization.	Intersection Improvement	1,790,000	2014-2017	Not Regionally Significant	Y	Roads and Bridges	Washington County
11663	Forest Grove	ODOT	Hwy 47/ Purdin Rd. Intersection Improvements	HWY 47	Purdin Road	Improve safety and modernization.	Intersection Improvement (e.g. roundabout)	3,320,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11667	Forest Grove	ODOT	Hwy 47/ Fernhill-Maple St. Intersection Improvements	HWY 47	Fernhill-Maple	Improve safety and modernization.	Intersection Improvement	1,300,000	2014-2017	Not Regionally Significant	Y	Roads and Bridges	Washington County
11672	Forest Grove	Forest Grove	Holladay Ext (west)	HWY 47	East City Limits	Improve connectivity and balance circulation.	Construct new 2-lane industrial collector from City Limit to Martin Road/Highway 47 intersection. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	$ 12,080,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10069	Gresham	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 the Clackamas River. Build portion of trail within Gresham City Limits.	Build trail linking Gresham and the Clackamas River.	1,900,000	2018-2024	Exempt	Y	Active Transportation	E. Multnomah County
10421	Gresham	Gresham	Burnside Rd. Blvd Improvements	181st	197th	Provide congestion relief, economic development.	Complete boulevard improvements.	7,873,990	2018-2024	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10423	Gresham	Gresham	Cleveland St. Reconstruction.	Powell	Burnside	Reconstruct street.	Reconstructs street from Burnside to Powell.	1,100,000	2014-2017	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10424	Gresham	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	2025-2032	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10425	Gresham	Gresham	1st Street/Bull Run. Reconstruction	242nd Ave.	257th Ave.	Bring to standard Collector standard	Brings to standards, adds pedestrian, bicycle facilities.	4,466,312	2018-2024	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10427	Gresham	Gresham	Regner Rd. Reconstruction	Roberts	Southern City Limits	Bring to Minor Arterial Standards	Brings to standards, adds pedestrian, bicycle facilities, improves Regner/Butler intersection by adding NB left-turn pocket and signalizing intersection.	29,265,570	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10429	Gresham	Gresham	Powell Valley Imps.	Burnside	282nd. Ave.	Provide multimodal improvements.	Improve Powell Valley w. ped and bike facilities.	14,645,408	2018-2024	Exempt	Y	Active Transportation	E. Multnomah County
10430	Gresham	Gresham	Orient Dr. Imps.	South City Limits	257th Ave.	Improve to arterial 4 lane standards.	Upgrades to arterial 4 lane standards.	9,000,000	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County

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10431	Gresham	Gresham	Highland/190th Rd. Widening	200' south of SW 11th	Ending at the intersection of Pleasant View Dr./SE 190th and Butler	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 Powell Boulevard to 190th Ave.	19,646,521	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10434	Gresham	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 signal, and also improve the intersection of Burnside and Hogan (2004 RTP #2032).	32,545,601	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10436	Gresham	Gresham	Max Trail	Cleveland	Hogan	Expand shared use path network.	Construct new shared use path.	2,500,000	2014-2017	Exempt	Y	Active Transportation	E. Multnomah County
10437	Gresham	Gresham	Gresham/Fairview Trail	Halsey	Marine Dr.	Address gaps in Springwater Trail.	Springwater trail connect. incl. Trailhead @ Marine Dr.	4,608,799	2018-2024	Exempt	Y	Active Transportation	E. Multnomah County
10438	Gresham	Gresham	Springwater Trail Connections	Pl. View/190th	N/A	Provide access to trail.	Provide ped, bike and equestrian access to regional trail.	271,562	2018-2024	Exempt	Y	Active Transportation	E. Multnomah County
10440	Gresham	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	2018-2024	Exempt	Y	Active Transportation	E. Multnomah County
10441	Gresham	Gresham	Gresham RC Ped and Ped to Max	all stations		Improve access to Max line.	Improve sidewalks, lighting, crossings, bus shelters, benches.	584,820	2018-2024	Exempt	Y	Active Transportation	E. Multnomah County
10442	Gresham	Gresham	Phase 3 Signal Optimization	System Wide		Improve functioning of signals, add signboards.	Optimize signals, provide message boards.	6,227,280	2018-2024	Exempt	Y	TSMO/TDM	E. Multnomah County
10443	Gresham	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	2014-2017	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10445	Gresham	Gresham	181st Ave. Intersection Improvement (181st/Glisan)	181st/Glisan		Optimize intersection operation.	Improve Intersection.	1,041,867	2018-2024	Not Regionally Significant	Y	Freight	E. Multnomah County
10446	Gresham	Gresham	181st Ave. Intersection Improvement (181st/Burnside)	181st/Burnside		Optimize intersection operation.	Improve Intersection.	831,210	2018-2024	Not Regionally Significant	Y	Freight	E. Multnomah County
10447	Gresham	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	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10449	Gresham	Gresham	201st: Halsey to Sandy	Halsey	Sandy	Provide congestion relief.	Improve to collector standards, signalize 201st/Sandy Blvd.	8,335,400	2025-2032	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10450	Gresham	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	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10454	Gresham	Gresham	181st Ave. Improvements	Glisan	Yamhill	Provide congestion relief and improve multimodal facilities.	Complete boulevard design improvements.	11,440,061	2018-2024	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10455	Gresham	Gresham	Rockwood TC Ped and Ped to Max:188th LRT Stations and Ped to Max			Complete gaps in pedestrian/transit system.	Improve sidewalks, lighting, crossings, bus shelters, benches.	8,919,615	2018-2024	Exempt	Y	Active Transportation	E. Multnomah County
10458	Gresham		Halsey St. Improvements	181st	201st	Provide congestion relief and multimodal improvements.	Widen to 4 lanes w. sidewalks and bikelanes.	8,118,008	2025-2032	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10459	Gresham	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	2018-2024	Exempt	Y	Active Transportation	E. Multnomah County
10460	Gresham	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 will be primarily a median, with left turn pockets at the intersection of the New Road/Giese, and also New Road/McKinley.	27,498,638	2033-2040	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10462	Gresham	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	2025-2032	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10463	Gresham	Portland/Gresham	Foster Rd. Extension (north)	Jenne	172nd	Provide congestion relief and facilitate Pleasant Valley economic development.	New north extension of Foster.	15,417,627	2033-2040	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10464	Gresham	N/A	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	2025-2032	Regionally Significant	Y	Roads and Bridges	E. Multnomah County

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10465	Gresham	N/A	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	2025-2032	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10466	Gresham	N/A	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	2025-2032	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10468	Gresham	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	2025-2032	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10469	Gresham	N/A	Foster Rd. Bridge	Foster Rd.		Provide congestion relief and facilitate Pleasant Valley economic development.	Construct bridge crossing.	2,642,220	2025-2032	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10471	Gresham	N/A	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	2025-2032	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10472	Gresham	Gresham	Eastman at Division			Improve functioning of intersection and reduce congestion.	Add 2nd NB and SB LT lanes.	912,928	2025-2032	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10473	Gresham	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	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10474	Gresham	N/A	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	2033-2040	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10475	Gresham	N/A	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	2033-2040	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10476	Gresham	N/A	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	2033-2040	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10477	Gresham	Gresham	Springwater Road Section 4	19h Ave/Springwater Rd Section 4	Palmblad/252nd	Economic development and implementation of Springwater Plan.	Construction of new street for implementation of Springwater Plan.	13,148,679	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10478	Gresham	Gresham	Palmblad/252nd/Palmquist Rd	Hillyard Rd/10	10	Economic development and implementation of Springwater Plan.	Construction of new street for implementation of Springwater Plan.	26,162,462	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10479	Gresham	Gresham	252nd/Palmblad	Hillyard Rd/10	Rugg Rd.	Economic development and implementation of Springwater Plan.	Construction of new street for implementation of Springwater Plan.	9,808,690	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10480	Gresham	Gresham	Springwater Plan Road/Springwater Road Section 7	Hogan Road 2900 feet north of Rugg Road	McNutt Road/9	Economic development and implementation of Springwater Plan.	Construction of new street for implementation of Springwater Plan.	8,008,421	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10481	Gresham	Gresham	Springwater Planned Road/Springwater Road 8	Hogan Road 1300 feet north of Rugg Road	McNutt Road	Economic development and implementation of Springwater Plan.	Construction of new street for implementation of Springwater Plan.	5,519,551	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10482	Gresham	Gresham	McNutt Road/Springwater Road 9,10,11	Intersection of project 10480/10481	Planned Rugg Road ext	Economic development and implementation of Springwater Plan.	Construction of new street for implementation of Springwater Plan.	41,242,122	2018-2024	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10485	Gresham	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	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10486	Gresham	Gresham	Telford Rd.	Springwater Boundary	252nd Ave.	Economic development and implementation of Springwater Plan.	Improvement of existing roadway to Minor Arterial standards, add bike and ped facilities, intersection improvements.	29,419,888	2024-2032	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10488	Gresham	Gresham	282nd Ave.	Springwater Boundary	Powell Valley Road	Economic development and implementation of Springwater Plan.	Improvement of existing roadway to Minor Arterial standards, add bike and ped facilities, intersection improvements.	7,146,436	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10490	Gresham	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	2018-2024	Exempt	Y	Freight	E. Multnomah County
10493	Gresham	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	2033-2040	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10494	Gresham	Gresham	162nd	Stark Street		Reduce congestion.	Exclusive southbound and eastbound right turns at Stark.	888,209	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10495	Gresham	Gresham	181st Ave	Halsey St.		Reduce congestion.	add 2nd LT lane to N & S legs, add RT lane to EB WB SB.	1,025,038	2018-2024	Regionally Significant	Y	Freight	E. Multnomah County
10496	Gresham	Gresham	181st at I-84	181st/I-84		Reduce congestion.	Freight mobility improvements subject to refinement study.	250,000	2025-2032	Exempt	Y	Freight	E. Multnomah County
10497	Gresham	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	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10498	Gresham	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	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10499	Gresham	Gresham	192nd Ave	Wilkes Road	Halsey Street	Reduce congestion.	Improve to Minor Arterial street standards.	3,833,031	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10501	Gresham	Gresham	Barnes Rd	Powell Valley	Hillyard	Reduce congestion and facilitate access to Springwater community.	Widen road and add improvements.	7,135,229	2025-2032	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County

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10502	Gresham	Gresham	Bike signs	various locations		Enhance bike travel by adding directional signs.	Add directional signs to bike network.	1,400,000	2014-2017	Exempt	Y	Active Transportation	E. Multnomah County
10503	Gresham	Gresham	Burnside	Powell		Reduce congestion.	At Powell: eliminate EB and WB left turn lanes.	683,517	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10504	Gresham	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.	1,000,000	2018-2024	Exempt	Y	Active Transportation	E. Multnomah County
10505	Gresham	Gresham	Civic Neighborhood TOD	16th and NW Norman		Improve Civic Neighborhood connectivity.	Support construction of street infrastructure improvements.	4,765,219	2018-2024	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10506	Gresham	Gresham	Transit: Columbia Corridor TMA			Enhance mass transit multi-modal opportunities.	Transit/bus service improvements, 2 locations.	185,258	2018-2024	Exempt	Y	TSMO/TDM	E. Multnomah County
10509	Gresham	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	2018-2024	Exempt	Y	Active Transportation	E. Multnomah County
10511	Gresham	Gresham	Hogan Road	Stark		Improve functioning of Hogan.	Add right turn lanes on all approaches and second northbound and southbound left turns.	1,908,431	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10512	Gresham	Gresham	Hogan: Powell to Burnside boulevard improvements plus three intersection improvements	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	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10516	Gresham	Gresham	San Rafael	181st	201st	Eliminate system gap.	Construct to Minor Arterial cross section	9,990,952	2033-2040	Regionally Significant	Y	Freight	E. Multnomah County
10518	Gresham	Gresham	Wilkes Street	181st	192nd	Improve industrial area circulation and freight mobility.	Improve Wilkes to collector standards	6,781,698	2033-2040	Regionally Significant	Y	Freight	E. Multnomah County
10519	Gresham	Gresham	Pedestrian enhancements	162nd/Bside, and	181st Burnside	Improve pedestrian facilities.	Pedestrian enhancements.	75,492	2018-2024	Exempt	Y	Active Transportation	E. Multnomah County
10521	Gresham	Gresham	Signalize intersections			Improve circulation on arterials to enhance safety.	Signalize intersections.	768,590	2018-2024	Exempt	Y	TSMO/TDM	E. Multnomah County
10527	Gresham	Gresham	Hogan	Powell	Palmquist	Improve function of Hogan.	Improve to arterial standards.	12,444,619	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10530	Gresham	Gresham	Towle Ave. Butler Rd. to Binford Lake	Butler Rd.	Eastman 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	2025-2032	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10533	Gresham	Gresham	190th	30th	Cheldelin	Provide access to Pleasant Valley.	Improve existing road to major arterial standards, signalize 190th @ Giese, Butler, Richey, Cheldelin.	28,644,245	2025-2032	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10534	Gresham	Gresham	Cheldelin	Western Pleasant Valley Limits	190th	Provide access to Pleasant Valley.	Improve existing road to minor arterial standards, signalize Cheldelin at 172nd, 182nd, and Foster.	19,795,513	2033-2040	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10537	Gresham	Gresham	Richey	182nd	190th	Provide access to Pleasant Valley.	Improve to collector standards, and signalize 190th/Richey.	7,925,735	2025-2032	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10541	Gresham	Gresham	182nd	Giese	Cheldelin	Provide access to Pleasant Valley.	Improve 182nd to collector standards.	11,797,690	2033-2040	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10543	Gresham	Gresham	172nd	Cheldelin	Northern boundary of Pleasant Valley	Provide access to Pleasant Valley.	Improve 172nd Ave. to major arterial standards.	8,651,396	2033-2040	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10544	Gresham	Gresham	Butler Rd. Bike and Ped Improvements	Towle	Regner	Eliminate gaps in bike and pedestrian system.	Construct bikelanes and sidewalks.	5,705,413	2025-2032	Exempt	Y	Active Transportation	E. Multnomah County
10856	Gresham		Richey/Foster Connection	Intersection Richey/Foster		Connects Richey and Foster.	Construct roundabout and related improvements to Foster.	656,452	2033-2040	Exempt	Y	Roads and Bridges	E. Multnomah County
10860	Gresham	Gresham	Knapp Street/Collector 72	172nd	182nd	Build new road to green street collector standards.	Build new road to green street collector standards.	10,703,002	2033-2040	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10861	Gresham	Gresham	Knapp Street/Collector 72	182nd	190th	Build new road to green street collector standards.	Build new road to green street collector standards.	10,368,393	2025-2032	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County

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10862	Gresham	Gresham	Knapp Street/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	2018-2024	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11099	Gresham	Gresham	Barnes	Orient	Hillyard	Reduce congestion and facilitate access to Springwater community.	Widen road and add improvements.	7,135,229	2033-2040	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11675	Gresham	Gresham	US 26 Multimodal Improvements	Burnside	Palmquist	Completes System Gaps	US 26 multimodal improvements {Burnside to Palmquist: sidewalks}	$1,328,319	2018-2024	Exempt	Y	Active Transportation	E. Multnomah County
11676	Gresham	Gresham	181st Pedestrian Improvements	I-84	San Rafael	Completes System Gaps	Complete sidewalk connections {181st: I-84-San Rafael}	$1,000,000	2018-2024	Exempt	Y	Active Transportation	E. Multnomah County
11677	Gresham	Gresham	Division Ped Improvements	212th	242nd	Completes System Gaps	Division ped imps - widen sidewalks, improve crossings 212th-242nd	$1,000,000	2018-2024	Exempt	Y	Active Transportation	E. Multnomah County
11678	Gresham	Gresham	Powell Pedestrian Improvements between Eastman and Main	Eastman	Main	Completes System Gaps	Powell ped imps - widen sidewalks, improve crossings {Eastman - Main}	$1,000,000	2018-2024	Exempt	Y	Active Transportation	E. Multnomah County
11679	Gresham	Gresham	Powell Pedestrian Improvements between Hood and Hogan	Hood	Hogan	Completes System Gaps	Powell ped imps - widen sidewalks, improve crossings {Hood - Hogan}	$1,000,000	2018-2024	Exempt	Y	Active Transportation	E. Multnomah County
11680	Gresham	Gresham	17th Ave	Kane	East City Limit Boundary	Completes System Gaps	17th Ave: Kane to Gresham east city boundary Bike/Ped Improvements	$2,000,000	2025-2032	Exempt	Y	Active Transportation	E. Multnomah County
11682	Gresham	Gresham	181st/Rockwood Safety Corridor	I-84	Stark	Improve safety for all travel modes.	Safety corridor: 181st/Rockwood {I-84 - Stark}	$1,900,000	2018-2024	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11683	Gresham	Gresham	Safety corridor: Halsey {162nd-181st}	162nd	181st	Improve safety for all travel modes.	Safety corridor: Halsey {162nd-181st}	$2,400,000	2018-2024	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11685	Gresham	Gresham	Safety Corridor: Hogan/Burnside/Powell {Division - Palmquist}	Division	Palmquist	Improve safety for all travel modes.	Safety Corridor: Hogan/Burnside/Powell {Division - Palmquist}	$1,200,000	2018-2024	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11687	Gresham	Gresham	Powell and Eastman	Intersection at Powell and Eastman		Reduce Congestion	Powell and Eastman {additional southbound left turn}	$908,431	2025-2032	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11689	Gresham	Gresham	Eastman	Division	Powell	Completes System Gaps	Eastman & 25th pedestrian crossing and Eastman bikelane/stormwater improvements {Division - Powell}	$4,780,000	2018-2024	Exempt	Y	Active Transportation	E. Multnomah County
11691	Gresham	Gresham	Hogan/Butler Signal	Hogan/Butler Intersection		Reduce Congestion	Hogan/Butler new signal	$2,343,000	2025-2032	Exempt	Y	Roads and Bridges	E. Multnomah County
11693	Gresham	Gresham	169th Avenue	Wilkes Road	Halsey Street	Complete pedestrian system gaps	Complete pedestrian system gaps by constructing sidewalks and improve to collector standard.	$ 1,000,000	2025-2032	Not Regionally Significant	Y	Active Transportation	E. Multnomah County
11694	Gresham	Gresham	190th Avenue	Division Street	Yamhill Street	Complete pedestrian system gaps	Complete pedestrian system gaps by constructing sidewalks and improve to collector standard.	$ 1,000,000	2025-2032	Not Regionally Significant	Y	Active Transportation	E. Multnomah County
11695	Gresham	Gresham	192nd Avenue	Glisan Street	Stark Street	Complete pedestrian system gaps	Complete pedestrian system gaps by constructing sidewalks and improve to collector standard.	$ 4,432,624	2025-2032	Not Regionally Significant	Y	Active Transportation	E. Multnomah County
11696	Gresham	Gresham	Main Street	Western City limits	SE 182nd Avenue	Complete pedestrian system gaps	Complete pedestrian system gaps by constructing sidewalks and improve to collector standard.	$ 2,350,226	2025-2032	Not Regionally Significant	Y	Active Transportation	E. Multnomah County
11697	Gresham	Gresham	Yamhill Street	181st Avenue	197th Avenue	Improve to collector standards	Construct to collector cross section with one motor vehicle travel lane in each direction and pedestrian facilities.	$ 2,600,000	2025-2032	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11698	Gresham	Gresham	5th Street	Main Avenue	Cleveland Avenue	Complete pedestrian system gaps and implementation of Downtown Plan	Construct to collector cross section consistent with the Green Shared Street designation per the Downtown Plan	$ 1,000,000	2018-2024	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11699	Gresham	Gresham	Main Avenue	Divison Street	5th Street	Improve pedestrian access to transit	Ped to MAX project, improve pedestrian access to light rail transit	$ 2,500,000	2018-2024	Exempt	Y	Active Transportation	E. Multnomah County
11700	Gresham	Gresham	Walters Drive	Springwater Corridor Trail	7th Street	Improve to collector standards	Construct to collector cross section with one motor vehicle travel lane in each direction and pedestrian facilities.	$ 2,519,478	2025-2032	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County

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11701	Gresham	Gresham	7th Street	Eastman Avenue	Walters Drive	Improve to collector standards	Construct to collector cross section with one motor vehicle travel lane in each direction and pedestrian facilities.	$ 1,553,194	2025-2032	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11702	Gresham	Gresham	282nd Avenue	Powell Valley Road	Southern City Limits	Provide congestion relief, address system gap, provide multimodal facilities.	Construct to minor arterial cross section with one motor vehicle travel lane in each direction, a center lane, bicycle and pedestrian facilities.	$ 3,118,700	2025-2032	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11703	Gresham	Gresham	Hillyard Road	Palmblad Road	Anderson Road	Provide congestion relief, address system gap, provide multimodal facilities.	Construct to collector cross section with one motor vehicle travel lane in each direction and pedestrian facilities.	$ 9,628,553	2025-2032	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11705	Gresham	Gresham	Springwater Planned Road	Hogan Road	Fleming Avenue	Economic development and implementation of Springwater Plan	Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities.	$ 2,884,200	2033-2040	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11706	Gresham	Gresham	Fleming Avenue	19th Street extension	252nd Avenue	Economic development and implementation of Pleasant Valley Plan	Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities	$ 4,857,600	2033-2040	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11707	Gresham	Gresham	Palmquist Road	Hogan Road	HWY 26	Provide congestion relief, address system gap, provide multimodal facilities.	Construct to minor arterial cross section with one motor vehicle travel lane in each direction, a center lane, bicycle and pedestrian facilities.	$ 2,997,500	2025-2032	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11708	Gresham	Gresham	Palmblad Road	Palmquist Road	Hillyard Road	Provide congestion relief, address system gap, provide multimodal facilities.	Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities.	$ 8,611,625	2025-2032	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11709	Gresham	Gresham	Knapp Street/41st Street	182nd Avenue	190th Drive	Economic development and implementation of Pleasant Valley Plan	Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities.	$ 6,552,502	2018-2024	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11710	Gresham	Gresham	Pleasant Valley planned road	Pleasant Valley planned road #124	Cheldelin Road	Economic development and implementation of Pleasant Valley Plan	Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities.	$ 3,240,600	2033-2040	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11716	Gresham	Gresham	Pleasant Valley planned road	172nd Avenue	182nd Avenue	Economic development and implementation of Pleasant Valley Plan	Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities.	$ 3,764,200	2033-2040	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11717	Gresham	Gresham	Pleasant Valley planned road	182nd Avenue	City Limits	Economic development and implementation of Pleasant Valley Plan	Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities.	$ 1,921,700	2033-2040	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11718	Gresham	Gresham	41st Street	190th Drive	Binford Avenue	Economic development and implementation of Pleasant Valley Plan	Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities.	$ 1,830,000	2018-2024	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11719	Gresham	Gresham	41st Street	Eleven Mile Avenue	Rodlun Road	Economic development and implementation of Pleasant Valley Plan	Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities.	$ 1,000,000	2018-2024	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11721	Gresham	Gresham	Foster Road	Pleasant Valley planned road #140	Cheldelin Road	Economic development and implementation of Pleasant Valley Plan	Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities.	$ 1,000,000	2033-2040	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11722	Gresham	Gresham	Pleasant Valley planned road	Giese Road	Gresham city limits	Economic development and implementation of Pleasant Valley Plan	Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities.	$ 3,648,700	2033-2040	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11723	Gresham	Gresham	Pleasant Valley planned road	Giese Road	Pleasant Valley planned road #79	Economic development and implementation of Pleasant Valley Plan	Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities.	$ 1,025,200	2033-2040	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11725	Gresham	Gresham	Pleasant Valley planned road	182nd Avenue	Knapp Street	Economic development and implementation of Pleasant Valley Plan	Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities.	$ 1,489,950	2033-2040	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11727	Gresham	Gresham	Anderson Road	Orient Drive	Springwater collector	Economic development and implementation of Springwater Plan	Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities.	$ 2,808,300	2025-2032	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11728	Gresham	Gresham	Anderson Road	Springwater Collector	Rugg Road Extension	Economic development and implementation of Springwater Plan	Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities.	$ 6,197,400	2033-2040	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11731	Gresham	Gresham	Springwater Planned Road	Hogan Road approximately 5,200 feet north of Rugg Road	Hogan Road approximately 2,300 feet north of Rugg Road	Economic development and implementation of Springwater Plan	Construct to collector cross section with one motor vehicle travel lane in each direction, bicycle and pedestrian facilities.	$ 10,903,200	2025-2032	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11374	Gresham		Powell-Division Transit and Development Project	Portland/Gresham City Limits	City/County Limits	Improve mobility corridor and connections to transit.	Implementation of recommendations of Powell-Division Transit and Development Project	32,481,500	2014-2017	Exempt	Y	Active Transportation	E. Multnomah County
10037	Happy Valley	Clackamas County	162nd Ave.	Hagen Rd.	Palermo Ave.	Improve north-south connectivity and provide congestion relief to 172nd Ave.	Widen to 3 lanes with sidewalks and bike lanes, add traffic signals.	2,600,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Clackamas County
10040	Happy Valley	Clackamas County	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 sidewalks, bike lanes and traffic signals.	27,970,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Clackamas County

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10041	Happy Valley	Clackamas County	162nd Ave. Extension South Phase 1	Rock Creek Blvd.	Hwy. 212	Provide connectivity between Rock Creek Employment Center (RCEC) and HVTC and provide congestion relief to 172nd Ave	Construct a new 2 - 3 lane roadway with sidewalks, bike lanes, and intersection improvements at Hwy-212/162nd on all 4 approaches. The second phase is Project #11346.	5,000,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Clackamas County
10060	Happy Valley	Clackamas County	SE 132nd Ave.	King Rd.	Clatsop Rd.	Addresses safety, provide congestion relief and improves north-south connectivity.	Widen to 3 lanes with sidewalks and bike lanes.	3,047,500	2025-2032	Regionally Significant	Y	Roads and Bridges	Clackamas County
10081	Happy Valley	Happy Valley	122nd/129th Improvements	Sunnyside Rd.	King Rd.	Improve pedestrian and bicycle access between the SE Sunnyside Rd commercial area and schools, police and fire stations, and neighborhoods.	Add a sidewalk and bike lanes.	3,500,000	2014-2017	Exempt	Y	Active Transportation	Clackamas County
10084	Happy Valley	Happy Valley	King Rd.	King Rd./145th Ave. intersection		Address safety and provide congestion relief.	Traffic signal, realign, turn lanes.	1,150,000	2025-2032	Exempt	Y	Roads and Bridges	Clackamas County
11135	Happy Valley	Happy Valley	Rock Creek Blvd. improvements	Hwy. 212/224 (planned Sunrise Corridor Rock Creek Interchange)	177th Ave.	Provide an east-west arterial connection for local and regional destinations, including a 35 acre regional park, a middle school, an elementary school; industrial/employment lands in the RCEC and developable lands in the UGB to the east. In addition, provide congestion relief to OR Hwy 212	Complete final construction of a new 5-lane roadway with sidewalks, bike lanes and traffic signals	22,270,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Clackamas County
11271	Happy Valley	Happy Valley	Misty Drive	162nd Ave.	177th Ave.	Provide and extend an east-west collector serving the Happy Valley Town Center (HVTC) and developable lands within the Urban Growth Boundary to the east. In addition, provide congestion relief to Sunnyside Rd. and 172nd Ave.	Construct a new 3 lane roadway with sidewalks, bike lanes, traffic signals and a bridge over Rock Creek	27,850,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Clackamas County
11346	Happy Valley	Clackamas County	162nd Ave. Extension South Phase 2	157th Ave.	Rock Creek Blvd.	Provide connectivity between RCEC and HVTC and provide congestion relief to 172nd Ave	Construct a new 3 lane roadway with sidewalks, bike lanes, traffic signals and bridge over Rock Creek. The first phase is Project #10041.	15,600,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Clackamas County
11529	Happy Valley	Happy Valley	Armstrong Extension	162nd Ave	172nd Ave	Provide and extend an east-west collector to Industrial/Employment lands in the RCEC and to developable lands within the Urban Growth Boundary to the east. In addition, provide congestion relief to OR Hwy 212	Construct a new 3-lane roadway with sidewalks, bike lanes and traffic signals	14,300,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Clackamas County
11530	Happy Valley	Happy Valley	Troge Extension Wes	162nd Ave.	172nd Ave	Provide and extend an east-west collector serving the HV Town Center (HVTC) and developable lands within the Urban Growth Boundary to the east. In addition, provide congestion relief to Sunnyside Rd and 172nd Ave	Construct a new 3 lane roadway with sidewalks, bike lanes, traffic signals and a bridge over Rock Creek	23,200,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Clackamas County
10553	Hillsboro	Washington Co.	209th Improvements	T.V. Hwy.	Farmington Rd.	Address recurring safety issue.	Widen roadway to 4 lanes with left turn lanes at major intersections, access management, sidewalks, and bike lanes or buffered bike lanes.	$ 27,391,000	2018-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10817	Hillsboro	Hillsboro	Aloclek	Amberwood	Cornelius Pass	Complete gap in road/bike/pedestrian system.	Extend 3 lane road with bike lanes/sidewalks.	2,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10818	Hillsboro	Hillsboro	231st Ave./Century Blvd	Baseline	Lois	Provide congestion relief.	Bridge and 3 lanes with bike lanes and sidewalks.	16,500,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10819	Hillsboro	Hillsboro	231st Ave./Century Blvd	Baseline	Cornell Rd. Light Rail	Provide congestion relief.	Widen to 3 lanes with bike lanes and sidewalks.	5,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10820	Hillsboro	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. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	1,700,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
10821	Hillsboro	Hillsboro	Huffman	Shute	West UGB (Sewell)	Access to industrial lands	Build 3 lane with bike lanes and sidewalks.	7,890,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
10822	Hillsboro	Hillsboro	253rd	Evergreen	Huffman Extn	Access to industrial lands	Build 3 lane with bike lanes and sidewalks.	5,000,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
10823	Hillsboro	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	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10825	Hillsboro	Hillsboro	Amberglen Parkway	Wilkins	Stucki Extn	Provide congestion relief.	Extend 3 lane road with bike lanes/sidewalks.	1,800,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10826	Hillsboro	Hillsboro	Jackson School Road	Evergreen Rd.	Grant	Provide congestion relief.	Improve to 3 lanes with bike/ped facilities, storm drainage, street lighting	7,000,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10827	Hillsboro	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	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10828	Hillsboro	Hillsboro	Edgeway	Holly St.	Walker Rd	Bike/pedestrian access to LRT and provide congestion relief.	Extend as 2/3 lane with bike/sidewalks.	4,000,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10829	Hillsboro	Hillsboro	Wilkins Extension	206th	185th Ave.	Provide congestion relief.	Extend as 2/3 lane with bike/sidewalks.	16,000,000	2018-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10830	Hillsboro	Hillsboro	Johnson	Cornelius Pass	Century Blvd	Provide congestion relief.	Widen to 3 lanes with bike/sidewalks.	8,000,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County

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10831	Hillsboro	Hillsboro	Century Blvd	Bennett	West Union Rd	Provide congestion relief.	Extend 2/3 lane with US 26 Overpass, connect existing segments. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	12,920,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10834	Hillsboro	Hillsboro	28th Ave.	Main St	Light Rail	Bike/pedestrian access to LRT, provide congestion relief and connect segments.	Widen to three lanes with bike/sidewalks.	3,750,000	2014-2017	Not Regionally Significant	Y	Roads and Bridges	Washington County
10836	Hillsboro	Washington Co.	Evergreen Rd	Glencoe Rd	25th	Provide congestion relief.	Widen to 5 lanes with bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	5,440,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10837	Hillsboro	Hillsboro	Campus Court Extension	W. end Campus Ct	Ray Circle	Provide congestion relief.	Extend 3 lane road with bike lanes/sidewalks.	1,500,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
10838	Hillsboro	Hillsboro	Davis Road	Brookwood	234th (Century)	Serve UGB Expansion Area.	Extend 3 lane road with bike lanes/sidewalks.	2,700,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
10839	Hillsboro	Hillsboro	Century Blvd (234th)	Alexander	South UGB	Serve UGB Expansion Area.	Extend 3 lane road with bike lanes/sidewalks.	4,000,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
10844	Hillsboro	Hillsboro/ Wa.Co.	Cornelius Pass Road	TV Hwy.	Rosedale Rd	Provide congestion relief.	Extend as a 5 lane facility with buffered bike lanes/sidewalks	26,500,000	2014-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10846	Hillsboro	ODOT	TV Hwy.	196th Ave.	Maple	Provide congestion relief; provide transit	Add westbound "Busines Access and Transit (BAT)" lane; provide bike lane, sidewalk, transit, and signal improvements. Add EB bus pull-out, shelter and ped improvements	25,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10848	Hillsboro	Hillsboro	Tanasbourne/Amberglen Ped and Bike Improvements	N/A	N/A	Provide connectivity to transit and mixed use and jobs	Infill missing pedestrian sidewalks, bike lanes, bike/ped trail	5,000,000	2033-2040	Exempt	Y	Active Transportation	Washington County
10849	Hillsboro	Hillsboro	Regional Center-Bike and Ped Improvement	N/A	N/A	Provide connectivity to transit, schools and jobs. Improve storage capacity.	Infill missing bike lane connections.	5,000,000	2018-2024	Exempt	Y	Active Transportation	Washington County
10850	Hillsboro	Hillsboro	Beaverton Ck Trail, Bronson Ck Trail,	Baseline Rd, 185th	Rock Creek Trail	Provide connectivity to transit, jobs, and recreation.	Construct bike/ped trail. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	1,000,000	2033-2040	Exempt	Y	Active Transportation	Washington County
10851	Hillsboro	Hillsboro	Rock Ck Trail - Multi Use	River Road	Orchard Park (East of Cornelius Pass Rd) Wilkins	Provide connectivity to transit, jobs, and recreation.	Construct bike/ped trail.	5,520,000	2033-2040	Exempt	Y	Active Transportation	Washington County
11136	Hillsboro	ODOT	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	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11137	Hillsboro	ODOT/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	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
11138	Hillsboro	Hillsboro	206th Ave	LRT	Von Neumann Rd.	Complete bike/ped gaps	Widen roadway to add sidewalks and bike lanes	1,200,000	2018-2024	Regionally Significant	Y	Active Transportation	Washington County
11140	Hillsboro	Washington Co.	Brookwood Parkway	Ihly Way	Cornell Rd.	Improve capacity and safety	Widen to five lanes with offstreet sidewalk and bikeway	9,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11141	Hillsboro	Hillsboro	Brogden 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	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11142	Hillsboro	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	2014-2017	Regionally Significant	Y	Active Transportation	Washington County
11145	Hillsboro	Hillsboro	Airport Rd	48th Ave	Brookwood Pkwy	Improve capacity and safety	Widen to 2/3 lanes with bike lanes and sidewalks	1,500,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
11147	Hillsboro	Hillsboro	Schaaf Rd	Pinefarm Pl Helvetia Rd	Century	Improve capacity and safety, support Shute/US26 interchange relocation of Jacobson	Construct 3 lane roadway with bike lanes and sidewalks.	4,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11148	Hillsboro	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. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	1,700,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11149	Hillsboro	Washington Co.	Helvetia Rd.	Schaaf Rd	West Union Rd.	Improve capacity and safety	Construct 3 lane roadwy with bike lanes and sidewalks	4,000,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
11150	Hillsboro	Hillsboro	Jacobson Rd.	Century Blvd	Helvetia Rd	Improve safety, bike/ped, transit access	Complete 3 lane roadway with bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	2,500,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11151	Hillsboro	Hillsboro	Bentley St.	32nd Ave.	Brookwood Ave.	Improve safety, bike/ped, transit	Construct sidewalks and bike lanes.	3,000,000	2033-2040	Exempt	Y	Active Transportation	Washington County
11152	Hillsboro	Hillsboro	Cedar St.	32nd Ave.	Brookwood Ave.	Improve safety, ped/bike access to school, park, transit	Construct sidewalks	1,000,000	2014-2017	Exempt	Y	Active Transportation	Washington County
11153	Hillsboro	Hillsboro	Golden Rd.	Brookwood Ave.	Imlay Ave.	Improve safety, bike/ped, transit access	Widen to provide bike lanes and sidewalks	2,000,000	2014-2017	Exempt	Y	Active Transportation	Washington County

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11157	Hillsboro	Hillsboro	Imlay Ave.	TV Hwy	Lois St.	Improve safety, bike/ped, school, transit access	Widen to provide bike lanes and sidewalks	2,000,000	2033-2040	Exempt	Y	Active Transportation	Washington County
11158	Hillsboro	Hillsboro/ Wa.Co.	206th Ave.	Baseline	Rock Rd.	Improve safety, bike/ped, school, transit access	Widen to provide bike lanes and sidewalks	3,000,000	2025-2032	Exempt	Y	Active Transportation	Washington County
11159	Hillsboro	Hillsboro	Alexander St.	Brookwood (247th)	56th Ct.	Improve safety, bike/ped, school, transit access	Widen to provide bike lanes and sidewalks	1,000,000	2018-2024	Exempt	Y	Active Transportation	Washington County
11160	Hillsboro	Hillsboro	Witch Hazel Rd.	River Road	Brookwood ~~(247th)~~	Improve safety, bike/ped, school, transit access	Widen to provide sidewalks	1,000,000	2033-2040	Exempt	Y	Active Transportation	Washington County
11161	Hillsboro	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	2033-2040	Exempt	Y	Active Transportation	Washington County
11162	Hillsboro	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	2025-2032	Regionally Significant	Y	Active Transportation	Washington County
11163	Hillsboro	Hillsboro	Sunrise Lane	Jackson School	25th	Improve safety, ped, and access to transit/parks	Widen to provide sidewalks	1,700,000	2025-2032	Exempt	Y	Active Transportation	Washington County
11164	Hillsboro	Hillsboro	17th Ave	Cornell Rd	Sunrise Ln	Improve safety, ped, and access to transit/parks	Widen to provide sidewalks	1,000,000	2025-2032	Exempt	Y	Active Transportation	Washington County
11165	Hillsboro	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. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	1,500,000	2025-2032	Exempt	Y	Active Transportation	Washington County
11166	Hillsboro	Hillsboro	25th Ave.	Intel Jones Farm (north end)	Evergreen	Improve safety, ped, and bike access to employment	Widen to provide bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	1,500,000	2025-2032	Exempt	Y	Active Transportation	Washington County
11167	Hillsboro	Hillsboro	Garibaldi	Ebberts	1st Avenue	Improve safety, ped, bike access to schools/parks	Widen to provide sidewalks. Bike network Wayfinding signage	500,000	2014-2017	Exempt	Y	Active Transportation	Washington County
11168	Hillsboro	Hillsboro	Connell	Garibaldi	Darnielle	Improve safety, ped, bike access to schools/parks and transit	Widen to provide sidewalks. Bike boulevard Wayfinding signage	500,000	2014-2017	Exempt	Y	Active Transportation	Washington County
11169	Hillsboro	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	6,000,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11170	Hillsboro	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	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11272	Hillsboro	Hillsboro	Kinnaman Rd. Extension	209th	Century Blvd. Extension	Provide corridor capacity for TV Hwy	Construct 3 lane with bike lanes and sidewalks	7,900,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11273	Hillsboro	Hillsboro	Alexander St. Extension	229th	209th at Blanton	Provide corridor capacity for TV Hwy	Construct 3 lane with bike lanes and sidewalks	7,000,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
11274	Hillsboro	Hillsboro	Century Blvd Extension	Area 71 UGB	229th	Provide congestion relief	Construct 3 lane with bike lanes and sidewalks	3,000,000	2014-2017	Not Regionally Significant	Y	Roads and Bridges	Washington County
11275	Hillsboro	Hillsboro	Walker Rd. Extension	Stucki	Amberwood Dr.	Provide congestion relief and Hwy 26 mobility corridor capacity	Construct 3 5 lane with bike lanes and sidewalks	2,500,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11276	Hillsboro	Hillsboro	Stucki Ave. Extension	Walker Rd	206th/LRT	Provide parallel capacity to 185th Ave. and N-S access thru Amberglen	Construct 3 lane with off-street bike lanes and sidewalks, Realign intersection of Walker and Stucki	10,000,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11277	Hillsboro	Hillsboro	194th Ave. Extension	Cornell Rd	Amberglen Pkwy	Provide congestion relief and LRT corridor mixed use roadway	Construct 2/3 lane with sidewalks and LRT in part or all of new segment	3,000,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11278	Hillsboro	TriMet	Red Line LRT Extension	Quatama LRT	Evergreen TC	Extend HCT into Amberglen/Tanasbourne future Regional Center	Provide local match funding to leverage federal funds for LRT extension thru Amberglen. Continue work as part of the HCT System Expansion Policy. Next phase corridor as identified in the HCT System plan and adopted by JPACT and Metro Council.	25,000,000	2025-2032	Regionally Significant	Y	Transit	Washington County
11280	Hillsboro	Hillsboro	East-West Connector Ronler Dr	229th/Century Cornelius Pass Rd	Aloclek	Improve east-west capacity within industrial area to relieve Cornell and Evergreen	Construct 2/3 lane roadway with sidewalks	2,000,000	2018-2024	Not Regionally Significant	Y	Roads and Bridges	Washington County
11282	Hillsboro	Hillsboro	Minter Bridge Rd	River Road	South UGB	Improve safety, bike/ped and access to transit	Widen to provide sidewalks and bike lanes. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	2,000,000	2018-2024	Exempt	Y	Active Transportation	Washington County
11284	Hillsboro	Hillsboro/ ODOT/ Wa. Co.	Farmington Rd	185th	198th	Improve capacity and safety, bike/ped and transit access	Widen to 5 lanes with bike lanes and sidewalks.	24,000,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County

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11285	Hillsboro	Hillsboro/ ODOT/ Wa. Co.	Farmington Rd	198th	209th	Improve capacity and safety, bike/ped and transit access	Widen to 5 lanes with bike lanes and sidewalks.	18,000,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
11341	Hillsboro	Washington Co.	West Union Rd.	Helvetia Rd.	Cornelius Pass	Improve capacity and safety	Construct 3 lane roadway with bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	25,000,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
11359	Hillsboro	ODOT	Northbound Cornelius Pass Road to US 26 Eastbound	Cornelius Pass Road at Imbrie	Cornelius Pass Road and On-ramp to US 26 Eastbound	Widen roadway	Widen northbound Cornelius Pass road to provide a second right turn lane to US 26 Eastbound.	1,500,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
11363	Hillsboro	Hillsboro	Gibbs Drive	Stucki Rd	Walker Rd		New three lane street with cycletracks and sidewalks.	2,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11364	Hillsboro	Hillsboro	253rd	Huffman Rd	Meek Rd		New three lane street with bike lanes and sidewalks.	4,000,000	2014-2017	Not Regionally Significant	Y	Roads and Bridges	Washington County
11365	Hillsboro	Hillsboro	Brookwood Parkway	Evergreen Rd. Shute Rd	US 26	Provide congestion relief.	Widen from five lanes to seven lanes with buffered bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	11,000,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
11366	Hillsboro	Hillsboro	Butler Drive	229th Ave.	Cornell Rd.		Widen from three lanes to five lanes with bike lanes and sidewalks.	2,000,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
11367	Hillsboro	Hillsboro	Cornelius Pass Road	Cornell Rd	US 26	Provide congestion relief.	Widen from five lanes to seven lanes with buffered bike lanes and sidewalks. Dual EB and WB left-turns at Cornell Rd. Dual NB and SB lefts at Evergreen.	13,000,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
11368	Hillsboro	Hillsboro	US 26 Westbound Off Ramp	Cornelius Pass Rd. US 26	US 26 Cornelius Pass Rd		Add second lane on westbound loop off ramp and third southbound approach lane.	5,000,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11381	Hillsboro	TriMet	Transit Stop Enhancements	N/A	N/A			5,000,000	2018-2024	Exempt	Y	Transit	Washington County
11382	Hillsboro	Hillsboro	City-wide	N/A	N/A		Provide bike way-finding signage and sharrow markings	2,000,000	2018-2024	Exempt	Y	Active Transportation	Washington County
11383	Hillsboro	Hillsboro	N-S Collector Rd	Jacobsen Rd	Schaaf Rd	Improve connectivity	Construct new three-lane road with bike lanes and sidewalks	2,500,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11384	Hillsboro	Hillsboro	Rosa Rd	229th Ave.	209th Ave	Provide access/connectivity to new UGB area	Construct new three-lane road with bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	8,300,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11385	Hillsboro	Hillsboro	229th Ave	Alexander St	Kinnaman Rd Extn	Provide access/connectivity to new UGB area	Widen to three lanes with bike lanes and sidewalks	6,500,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11386	Hillsboro	Washington Co	198th Ave	TV Hwy	Alexander St	Provide congestion relief	Widen to five lanes with bike lanes and sidewalks	3,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11387	Hillsboro	Hillsboro	Meek Rd	Sewell Rd	253rd Ave	Provide access/connectivity to new UGB area	Improve to three-lane road with bike lanes and sidewalks	6,500,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11388	Hillsboro	Hillsboro	264th Ave	Evergreen Rd.	Meek Rd	Provide access/connectivity to new UGB area	Construct new three-lane road with bike lanes and sidewalks	12,600,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11389	Hillsboro	Hillsboro	Imbrie Dr	Evergreen Pkwy	Cornelius Pass Rd.	Provide congestion relief	Widen to four lanes (addition of one eastbound lane)	2,500,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11390	Hillsboro	Hillsboro	TV Hwy/198th Intersection	N/A	N/A	Provide congestion relief and address safety issues.	Add dual WB left-turn lanes and a SB right-turn lane; modify signal; restripe NB approach lanes	1,300,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11391	Hillsboro	Hillsboro	TV Hwy/Cornelius Pass Rd Intersection	N/A	N/A	Provide congestion relief and address safety issues.	Add EB and WB right-turn lanes, dual left-turn lanes on all approaches; modify signal; construct new rail crossing	7,200,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11392	Hillsboro	Hillsboro	TV Hwy/River Rd Intersection	N/A	N/A	Provide congestion relief and address safety issues.	Add Eb right-turn lane and 2nd NB left-turn lane; modify signal; improve bike and ped crossing of TV Hwy	2,000,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
11393	Hillsboro	ODOT	US 26	Brookwood Pkwy/Helvetia Rd	Cornelius Pass Rd.	Provide congestion relief	Widen to six lanes. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	25,000,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
11394	Hillsboro	Hillsboro	229th Ave	McInnis Ln Extn	Rosedale Rd	Provide access/connectivity to new UGB area	Widen to three lanes with bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	9,200,000	2033-2040	Not Regionally Significant	Y	Roads and Bridges	Washington County
11395	Hillsboro	Washington Co.	Baseline Rd Improvements	231st Ave	Brookwood Ave.	Provide congestion relief.	Improve to 5 lanes with bike/ped facilities, storm drainage, street lighting	9,000,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
11665	Hillsboro	Hillsboro	28th Ave.	Light Rail	25th	Bike/pedestrian access to LRT, provide congestion relief and connect segments.	Widen to five lanes with bike/sidewalks.	3,000,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
11692	King City	ODOT	King City Sidewalk Infill	1000' west of SW Royalty Pkwy	SW Beef Bend Rd	Improve pedestrian connectivity.	Add sidewalks, bike lanes, lighting, turn lanes at major intersections.	$1,036,427	2014-2017	Exempt	Y	Active Transportation	Washington County
10086	Lake Oswego	Lake Oswego	River-to-River Trail	George Rogers Park	Tualatin River	Enhanced pedestrian and bike opportunity.	9,750' long, 10' wide trail from George Rogers Park to the Tualatin River via McVey Rd-Stafford Rd-Stevens Meadows Natural Area-Pecan Creek Natural Area, then across private properties.	6,800,000	2033-2040	Exempt	Y	Active Transportation	Clackamas County
10087	Lake Oswego	Various	Lake Oswego to Portland Trail	Hwy 43/A Ave	Sellwood Bridge	Enhanced pedestrian and bike opportunity and safety. Improve connectivity between Town Centers.	3.15 mile multi-use pathway adjacent to existing Hwy 43 Corridor, increasing ROW. Connects Lake Oswego to Portland at Sellwood Bridge. Part of the Willamette River Greenway Trail.	80,000,000	2033-2040	Exempt	Y	Active Transportation	Clackamas County

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10088	Lake Oswego	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.	27,000,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Clackamas County
11172	Lake Oswego	ODOT	Hwy 43 (State St) Bike Lanes	Terwilliger Blvd	Oak St	Enhanced bike opportunity.	5,500' long widening for bike lanes, NB and SB from Terwilliger Blvd to Oak St. NHS/AASHTO/ODOT stds apply. Improve access and connectivity to the Foothills area.	7,587,000	2033-2040	Exempt	Y	Active Transportation	Clackamas County
11286	Lake Oswego	ODOT	Tryon Creek Bridge (@ Hwy 43 / Terwilliger)	500' north of Hwy 43/Terwilliger	Hwy 43/G Ave	Enhanced vehicular access, pedestrian and bike opportunity and safety. Improve connectivity to Town Center.	Replace existing box culvert under Hwy 43 with vehicular bridge over Tryon Creek, add multi-use pathway along creek and complete with bike lanes, sidewalks and turn lane to Terwilliger.	18,000,000	2018-2024	Exempt	Y	Roads and Bridges	Clackamas County
11396	Lake Oswego	Lake Oswego	South Shore Pathway	Lakeview Blvd	McVey Ave	Enhanced pedestrian and bike opportunity and safety. Improve connectivity to Town Center.	12,800' long, 6' wide separated asphalt pathway on south side of roadway. Retaining walls and storm water improvements required.	7,300,000	2018-2024	Exempt	Y	Active Transportation	Clackamas County
11397	Lake Oswego	Lake Oswego	Hwy 43 Pathway: LO to West Linn	Hwy 43/A Ave	Willamette Falls Dr.	Enhanced pedestrian and bike opportunity and safety. Improve connectivity to Town Center.	Implement the design plan for an active transportation corridor along Hwy 43 consistent with the Connecting Clackamas Plan.	46,100,000	2033-2040	Exempt	Y	Active Transportation	Clackamas County
10855	Metro		Regional TOD Implementation Program	2040 Centers, Stations Areas and Corridors	2041 Centers, Stations Areas and Corridors	Increases efficiency of transit service, increases travel mode choice, network balance, and auto congestion mitigation.	The mission of the TOD Program is to stimulate private investment to implement the region's 2040 growth concept of vibrant urban centers and station areas linked by transit. Program activities help to optimize the existing transit system through bringing more people to live, work and shop in areas with a functional pedestrian connection to transit. The core program activity is to provide financial incentives for TOD projects to increase transit ridership and stimulate private development of compact and mixed-use buildings that would otherwise not proceed.	67,500,000	2014-2040	Exempt	Y	Regional Program	Metro
11044	Metro		Regional Trail Master Plans	N/A	N/A	Plan for future regional trail corridors, including determining alignments, and working with stakeholders to deal with land use/ environmental issues, ROW needs, trail design and engineering requirements, safety and security issues, trial maintenance, etc.	Develop trail master plans, working with local jurisdictions, trail advocate organizations, local residents, property owners, railroad companies, and businesses.	1,100,000	2018-2024	Exempt	Y	Active Transportation	Metro
11054	Metro		Regional Travel Options Program	Employment Areas, 2040 Centers, new corridor projects and congested corridors	Employment Areas, 2040 Centers, new corridor projects and congested corridors	Use Transportation Demand Management strategies to manage congestion, reduce pollution and use the existing transportation infrastructure efficiently.	RTO is the region's transportation demand management program to manage congestion and reduce air pollution through the reduction of single-occupant vehicle travel. RTO supports the work of regional public and private partners who help people become more aware of the various travel options available to them and encourage the use of those options. A variety of strategies are implemented to address trips for all purposes, including commuting, shopping, activities, and more. As the region's population and economy grows, the RTO program will gain efficiencies moving people and goods on built-out transportation infrastructure.	74,250,000	2014-2040	Exempt	Y	Regional Program	Metro
11103	Metro		Regional Planning					67,500,000	2014-2040	Exempt	Y	Regional Program	Metro
11104	Metro		Regional TSMO	N/A	N/A	Facilitate implementation of Regional TSMO Plan through policy coordination, and grant coordination and management.	Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee; allocation and implementation of MTIP programming for TSMO; manage regional policy and project development; and oversee performance data development and tracking.	40,500,000	2014-2040	Exempt	Y	Regional Program	Metro
11664	Metro		Next Corridor Program	N/A	N/A	Plan for the next high capacity transit corridor consistent with the High Capacity Transit Plan and the System Expansion Policy	As part of the RTP, the High Capacity Transit (HCT) Plan identifies corridors where new HCT investments are desired over the next 30 years. It priorities corridors for implementation and sets a framework to advance future corridors, consistent with the goals of the RTP and the Region's 2040 Growth Concept. In addition, the HCT Plan creates a System Expansion Policy that serves as the framework to advance future regional HCT corridors by setting targets and defining regional and local actions. The Next Corridor programs works with public and private partners to identify places where community aspirations and parternships create readiness for HCT corridor planning.	5,000,000	2014-2017	Exempt	Y	Regional Program	Metro
10095	Milwaukie	Milwaukie	Railroad Ave Capacity Improvements	37th Ave	Harmony Rd	Address gaps in pedestrian and bicycle systems and improve transit facilities	Pedestrian aspect: Fill in sidewalk gaps on both sides of street or construct multiuse path on one side. Bicycle aspect: Fill in gaps in existing bicycle network with bike lanes, cycle track, multiuse path, or other facilities. Public transit aspect: Provide bus service to extend to Clackamas Town Center and points east.	6,600,000	2014-2017	Exempt	Y	Active Transportation	Clackamas County
10097	Milwaukie	Milwaukie	Group 5--Stanley Avenue Neighborhood Greenway Improvements	Springwater Trail	Railroad Ave	Enhance bicycle and pedestrian facilities within residential neighborhood and improve a key north-south connection across the city	Stanley Ave Neighborhood Greenway = Pedestrian aspect: Fill in sidewalk gaps on both sides of street. Bicycle aspect: Designate as a "neighborhood greenway" and install traffic-calming improvements. ($5,030,000) Stanley Ave Connectivity at King Rd = Enhance connection along Stanley Ave at King Rd. ($60,000) Stanley Ave Connectivity at Monroe St = Enhance connection along Stanley Ave at Monroe St. ($60,000)	5,150,000	2018-2024	Exempt	Y	Active Transportation	Clackamas County

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10099	Milwaukie	Milwaukie	Group 1-Monroe St Neighborhood Greenway	21st Ave	Linwood Ave	Enhance bicycle and pedestrian facilities within residential neighborhoods and improve a key east-west connection across the city	Monroe St Neighborhood Greenway = Bicycle aspect: Designate as a "neighborhood greenway" and install traffic-calming improvements.Pedestrian aspect: Fill in sidewalk gaps on both sides of street. ($2,130,000) Intersection Improvements at Linwood Ave and Monroe St = improve safety of crossing at intersection of Monroe St and Linwood Ave. ($10,000)	2,140,000	2014-2017	Exempt	Y	Active Transportation	Clackamas County
10101	Milwaukie	Milwaukie	Kellogg Creek Dam Removal and Hwy 99E Underpass	Location- Specific	Location- Specific	Establish safer bicycle and pedestrian connection between downtown & light rail station and Riverfront Park	Replace Hwy 99E bridge over Kellogg Creek, remove dam, restore habitat. Construct bike/ped undercrossing between downtown Milwaukie and Riverfront Park.	9,900,000	2014-2017	Exempt	Y	Active Transportation	Clackamas County
10107	Milwaukie	Milwaukie	Harrison St Railroad Crossing Separation	Location-specific	Location-specific	Reduce congestion due to rail traffic and improve crossing facilities for bicycles and pedestrians	Upgrade Harrison crossing of Union Pacific Railroad tracks to grade-separated facility. Assess as part of Hwy 224 & Hwy 99E Refinement Plan.	30,700,000	2033-2040	Exempt	Y	Freight	Clackamas County
10109	Milwaukie	Milwaukie	Kellogg Creek Bike/Ped Bridge	Lake Rd	Kronberg Park	Establish connection to downtown and light rail station from southern neighborhoods and Trolley Trail	Construct bike/ped overpass over Kellogg Creek in conjunction with light rail bridge.	2,500,000	2014-2017	Exempt	Y	Active Transportation	Clackamas County
10113	Milwaukie	Milwaukie and ODOT	Group 2--Pedestrian and Bicycle Improvements in Island Station	McLoughlin Blvd at 22nd Ave	River Rd at City limits	Enhance pedestrian and bicycle environments by addressing gaps in systems, improving intersection safety, and establishing new and safer connections between Island Station neighborhood and downtown Milwaukie	River Rd Sidewalks = Fill in sidewalk gaps on both sides of street. ($690,000) Intersection Improvements at McLoughlin Blvd and 22nd Ave = Improve safety of Trolley Trail crossing at 22nd Ave. ($200,000) Kronberg Park Trail = Construct multiuse path to connect Kellogg Creek Bridge to safe crossing of Hwy 99E. ($300,000) Traffic-Calming Improvements on River Rd at Lark St = Install traffic-calming measures such as a permanent speed-warning sign and/or roundabout. ($310,000)	1,500,000	2014-2017	Exempt	Y	Active Transportation	Clackamas County
11532	Milwaukie	Milwaukie	Linwood Ave Capacity Improvements (south)	King Rd	Harmony Rd	Reduce congestion and improve safety	Widen to standard three lane cross section.	12,500,000	2018-2024	Not Regionally Significant	Y	Roads and Bridges	Clackamas County
11533	Milwaukie	Milwaukie	Bicycle and Pedestrian Overpass over Railroad Ave	Railroad Ave	International Way	Improve north-south bicycle and pedestrian connections, enhance accessibility to employment area	Establish a dedicated bicycle and pedestrian connection across Railroad Ave and the railroad tracks.	2,200,000	2018-2024	Exempt	Y	Active Transportation	Clackamas County
11534	Milwaukie	Milwaukie	Lake Rd Bike Lanes	Main St	Guilford Dr	Address gaps in bicycle system	Fill in gaps in existing bicycle network with bike lanes.	3,400,000	2018-2024	Exempt	Y	Active Transportation	Clackamas County
11535	Milwaukie	Milwaukie	Group 6--Sidewalk & Pedestrian Safety Projects (part 1)	Various locations	Various locations	Address gaps in pedestrian system	43rd Ave Sidewalks = Fill in sidewalk gaps on both sides of street. ($600,000) Harmony Rd Sidewalks = Fill in sidewalk gaps on both sides of street. ($40,000) Logus Rd Sidewalks = Fill in sidewalk gaps on both sides of street. ($850,000) International Way Sidewalks = Fill in sidewalk gaps on both sides of street. ($840,000) Brookside Dr Sidewalks = Fill in sidewalk gaps on both sides of street. ($20,000) Walk Safely Milwaukie Program = Complete a few small traffic-calming and pedestrian safety projects throughout the city each year. ($300,000) Pedestrian Walkway Amenities = Install amenities, such as benches, along key walking routes. ($60,000)	2,710,000	2018-2024	Exempt	Y	Active Transportation	Clackamas County
11536	Milwaukie	Milwaukie	Downtown Transit Center Improvements	Location-specific	Location-specific	Remove bus layovers from downtown	Construct new bus layover facility outside of the downtown core.	1,250,000	2018-2024	Exempt	Y	Transit	Clackamas County

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11537	Milwaukie	ODOT and Milwaukie	Group 4--Pedestrian Improvements at Hwy 224	Harrison St	Freeman Way	Enhance pedestrian environment and improve safety	Intersection Improvements at Hwy 224 and 37th Ave = Consolidate the two northern legs of 37th Ave and International Way into one leg at Hwy 224. ($2,100,000) Intersection Improvements at Hwy 224 and Oak St = Add left-turn lanes and protected signal phasing on Oak St approaches. ($20,000) Study of Pedestrian Crossings on Hwy 224 = Examine alternatives for improving pedestrian crossings at five intersections along Hwy 224 (Harrison St, Monroe St, Oak St, 37th Ave, Freeman Way). ($50,000) Intersection Improvements at Hwy 224 and Oak St = Improve pedestrian crossing. ($20,000) Intersection Improvements at Hwy 224 and 37th Ave = Improve pedestrian crossing. ($20,000) Hwy 224 Crossing Improvements at Oak and Washington Sts = Improve intersection crossing safety for bicyclists at Washington St and Oak St. ($10,000) Intersection Improvements at Hwy 224 and Freeman Way = Improve pedestrian crossing. ($20,000) Intersection Improvements at Hwy 224 and Harrison St = Improve pedestrian crossing. ($20,000) Intersection Improvements at Hwy 224 and Monroe St = Improve pedestrian crossing. ($20,000)	2,330,000	2018-2024	Exempt	Y	Active Transportation	Clackamas County
11538	Milwaukie	Milwaukie	Linwood Ave Capacity Improvements (north)	Johnson Creek Blvd	King Rd	Expand auto capacity and establish space for pedestrian and bicycle facilities	Widen to standard three lane cross section. Widen bridge over Johnson Creek.	9,300,000	2025-2032	Not Regionally Significant	Y	Roads and Bridges	Clackamas County
11539	Milwaukie	ODOT	Intersection Improvements at McLoughlin Blvd and River Rd	Location-specific	Location-specific	Reduce congestion and improve safety	Consolidate a single access point for the area at Bluebird St with full intersection treatment and signalization or add second northbound left-turn lane at River Rd.	980,000	2025-2032	Not Regionally Significant	Y	Roads and Bridges	Clackamas County
11540	Milwaukie	Milwaukie	Group 8--Street Connectivity & Intersection Improvement Projects	Various locations	Various locations	Improve street connectivity, enhance pedestrian environment, reduce congestion, and improve safety	Harrison St and King Rd Connection = Enhance connection between King Rd and Harrison St at 42nd Ave. ($60,000) King Rd Boulevard Treatments = Install street boulevard treatments: widen sidewalks and improve crossings. ($550,000) Intersection Improvements at 42nd Ave and King Rd = Enhance intersection function. ($20,000) Intersection Improvements at 42nd Ave and Harrison St = Signalize intersection to facilitate dominant traffic flow. ($280,000) Intersection Improvements at Harrison St and Hwy 224 = Add left-turn lanes and protected signal phasing on Harrison St approaches. ($20,000) Intersection Improvements at Linwood Ave and King Rd = Implement protected/permissive left-turn phasing for northbound and southbound approaches. ($20,000) Intersection Improvements at Johnson Creek Blvd and Linwood Ave = Improve safety of crossing at intersection. ($880,000)	1,830,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Clackamas County

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11541	Milwaukie	Milwaukie	Group 7--Bicycle Infrastructure Improvements	Various locations	Various locations	Address gaps in bicycle system and enhance connections to Tacoma Station area	Oatfield Rd Bike Lanes = Fill in gaps in existing bicycle network with bike lanes. ($380,000) Harrison St Bike Lanes = Fill in gaps in existing bicycle network with bike lanes (cost included with Harrison St road widening project). ($300,000) International Way Bicycle Facilities = Construct bike lanes or other bike facilities. ($400,000) Bicycle/Pedestrian Improvements to Main St = Construct multiuse path or other improved bike/ped facilities on Main St to provide safer connection between downtown and Tacoma station. (TSAP) ($2,900,000) Bicycle/Pedestrian Connection over Johnson Creek = Construct bike/ped bridge over Johnson Creek along Clatsop St at 23rd Ave to connect Tacoma station area with adjacent neighborhood. (TSAP) ($400,000) Improved Bicycle/Pedestrian Connections on West Side of Tacoma Station Area = Improve bike/ped connections to adjacent neighborhood to west of Tacoma station area at Ochoco St and Milport Rd. (TSAP) ($500,000)	4,880,000	2025-2032	Exempt	Y	Active Transportation	Clackamas County
11542	Milwaukie	Milwaukie	Harrison St Capacity Improvements	32nd Ave	42nd Ave	Expand auto capacity along high-volume segment of road	Widen to standard three lane cross section.	2,800,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Clackamas County
11671	Milwaukie	Milwaukie	Linwood Ave Sidewalks (south)	King Rd	Railroad Ave	Address gaps in pedestrian system	Fill in sidewalk gaps on both sides of street.	2,150,000	2014-2017	Exempt	Y	Active Transportation	Clackamas County
10382	Multnomah Co.	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 improvements.	3,150,000	2014-2017	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10384	Multnomah Co.	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	2018-2024	Exempt	Y	Roads and Bridges	E. Multnomah County
10385	Multnomah Co.	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	2014-2017	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10387	Multnomah Co.	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.	4,500,000	2014-2017	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10388	Multnomah Co.	Multnomah Co.	Reconstruct 223rd Ave.	Halsey St.	Fairview Creek	Address system deficiency.	Reconstruct 223rd Ave to major collector standards with 2 travel lanes, center turn lane/median, sidewalks and bicycle lanes. Context sensitive design through area known as Old Town Fairview.	2,098,768	2014-2017	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10389	Multnomah Co.	Multnomah Co.	Reconstruct 223rd Ave.	Fairview Creek	40-mile loop	Address system deficiency.	Improve 223rd Ave to major collector standards including 2 travel lanes, center turn lane/median, sidewalks, bicycle lanes. Replacement of RR bridge not included in this proposal (10394)	2,076,029	2014-2017	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10390	Multnomah Co.	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 new fish culverts. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	8,297,000	2025-2032	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10391	Multnomah Co.	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 bridge on HCRH is not included in this project.	6,151,000	2025-2032	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10394	Multnomah Co.	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	2018-2024	Exempt	Y	Freight	E. Multnomah County
10395	Multnomah Co.	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	2025-2032	Exempt	Y	Roads and Bridges	E. Multnomah County
10396	Multnomah Co.	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. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	45,000,000	2018-2024	Exempt	Y	Freight	E. Multnomah County
10398	Multnomah Co.	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	2014-2017	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10399	Multnomah Co.	Multnomah Co.	Reconstruct Sandy Blvd.	201st Ave.	230th	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	2014-2017	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10401	Multnomah Co.	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	2025-2032	Regionally Significant	Y	Roads and Bridges	E. Multnomah County

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10403	Multnomah Co.	Multnomah Co.	257th Ave. Pedestrian improvements at intersections and mid-block crossings	Stark St.	Cherry Park Rd. north	Provide safe pedestrian access.	Improve sidewalks, crossings, lighting and bus stops.	1,600,000	2014-2017	Exempt	Y	Active Transportation	E. Multnomah County
10404	Multnomah Co.	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.	2,500,000	2014-2017	Exempt	Y	Roads and Bridges	E. Multnomah County
10405	Multnomah Co.	Multnomah Co.	Pedestrian Improvements	Various streets		Gap in pedestrian system.	Install pedestrian improvements--crossings, lighting, sidewalks.	1,940,000	2018-2024	Exempt	Y	Active Transportation	E. Multnomah County
10406	Multnomah Co.	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	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10410	Multnomah Co.	Multnomah Co.	Broadway Bridge Rehabilitation			Rehabilitation and maintenance.	Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic.	22,700,000	2014-2017	Exempt	Y	Roads and Bridges	E. Multnomah County
10411	Multnomah Co.	Multnomah Co.	Burnside Bridge Rehabilitation - Phase 1			Rehabilitation and maintenance.	Rehabilitate mechanical system, approach structure, corrosion control, phase 1seismic. Phase 1.	25,000,000	2014-2017	Exempt	Y	Roads and Bridges	E. Multnomah County
10412	Multnomah Co.	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	2014-2017	Exempt	Y	Roads and Bridges	E. Multnomah County
10413	Multnomah Co.	Multnomah Co.	Hawthorne Bridge Rehabilitation			Rehabilitation and maintenance.	Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic.	13,300,000	2018-2024	Exempt	Y	Roads and Bridges	E. Multnomah County
10414	Multnomah Co.	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	2014-2017	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11128	Multnomah Co.	Multnomah Co.	Morrison Bridge Rehabilitation - Phase 2			Rehabilitation and maintenance.	Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic. (Phase 2)	19,300,000	2018-2024	Exempt	Y	Roads and Bridges	E. Multnomah County
11295	Multnomah Co.	Multnomah Co.	Cornelius Pass Road Reconstuction (north)	US 30	Mile Post 2.8	Safety improvement	Widen road segments to provide shoulder, new box culvert, possible passing lane segments. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	22,000,000	2018-2024	Exempt	Y	Roads and Bridges	E. Multnomah County
11296	Multnomah Co.	Multnomah Co.	Cornelius Pass Road Reconstuction (south)	Skyline Rd	Washington County line (MP 4.9)	Safety improvement	Widen road segments to provide shoulder, possible passing lane, improve intersection of CPR/Skyline. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	20,000,000	2018-2024	Exempt	Y	Roads and Bridges	E. Multnomah County
10386	Multnomah Co./Gresham	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 in each direction, and on-street parking. 4 lanes. Design green-street treatment for drainage improvements, including Fairview Creek culvert replacement. South side of Glisan St is in Gresham, north is City of Fairview.	11,500,000	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10409	Multnomah County	Multnomah Co.	Beaver Creek Trail	Mt. Hood Community College	Historic Columbia River Hwy	Construct new trail	Construct new trail adjacent to Beaver Creek	1,400,000	2014-2017	Exempt	Y	Active Transportation	E. Multnomah County
11360	Multnomah County	Multnomah County	Sellwood Bridge Replacement	SE Tacoma St.	OR 43	Bridge replacement - Construction	Construction phase of bridge replacement.	263,800,000	2014-2017	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11373	Multnomah County	Multnomah County	NE 238th Drive Freight and Multimodal Improvements	Halsey St.	Glisan St		Construct southbound travel lanes with passing lane and northbound travel lane. Add bike and pedestrian facilities on both northbound and southbound sides.	9,000,000	2014-2017	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11375	Multnomah County	Multnomah County	Stark Street Bridge	Stark Street Bridge at Sandy River				15,000,000	2018-2024	Exempt	Y	Roads and Bridges	E. Multnomah County
11673	Multnomah County	Multnomah County	Troutdale Road Pedestrian Improvement	Stark Street	21st	Address pedestrian gaps	Troutdale Road improvements {ped btwn 21st - Stark}	$1,300,000	2018-2024	Exempt	Y	Active Transportation	E. Multnomah County
11674	Multnomah County	Multnomah County	Troutdale Road Bike Improvements	Buxton	Stark	Address Bike gaps	Troutdale Road improvements {bike btwn Buxton-Stark}	$1,753,381	2018-2024	Exempt	Y	Active Transportation	E. Multnomah County
11681	Multnomah County	Multnomah County	17th Ave: Multnomah County	East City Limit Boundary	Troutdale Road	Completes System Gaps	17th Ave: Troutdale to Gresham east city boundary Bike/Ped Improvements	$2,000,000	2025-2032	Exempt	Y	Active Transportation	E. Multnomah County
11684	Multnomah County	Multnomah County	Safety corridor: Cherry Park/257th {Cherry Park - Division}	Cherry Park	Divison	Improve safety for all travel modes.	Safety corridor: Cherry Park/257th {Cherry Park - Division}	$2,600,000	2018-2024	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County

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11690	Multnomah County	Multnomah County	Hogan at Glisan	Intersection at Hogan/Glisan		Completes System Gaps	Hogan at Glisan (northwest corner)	$3,000,000	2018-2024	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11686	Multnomah County/East County Cities	Multnomah County/East County Cities	Sandy to Springwater Path design and construction	Springwater Corridor	40-mile loop	Multimodale Connections	Sandy River to Springwater multi-modal connections	$50,000,000	2025-2032	Exempt	Y	Active Transportation	E. Multnomah County
11688	Multnomah County/East County Cities	Multnomah County/East County Cities	Sandy to Springwater Path Planning	Springwater Corridor	40-mile loop	Multimodal Connections	Sandy to Springwater Path: master plan	$1,500,000	2025-2032	Exempt	Y	Active Transportation	E. Multnomah County
10067	North Clackamas PRD	NCPRD	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 light rail development.	Build trail through Clackamas Town Center for access to light rail.	2,270,000	2033-2040	Exempt	Y	Active Transportation	Clackamas County
10070	North Clackamas PRD	Metro , NCPRD, Happy Valley	Mt. Scott Scouters Mt Trail	Mt. Talbert	Springwater corridor	Address transportation needs due to growth of East Happy Valley; provide north/south connectivity through Happy Valley and East Clackamas County.	Build loop trail to from SE Clatsop street in the north to Highway 212/Clackamas River to the south. Connects the Springwater Corridor, Mt. Talbert, Scouters Mountain Nature Park, and the Clackamas River. Partners include the City of Portland and City of Happy Valley	14,170,000	2018-2024	Exempt	Y	Active Transportation	Clackamas County
10863	ODOT	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 Marine Dr.)	32,200,000	2014-2017	Regionally Significant	Y	Freight	ODOT
10864	ODOT	ODOT	New interchange on US 26 to serve industrial area.	Callister Road	267th Ave.	Provide access to Springwater Industrial Area.	New interchange on US 26 to serve industrial area.	29,500,000	2033-2040	Regionally Significant	Y	Throughways	ODOT
10865	ODOT	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	2014-2017	Regionally Significant	Y	Throughways	ODOT
10867	ODOT	ODOT	I-5 from I-405 to I-84 (Rose Quarter/Lloyd District) PE and NEPA	I-84	Greeley St.	Improve safety and operations on I-5, connection between I-84 and I-5, and multimodal access to and connectivity between the Lloyd District and Rose Quarter.	Conduct preliminary engineering and environmental work to improve safety and operations on I-5, connection between I-84 and I-5, and multimodal access to and connectivity between the Lloyd District and Rose Quarter.	20,000,000	2014-2017	Exempt	Y	Throughways	ODOT
10869	ODOT	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	2014-2017	Regionally Significant	Y	Throughways	ODOT
10872	ODOT	ODOT	Add lane: SB I-205 to SB I-5 interchange ramp and extend acceleration lane and add auxiliary lane on SB I-5 to Elligsen Road.	I-205	Elligsen Road	Significant localized congestion occurs at the merge point of the I-205 SB ramp connection to SB I-5. This has prompted concerns that the anticipated benefits of scheduled construction of a permanent auxiliary lane in each direction on I-205, between 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. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	9,700,000	2014-2017	Regionally Significant	Y	Throughways	ODOT
10873	ODOT	ODOT	US 26W: Widen highway to 6 lanes	185th Ave.	Cornelius Pass Road	Increase capacity.	Widen highway to 6 lanes.	25,000,000	2014-2017	Regionally Significant	Y	Throughways	ODOT
10874	ODOT	ODOT	I-5 Delta Park Phase 2 (99W / Denver)	Victory	Argyle	Address safety and multimodal connectivity.	Construct Shared Use Paths, rehabilitate, resurface and restripe Denver Ave. for buffered bike lanes, connect SUP to Columbia Slough levee trail.	10,000,000	2014-2017	Exempt	Y	Active Transportation	ODOT
10875	ODOT	ODOT	OR 217: ITS Project	US 26	I-5	Address safety and mobility.	ITS, Variable Speed signs	21,500,000	2014-2017	Exempt	Y	TSMO/TDM	ODOT
10884	ODOT	ODOT	I-5 from I-405 to I-84 (Rose Quarter/Lloyd District) Right-of-way	I-84	Greeley St.	Improve safety and operations on I-5, connection between I-84 and I-5, and multimodal access to and connectivity between the Lloyd District and Rose Quarter.	Acquire right-of-way to improve safety and operations on I-5, connection between I-84 and I-5, and multimodal access to and connectivity between the Lloyd District and Rose Quarter.	5,000,000	2018-2024	Regionally Significant	Y	Throughways	ODOT
10890	ODOT	ODOT	Sunrise Project Phase 2: PE, Acquire right-of-way and Construction: I-205 to SE 172nd Ave	I-205	172nd Ave.	Address existing congestion and safety problems in Sunrise corridor; serve planned growth; provide improved multimodal access and connectivity to I-205 for and within the Clackamas Industrial Area.	PE and Acquire right-of-way: I-205 to SE 172nd Ave. Construct improvements in the Sunrise corridor consistent with the FEIS/ROD	100,000,000	2018-2024	Regionally Significant	Y	Throughways	ODOT

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10893	ODOT	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. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	2,982,000,000	2014-2017	Regionally Significant	Y	Throughways	ODOT
10894	ODOT	ODOT	Sunrise Hwy. PE: I-205 to SE 172nd Ave	0	SE 172nd 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.	Preliminary engineering and EIS from I-205 to 172nd.	20,000,000	2014-2017	Exempt	Y	Throughways	ODOT
11121	ODOT	ODOT	I-5 Delta Park Phase 1	Victory	Lombard	Relieve congestion.	Widen I-5 to 3 lanes and realign ramps.	50,000,000	2014-2017	Regionally Significant	Y	Throughways	ODOT
11123	ODOT	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	2014-2017	Regionally Significant	Y	Throughways	ODOT
11176	ODOT	ODOT	I-5 from I-405 to I-84 (Rose Quarter/Lloyd District) Construction	I-84	Greeley St.	Improve safety and operations on I-5, connection between I-84 and I-5, and multimodal access to and connectivity between the Lloyd District and Rose Quarter.	Construct improvements to enhance safety and operations on I-5, connection between I-84 and I-5, and multimodal access to and connectivity between the Lloyd District and Rose Quarter.	296,390,000	2025-2032	Regionally Significant	Y	Throughways	ODOT
11178	ODOT	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	2014-2017	Regionally Significant	Y	Throughways	ODOT
11179	ODOT	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. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	10,000,000	2014-2017	Regionally Significant	Y	Roads and Bridges	ODOT
11181	ODOT	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	2014-2017	Regionally Significant	Y	Roads and Bridges	ODOT
11349	ODOT	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	2014-2017	Regionally Significant	Y	Roads and Bridges	ODOT
11350	ODOT	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	2018-2024	Regionally Significant	Y	Roads and Bridges	ODOT
11369	ODOT	ODOT	Interstate 205 Southbound Auxiliary Lane	Interstate 84 Eastbound Entrance Ramp	Stark/Washington Street	Relieve congestion and improve safety at a recurring bottleneck location on the freeway	Extend existing auxiliary lane.	8,500,000	2014-2017	Regionally Significant	Y	Throughways	ODOT
11370	ODOT	ODOT	Interstate 205 Northbound Phase 1 Auxiliary Lane	Powell Entrance Ramp	Stark/Washington Street	Relieve congestion and improve safety at a recurring bottleneck location on the freeway	Extend existing acceleration lane to Washington and construct 2 lane exit.	7,500,000	2018-2024	Regionally Significant	Y	Throughways	ODOT
11371	ODOT	ODOT	Interstate 5 Southbound: Phase 2 - Lower Boones Ferry Auxiliary Lane	Lower Boones Ferry Exit Ramp	Lower Boones Ferry Entrance Ramp	Relieve congestion and improve safety at a recurring bottleneck location on the freeway	Extend existing auxiliary lane.	8,500,000	2014-2017	Regionally Significant	Y	Throughways	ODOT
11398	ODOT	ODOT	I-205 Northbound Auxiliary Lane	I-84 Entrance Ramp	Killingsworth St exit ramp	Relieve congestion and improve safety at a recurring bottleneck location on the freeway	Construct an auxiliary lane	15,000,000	2014-2017	Regionally Significant	Y	Throughways	ODOT
11399	ODOT	ODOT	I-205 Northbound Phase 2: Auxiliary Lane Extension	Division St. entrance ramp	I-84 WB Exit Ramp	Relieve congestion and improve safety at a recurring bottleneck location on the freeway	Extend existing auxiliary lane.	8,000,000	2033-2040	Regionally Significant	Y	Throughways	ODOT
11400	ODOT	ODOT	OR 217: Southbound Auxiliary Lane	Allen Blvd	Denney Rd	Address safety, reliability and mobility to Regional Centers, Industrial and Employment areas.	Extend auxiliary lane under overpass at Allen and Denney and reposition ramps for proper merge/diverge. (Complements Washington County Collector -Distributor Road project.)	15,000,000	2018-2024	Regionally Significant	Y	Throughways	ODOT
11401	ODOT	ODOT	I-5 Southbound: Phase 3 - Auxiliary Lane Extension	Lower Boones Ferry entrance ramp	I-205 exit ramp	Relieve congestion and improve safety at a recurring bottleneck location on the freeway	Extend existing auxiliary lane.	17,000,000	2033-2040	Regionally Significant	Y	Throughways	ODOT
11402	ODOT	ODOT	I-5 Northbound: Phase 2 - Auxiliary Lane Extension	Nyberg Rd. Interchange	Lower Boones Ferry Rd. Interchange	Relieve congestion and improve safety at a recurring bottleneck location on the freeway	Extend existing auxiliary lane.	13,500,000	2033-2040	Regionally Significant	Y	Throughways	ODOT
11403	ODOT	ODOT	I-5 Delta Park Phase 3 (99W / Denver Avenue)	Schmeer	Argyle	Address safety and mobility, freight access to I-5, and relieve congestion.	Construct highest priority improvements consistent with the Delta-Lombard Environmental Assessment. Replace Denver Viaducts over Columbia Slough and Columbia Blvd. / UPRR	30,000,000	2033-2040	Regionally Significant	Y	Freight	ODOT
10025	Oregon City	Clackamas County	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	2018-2024	Regionally Significant	Y	Roads and Bridges	Clackamas County

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10026	Oregon City	Clackamas County	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	2025-2032	Regionally Significant	Y	Roads and Bridges	Clackamas County
10048	Oregon City	Clackamas County	Holly Lane	Redland Rd.	Maple Lane	Address safety and address gap in UGB expansion area.	Improve to a minor arterial cross-section, adding sidewalks and bike lanes to both sides from Redland to S Donovan, replacing the bridge just south of Redland and adding an enhanced street crossing at S Donovan. Complete sidewalk and bike lane gaps on east side of the street between Donovan and Maple Lane (TSP Project D83, W21, W22, B19, B20, C8). The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	16,055,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Clackamas County
10118	Oregon City	ODOT	McLoughlin Blvd. Improvements - (R/R Tunnel to 10th Street)	Railroad Tunnel	10th St.	Multimodal gap in Regional Center.	Complete boulevard design improvements and viaduct improvements. (TSP D74 & S3)	18,000,000	2025-2032	Not Regionally Significant	Y	Roads and Bridges	Clackamas County
10119	Oregon City	ODOT	Hwy. 213 - Phase 2	Redland Rd.	Redland Road Undercrossing	Address safety and provide congestion relief.	Add through lane in both directions. TSP project D79)	12,000,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Clackamas County
10120	Oregon City	Oregon City	Washington St. Improvements	Abernethy Rd.	Home Depot Drive	Address gaps in roadway, bicycle, and pedestrian system.	Complete the Boulevard project including stormwater low impact development design improvements, sidewalks, landscaping and street lighting. (TSP W5)	1,785,000	2018-2024	Not Regionally Significant	Y	Roads and Bridges	Clackamas County
10123	Oregon City	Oregon City/ODOT/Metro	Willamette Falls Shared-Use Path	10th Street	S 2nd Street	Regional connections; improve bicycle and pedestrian safety and access.	Add a shared-use path along the Willamette River (TSP Project S3)	3,065,000	2018-2024	Exempt	Y	Active Transportation	Clackamas County
10124	Oregon City	Oregon City	Molalla Ave. Boulevard Improvements - (Holmes to Beavercreek Road)	Holmes	Beavercreek Road	Address gap.	Boulevard improvements including widening sidewalks, sidewalk infill, ADA accessibility, bike lanes, reconfigure travel lanes, add bus stop amenities. Also includes adaptive signal timing upgrades project (D1, W73 - Not shown in TSP Walking solutions map)	5,400,000	2025-2032	Exempt	Y	Active Transportation	Clackamas County
10125	Oregon City	Oregon City	Molalla Ave. Streetscape Improvements (Beavercreek Road to Hwy 213)	Beavercreek	Hwy. 213	Address gap.	Streetscape improvements including widening sidewalks, sidewalk infill, ADA accessibility, bike lanes, reconfigure travel lanes, add bus stop amenities. (TSP W74, B37, W34)	8,000,000	2014-2017	Exempt	Y	Active Transportation	Clackamas County
10140	Oregon City	ODOT	Hwy. 213 - (SOUTH)	Clackamas Community College	Conway Dr.	Complete gap.	Add one SB and NB through lane, bike lanes, and sidewalks. (TSP D77, W31)	4,970,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Clackamas County
10147	Oregon City	Oregon City / Metro	Newell Creek Canyon / Holly Lane Shared Use Path	Hwy 213 and Redland Rd.	Maple Lane Rd.	Address safety and gap in UGB expansion area	Add a shared-use path along the west side of the gully between the Redland/Livesay and Holly/Donovan intersection and then along Holly Lane between Donovan and Maple Lane. Will require a bridge over the gully south of Redland Road (TSP Project S12, S13). The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	4,670,000	2018-2024	Exempt	Y	Active Transportation	Clackamas County
10148	Oregon City	Oregon City	Oregon City Loop Trail	Beavercreek Rd.	Hwy 99E	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 Promenade in downtown Oregon City. (TSP projects: S23, S26, C17, S30, C21, S33, C22, C23, S34, C27, FF10, FF15, FF16). The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	7,023,000	2014-2017	Exempt	Y	Active Transportation	Clackamas County
10149	Oregon City	Oregon City	Beaver Lake Trail	Holly Lane Extension / Loder Road	Oregon City UGB	Regional connections; improve bicycle and pedestrian safety and access.	Add a shared-use path on the east side of the Holly Lane extension between Loder and Timbersky and on the north side of the Meyers Road extension between the Holly Lane extension and the UGB (TSP Project S16, S19).	1,787,000	2033-2040	Exempt	Y	Active Transportation	Clackamas County
10150	Oregon City	Oregon City	Barlow Rd. Trail	Abernethy Rd.	UGB	Regional connections; improve bicycle and pedestrian safety and access.	Add a shared-use path on the west/south side of Redland Road, along the north side of the gully from the Redland/Livesay to Holcomb/Oak Tree intersection, and from Holcomb to Ames Street. Install enhanced crossings at Redland and Holcomb (TSP projects S6, S9, S10, S11, C5, C7). The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	4,305,000	2025-2032	Exempt	Y	Active Transportation	Clackamas County
10151	Oregon City	Metro	Trolley Trail Bridge	Portland Ave.	Oregon City Clackamas R. Trail	Regional connections; improve bicycle and pedestrian safety and access.	Regional trail would connect the proposed regional Trolley Trail to the Clackamas River Trail via an old railroad bridge spanning the Clackamas River. This project is not in the OC TSP.	2,000,000	2025-2032	Exempt	Y	Active Transportation	Clackamas County
11088	Oregon City	Clackamas Co.	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. (TSP project D36 (50%), D43, D48)	18,000,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Clackamas County
11182	Oregon City	Oregon City	Molalla Ave. Roundabout	Taylor	Division	Improve LOS	Reconfigure intersection for safety and LOS into roundabout. (TSP project D30)	1,500,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Clackamas County

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11183	Oregon City	Oregon City	Linn/Leland/Meyers Road pedestrian and bike improvement project (active transportation project)	Jackson & 5th Street	Moccasin Way	Address gap.	Construct Linn Avenue/Leland Road/Meyers Road Corridor Improvements including roundabout intersection, sidewalk infill, complete bike lanes or multi-use path for safety and to connect pedestrian generators. (TSP project(s) D19, D34, FF24, FF27, W35, W38, W62, W63, B33, B35, C15, C18, C28, C31, C32, C33, S52)	4,100,000	2014-2017	Exempt	Y	Roads and Bridges	Clackamas County
11184	Oregon City	Oregon City	Main Street Ped and Bike Imp.	10th Street	Dunes Drive	Address gap	Construct separated multi-use path or sidewalks and bike lanes on both sides. (D90 only extends to Agnes so cost estimate omits funding for Agnes to Dunes Dr.; TSP project D90, W2, W3, , B3 B4, S1, C2)	7,500,000	2014-2017	Exempt	Y	Active Transportation	Clackamas County
11186	Oregon City	Oregon City/ODOT/Metro	Willamette River Shared-Use Path	S 2nd Street	UGB	Regional connections; improve bicycle and pedestrian safety and access.	Add a shared-use path along the railroad grade. Rehabilitate existing boardwalk between South 2nd Street and Hedges Street (TSP Project S37). The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	7,920,000	2025-2032	Exempt	Y	Active Transportation	Clackamas County
11187	Oregon City	Oregon City	Abernethy Road Improvements	Redland Rd.	Washington Street	Address gaps in pedestrian system	Add a bike lane to the south side of the street. A shared-use path will be added on the north side per project S2 (TSP Project B8, S2)	1,315,000	2018-2024	Exempt	Y	Active Transportation	Clackamas County
11543	Oregon City	Oregon City	Regional Center Road	Washington Street/Home Depot Driveway	Abernethy Road	Complete Gap	Through lanes, sidewalks, bike lanes, turn lanes to serve a Regional Center. (TSP D63, S5)	18,800,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Clackamas County
11544	Oregon City	Oregon City	Meyers Road Extension	OR 213	Meadow Lane Road	Address need in UGB expansion area.	Through lanes, sidewalks, bike lanes, turn lanes to serve UGB expansion area. (TSP D46, D47,)	8,600,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Clackamas County
11545	Oregon City	Oregon City	Holly Lane	Maple Lane Road	Thayer Road	Address need in UGB expansion area.	Through lanes, sidewalks, bike lanes, turn lanes to serve UGB expansion area. (TSP D57). The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	4,500,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Clackamas County
11546	Oregon City	Oregon City	Meyers / Beavercreek Shared Use Path	Morrie Drive	Beavercreek Road	Regional connections; improve bicycle and pedestrian safety and access.	Regional trail would generally follow the Power line alignment , beginning at the Oregon City Loop Trail, meander through a collection of residential neighborhoods on and off a collection of local roads, and into a essential Oregon City Business core area. (TSP S22). The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	2,000,000	2018-2024	Exempt	Y	Active Transportation	Clackamas County
11547	Oregon City	Oregon City	Claimont Drive Extension	Beavercreek Road	Holly Lane	Address need in UGB expansion area.	Through lanes, sidewalks, bike lanes, turn lanes to serve UGB expansion area. (TSP D54)	1,900,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Clackamas County
11548	Oregon City	Oregon City	Washington St. Improvements	11th Street	7th Street	Address Gap	Boulevard improvements including widening sidewalks, sidewalk infill, ADA accessibility, bike lanes, reconfigure travel lanes, add bus stop amenities. (TSP D28 & D92 plus 50% of D1)	1,500,000	2018-2024	Regionally Significant	Y	Active Transportation	Clackamas County
11549	Oregon City	Oregon City/Metro	Newell Creek Canyon/Beavercreek Road Shared-Use Path	Maple Lane Road	Glen Oak Road	Address safety and gap needs in UGB expansion area.	Add a shared-use path on the east side of the Holly Lane extension between Maple Lane and Loder and on the south/east side of the Loder Road extension between Glen Oak Road and the Holly Lane extension. Install enhanced pedestrian crossings at Maple Lane. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	3,360,000	2018-2024	Exempt	Y	Active Transportation	Clackamas County
11550	Oregon City	Oregon City	Holly Lane	Thayer Road	Meyers Road	Address need in UGB expansion area.	Through lanes, sidewalks, bike lanes, turn lanes to serve UGB expansion area. (TSP D58)	4,500,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Clackamas County
11551	Oregon City	Oregon City	South End Road	Partlow Road	UGB	Address need in UGB expansion area.	Street improvements including lane reconfigurations, sidewalks, ADA accessibility, bike lanes, street lighting, and travel lanes. (TSP D89, D33, D23, D41, D42). The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	7,250,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Clackamas County
11552	Oregon City	Oregon City/Metro	Highway 99E Overcrossing	McLoughlin Promenade	Willamette River	Regional connections; improve bicycle and pedestrian safety and access.	Construct a pedestrian and bicycle bridge over Highway 99E, connecting the McLoughlin Promenade to the Willamette Falls Shared-Use Path	6,095,000	2025-2032	Exempt	Y	Active Transportation	Clackamas County
10214	Port of Portland	City 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.	30,000,000	2014-2017	Regionally Significant	Y	Freight	Port of Portland
10360	Port of Portland	Port	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	2014-2017	Not Regionally Significant	Y	Freight	Port of Portland
10362	Port of Portland	Port	82nd Ave./Airport Way Grade Separation	82nd Avenue/Airport Way Intersection		Provide efficient movement of traffic to PDX properties.	Construct grade-separated overcrossing.	86,000,000	2014-2017	Regionally Significant	Y	Freight	Port of Portland
10363	Port of Portland	Port	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	2014-2017	Not Regionally Significant	Y	Freight	Port of Portland
10364	Port of Portland	Port	PDX Light Rail Station/Track Realignment	PDX Terminal Area		Accommodate terminal expansion plans.	Realign light rail track into terminal building.	16,330,700	2025-2032	Exempt	Y	Transit	Port of Portland

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10366	Port of Portland	Portland/Port	Airtrans Way and Cornfoot Road Intersection Improvements	Airtrans Way/ Cornfoot Road Intersection		Provide efficient movement of traffic to PDX properties.	Add signals and improve turn lanes at AirTrans Way/Cornfoot Rd.	650,000	2018-2024	Exempt	Y	Freight	Port of Portland
10368	Port of Portland	Port	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	2014-2017	Exempt	Y	Active Transportation	Port of Portland
10373	Port of Portland	City of Portland	Rivergate ITS			Improve traffic efficiency in Rivergate by connecting information about the roadway system to ODOT's Highway ITS systems.	Intelligent Transportation System in Rivergate.	480,000	2014-2017	Not Regionally Significant	Y	TSMO/TDM	Port of Portland
10375	Port of Portland	City of Portland	Cathedral Park Quiet Zone	UPRR St. Johns Lead		Allow auto import operations to continue to grow in N. Portland and improve neighborhood livability.	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	2014-2017	Exempt	Y	Freight	Port of Portland
10378	Port of Portland	Port	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	2025-2032	Not Regionally Significant	Y	Freight	Port of Portland
10379	Port of Portland	City of Portland	Marine Dr. Improvement Phase 2	BNSF grade crossing		Separate rail at-grade crossing.	Construct rail overcrossing on Marine Dr.	13,644,200	2018-2024	Exempt	Y	Freight	Port of Portland
10380	Port of Portland	Port	PDX Transportation Demand Management (TDM)			Fulfill TDM requirements of PDX Master Plan approval. Implement TDM projects and programs recommended in the PDX Alternative Modes Study.	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 effectiveness; possible administration through a transportation management association.	500,000	2014-2017	Exempt	Y	TSMO/TDM	Port of Portland
11190	Port of Portland	Multnomah Co.	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	2014-2017	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11207	Port of Portland	Port	T6 Modernization	Terminal 6		Modernize Terminal 6	Provide improvements to container terminal including crane electronics and stormwater improvements.	8,000,000	2014-2017	Not Regionally Significant	Y	Freight	Port of Portland
11208	Port of Portland	Port	T4 Modernization	Terminal 4		Modernize Terminal 4	Renovate operation areas at T4 to create intermodal processing areas. Rail spur relocation and expansion, grain elevator demolition, wharf removal	14,906,000	2018-2024	Not Regionally Significant	Y	Freight	Port of Portland
11209	Port of Portland	Port	Airport Way East Terminal Access Link Roadway	PDX Terminal Area		Provide for passenger growth at PDX	Construct Airport Way East Terminal access link roadway. Facilitates direct East Terminal Access, preventing failure of Main Terminal Roadway	19,092,300	2025-2032	Not Regionally Significant	Y	Freight	Port of Portland
11306	Port of Portland	Port	T6 Second Entrance from Marine Drive	N. Bybee Lake Rd.	N. Pacific Gateway	Improve capacity and safety at Terminal 6.	Construct 2nd entrance from Marine Drive and internal rail overcrossing to Terminal 6. i.	12,000,000	2018-2024	Not Regionally Significant	Y	Freight	Port of Portland
11307	Port of Portland	Portland/Port	T6 Suttle Road entrance	Terminus of N. Suttle Road	Terminal 6	Develop an access from N. Suttle Road to the the east end of Terminal 6.	Access to T6 off the terminus of Suttle Road, improvements to existing Suttle Road.	3,000,000	2014-2017	Not Regionally Significant	Y	Freight	Port of Portland
11353	Port of Portland	BNSF	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	2018-2024	Not Regionally Significant	Y	Freight	Port of Portland
11354	Port of Portland	Port	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	2018-2024	Not Regionally Significant	Y	Freight	Port of Portland
11355	Port of Portland	UPRR	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 4.	Improve Rail Access to Terminal 4.	3,000,000	2018-2024	Not Regionally Significant	Y	Freight	Port of Portland
11356	Port of Portland	UPRR	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 increase track speeds between North Portland, Peninsula Junction, to Reynolds on UP's Kenton Line. Part of triangle project with ODOT.	Expand rail capacity and reduce delays for greater efficiency.	25,382,000	2018-2024	Exempt	Y	Freight	Port of Portland
11357	Port of Portland	BNSF	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	2018-2024	Not Regionally Significant	Y	Freight	Port of Portland
11649	Port of Portland	Port	T2 Redevelopment	Terminal 2		Modernize Terminal 2	Construct rail, rail scale, and crane modernization.	4,500,000	2014-2017	Not Regionally Significant	Y	Freight	Port of Portland
11650	Port of Portland	Port	Northside Redevelopment	PDX Terminal Area		Provide overnight parking for commercial jets and improve a new apron for business aviation .	Construct a new apron for business aviation.	5,800,000	2014-2017	Not Regionally Significant	Y	Freight	Port of Portland

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11651	Port of Portland	UPRR/BNSF	T2 Track Reconfiguration and Siding	Terminal 2		Increase rail capacity at Terminal 2.	Construct rail loops and support siding.	8,900,000	2018-2024	Exempt	Y	Freight	Port of Portland
11652	Port of Portland	UPRR/BNSF	Bonneville Rail Yard Build Out	Bonneville Rail Yard		Add rail staging capacity for South Rivergate	Construct two interior yard tracks at Bonneville Yard and complete the double track lead from the wye at the east end of the yard to UP Barnes Yard.	3,600,000	2018-2024	Not Regionally Significant	Y	Freight	Port of Portland
11653	Port of Portland	UPRR/BNSF	Ramsey Yard Utilization	Columbia Slough	Bonneville Yard	Improve unit train staging capabilities at Ramsey rail yard.	Connect the existing set out track along the west side of the main lead with the industrial lead near the south end to provide a location to store a unit train.	1,700,000	2018-2024	Exempt	Y	Freight	Port of Portland
11654	Port of Portland	Port/Others	Time Oil Road Reconstruction	Lombard	Rivergate Boulevard	Reconstruct Time Oil Road to improve circulation and access to industrial properties in South Rivergate industrial area.	Reconstruct Time Oil Road	9,000,000	2018-2024	Not Regionally Significant	Y	Freight	Port of Portland
11655	Port of Portland	Port	Terminal Exit Roadway Widening	PDX Terminal Area		Maintain adequate access/circulation in terminal area	Add one outbound lane between parking plaza and return roadway	2,208,000	2018-2024	Not Regionally Significant	Y	Freight	Port of Portland
11656	Port of Portland	Port	Airport Way Terminal Entrance Rdwy	PDX Terminal Area		Maintain adequate access/circulation in terminal area	Add one inbound lane at entrance to terminal loop roadway	708,000	2018-2024	Not Regionally Significant	Y	Freight	Port of Portland
11657	Port of Portland	Port	Terminal Deplaning Rdwy Expansion	PDX Terminal Area		Maintain adequate access/circulation in terminal area	Add one loading lane and one through lane on terminal lower roadway	4,116,000	2018-2024	Not Regionally Significant	Y	Freight	Port of Portland
11658	Port of Portland	Port	Terminal Enplaning Rdwy Expansion	PDX Terminal Area		Maintain adequate access/circulation in terminal area	Add one lane on the approach and one lane on the exit to the terminal upper roadway	3,500,000	2018-2024	Not Regionally Significant	Y	Freight	Port of Portland
11659	Port/Portland	Portland/UPRR	Rivergate Blvd. Overcrossing	N. Lombard	Time Oil Road	Construct a grade separation for Rivergate Blvd. over UPRR South Rivergate Lead	Relieve a congestion point in Rivergate Industrial Area, improve rail access to Terminal 5.	14,200,000	2014-2017	Exempt	Y	Freight	Port of Portland
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	2014-2017	Exempt	Y	Active Transportation	City of Portland
10162	Portland	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 Greenway trail.	2,650,000	2014-2017	Exempt	Y	Active Transportation	City of Portland
10164	Portland		South Portal Intersection Improvements and Moody Ave Extension	Intersection Bancroft/Hood/Macadam	Bancroft/Hood/Macadam	Street improvements.	Improve the South Portal to the North Macadam District (intersection of Bancroft, Hood, and Macadam) to address safety and capacity issues. Extend SW Moody Ave from Bancroft to Hamilton St to improve circulation within the South Waterfront neighborhood.	41,478,000	2018-2024	Regionally Significant	Y	Roads and Bridges	City of Portland
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 Parkway as two lanes northbound only.	18,834,515	2014-2017	Regionally Significant	Y	Roads and Bridges	City of Portland
10166	Portland		NW Burnside at Skyline Rd.	Intersection NW Burnside/ Skyline Rd.		Intersection improvements.	Intersection improvements provide better connections between SW and NW Skyline along Burnside. The project will include bicycle and pedestrian improvments to help facilitate safer crossings at Burnside and continued onto Skyline.	1,850,716	2025-2032	Exempt	Y	Active Transportation	City of Portland
10171	Portland		Burnside/Couch, West [Blvd/Streetscape]	Burnside Bridge	W 15th	improve traffic efficiency, pedestrian, bike access	Implements a one-couplet design including new traffic signals, widened sidewalks, curb extensions, bike lanes, on-street parking and street trees. This project will be coordinated with ODOT to address potential impacts to the I-405 interchanges, overcrossings and ramps.	$75,895,353	2025-2032	Regionally Significant	Y	Roads and Bridges	City of Portland
10173	Portland	ODOT	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 provide more efficient and safe operation of our traffic signal system.	401,794	2018-2024	Exempt	Y	TSMO/TDM	City of Portland
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 provide more efficient and safe operation of our traffic signal system.	550,000	2014-2017	Exempt	Y	TSMO/TDM	City of Portland
10175	Portland	ODOT	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 provide more efficient and safe operation of our traffic signal system.	885,499	2018-2024	Exempt	Y	TSMO/TDM	City of Portland
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.	$5,000,000	2014-2017	Regionally Significant	Y	Transit	City of Portland
10180	Portland		Sandy Blvd., NE (47th - 101st): Multi-modal Improvements, Phase II	NE 47th	NE 101st		Retrofit existing street with multi-modal street improvements including bike lanes, redesign of selected intersections to improve pedestrian crossings, streetscape, and safety improvements.	6,481,860	2018-2024	Exempt	Y	Active Transportation	City of Portland

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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 between NE Thompson and SE Woodstock Blvd.	1,595,049	2014-2017	Exempt	Y	Active Transportation	City of Portland
10182	Portland	ODOT	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 extensions, a new traffic signal at Richmond/Lombard, and pedestrian connections between St. Johns and the riverfront based on the St. Johns/Lombard Plan.	5,000,000	2018-2024	Exempt	Y	Active Transportation	City of Portland
10184	Portland		Foster Rd., SE (Powell - 90th): Pedestrian/Bicycle/Safety Improvements	SE Powell	SE 90th		Improve sidewalks, lighting, crossings, bus shelters & benches on Foster and improve pedestrian crossing at Foster/82nd intersection to benefit pedestrian access to transit. The project may include new bicycle facilities on Foster Road.	$3,750,000	2014-2017	Regionally Significant	Y	Active Transportation	City of Portland
10186	Portland		Foster & Woodstock, SE (94th - 101st): Street Improvements, Phase II	SE 94th	SE 101st		Implement Lents Town Center Business District Plan with new traffic signals, pedestrian amenities, wider sidewalks, pedestrian crossings, and street lighting.	$5,000,000	2018-2024	Exempt	Y	Active Transportation	City of Portland
10187	Portland		Foster Rd., SE (82nd - 87th): Lents Town Center Street Improvements	SE 82nd	SE 87th		Implement Lents Town Center Business District Plan with pedestrian amenities, wider sidewalks, pedestrian crossings, street lighting,	$1,700,000	2014-2017	Exempt	Y	Active Transportation	City of Portland
10189	Portland		Capitol Hwy, SW	SW Multnomah Blvd	SW Taylors Ferry		Improve SW Capitol Highway from SW Multnomah Boulevard to SW Taylors Ferry Road to include a continuous sidewalk(s), safe crossings and bicycle access along the corridor. Project is the last unimproved phase of the the 1996 Capitol Highway Plan.	$12,000,000	2025-2032	Exempt	Y	Active Transportation	City of Portland
10191	Portland		Garden Home Rd., SW (Capitol Hwy - Multnomah): Multi-modal Improvements	SW Capitol Hwy	SW Multnomah Blvd		Improve and signalize the intersection at SW Garden Home and SW Multnomah Blvd.	1,931,033	2018-2024	Exempt	Y	Roads and Bridges	City of Portland
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 SE 6th Ave and SE 10th Ave, and grind and overlay asphalt in the area between SE 10th Ave and SE 39th Ave.	5,848,135	2014-2017	Regionally Significant	Y	Roads and Bridges	City of Portland
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. Commentary: Update project to reflect recommendations in the Killingsworth Street Improvements Planning Project.	4,900,000	2014-2017	Exempt	Y	Active Transportation	City of Portland
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 provide more efficient and safe operation of our traffic signal system.	515,703	2018-2024	Exempt	Y	TSMO/TDM	City of Portland
10199	Portland		136th Ave, SE (Division to Foster): Multimodal Improvements	SE Division	SE Foster		Improve street to provide curbs, sidewalks, swales, and bike lanes from Division to Foster.	5,000,000	2014-2017	Exempt	Y	Active Transportation	City of Portland
10200	Portland		Killingsworth Pedestrian District, NE				Plan and develop improvements to the pedestrian environment including sidewalks, lighting, crossings, bus shelters and benches.	1,403,000	2014-2017	Exempt	Y	Active Transportation	City of Portland
10202	Portland		102nd Ave, NE/SE (Glisan - Stark): Gateway Plan District Multi-modal Improvements, Phase II	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.	2,200,000	2014-2017	Not Regionally Significant	Y	Roads and Bridges	City of Portland
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	2018-2024	Exempt	Y	Active Transportation	City of Portland

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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	2014-2017	Not Regionally Significant	Y	Roads and Bridges	City of Portland
10206	Portland		Marine Drive bike lanes 6th to 28th & off-street trail gaps between I-5 and 185th	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	2014-2017	Exempt	Y	Active Transportation	City of Portland
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	2018-2024	Exempt	Y	Roads and Bridges	City of Portland
10210	Portland		47th, NE (Columbia - Cornfoot): Roadway & Intersection Improvements	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	2018-2024	Exempt	Y	Freight	City of Portland
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 provide more efficient and safe operation of our traffic signal system.	278,251	2014-2017	Exempt	Y	TSMO/TDM	City of Portland
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	2025-2032	Regionally Significant	Y	Roads and Bridges	City of Portland
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 corridors of the city. It incorporates the innovative and highly effective “individualized marketing” methodology, which hand delivers packets of information to residents who wish to learn more about transportation options. Success is tracked by evaluating qualitative and quantitative results from surveys and other performance measures.	13,200,000	2014-2040	Exempt	Y	TSMO/TDM	City of Portland
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	2014-2017	Regionally Significant	Y	Roads and Bridges	City of Portland
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	2018-2024	Regionally Significant	Y	Roads and Bridges	City of Portland
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. Develop a combined pedestrian greenway and bike boulevard including crossing improvements at arterials.	4,120,727	2018-2024	Exempt	Y	Active Transportation	City of Portland
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. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	8,088,812	2033-2040	Exempt	Y	Active Transportation	City of Portland
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	2025-2032	Not Regionally Significant	Y	Roads and Bridges	City of Portland
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	2033-2040	Exempt	Y	Active Transportation	City of Portland
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	2014-2017	Exempt	Y	Active Transportation	City of Portland
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	2025-2032	Exempt	Y	Active Transportation	City of Portland
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	2014-2017	Exempt	Y	Active Transportation	City of Portland

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10229	Portland		Saint Johns Truck Strategy Implementation phase II	Intersection of Columbia Blvd/Portland Rd.			Implement traffic calming pedestrian and bicycle improvements along the Fessenden/St. Louis corridor. Implement freight and other multimdal improvements on N. Lombard street from N. Bruce to St. Louis Ave.	3,345,990	2014-2017	Exempt	Y	Roads and Bridges	City of Portland
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.	2,300,000	2014-2017	Exempt	Y	Active Transportation	City of Portland
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, Glisan and Everett. This project will be coordinated with ODOT to address potential impacts to the I-405 interchanges, overcrossings and ramps.	$5,392,337	2018-2024	Exempt	Y	Active Transportation	City of Portland
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 approx. NE 128th; NE 145th to 158th, Peninsula Canal, Cross-Levee, Delta Park Trail.	8,460,000	2025-2032	Exempt	Y	Active Transportation	City of Portland
10236	Portland		Water Ave., SE (Caruthers - Division Pl): Street Extension Phase II	Caruthers	Division Pl		Provide new roadway connection with sidewalks, bike lanes, landscaping, access to Willamette Greenway, & reconstruction of existing roadway.	405,116	2025-2032	Not Regionally Significant	Y	Roads and Bridges	City of Portland
10237	Portland		Southern Triangle Circulation Improvements, SE	Powell (12th/Ross Island Bridge)	Hawthorne Bridge (railroad mainline)		Improve local street network and regional access routes in the area between the Powell/12th, Willamette River, railroad mainline and Hawthorne Bridge. Improve freeway access route from CEID to I-5 SB via the Ross Island Bridge.	4,051,163	2025-2032	Not Regionally Significant	Y	Roads and Bridges	City of Portland
10240	Portland		Belmont Ramp, SE (Eastside of Morrison Bridge): Ramp Reconstruction	SE Belmont Ramp at Morrison bridge			Reconstruct ramp to provide better access to the Central Eastside.	2,104,500	2018-2024	Exempt	Y	Roads and Bridges	City of Portland
10241	Portland		Clay/MLK Jr, SE: Intersection Improvements	Intersection of SE Clay/MLK			Geometric, signalization and channelization improvements to allow transit and general traffic access to westbound Clay street from southbound MLK.	1,296,372	2025-2032	Exempt	Y	Roads and Bridges	City of Portland
10243	Portland		12th, NE (Bridge at Lloyd Blvd): Seismic Retrofit	NE 12th/Lloyd Blvd Bridge			Seismic retrofit.	$1,540,000	2025-2032	Exempt	Y	Roads and Bridges	City of Portland
10244	Portland		Kittridge, NW (Bridge at Yeon): Seismic Retrofit	NW Kittridge/Yeon Bridge			Seismic retrofit.	$2,100,000	2025-2032	Exempt	Y	Roads and Bridges	City of Portland
10247	Portland		Corbett/Hood/Sheridan, SW: Pedestrian and Bike Improvements	SW Sheridan	SW Sheridan/I-5		Construct bike and pedestrian improvements under I-5 to the CTLH neighborhood at SW Sheridan St.	210,450	2014-2017	Exempt	Y	Active Transportation	City of Portland
10248	Portland		South Waterfront District, SW: Bicycle and Pedestrian Improvements				Implement pedestrian and bicycle district access improvements identified in the North Macadam Framework Plan.	3,250,050	2014-2017	Exempt	Y	Active Transportation	City of Portland
10249	Portland		South Waterfront Transit Improvements, SW				Implement transit improvements identified in the North Macadam Framework Plan, including central city transit hub and local bus service improvements.	$2,806,000	2014-2017	Exempt	Y	Transit	City of Portland
10250	Portland		Burnside, W (NW 15th to NW 23rd): Blvd. Improvements	NW 15th	NW 23rd		Boulevard design improvements including pavement reconstruction, wider sidewalks, curb extensions, safer crossings, traffic signals at 20th Plan and 22nd, and traffic management to limit motorist delays.	$18,000,000	2018-2024	Exempt	Y	Roads and Bridges	City of Portland
10251	Portland		Bancroft St., SW (River Parkway - Macadam): Street Improvements	River Parkway	Macadam		Widen SW Bancroft in conformance with district street standards.	$1,403,000	2014-2017	Not Regionally Significant	Y	Roads and Bridges	City of Portland
10253	Portland		Arthur, Gibbs & Lowell, SW (River Parkway - Moody): Street Improvements	River Parkway	SW Moody		Arthur, Gibbs, and Lowell are the primary connectors between Moody-Bond and River Parkway and will be constructed in phases as development occurs in North Macadam District.	5,261,250	2018-2024	Regionally Significant	Y	Roads and Bridges	City of Portland

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10256	Portland		Broadway/Weidler, NE (15th - 28th): Multi-modal Improvements, Phases II & III	NE 24th	NE 28th		Boulevard retrofit of street including street trees, traffic signals, curb extensions, and wider sidewalks (15th - 24th) and stripe bike lanes (24th-28th).	$9,058,399	2018-2024	Exempt	Y	Active Transportation	City of Portland
10257	Portland		Grand/MLK Jr, SE/NE: CEID/Lloyd District Streetscape Improvements				Complete boulevard design improvements including street trees, tree grates, ornamental lighting, and curb extensions.	$4,861,395	2018-2024	Exempt	Y	Active Transportation	City of Portland
10258	Portland		DivisionSt/9th, SE (7th - Center): Bikeway	SE 7th	SE Center		Retrofit bike lanes to existing street.	$27,548	2025-2032	Exempt	Y	Active Transportation	City of Portland
10259	Portland	ODOT	Powell, SE (Ross Island Bridge - 92nd): Multi-modal Improvements	Ross Island Bridge	SE 50th		Retrofit existing street with multimodal and safety improvements including enhanced pedestrian and bicycle crossings, pedestrian and bike activated signals, median islands with trees, redesign of selected intersections and stormwater management facilities.	$7,997,100	2018-2024	Exempt	Y	Active Transportation	City of Portland
10260	Portland		Clay/2nd, SW: Pedestrian/Vehicle Signal	Intersection Clay/2nd			New signal installation.	$250,000	2025-2032	Exempt	Y	Active Transportation	City of Portland
10262	Portland		14/16th Connections, NW	W Burnside	Yeon		Improve or create connections to W. Burnside, Yeon, and Vaughn and provide directional signage to route non-local traffic to 14th/16th couplet.	280,600	2025-2032	Exempt	Y	TSMO/TDM	City of Portland
10263	Portland		Naito Parkway (Broadway Br - north of Terminal One): Street and Pedestrian Improvements	Broadway Bridge	North of Terminal One		Construct streetscape improvements include pedestrian amenities.	4,559,750	2018-2024	Exempt	Y	Active Transportation	City of Portland
10264	Portland		Central City Traffic Management, N, NW, NE, SE, SW: Transportation System Management improvements				Implement Central City TSM improvements to arterials.	3,240,930	2025-2032	Not Regionally Significant	Y	TSMO/TDM	City of Portland
10265	Portland		18th/Jefferson St., SW: ITS	Intersection of 18th/Jefferson			Communications infrastructure including closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow at SW 18th/Jefferson intersection.	112,240	2025-2032	Exempt	Y	TSMO/TDM	City of Portland
10266	Portland		14th/16th, NW/SW & 13th/14th, SE, (Glisan - Clay): ITS	SW Clay	NW Glisan		Six signals between Clay and Glisan including communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow.	505,080	2025-2032	Exempt	Y	TSMO/TDM	City of Portland
10267	Portland		Going, N (Interstate - Basin): Bikeway	N Interstate	N Basin		Design and implement a multi-use path.	768,000	2025-2032	Exempt	Y	Active Transportation	City of Portland
10268	Portland		Hollywood Pedestrian District, NE: Multi-modal Improvements				Multi-modal street improvements including traffic signals, restriping, improved pedestrian crossings and connections to transit center.	10,776,092	2014-2017	Exempt	Y	Active Transportation	City of Portland
10270	Portland		Ellis St, SE (92nd - Foster): Bikeway	SE 92nd	SE Foster		Retrofit bike lanes to existing street.	$648,186	2025-2032	Exempt	Y	Active Transportation	City of Portland
10271	Portland		92nd Ave., SE (Powell - City Limits): Bicycle & Pedestrian Improvements	SE Powell	City Limits		Construct sidewalks, crossing improvements and bike lanes.	$4,910,500	2025-2032	Exempt	Y	Active Transportation	City of Portland
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	2018-2024	Exempt	Y	Active Transportation	City of Portland

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10273	Portland		Capitol Hwy, SW (Terwilliger - Sunset): Multi-modal Improvements	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.	$2,806,000	2018-2024	Exempt	Y	Active Transportation	City of Portland
10274	Portland		Beaverton-Hillsdale /Bertha/Capitol Hwy, SW: Intersection Improvements	Intersection B-H Hwy/Bertha/Capitol Hwy	B-H Hwy/Bertha/Capitol Hwy		Redesign intersection to improve safety.	$1,403,000	2014-2017	Exempt	Y	Roads and Bridges	City of Portland
10275	Portland		Vermont St., SW, (45th - Oleson): Bicycle and Pedestrian Improvements	SW 45th	SW Oleson		Multi-modal street improvements including bicycle and pedestrian facilities.	$7,909,800	2025-2032	Exempt	Y	Active Transportation	City of Portland
10276	Portland		30th Ave., SW (Vermont to B-H Hwy): Bicycle & Pedestrian Improvements	SW Vermont	B-H Hwy		Retrofit bike lanes to existing street, construct sidewalks, and improve pedestrian crossing at Beaverton-Hillsdale Hwy/30th.	$1,839,333	2018-2024	Exempt	Y	Active Transportation	City of Portland
10277	Portland		Bertha, SW (B-H Hwy - Barbur): Multi-modal Improvements	B-H Hwy	Barbur Blvd		Design and implement bike lanes on missing piece of Bertha Blvd (Vermont-B-H Hwy), construct walkway for pedestrian travel and access to schools (Barbur-B-H Hwy); and improve street to City standards (Vermont-Capitol).	$2,104,500	2018-2024	Exempt	Y	Active Transportation	City of Portland
10278	Portland		Hillsdale Pedestrian District, SW				Pedestrian improvements on town center streets including Capitol, Beaverton-Hillsdale Hwy, Bertha, and neighborhood streets. Provide a Bike Central facility.	$4,861,395	2014-2017	Exempt	Y	Active Transportation	City of Portland
10279	Portland		Beaverton-Hillsdale Hwy, SW (Capitol Hwy - 65th): Multi-modal Improvements	SW Capitol Hwy	SW 65th		Retrofit existing street to include better sidewalks and crossings, bike lanes and other improvements to enhance access to transit. Install median refuge to improve pedestrian crossing at SW 62nd.	$3,565,023	2025-2032	Exempt	Y	Active Transportation	City of Portland
10280	Portland		Sunset Blvd., SW (Dosch - Capitol): Bicycle & Pedestrian Improvements	SW Dosch	SW 18th Dr.		Construct bike lanes, sidewalks and crossing improvements.	$4,600,000	2025-2032	Exempt	Y	Active Transportation	City of Portland
10282	Portland	ODOT	Barbur/Capitol/Huber/Taylors Ferry, SW: Intersection Improvements	Intersection of Barbur/Capitol/Huber/Taylors Ferry			Construct safety improvements, including traffic signals, at the intersection of Capitol Hwy, Taylors Ferry, Huber, and Barbur. Provide better sidewalks and crossings.	1,403,000	2018-2024	Exempt	Y	Active Transportation	City of Portland
10283	Portland	ODOT	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.	4,000,000	2018-2024	Exempt	Y	Active Transportation	City of Portland
10284	Portland		Taylors Ferry, SW (Capitol Hwy - City Limits): Bicycle & Pedestrian Improvements	SW Capitol Hwy	City Limits		SW Taylors Ferry Rd: Provide bicycle lanes, icluding shoulder widening and drainage, and construct sidewalks for access to transit.	4,400,000	2025-2032	Exempt	Y	Active Transportation	City of Portland
10285	Portland	ODOT	Barbur Blvd, SW (Terwilliger - City Limits): Multi-modal Improvements	SW Terwilliger	City Limits		Complete boulevard design improvements including sidewalks and street trees, safe pedestrian crossings, enhance transit access and stop locations, traffic signal at Barbur/30th, and bike lanes (Bertha - City Limits).	24,833,100	2025-2032	Exempt	Y	Active Transportation	City of Portland
10286	Portland		Pedestrian Overpass near Markham School, SW				Construct pedestrian path and bridge over Barbur Blvd. and I-5 to connect SW Alfred and SW 52nd to the rear of Markham School.	4,861,395	2025-2032	Exempt	Y	Active Transportation	City of Portland
10287	Portland	ODOT	West Portland Town Center, SW: Pedestrian Improvements				Improve sidewalks, lighting, crossings, bus shelters & benches on Barbur, Capitol Hwy & neighborhood streets.	7,015,000	2025-2032	Exempt	Y	Active Transportation	City of Portland

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10288	Portland		Parkrose Connectivity Improvements, NE				Supplement access route for commercial properties in Parkrose by creating a loop road connection (102nd and 109th, NE, Killingsworth - Sandy; Killingsworth, NE, 109th - 102nd) serving truck access functions, pedestrian, and bike connections.	1,403,000	2025-2032	Not Regionally Significant	Y	Roads and Bridges	City of Portland
10289	Portland		Division St., SE (60th - I-205): Multimodal Improvements, Phase II	SE 60th	I-205		Construct improvements that enhance access to transit, improve safety and enhance the streetscape such as traffic signals, lighting, bus shelters, benches, and crossings. Add bike lanes (60th - 73rd).	2,806,000	2025-2032	Exempt	Y	Active Transportation	City of Portland
10290	Portland		Division St., SE (I-205 - 174th): Multimodal Improvements, Phase II	I-205	SE 174th		Improve sidewalks, lighting, crossings, bus shelters & benches. Add bike lanes (148th - 162nd).	5,710,912	2018-2024	Exempt	Y	Active Transportation	City of Portland
10291	Portland	ODOT	82nd Ave., SE (Schiller - City Limits), SE: Street Improvements	SE Schiller	City Limits		Expand into fully curbed, 4-lane, 60-foot wide roadway w/ continuous left-turn lane, sidewalks, street trees, storm drainage improvements, street lighting, & ROW acquisition.	7,015,000	2033-2040	Regionally Significant	Y	Roads and Bridges	City of Portland
10292	Portland		Belmont St., SE (25th - 43rd): Street and Pedestrian Improvements	SE 25th	SE 43rd		Identify improvements along Belmont to enhance pedestrian access to transit, improve safety, and enhance streetscape such as traffic signals, lighting, bus shelters, benches, and crossings.	3,240,930	2025-2032	Exempt	Y	Active Transportation	City of Portland
10293	Portland		Fremont St., NE (42nd-52nd): Pedestrian and Safety Improvements	NE 42nd	NE 52nd		Construct streetscape and transportation improvements (42nd to 52nd).	405,116	2018-2024	Exempt	Y	Active Transportation	City of Portland
10294	Portland		Killingsworth, N (Denver to Greeley): Pedestrian Improvements	N Denver	N Greeley		Plan and develop streetscape and transportation improvements.	1,851,960	2025-2032	Exempt	Y	Active Transportation	City of Portland
10295	Portland		Milwaukie, SE (Yukon - Tacoma): Bicycle & Pedestrian Improvements	SE Yukon	SE Tacoma		Plan and develop streetscape and pedestrian/bike improvements.	1,403,000	2018-2024	Exempt	Y	Active Transportation	City of Portland
10297	Portland		Spokane & Umatilla, SE (7th - Tacoma Overcrossing): Bikeway	SE 7th	Tacoma Overcrossing		Implement bike boulevard improvements.	350,750	2025-2032	Exempt	Y	Active Transportation	City of Portland
10298	Portland		Tacoma, SE (Sellwood Bridge - 45th/Johnson Creek): ITS	Sellwood Bridge	SE 45th		Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow for four signals.Will include rebuilt signal.	$231,495	2018-2024	Exempt	Y	TSMO/TDM	City of Portland
10299	Portland	ODOT	Lombard, N (I-5 - Denver): Street Improvements	I-5	N Denver		Establish a landscaped boulevard to promote pedestrian-oriented uses and to create a safe, pleasant pedestrian link over I-5, including a signal or other intersection improvement at Montana & Lombard and an improved pedestrian crossing over I-5.The project will be	$1,703,242	2014-2017	Exempt	Y	Active Transportation	City of Portland
10300	Portland		Prescott Station Area Street Improvements, N				Construct improvements to Prescott & Skidmore (Interstate-Maryland) & Maryland (Interstate-Prescott) to provide neighborhood focal point at LRT.	$4,770,200	2018-2024	Exempt	Y	Active Transportation	City of Portland
10301	Portland		Sandy Blvd., NE (82nd - Burnside): ITS	NE 82nd	E Burnside		Install ITS infrastructure (communication network, enhanced bus detection, Bluetooth detection, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system consistent with our policies of moving people more effectively	$519,110	2025-2032	Exempt	Y	TSMO/TDM	City of Portland
10302	Portland		MLK Jr, N (Columbia Blvd. - CEID): ITS	Columbia Blvd	CEID		CCTV at various locations & traffic monitoring stations at Clay and Burnside.	989,115	2018-2024	Exempt	Y	TSMO/TDM	City of Portland
10303	Portland		Capitol Hwy, SW (West Portland Town Center - 49th): Pedestrian Improvements	West Portland Town Center	SW 49th		Complete curb extensions and medians recommended in the Capitol Hwy Plan.	1,403,000	2018-2024	Exempt	Y	Active Transportation	City of Portland
10305	Portland		Holgate Blvd., SE (52nd - I-205): Bikeway, Phase I	SE 52nd	I-205		Retrofit bike lanes to existing street.	$42,090	2025-2032	Exempt	Y	Active Transportation	City of Portland

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10306	Portland		Holgate Blvd., SE (39th - 52nd): Street Improvements	SE 39th	SE 52nd		Reconstruct SE Holgate pavement structure, stormwater drainage facilities, corner curb ramps to ADA standards, improve pedestrian crossings, and add bike lanes.	$10,000,000	2018-2024	Exempt	Y	Roads and Bridges	City of Portland
10307	Portland		Holgate Blvd., SE (McLoughlin - 39th): Bikeway, Phase II	McLoughlin	SE 39th		Retrofit bike lanes to existing street.	$2,000,000	2018-2024	Exempt	Y	Active Transportation	City of Portland
10308	Portland		Boones Ferry Rd., SW (Terwilliger - City Limits): Bikeway	SW Terwilliger	City Limits		Retrofit bike lanes to existing street.	$7,015,000	2025-2032	Exempt	Y	Active Transportation	City of Portland
10309	Portland	ODOT	Macadam, SW (Bancroft - County line): Multi-modal Improvements	SW Bancroft	County Line		Complete bikeway connection in the N. Macadam corridor and improve pedestrian crossings (Bancroft, Boundary, Hamilton, Nebraska, and Nevada), and address circulation at west approach to Sellwood Bridge.	$3,549,590	2018-2024	Exempt	Y	Active Transportation	City of Portland
10310	Portland		Prescott, NE (47th - I-205): Pedestrian and Bicycle Improvements	NE 47th	I-205		Construct bike lanes, sidewalks, and crossing improvements for pedestrian and bike safety and to improve access to transit.	$1,403,000	2018-2024	Exempt	Y	Active Transportation	City of Portland
10311	Portland		Skidmore, N/NE, (Interstate - Cully): Bikeway	N Interstate	NE Cully		Design & implement bike boulevard including traffic calming techniques and intersection improvements.	$105,330	2018-2024	Exempt	Y	Active Transportation	City of Portland
10312	Portland		Banfield LRT Stations, NE/SE: Pedestrian Improvements				Retrofit existing streets along eastside MAX and at intersecting streets to include better sidewalks and crossings, curb extensions, bus shelters, and benches at 82nd, 148th, and 162nd stations.	$3,156,750	2014-2017	Exempt	Y	Active Transportation	City of Portland
10313	Portland		Ventura Park Pedestrian District, NE/SE				Improve sidewalks, lighting, crossings, bus shelters & benches to improve ease of crossing and install curb extensions at transit stops.	$1,403,000	2014-2017	Exempt	Y	Active Transportation	City of Portland
10314	Portland		99th & 96th, NE/SE (Glisan-Market: Gateway Plan District Street Improvements, Phase II & III	NE Glisan	SE Market		Reconstruct primary local main street in Gateway Regional Center. Phase II - 99th (Glisan - Washington). Phase III - 96th (Washington to Market).	$4,910,500	2018-2024	Exempt	Y	Roads and Bridges	City of Portland
10315	Portland		Ceasar E, Chavez., NE/SE (Sandy - Woodstock): Safety & Pedestrian Improvements	NE Sandy Blvd	SE Woodstock		Reconstruct street (Burnside-Holgate). Construct sidewalks and crossing improvements (Stark - Schiller). Upgrade three pedestrian signals to full signals, remodel two full signals, and provide channelization improvements to three other signals to improve safety at high accident locations.	$3,086,600	2018-2024	Exempt	Y	Active Transportation	City of Portland
10316	Portland		Halsey, NE (Bridge at I-84): Seismic Retrofit	NE Halsey/I-84			Seismic retrofit bridge.	$387,000	2025-2032	Exempt	Y	Roads and Bridges	City of Portland
10317	Portland		Halsey/Weidler, NE (I-205 - 114th): Multi-modal Improvements	I-205	NE 114th		Implement Gateway Regional Center Plan boulevard design including new traffic signals, improved pedestrian facilities and crossings and street lighting.	$17,014,883	2033-2040	Exempt	Y	Active Transportation	City of Portland
10318	Portland		Glisan St, NE (I-205 - 106th): Gateway Plan District Multi-modal Improvements	I-205	NE 106th		Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, bike facilities, improved pedestrian facilities and crossings, and street lighting.	$3,240,930	2025-2032	Exempt	Y	Active Transportation	City of Portland
10319	Portland		Stark & Washington, SE (92nd - 111th): Gateway Plan District Street Improvements	SE 92nd	SE 111th		Implement Gateway regional center plan with boulevard design retrofit including new traffic signals, improved pedestrian facilities and crossings, and street lighting.	$6,157,767	2025-2032	Exempt	Y	Active Transportation	City of Portland
10320	Portland		Halsey, NE (39th - I-205): Bikeway	NE 39th	I-205		Retrofit bike lanes to existing street.	$161,345	2014-2017	Exempt	Y	Active Transportation	City of Portland

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10321	Portland		Stark, SE (111th - City Limits): Bikeway	SE 111th	City Limits		Retrofit bike lanes to existing street (excluding 92nd - 111th).	$243,070	2018-2024	Exempt	Y	Active Transportation	City of Portland
10323	Portland		111th/112th Ave., SE (Market - Mt. Scott Blvd.): Bicycle & Pedestrian Improvements	SE Market	Mt. Scott Blvd		Retrofit bike lanes to existing street (Market - Mt. Scott Blvd.) and construct sidewalks (Holgate - Mt. Scott Blvd.).	2,070,127	2025-2032	Exempt	Y	Active Transportation	City of Portland
10324	Portland		Glisan St., NE (106th - 122nd): Bikeway	NE 106th	NE 122nd		Retrofit bike lanes to existing street.	81,023	2018-2024	Exempt	Y	Active Transportation	City of Portland
10325	Portland		Glisan St., NE (47th - I-205): Bikeway	NE 47th	I-205		Retrofit bike lanes to existing street.	81,023	2014-2017	Exempt	Y	Active Transportation	City of Portland
10326	Portland		Gateway Regional Center, NE/SE: Local Street Improvements, Phase II				High priority local street and pedestrian improvements in regional center.	8,418,000	2018-2024	Exempt	Y	Active Transportation	City of Portland
10327	Portland		Gateway District Plan, NE/SE: Traffic Management				Implement a comprehensive traffic management plan throughout the regional center to reduce cut-through traffic on residential streets and improve traffic flow on regional streets. Project includes utility improvements.	1,944,558	2014-2017	Not Regionally Significant	Y	TSMO/TDM	City of Portland
10328	Portland		Gateway Regional Center, NE/SE: Local Street Improvements, Phase III				High priority local street and pedestrian improvements in regional center.	8,418,000	2025-2032	Exempt	Y	Active Transportation	City of Portland
10329	Portland		Marine Dr./122nd, NE: Intersection Improvements	NE Marine Dr/122nd			Signalize and widen dike to install left turn lane on Marine Drive.	2,361,249	2014-2017	Exempt	Y	Roads and Bridges	City of Portland
10330	Portland		148th, NE (Marine Dr - Glisan): Bicycle & Pedestrian Improvements	NE Marine Dr	NE Glisan		Retrofit bike lanes to existing street (Marine Dr - I-84) and construct sidewalk and safety improvements including signal/ intersection improvements at 148th/Sandy (Airport Way-Glisan).	2,568,893	2018-2024	Exempt	Y	Active Transportation	City of Portland
10331	Portland		Columbia Blvd, N (Bridge at Taft): Seismic Retrofit				Seismic retrofit of bridge.	583,367	2025-2032	Exempt	Y	Roads and Bridges	City of Portland
10332	Portland	ODOT	Lombard, N/NE (MLK Jr - Philadelphia) (US 30): ITS	MLK Jr. Blvd	Philadelphia		Communications infrastructure including closed circuit TV camera, Bluetooth detection, improved bus priority variable message signs for remote monitoring and control of traffic flow at the intersections with MLK Jr, Interstate, Greeley, Portsmouth, Philadelphia/Ivanhoe.	673,440	2018-2024	Exempt	Y	TSMO/TDM	City of Portland
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	2025-2032	Exempt	Y	Roads and Bridges	City of Portland
10335	Portland		42nd Bridge, NE (at Lombard): Bridge Replacement	NE 42nd at Lombard			Replace 42nd bridge over Lombard to remove weight restriction.	$4,900,000	2033-2040	Exempt	Y	Roads and Bridges	City of Portland
10336	Portland		Alderwood/Columbia Blvd/Cully, NE: Intersection Improvements	Intersection of NE Alderwood/Columbia Blvd/Cully		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 Portland.	$1,460,000	2014-2017	Regionally Significant	Y	Roads and Bridges	City of Portland
10337	Portland		33rd/Marine Dr., NE: Intersection Improvements	33rd/Marine Dr.			Signalize intersection for freight movement.	$350,750	2018-2024	Exempt	Y	TSMO/TDM	City of Portland
10339	Portland		Columbia Blvd., N/NE (MLK Jr BL - Lombard): Bikeway	MLK Jr. Blvd	N Lombard		Retrofit bike lanes to existing street.	$153,944	2018-2024	Exempt	Y	Active Transportation	City of Portland

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10340	Portland		Cornfoot, NE (47th - Alderwood): Road Widening & Intersection Improvements	NE 47th	NE Alderwood		Road widening project including lighting and landscaping, left turn lanes, and bike lanes (47th - AirTrans Way). Signalize Cornfoot/AirTrans intersection and reconfigure traffic flow. Stripe bike lanes (AirTrans - Alderwood).	$2,806,000	2018-2024	Exempt	Y	Roads and Bridges	City of Portland
10341	Portland		Columbia Blvd, N (Swift - Portland Rd. & Argyle Way - Albina): Pedestrian Improvements, Phase I & II	N Swift	N Argyle Way		Construct sidewalk and crossing improvements.	$4,213,209	2025-2032	Exempt	Y	Active Transportation	City of Portland
10342	Portland		Columbia Blvd, N/NE(I-205 - Burgard): ITS	I-205	N Burgard		Communications infrastructure including closed circuit TV cameras, truck priority detection, variable message signs for remote monitoring and control of traffic flow for six signals.	589,260	2014-2017	Exempt	Y	TSMO/TDM	City of Portland
10344	Portland		Force/Broadacre/Victory, N: Bikeway	N Marine Dr.	N Whitaker		Signed bikeway connection to I-5 river crossing.	28,060	2025-2032	Exempt	Y	Active Transportation	City of Portland
10346	Portland		Marine Dr, N/NE (Portland Rd. to 185th): ITS	N Portland Rd.	NE 185th		CCTV at N Portland Rd. Changeable message signs at Portland Rd, Vancouver and 185th.	238,510	2018-2024	Exempt	Y	TSMO/TDM	City of Portland
10348	Portland		Foster Rd., SE (102nd - Foster Pl): Pedestrian Improvements	SE102nd	SE Foster Pl		Construct walkway and crossing improvements to facilitate pedestrian travel and access to transit.	1,403,000	2018-2024	Exempt	Y	Active Transportation	City of Portland
10349	Portland		174th & Jenne Rd. , SE (Foster - Powell): Multi-modal Improvements	SE Powell	SE Foster Rd.		Roadway improvements to increase safety and capacity to accommodate increased residential development. Widen roadway to 3 lanes and provide bike lanes, sidewalks to provide better transportation links in this vital north/south link.	7,155,300	2025-2032	Not Regionally Significant	Y	Roads and Bridges	City of Portland
10351	Portland		Wildwood Bridge at West Burnside	Wildwood Trail north of W Burnside	Wildwood Trail south of W Burnside		Provide pedestrian bridge over W Burnside instead on dangerous at-grade crossing.	2,126,948	2014-2017	Exempt	Y	Active Transportation	City of Portland
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	2018-2024	Exempt	Y	Active Transportation	City of Portland
10356	Portland		Willamette Greenway - St Johns segment [previous called Willamette Greenway Trail Extension']	Cathedral Park	Pier Park	Provide on- and off-street trail for bicycles and pedestrians in St. Johns neighborhood.	Provide trail route from Willamette Greenway at Cathedral Park to future Columbia Slough Trail at St. Johns Landfill.	1,600,000	2018-2024	Exempt	Y	Active Transportation	City of Portland
10542	Portland	Portland	Foster Rd. Improvements	162nd	Jenne Rd.	Provide access to Pleasant Valley.	Improve Foster Rd. to Minor Arterial (Parkway) standards, 2 lanes, with turn pockets where appropriate.	3,014,698	2014-2017	Not Regionally Significant	Y	Roads and Bridges	City of Portland
10857	Portland	Portland	Jenne/Foster	Intersection Jenne/Foster		Improve intersection.	Add second EB left turn lane. Requires widening of Jenne North.	540,780	2018-2024	Regionally Significant	Y	Roads and Bridges	City of Portland
10858	Portland	Portland	174th/Powell	Intersection of 174th/Powell		Improve intersection.	Improve intersection to 5 lane section.	1,860,824	2018-2024	Regionally Significant	Y	Roads and Bridges	City of Portland
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	2033-2040	Regionally Significant	Y	Transit	City of Portland
11102	Portland		Streetcar Extension to Hollywood via Sandy Blvd or Broadway/ Weidler	E 14th	Hollywood District	Expand Streetcar System	Corridor Alternatives Analysis, public outreach, planning, design, engineering, and construction for future streetcar extension from Lloyd District/Central Eastside to Hollywood Town Center. The new extension intended to provide streetcar service from Northwest Portland to Hollywood.	70,000,000	2025-2032	Regionally Significant	Y	Transit	City of Portland
11116	Portland		SW Garden Home Road	SW Capitol Hwy	SW Multnomah Blvd		Pedestrian and bicycle safety improvements, including drainage designed for constrained right-of-way.	1,795,000	2014-2017	Exempt	Y	Active Transportation	City of Portland
11127	Portland	Portland	School Access Safety Improvements: various locations	N/A	N/A		Pedestrian safety enhancements at 11 elementary schools.	499,600	2014-2017	Exempt	Y	Active Transportation	City of Portland

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11131	Portland		Vermont St., SW, (30th - 45th): Bicycle and Pedestrian Improvements	SW 30th	SW 45th		Multi-modal street improvements including bicycle and pedestrian facilities.	1,350,000	2018-2024	Exempt	Y	Active Transportation	City of Portland
11133	Portland		St. Johns Truck Strategy Implementation Phase III				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 safety and traffic calming improvements, such as curb extensions and median islands.	1,000,000	2018-2024	Exempt	Y	Active Transportation	City of Portland
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	$20,800,000	2033-2040	Exempt	Y	Active Transportation	City of Portland
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	2014-2017	Exempt	Y	Transit	City of Portland
11193	Portland		Citywide Sidewalk Infill Program	N/A	N/A			12,500,000	2014-2017	Exempt	Y	Active Transportation	City of Portland
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 lanes are the shared roadway facility type best adapted to conditions in East Portland. This 28 miles is currently mapped and the projects can be listed with specific “from-to” information.	12,000,000	2025-2032	Exempt	Y	Active Transportation	City of Portland
11197	Portland		Swan Island Active Transportation Access and Mobility Improvements	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), and N Lagoon (N Dolphin to N Going), N Anchor St (N Basin to N Channel); Shared Roadway Bikeway on:and N Commerce (N Channel to N Lagoon); and pathway connections from Willamette to Basin and Lagoon to Channel.	9,000,000	2018-2024	Exempt	Y	Active Transportation	City of Portland
11198	Portland	ODOT	Portland-Milwaukie Light Rail Active Transportation Enhancements Project	Various roadways following the PMLR alignment	Various roadways following the PMLR alignment		Construct a shared-use path along SE McLoughlin Blvd from 17th Ave to the Springwater Corridor Trail and build a bicycle parking center at the Tacoma/Springwater light rail station. This project will be coordinated with ODOT to determine the alignment along McLoughlin Blvd.	$8,000,000	2014-2017	Exempt	Y	Active Transportation	City of Portland
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	2033-2040	Exempt	Y	Transit	City of Portland
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	2033-2040	Exempt	Y	Transit	City of Portland
11203	Portland		SW Yamhill & SW Morrison brick intersections	intersection	-		Replacement of brick intersections on SW Yamhill & SW Morrison	1,000,000	2033-2040	Exempt	Y	Roads and Bridges	City of Portland
11206	Portland		Active Corridor Management Projects on I-84/Powell/Glisan/Sandy				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 real-time traveler information along I-84 and parallel facilities so travelers can make informed route decisions. It also implements incident management strategies such as variable speed limits and event signal timing plans.	1,500,000	2033-2040	Exempt	Y	TSMO/TDM	City of Portland
11316	Portland		Lents Town Center Active Transportation Demonstration Project	Various roadways in SE Portland	Various roadways in SE Portland		Expand from existing 26 miles of developed bikeway to 53 miles, including improvements of existing facilities. Construct 4 miles of new sidewalks and undertake encouragement programs in support of new infrastructure.	57,000,000	2033-2040	Exempt	Y	Active Transportation	City of Portland
11320	Portland		NE 60th & Glisan LRT Station Area	Various roadway improvements as defined in the Transportation Plan for the 60th & Glisan Station Area	Various roadway improvements as defined in the Transportation Plan for the 60th & Glisan Station Area		LRT station area as the focu for Active Transportation. Improvements are defined by the Transportation Plan included in the Eastside MAX Station Area Communities Project	7,570,723	2014-2017	Exempt	Y	Active Transportation	City of Portland

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11322	Portland		North Portland Greenway Active Transportation Project	Willamette Cove	to Columbia Slough in Smith & Bybee NA		The proposed trail alignment takes riders and walkers north along the river from Willamette Cove natural area.The trail parallels the active UPRR railroad line, crosses Lampros Steel property and the BES water lab before entering Cathedral Park. The trail segment then travels the Baltimore Woods corridor and turns east along industrial property before it crosses Lombard St. into Pier Park. A new bridge over the UPRR (Union Pacific Railroad) connects Pier with Chimney Park. Finally, the trail safely crosses Columbia Blvd into the Smith and Bybee Wetland Natural Area. The trail section proposed for this grant will terminate at the Columbia Slough. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	7,900,000	2014-2017	Exempt	Y	Active Transportation	City of Portland
11323	Portland		Sullivan's Gulch	Eastbank Esplande	NE 21st		Sullivan's Gulch Trail is envisioned as a five mile commuter and recreational trail that will provide a vital east-west link in the Portland Metropolitan area's bike network. A critical section of this proposed trail corridor in Northeast Portland is being submitted as a 2009 Metro Active Demonstration Transportation Project. The proposed trail section for this grant begins at Eastbank Esplanade and runs to NE 21st Street. The Sullivan's Gulch Trail is on the State RTP list. The project has been chosen to fit Metro's criteria and principles of an urban project that serves a large and significant city population "commute shed".	7,700,000	2014-2017	Exempt	Y	Active Transportation	City of Portland
11324	Portland	ODOT	Barbur Bridges	City Limits	I-405		For seismic upgrades, reconstruction and bike and ped. facilities.	32,000,000	2014-2017	Exempt	Y	Roads and Bridges	City of Portland
11345	Portland		SW Stephenson(Boones Ferry - 35th): Multi-modal Improvements	SW Boones Ferry	SW 35th		Install bikeway and pedestrian facilities from SW Boones Ferry Road to 35th Ave.	2,374,408	2025-2032	Exempt	Y	Active Transportation	City of Portland
11351	Portland		SW Multnomah Blvd. (Barbur Blvd. to 45th Ave.)	Barbur Blvd.	45th Ave.		Reconstruct street to urban standards, including curbs, sidewalks, storm sewers and upgraded street lights.	$4,000,000	2014-2017	Not Regionally Significant	Y	Active Transportation	City of Portland
11361	Portland	Portland	Portland Bike Share	Central City	Central City		Portland Bike Share's primary goals are to attract Portlanders to bicycling, increase the number of bicycle trips, reduce the number of single occupancy vehicle trips.	4,690,000	2014-2017	Exempt	Y	Active Transportation	City of Portland
11372	Portland	Portland	N. Williams Traffic Safety Operations	N. Winning Way	N. Killingsworth St.		Enhance crossings, buffered bike lanes, traffic calming, new traffic signal, and modifications at existing signals.	1,640,000	2014-2017	Exempt	Y	Active Transportation	City of Portland
11558	Portland		Inner Burnside Safety Improvements	E 16th Ave	E 32nd Ave		Safety improvements including improved crossings, left turn pockets and improved signal timing.	125,000	2014-2017	Exempt	Y	Roads and Bridges	City of Portland
11559	Portland		NE Halsey Safety Improvements	NE 40th Ave.	NE 92nd Ave		Safety improvements including improved crossings, left turn pockets and improved signal timing.	150,000	2014-2017	Exempt	Y	Roads and Bridges	City of Portland
11560	Portland		Central City Multimodal Safety Improvements	Portland Cental City			Strategy that identifies multi-modal safety improvements and prioritizes investments in the Portland Central City. Preliminary development of a new greenway trail south of the Marquam Bridge, providing access to the new transit bridge serving South Waterfront.	6,616,200	2014-2017	Exempt	Y	Active Transportation	City of Portland
11561	Portland		South Rivergate Freight	South Rivergate District			Roadway improvements and evaluating alternatives to resolve rail blockages, and reconstructing the N Lombard/Rivergate intersections to accommodate truck turning movements. Install ITS communication	3,552,899	2018-2024	Not Regionally Significant	Y	TSMO/TDM	City of Portland
11562	Portland		Swan Island ITS	Swan island Industrial Area			Signal-timing project to improve access to and from Swan Island Industrial area. Install ITS communication infrastructure including advance notification systems for rail blockage and CCTV cameras to monitor truck and rail traffic in the South Rivergate Industrial District	551,350	2018-2024	Not Regionally Significant	Y	TSMO/TDM	City of Portland
11563	Portland		Southwest In Motion Active Transportation Strategy	SW Portland			Develop 5-year active transportation strategy for all of Southwest Portland. It will incorporate projects in the RTP, the Portland Bicycle Plan for 2030, Barbur Concept Plan, Southwest Corridor Plan, and community-led Platinum Bicycle Facility Strategy in Southwest.	299,934	2018-2024	Exempt	Y	Active Transportation	City of Portland
11564	Portland		Barbur Demonstration Project 19th Ave. to 26th Ave.	19th Ave	26th Ave		The project will make minor improvements to existing signalized intersections and provide two new enhanced crossings for pedestrians and cyclists along SW Barbur Boulevard.	2,100,000	2018-2024	Exempt	Y	Active Transportation	City of Portland
11565	Portland		East Portland in Motion - Access to Employment and Education	I-205	174th		The project will build and improve sidewalks, crossings, bus stops, bike facilities and other safety improvements in East Portland	9,116,021	2018-2024	Exempt	Y	Active Transportation	City of Portland
11566	Portland		Connected Cully	Cully Blvd.	Thomas Cully Park		Improve transportation and safety needs while positioning public lands to meet local economic and community development needs. The project will calm traffic, fill in the missing sidewalks along transit routes, and increase walking and bicycling by creating new north/south connections to schools.	3,337,372	2018-2024	Exempt	Y	Active Transportation	City of Portland

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11567	Portland		Downtown I-405 Pedestrian Safety and Operational Improvements	NW Couch from NW 14th	NW 16th Ave.		Improve pedestrian and bike access from NW Portland to Central City across I-405. Improves traffic operations for I-405 off-ramp.	2,240,000	2018-2024	Exempt	Y	Active Transportation	City of Portland
11568	Portland		St. Johns Truck Strategy Phase II	Columbia	St. Louis/Fressenden		Implement traffic calming pedestrian and bicycle improvements along the Fessenden/St. Louis corridor. Implement freight and other multimdal improvements on N. Lombard street from N. Bruce to St. Louis Ave.	3,345,990	2018-2024	Exempt	Y	Roads and Bridges	City of Portland
11569	Portland		Willamette Greenway Trail/Chimney Park	Chimney Park	Pier Park		Portion of np greenway segment 2. The project will add a bike/ped only bridge over Columbia Blvd and adjacent connections.	2,612,381	2018-2024	Exempt	Y	Active Transportation	City of Portland
11570	Portland		Columbia/Alderwood	Cully Blvd.	Alderwood		Improve traffic operations and freight mobility on Columbia Blvd. between Cully and Alderwood.	5,527,534	2018-2024	Not Regionally Significant	Y	Freight	City of Portland
11571	Portland		Barbur/99W Corridor Safety and Access to Transit	SW Hooker	53rd Ave		This project makes priority improvements for safety, access to transit and transit operations in the regional Southwest Corridor. The project would improve safety, access to transit, active transportation and transit operations by improving bus stops, constructing sidewalks, enhancing crossings, installing signal priority and transit operations improvements on and connecting to Barbur-99W between Portland and Sherwood. $1.1 million will be funded by the City of Portland. The rest will be in Tigard and Sherwood.	3,605,001	2018-2024	Exempt	Y	Active Transportation	City of Portland
11572	Portland		Powell-Division Safety and Access to Transit	SE 22nd	City Limits		This project makes improvements for safety, access to transit and transit operations in the Powell and Division corridors.	2,800,000	2018-2024	Exempt	Y	Active Transportation	City of Portland
11634	Portland		9th Ave Neighborhood Greenway NE	NE Holman	I-84 @ NE 7th		Greenway on NE 9th Ave to Lloyd district. Moves to 7th Ave through Lloyd	700,000	2014-2017	Exempt	Y	Active Transportation	City of Portland
11635	Portland		9th Ave Neighborhood Greenway SE	I-84	SE Center St.		Greenway on SE 9th Ave	700,000	2014-2017	Exempt	Y	Active Transportation	City of Portland
11636	Portland		NE Multnomah multi-modal improvements	NE 1st	NE 16th ave		Permanent improvements to NE Multnomah protected bikeway	1,000,000	2014-2017	Exempt	Y	Active Transportation	City of Portland
11637	Portland		Mill/Market/Main Greenway	I-205	City Limits		Neighborhood greenway from I-205 to 162nd using the streets MillMain, Mill, Market and Main.	600,000	2014-2017	Exempt	Y	Active Transportation	City of Portland
11638	Portland		SW Capitol Highway Safety Improvements	SW Huber St.	SW49th/ Hildago		Safety improvements including improved crossings, left turn pockets and improved signal timing.	150,000	2014-2017	Exempt	Y	Roads and Bridges	City of Portland
11639	Portland		Johns Landing Streetcar	SW Lowell	Willamette Park		Corridor Alternatives Analysis, public outreach, planning, design, engineering, and construction for future streetcar extension from Portland to Johns Landing. Potential future construction.	80,000,000	2025-2032	Regionally Significant	Y	Transit	City of Portland
11640	Portland		North Portland Greenway Segment 1	Kelly Point ParkN. Columbia Blvd	N. Columbia Blvd		Will provide an off-street trail from the confluence of the Willamette and Columbia rivers at Kelley Point Park to N Columbia Boulevard, connecting to the St. Johns neighborhood	9,559,102	2025-2032	Exempt	Y	Active Transportation	City of Portland
11641	Portland		North Portland Greenway Segment 2	N. Columbia Blvd	Cathedral Park		Connects Chimney Park, Pier Park, Baltimore Woods, Cathedral Park, and the St. Johns neighborhood and pedestrian district. Off-street trails in Chimeny and Pier Park with shared roadway and sidewalks from Pier park to N Catlin.	2,083,874	2018-2024	Exempt	Y	Active Transportation	City of Portland
11642	Portland		North Portland Greenway Segment 3	Cathedral Park	Swan Island		Connects the BES property with Swan Island via University of Portland and Willamette Cove; utilizes portions of existing trail. Off-street trail	14,787,630	2025-2032	Exempt	Y	Active Transportation	City of Portland
11643	Portland		North Portland Greenway Segment 4	Swan Island	N. Going St		Connects Waud Bluff Trail to N Going Street, cycle track and sidewalks on N Basin Avenue, and Off-street trail along south end of N Basin Avenue	5,256,420	2018-2024	Exempt	Y	Active Transportation	City of Portland
11644	Portland		North Portland Greenway Segment 5	N. Going St	N. Tillamook/ Interstate		Connect Swan Island with downtown Portland via "Going to the River" sidewalk improvements and through Rose Quarter. Off-street separated trail along N Greeley Avenue, new crossing of N Going Street, and at-grade crossing of N Broadway Street	7,306,910	2018-2024	Exempt	Y	Active Transportation	City of Portland
11645	Portland		7th/9th/I-84, NE: Pedestrian/Bike Bridge	NE 7th Ave	NE 9th Ave		Construct a pedestrian/bike bridge at NE 7th Ave or NE 9th Ave across Interstate 84.	8,300,000	2018-2024	Exempt	Y	Active Transportation	City of Portland

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11646	Portland		NE Broadway Multi-modal improvements	Broadway Bridge	NE 42nd Ave		Protected bikeway, enhanced crossings on N/NE Broadway	3,500,000	2018-2024	Exempt	Y	Active Transportation	City of Portland
11647	Portland		1-205 Undercrossing	NE Hancock	I-84 WB on-ramp	Project provides a connectivity and enhanced safety opportunities	Provides a connectivity and enhanced safety opportunities for bike/ped connections between East Portland and NE Portland.	2,011,505	2018-2024	Exempt	Y	Active Transportation	City of Portland
11648	Portland	ODOT	Powell, SE (I-205 - 174th): Multi-modal Improvements, Phase 1	SE 116th	SE 136th		Widen street to three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings.	66,551,572	2018-2024	Regionally Significant	Y	Roads and Bridges	City of Portland
11741	Portland		Willamette Greenway Trail: Columbia Blvd. Bridge	Kelly Point ParkN. Columbia Blvd	N. Columbia Blvd		Construct bicycle and pedestrian bridge as part of np greenway segment 1	$ 2,612,000	2018-2024	Exempt	Y	Active Transportation	City of Portand
11742	Portland	ODOT	Powell, SE (I-205 - 174th): Multi-modal Improvements, Phase 2	1-205	174th		Widen street to three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings. Phase 2 includes all segments except Segment 2: 116th Ave to SE 136th Ave.	$ 63,939,572	2025-2032	Regionally Significant	Y	Roads and Bridges	City of Portland
11633	Portland/ Gresham		Gresham Fairview Trail Phase V	Sandy Blvd.	Marine Dr.		Multi-use path on 185th from Sandy to Marine drive.	1,000,000	2014-2017	Exempt	Y	Active Transportation	City of Portland
10347	Portland/Gresham		Foster Rd., SE (162nd - Giese Rd.): Multi-modal Street Improvements	SE 162nd	SE Giese Rd.		Multimodal improvements based on PV Implementation Plan.	2,525,400	2025-2032	Exempt	Y	Active Transportation	E. Multnomah County
10338	Portland/Port		Alderwood St., NE, (Alderwood Trail - Columbia Blvd.): Bikeway	Alderwood Trail	Columbia Blvd		Provide bike lanes. Project includes some shoulder widening.	$561,200	2018-2024	Exempt	Y	Active Transportation	City of Portland
10343	Portland/Port	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 Hayden Island.	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 process that development of this portion of the island is an appropriate location for a bridge.	99,258,000	2018-2024	Regionally Significant	Y	Freight	Port of Portland
11091	Portland/Port	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	2014-2017	Regionally Significant	Y	Throughways	City of Portland
11632	Portland/Port		North Hayden Island Drive	Burlington Northern Rail Bridge	Hayden Island	Provide primary access to Port's Marine Development and secondary access to existing development of Hayden Island.	Reconstruct North Hayden Island Drive from the Burlington Northern Rail Bridge to the I-5 Hayden island Interchange.	12,350,000	2033-2040	Exempt	Y	Roads and Bridges	City of Portland
10674	Sherwood	Sherwood, Wash. County	Oregon-Tonquin Roundabout	Oregon Street	at Tonquin	Safety improvements. Congestion relief. Economic development for undeveloped industrial area.	Reconstruct and realign three leg intersection with a roundabout (partial two-lane) approx 400 feet northeast of existing roundabout at SW Oregon St & Murdock Rd. ROW, PE, construction.	2,300,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10680	Sherwood	Sherwood, Wash. County, ODOT	Elwert-99W-Sunset Blvd Improvements	99W	Kruger-Cedar Brook Way	Safety improvements. Congestion relief.	Relocate Kruger Rd intersection 600' northeast along Elwert Rd. Construct roundabout at Elwert-Kruger-Cedar Brook. Widen Sunset Blvd approach. Reconstruct 99W intersection and replace signal. PE, construction. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	4,000,000	2014-2017	Not Regionally Significant	Y	Roads and Bridges	Washington County
10681	Sherwood	Sherwood	Elwert Rd	Kruger-Cedar Brook	Edy Rd	Congestion relief. Economic development. Completes gap in pedestrian system	Construct collector status road with median between new roundabout and SW Edy Rd. PE, construction. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	8,000,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10682	Sherwood	Sherwood	Brookman Rd	99W	Ladd Hill Rd	Congestion relief and economic development.	Construct collector status road with median between new OR 99W and SW Ladd Hill Road. ROW, PE, construction. Alignment to be determined as part of Sherwood 2035 TSP update.	15,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10684	Sherwood	Sherwood	Cedar Brook Way	99W	Elwert Rd	Provide congestion relief and economic development.	Construction of 2 lane collector road.	5,600,000	2014-2017	Not Regionally Significant	Y	Roads and Bridges	Washington County
10688	Sherwood	Sherwood	Villa Rd.	Park St	Stellar Dr	Connect Woodhaven to Old Town.	Construction of 2 lane road.	2,700,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10691	Sherwood	Sherwood	Sherwood Blvd Improvements	Century Dr	3rd St.	Congestion relief. Economic development. Complete gaps in pedestrian system.	Reonstruct road to arterial standards. Median/turn lane, landscape strip, ADA compliant sidewalks. Reconstruct intersection at 3rd St to increase capacity.	6,700,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10692	Sherwood	Sherwood	Edy Rd Improvments	Cherry Orchards	City limits	Economic development and complete gaps in pedestrian system.	Reconstruct road to collector standards w/ sidewalks and bike lanes.	7,000,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10693	Sherwood	Sherwood	Ladd Hill Rd.	Sunset Blvd	UGB	Provide congestion relief and economic development.	Upgrade street to arterial standards.	6,400,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County

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10694	Sherwood	Sherwood	Murdock	UGB	Oregon St	Complete gap in bike and pedestrian systems.	Add bike lanes. Add landscape strip and sidewalks on west side. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	1,800,000	2018-2024	Exempt	Y	Active Transportation	Washington County
10695	Sherwood	Sherwood	Meinecke	99W	3rd St.	Complete gap in bike and pedestrian systems.	Add bike lanes. Reconstruct road to collector standards with bike lanes, landscape strip and sidewalks between Marshall St and creek.	1,500,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10699	Sherwood	Sherwood	Oregon Street	Murdock	Railroad Crossing	Economic development and address safety issues.	Construct road to 3 lane collector standards.	5,400,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10700	Sherwood	Sherwood	Arrow St	Adams Ave (Langer Farms Parkway)	Gerda	Economic development.	Construct road to collector standards.	8,190,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10701	Sherwood	Sherwood	Regional Trail System / West fork of Tonquin Trail	Oregon Street	Roy Rogers Road	Completes gap in trail system.	Construct regional trail to Roy Rogers Rd, north along Roy Rogers to city limits to meet Metro trail.	5,500,000	2018-2024	Exempt	Y	Active Transportation	Washington County
10702	Sherwood	Sherwood	Edy-Borchers Intersection Improvements	Borchers Dr	Cherry Orchards	Provide congestion relief and address safety issues.	Improve intersection capacity and safety. Possible roundabout 400' west of Borchers. Restrict Borchers movements to right-in/right-out. Can be combined with RTP 10692.	1,500,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10706	Sherwood	ODOT	99W Pedestrian Improvements	UGB South	UGB North	Complete gaps in pedestrian system.	Pedestrian upgrades. Completes pedestrian links along 99W. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	2,000,000	2018-2024	Exempt	Y	Active Transportation	Washington County
10707	Sherwood	ODOT	99W Regional Trail Crossing	Edy Rd	Meinecke	Pedestrian relief. Safety improvements. Congestion relief.	99W undercrossing for Cedar Creek Trail (a regional trail)	15,000,000	2025-2032	Exempt	Y	Active Transportation	Washington County
11404	Sherwood	Sherwood	Baler Way	TS Rd	99W	Provides congestion relief. Improves mobility at 99W-TS Road	Extend Baler Way to Adams Ave (Langer Farms Pkwy) @ 99W. Possible signal at Adams integrated into 99W signal.	3,300,000	2018-2024	Not Regionally Significant	Y	Roads and Bridges	Washington County
11614	Sherwood	Sherwood	Pine St Phase 2	Division	Sunset Blvd	Pedestrian safety.	Resconstruct collector road	2,000,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
11660	Sherwood	Sherwood	Century-Langer Intersection Improvements	Century Dr	Langer Dr	Provide congestion relief and address safety issues.	Improve intersection capacity and safety. Possible roundabout at Century Dr. Restrict Langer movements to right-in/right-out, possible EB left-in. In TSP. Can be combined with RTP 10691.	1,000,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11107	SMART		Expand transit service from Wilsonville to downtown Portland			Development of high-quality peak hour transit service	Additional Service hours for new services and related bus stop and ROW improvements	3,000,000	2014-2017	Regionally Significant	Y	Transit	SMART
11108	SMART		Expand Service through Villebois and other west side areas			Development of high-quality transit service	Additional Service hours for new services and related bus stop and ROW improvements	1,000,000	2014-2017	Regionally Significant	Y	Transit	SMART
11109	SMART		Bus Replacements - including Alternative Fuel Vehicles			Purchase modern replacement buses to ensure safe, efficient and and reliable service, reduce GHG and integrate state of the art technology.	Purchase buses to replace those that are out of date, unreliable or inoperable	4,000,000	2014-2017	Exempt	Y	Transit	SMART
11343	SMART		Pedestrian Improvements			Development and improvement of infrastructure and access to support transit	Design & construct a variety of improvements to enhance access to transit including bus stops, bus shelters (with solar or conventional lighting), bus pull-outs, ADA improvements at stops, interactive kiosks, etc	1,200,000	2014-2017	Exempt	Y	Transit	SMART
11531	SMART		Vanpool Services			Development of vanpool program to support employment trips	Development of Vanpool Program to augment transportation options for commuters in Wilsonville	1,000,000	2014-2017	Exempt	Y	Transit	SMART
10809	THPRD	THPRD	Bronson Creek Trail (Community)	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	2018-2024	Exempt	Y	Active Transportation	Washington County
10810	THPRD	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	2018-2024	Exempt	Y	Active Transportation	Washington County
10811	THPRD	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	2018-2024	Exempt	Y	Active Transportation	Washington County
11134	THPRD	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	2014-2017	Exempt	Y	Active Transportation	Washington County
11211	THPRD	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	9,000,000	2018-2024	Exempt	Y	Active Transportation	Washington County
11214	THPRD	THPRD	Westside /Waterhouse Trail Connection	Westside Trail @ Westside MAX tracks	southern terminus of Waterhouse Trail @ Merlo Rd.	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	2014-2017	Exempt	Y	Active Transportation	Washington County

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11405	THPRD	THPRD	Westside Trail (Regional)	Highway 26	Bronson Creek	To complete remaining gaps in the trail	To design and construct multi-use regional trail segments 10'-12' wide paved.	5,000,000	2025-2032	Exempt	Y	Active Transportation	Washington County
11406	THPRD	THPRD	Fanno Creek Trail Bridge (Regional)	@Hall Boulevard		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.	5,000,000	2025-2032	Exempt	Y	Active Transportation	Washington County
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.	1,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10747	Tigard	Tigard	Hwy. 217 Overcrossing - Cascade Plaza	Nimbus	Locust		Provide congestion relief and bicycle/pedestrian connection	20,000,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10748	Tigard		Greenburg Road Improvements, South	Shady Lane	North Dakota	Provide congestion relief.	Widen to 5 lanes with bikeways and sidewalks. Includes bridge replacement.	6,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10749	Tigard	Tigard, ODOT, Washington Co.	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	2014-2017	Exempt	Y	Active Transportation	Washington County
10750	Tigard		Greenburg Road Improvements	Tiedeman Ave.	Hwy. 99W	Provide congestion relief.	Widen to 5 lanes with bikeways and sidewalks.	6,000,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10751	Tigard	ODOT	Hwy. 217 Overcrossing	Hunziker Road	72nd Ave.	Provide congestion relief.	Realign Hunziker Road to meet Hampton Street at 72nd Ave, remove existing 72nd/Hunziker Road intersection, provide bicycle, pedestrian and transit facilities. Project to be refine based on SW Corridor High Capacity Transit recommendations.	10,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10752	Tigard	Tigard	Bonita Road Improvements	Hall Blvd.	Bangy Road	Provide congestion relief.	Widen to 4 lanes.	45,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10753	Tigard	Tigard	Durham Road Improvements	Upper Boones Ferry Road	Hall Blvd.	Provide congestion relief.	Widen to 5 lanes with bikeways and sidewalks.	8,000,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
10754	Tigard	Tigard	Walnut Street Extension	99W	Ash Ave.	Address economic development.	Extend street east of 99W to connect to Downtown Tigard (PE Phase only)	14,000,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10755	Tigard	Tigard	72nd Ave. Improvements	99W	Hunziker Road	Address economic development.	Widen to 5 lanes with bikeways and sidewalks.	13,500,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10756	Tigard	Tigard	72nd Ave. Improvements	Hunziker Road	Bonita Road	Address economic development.	Widen to 3 lanes with bikeways and sidewalks	12,000,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10757	Tigard	Tigard	72nd Ave. Improvements	Bonita Road	Durham Road	Address economic development.	Widen to 3 lanes with bikeways and sidewalks	6,000,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10759	Tigard	Tigard	Dartmouth Street Improvements	72nd Ave.	68th Ave.	Street improvements.	Widen to 4 lanes with turn lanes and sidewalks.	2,500,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10760	Tigard	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 streets.	4,880,000	2014-2017	Exempt	Y	Active Transportation	Washington County
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.	1,800,000	2025-2032	Exempt	Y	Active Transportation	Washington County
10764	Tigard	Tigard	Durham Road Improvements	Hall Blvd.	99W	Capacity and multimodal improvements.	Widen to 5 lanes with bikeways and sidewalks.	15,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10766	Tigard		Regional Trail Gap Closure	multiple sections on Fanno, Wash Sq Loop, and Westside Trails	Multiple sections on Fanno, Wash Sq Loop, and Westside Trails	Infill gaps in regional trail system.	Infill gaps in regional trail network. Affected trails include Fanno Creek, Washington Square Loop and Westside Trails.	5,000,000	2018-2024	Exempt	Y	Active Transportation	Washington County
10768	Tigard	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; 72nd/Boones Ferry assuming Boones Ferry/72nd widened to 5 lanes; eastbound right turn lane	12,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10769	Tigard	Tigard	Greenburg Intersection Improvements	Hall	Tiedeman Ave	Intersection improvements to address deficiencies.	Add 2nd Northbound turn lane; install boulevard treatment at Greenburg/Washington Square Road; improve geometry/alignment Greenburg/Tiedeman and update signal timing as needed.	8,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10770	Tigard	ODOT	Hwy. 99W Intersection Improvements	64th Ave.	Durham Rd.	Intersection improvements to address deficiencies.	Project development phase: 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. See 2035 Tigard TSP Project #66 for specific improvements.	8,000,000	2014-2017	Exempt	Y	Roads and Bridges	Washington County
11217	Tigard	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	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County

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11220	Tigard	ODOT/Tigard	Hall Blvd. Improvements	Locust	Durham	Intersection & safety improvements; provide bike & pedestrian facilities	Widen to 3 lanes; build sidewalks & bike lanes; safety improvements	18,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11221	Tigard	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	2014-2017	Exempt	Y	Active Transportation	Washington County
11223	Tigard	ODOT/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	2014-2017	Exempt	Y	Roads and Bridges	Washington County
11224	Tigard	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	5,500,000	2014-2017	Exempt	Y	Roads and Bridges	Washington County
11225	Tigard	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	2014-2017	Not Regionally Significant	Y	Roads and Bridges	Washington County
11226	Tigard	Tigard	Pedestrian Improvements	Multiple locations		Construct sidewalks & other pedestrian improvements	Fill gaps in sidewalk & pedestrian network	5,000,000	2014-2017	Exempt	Y	Active Transportation	Washington County
11227	Tigard	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	1,100,000	2018-2024	Exempt	Y	Active Transportation	Washington County
11228	Tigard	P&W RR	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	1,250,000	2014-2017	Exempt	Y	Active Transportation	Washington County
11407	Tigard	Tigard	Ash Avenue RR Crossing	Burnham Street	Commercial Street	Improve downtown connectivity	Extend Ash Avenue from Burnham, across the RR, to Commercial Street	4,000,000	2014-2017	Exempt	Y	Roads and Bridges	Washington County
11408	Tigard	Tigard	Atlanta Street Extension to Dartmouth	69th	Dartmouth	Improve Triangle Connectivity	Road extension connecting Haines Road to Dartmouth	3,300,000	2014-2017	Not Regionally Significant	Y	Roads and Bridges	Washington County
11409	Tigard	Tigard	Ash Avenue Extension, Burnham to Maplewood	Maplewood	Burnham	Improve downtown connectivity	Extend Ash Avenue from Burnham, across the Fanno Creek Trail, to Maplewood	5,000,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
11666	Tigard	ODOT	Hwy. 99W Intersection Improvements	64th Ave.	Durham Rd.	Intersection improvements to address deficiencies.	Construction phase: 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. See 2035 Tigard TSP Project #66 for specific improvements.	46,000,000	2018-2040	Regionally Significant	Y	Roads and Bridges	Washington County
11229	Tigard	Tigard	Walnut Street Improvements	99W	116th Ave.	Intersection & safety improvements; provide bike & pedestrian facilities	Widen to 3 lanes; build sidewalks & bike lanes; safety improvements	7,000,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10899	TriMet		Washington County Commuter Rail DMUs	N/A	N/A	Meet capacity requirement and provide spares.	2 DMUs for service capacity.	8,000,000	2014-2017	Exempt	Y	Transit	TriMet
10901	TriMet		MAX light rail: South Corridor Phase 2: Portland to Milwaukie	N/A	N/A	Regional rail development to Milwaukie Town Center.	Portland, N Macadam, OMSI, Brooklyn, Milwaukie, (Park Ave.).	1,495,000,000	2014-2017	Regionally Significant	Y	Transit	TriMet
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. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	1,075,965,000	2018-2040	Regionally Significant	Y	Transit	TriMet
10905	TriMet		Renew the Blue Station Rehabilitation	N/A	N/A	Improve safety and security conditions at oldest MAX stations.	Security & Safety station improvements from Hollywood to Gresham stations.	12,315,000	2014-2017	Exempt	Y	Transit	TriMet
10907	TriMet		High Capacity Transit: Southwest Corridor (Portland to Tualatin via Tigard) - Project Development	N/A	N/A	To further develop and advance the Near Term corridor identifed in the HCT System Plan through ROW acquisition to include in conformity modeling.	Project Development through ROW acquisition/early construction for High Capacity Transit project between Portland and Tualatin via Tigard. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	75,000,000	2014-2024	Regionally Significant	Y	Transit	TriMet
10909	TriMet		Powell / Division Transit Project - Project Development	N/A	N/A	To further develop and advance the Near Term corridor identifed in the HCT System Plan through ROW acquisition to include in conformity modeling.	HCT on Powell/Division from Portland CBD to Gresham TC.	75,000,000	2014-2024	Regionally Significant	Y	Transit	TriMet

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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	2014-2017	Regionally Significant	Y	Transit	TriMet
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 funded by Portland-Milwaukie Light Rail project.	4,000,000	2014-2017	Exempt	Y	Transit	TriMet
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	2018-2024	Exempt	Y	Transit	TriMet
10928	TriMet		New MAX LRT vehicles	N/A	N/A	Required for growing capacity/operational needs.	Fleet expansion to meet growing demand.	52,800,000	2025-2032	Exempt	Y	Transit	TriMet
10985	TriMet		Sunset Park & Ride rework to match Peterkort redevelopment	N/A	N/A	TOD opportunity.	Redesign to expand park & ride lot and integrate station with pending site development.	10,000,000	2014-2017	Not Regionally Significant	Y	Transit	TriMet
10989	TriMet		181st park & ride lot	N/A	N/A	TOD opportunity.	Redevelop site in conjunction with TOD opportunity.	2,000,000	2014-2017	Not Regionally Significant	Y	Transit	TriMet
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	2018-2024	Not Regionally Significant	Y	Transit	TriMet
10997	TriMet		Willow Creek Transit Center, Phase 2	N/A	N/A	TOD opportunity.	Restructure parking to support additonal TOD opportunity in AmberGlen station community.	8,000,000	2014-2017	Not Regionally Significant	Y	Transit	TriMet
10998	TriMet		Bus replacements	N/A	N/A	System requirements.	40 buses annually to keep fleet to fleet age standards	385,128,000	2014-2040	Exempt	Y	Transit	TriMet
10999	TriMet		Bus purchases for congestion and expansion	N/A	N/A	System requirements.	Fleet expansion to meet growing demand.	15,488,000	2018-2040	Exempt	Y	Transit	TriMet
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	2014-2040	Exempt	Y	Transit	TriMet
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 PMLR and CRC projects.	-	2014-2017	Exempt	Y	Transit	TriMet
11035	TriMet		Powell bus operating base expansion	N/A	N/A	System requirements.	Expand bus operations, maintenance and storage facility to accommodate larger fleet.	$ 12,571,700	2014-2017	Exempt	Y	Transit	TriMet
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. Capital cost is included in PMLR project.	-	2014-2017	Exempt	Y	Transit	TriMet
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.	15,000,000	2018-2040	Not Regionally Significant	Y	Transit	TriMet
11043	TriMet		Pedestrian access improvements, Phase 1	N/A	N/A	Critical to improve safe access to transit and promote transit use. Essential to mobility challenged populations.	Sidewalks, crosswalks and ADA improvements to transit access.	5,000,000	2014-2017	Exempt	Y	Active Transportation	TriMet
11230	TriMet		Frequent Service Bus Capital Improvements - Phase 1	N/A	N/A	Development of high-quality transit service	Bus stop and ROW improvements to support expansion of frequent service bus	15,000,000	2014-2017	Exempt	Y	Transit	TriMet
11410	TriMet		Positive Train Control	N/A	N/A	Respond to federal mandate.	Installation of PTC system.	8,200,000	2014-2017	Exempt	Y	Transit	TriMet
11411	TriMet		Bike and Ride Facilities	N/A	N/A	Improve bicycle access to TriMet stations.	Provide secure bike parking at TriMet stations.	7,500,000	2014-2017	Exempt	Y	Active Transportation	TriMet
11412	TriMet		Corridor Safety and Access to Transit: Barbur-99W	N/A	N/A	Improve safety, active transportation, access to transit and transit operations (STIP Enhance).	Improving bus stops, constructing sidewalks, enhancing crossings, installing signal priority and transit operations improvements on and connecting to Barbur-99W between Portland and Sherwood.	3,605,000	2014-2017	Exempt	Y	Active Transportation	TriMet
11413	TriMet		East Portland Access to Employment and Education	N/A	N/A	Improve access to transit service and other improvements, sidewalks and neighborhood greenways (MTIP REOF).	Sidewalk improvements for access to transit and safety, efficiency and comfort improvements for transit.	3,500,000	2014-2017	Exempt	Y	Active Transportation	TriMet

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11414	TriMet		Corridor Safety and Access to Transit: Powell-Division	N/A	N/A	Improve safety, active transportation, access to transit and transit operations (STIP Enhance).	Priority improvements for safety, access to transit and transit operations in the Powell and Division corridors, with current TriMet Frequent Service lines and a designated regional High Capacity Transit development corridor.	2,800,000	2014-2017	Exempt	Y	Active Transportation	TriMet
11415	TriMet		Corridor Safety and Access to Transit: Highway 8	N/A	N/A	Improve safety, active transportation, access to transit and transit operations (STIP Enhance).	Improving bus stops, constructing sidewalks, enhancing crossings, and installing signal priority on and connecting to Highway 8 between 110th Ave. in Beaverton and SW 209th Ave. in Hillsboro.	1,614,000	2014-2017	Exempt	Y	Active Transportation	TriMet
11592	TriMet		Portland-Milwaukie LRT Corridor TOD development	N/A	N/A	TOD opportunities	Reconfigure / structure P&R and other TriMet-owned and -controlled land for TOD opportunity when market conditions or development partnerships allow.	15,000,000	2014-2017	Not Regionally Significant	Y	Transit	TriMet
11593	TriMet		CNG Conversion at Merlo Operating Base	N/A	N/A	Conversion of operating base to support CNG vehicles and fueling infranstructure	Capital costs for incremental bus purchase cost, facilities changes for CNG operation and fueling infrastructure	13,900,000	2014-2017	Exempt	Y	Transit	TriMet
11595	TriMet		Argyle Equitable TOD development	N/A	N/A	TOD opportunity.	Reconfigure streetscape to support equitable TOD development at priority site.	4,000,000	2014-2017	Exempt	Y	Active Transportation	TriMet
11378	Troutdale		Sundial Road Widening				Widen to 3 lanes from Marine Drive to the north city limits. Includes sidewalks and bike lanes	2,287,000	2014-2017	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11231	Troutdale/Port	Troutdale	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	2014-2017	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11232	Troutdale/Port	Troutdale	Graham Road Reconstruction	I-84 North Frontage Road	Sundial Road	Improve access to TRIP/CCRD	Reconstruct and widen Graham Road	13,500,000	2014-2017	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10709	Tualatin	Tualatin	Sagert	Martinazzi	65th	Provide congestion relief and address safety issue	Signalize intersection and improve grades on Sagert at Martinazzi and 65th	2,750,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10711	Tualatin	Tualatin	Teton	Tualatin Rd	N/A	Provide congestion relief.	Signalize intersection.	609,000	2014-2017	Exempt	Y	TSMO/TDM	Washington County
10712	Tualatin	ODOT / Tualatin	Boones Ferry	Martinazzi	Lower Boones Ferry	Provide congestion relief.	Reconstruction/widen to 5-lanes from Martinazzi to Lower Boones Ferry Road, includes bridge over Tualatin River.	17,818,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10714	Tualatin	Tualatin	105th Ave/Avery Street	Blake	105th	Address safety issue and complete gap in pedestrian system.	Realign curves and add sidewalks on 105th from Avery to 108th.	5,000,000	2014-2017	Exempt	Y	Roads and Bridges	Washington County
10715	Tualatin	Tualatin	Herman	Teton	Tualatin	Freight movement.	Upgrade to standard 2-lane road.	2,390,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
10716	Tualatin	Tualatin	Myslony	112th	124th Ave	Economic development and freight movement.	Reconstruct/widen from 112th to 124th to fill system, includes bridge.	11,437,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
10717	Tualatin	Washington County	Cipole	ORE 99W	Tualatin-Sherwood	Economic development and freight movement.	Reconstruct/widen to 3 lanes from 99W to Tualatin-Sherwood Road and include multi-use path for the Ice Age Tonquin Trail, includes signal at Cipole and Herman. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	20,030,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10718	Tualatin	Tualatin	Herman	Cipole	124th Ave	Economic development and freight movement.	Reconstruction/ widen to 3-lanes from Cipole to 124th.	2,574,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
10721	Tualatin	Tualatin	McEwan	65th	Lake Oswego	Provide congestion relief.	Widen to 3 lanes from 65th to Lake Oswego.	3,520,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10728	Tualatin	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	2014-2017	Not Regionally Significant	Y	TSMO/TDM	Washington County
10729	Tualatin	Tualatin	Loop Rd	Martinazzi	Boones Ferry	Economic development.	Construct street from Tualatin-Sherwood to Boones Ferry Rd to Martinazzi, including improved intersection at Nyberg near Fred Meyer entrance	2,463,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
10737	Tualatin	Tualatin	Central Design District Pedestrian Improvements			Complete gap in system.	Pedestrian improvements & bike lanes.	10,600,000	2018-2024	Exempt	Y	Active Transportation	Washington County
10738	Tualatin	Tualatin	Teton	Herman	Tualatin-Sherwood	Complete gap in system.	Reconstruct/widen to 3 lanes, Add bikelanes to Teton from Avery to Tualatin Rd.	2,464,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10739	Tualatin	Tualatin	Nyberg	Tualatin-Sherwood	65th	Complete gap in system.	Add bikelanes on Nyberg from I-5 to 65th.	7,000,000	2018-2024	Exempt	Y	Active Transportation	Washington County
10741	Tualatin	Tualatin	95th Ave.	Avery	Tualatin-Sherwood	Complete gap in system.	Add bikelanes from Avery to Tualatin-Sherwood Rd.	2,920,000	2025-2032	Exempt	Y	Active Transportation	Washington County
10742	Tualatin	Tualatin	108th Ave.			Complete gap in system.	Pedestrian bridge over Tualatin River and connecting paths.	2,434,000	2025-2032	Exempt	Y	Active Transportation	Washington County

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10743	Tualatin	ODOT	99W	City Limits	City Limits	Complete gap in system.	Install sidewalks from Cipole to Tualatin River.	10,400,000	2025-2032	Exempt	Y	Active Transportation	Washington County
10744	Tualatin	Tualatin	Tualatin River Pathway					8,451,000	2025-2032	Exempt	Y	Active Transportation	Washington County
10745	Tualatin	Tualatin	Nyberg Creek Greenway Trail	65th	Martinazzi	Complete gap in system.	Pedestrian trail from 65th to Martinazzi.	1,947,000	2014-2017	Exempt	Y	Active Transportation	Washington County
11416	Tualatin	Tualatin	105th Ave/Avery Street	105th	Avery	Address safety issue	Signalize intersection	1,000,000	2014-2017	Exempt	Y	TSMO/TDM	Washington County
11417	Tualatin	Tualatin	115th	Blake	124th Ave	Economic development and freight movement.	Construct new street from future Blake Street to interim alignment of 124th	6,000,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11418	Tualatin	Tualatin	Blake	124th Ave	Railroad Tracks	Economic development and freight movement.	Construct new street from future 124th Ave to railroad tracks	4,500,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11419	Tualatin	Tualatin	Boones Ferry Road	Ibach	Norwood	Complete gap in system.	Uprgrade to urban standards and add sidewalks	1,000,000	2018-2024	Not Regionally Significant	Y	Roads and Bridges	Washington County
11420	Tualatin	ODOT	Nyberg	I-5 on-ramp	I-5 on-ramp	Provide congestion relief.	Add an additional northbound on-ramp to I-5	1,071,000	2018-2024	Regionally Significant	Y	Throughways	Washington County
11421	Tualatin	Tualatin	Tualatin Rd	115th	Herman Rd	Address safety issue	Signalize intersection at 115th and eliminate free right-turn on Tualatin Road, consider roundabout	2,240,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11422	Tualatin	Washington County	Tualatin-Sherwood Road	Boones Ferry Road	124th Ave	Provide congestion relief.	Add eastbound right turn lane on Tualatin-Sherwood at Boones Ferry Rd and add right-turn lane on Tualatin-Sherwood to 124th	1,112,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11423	Tualatin	Tualatin	Avery	Teton	Tualatin-Sherwood	Complete gap in system.	Widen to 3-lanes	3,600,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11424	Tualatin	Tualatin	Hazelbrook Road	ORE 99W	Jurgens	Complete gap in system.	Uprgrade to urban standards	3,543,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11425	Tualatin	Tualatin	Teton	Tualatin-Sherwood	Avery	Provide congestion relief and address safety issue	Add a dedicated right-turn lane on Teton to Tualatin-Sherwood and add southbound turn pocket on Teton to Avery and signalize intersection	1,773,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11426	Tualatin	Tualatin	65th Ave.	Tualatin River	I-205	Complete gap in system.	Add multi-use path along road	9,734,000	2025-2032	Exempt	Y	Active Transportation	Washington County
11427	Tualatin	Tualatin	Ice Age Tonquin Trail	112th	Tualatin / Boones Ferry	Complete gap in system.	Construct multi-use path	22,705,000	2025-2032	Exempt	Y	Active Transportation	Washington County
11428	Tualatin	Tualatin	Martinazzi	Warm Springs	Tualatin-Sherwood	Complete gap in system.	Add bikelane	2,403,000	2025-2032	Exempt	Y	Active Transportation	Washington County
11429	Tualatin	Tualatin	Sagert			Complete gap in system.	Add sidewalks on I-5 bridge overpass	3,282,000	2025-2032	Exempt	Y	Active Transportation	Washington County
11430	Tualatin	Tualatin	Helenius	109th	Grahams Ferry Road	Complete gap in system.	Uprgrade to urban standards	1,403,000	2033-2040	Not Regionally Significant	Y	Roads and Bridges	Washington County
11431	Tualatin	Tualatin	Norwood	Boones Ferry Road	East City Limits	Complete gap in system.	Uprgrade to urban standards	2,824,000	2033-2040	Not Regionally Significant	Y	Roads and Bridges	Washington County
11432	Tualatin	Tualatin	I-5 Path	Lower Boones Ferry Road	Norwood	Complete gap in system.	Construct multi-use path parallel to I-5	3,245,000	2033-2040	Exempt	Y	Active Transportation	Washington County
11433	Tualatin	Tualatin	Saum Creek Greenway	Sagert	Tualatin River	Complete gap in system.	Construct multi-use path. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	2,135,000	2033-2040	Exempt	Y	Active Transportation	Washington County
11434	Tualatin	Tualatin	Norwood	Boones Ferry Road	I-5	Complete gap in system.	Construct multi-use path	3,757,000	2033-2040	Exempt	Y	Active Transportation	Washington County
11435	Tualatin	Tualatin	Westside Trail Pedestrian Bridge	Cipole	North of Tualatin River	Improve pedestrian and bicycle connectivity.	Multi-use trail and bridge over the Tualatin River connecting Westside Trail and Ice Age Tonquin Trail. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	8,551,749	2033-2040	Exempt	Y	Active Transportation	Washington County
11553	Tualatin	Clackamas County	Borland Rd	SW 65th Ave	Tualatin City Limits	Address safety issue	Upgrade to urban standards and fill sidewalk gaps. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	9,646,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Clackamas County
11436	Wash Co, Tualatin & Wilsonville	Washington Co.	East-West Arterial Overcrossing	Boones Ferry Rd	East of I-5	Provide congestion relief.	Extend new 4-lane overcrossing over I-5 from Boones Ferry Rd to 65th and Stafford Rd. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	38,000,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10545	Washington Co.	ODOT	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.	34,200,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County

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10546	Washington Co.	Washington Co.	170th Ave. Improvements	Alexander St.	Merlo Rd.	Provide congestion relief.	Widen roadway to 4 lanes with left turn lanes at major intersections, sidewalks, and bike lanes or cycle tracks.	15,277,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10547	Washington Co.	Washington Co.	173rd/174th Under Crossing Improvement	Cornell Rd.	Bronson Rd.	Provide congestion relief.	Construct four-lane under of Hwy. 26 with bike lanes and sidewalks.	58,640,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10548	Washington Co.	Washington Co.	174th Ave. Improvements	Bronson Rd.	Meadowgrass Ln.	Address recurring safety issue.	Add turn lanes, bike lanes and sidewalks	16,230,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10549	Washington Co.	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	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10550	Washington Co.	Washington Co.	185th Avenue Improvement	West Union Rd.	Springville Rd.	Provide congestion relief.	Widen 185th Ave from two to five lanes with bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	5,400,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10558	Washington Co.	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	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10559	Washington Co.	Washington Co.	Cornell Improvements	Murray Blvd.	Hwy. 26	Provide congestion relief.	Widen Cornell from three to five lanes with bike lanes and sidewalks.	40,620,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10560	Washington Co.	ODOT	Farmington Rd. Improvements	185th	Kinnaman Rd.	Provide congestion relief.	Widen roadway from 2/3 lanes to 4 lanes with turn lanes at major intersections, bike lanes, sidewalks, access management, realignment of Rosa/179th intersection.	27,299,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10561	Washington Co.	Washington Co.	Jenkins Rd. Improvements	158th Ave.	Murray	Provide congestion relief.	Widen roadway from three to five lanes with bike lanes and sidewalks.	15,530,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10563	Washington Co.	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	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10564	Washington Co.	Washington Co.	Kaiser Improvements	Springville Rd.	Bethany Blvd.	Provide congestion relief.	Widen from two to five lanes with bike lanes and sidewalks.	6,100,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10565	Washington Co.	Washington Co.	Springville Rd. Improvements	185th Ave.	Joss St.	Provide congestion relief.	Widen from **2** to five lanes with bike lanes and sidewalks.	11,100,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10566	Washington Co.	Washington Co.	Springville Rd. Improvements	Joss St.	Kaiser Rd.	Address recurring safety issue.	Widen from two to three lanes with bike lanes and sidewalks.	3,600,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10567	Washington Co.	Washington Co.	Taylors Ferry Extension	Oleson Rd.	Washington Dr.	Improve connectivity.	Construct new two lane extension with bike lanes and sidewalks	4,390,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10568	Washington Co.	Washington Co.	Tualatin-Sherwood Rd. Improvements	Langer Farms Parkway	Teton Ave.	Provide congestion relief.	Widen from three to five lanes with bike lanes and sidewalks.	49,150,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10569	Washington Co.	Washington Co.	Walker Rd. Improvements	Amberglen	185th	Provide congestion relief.	Widen from two to five lanes with bike lanes and sidewalks.	17,611,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10571	Washington Co.	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. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	34,870,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10572	Washington Co.	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	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
10573	Washington Co.	Washington Co.	Barnes Rd. Improvements	Leahy Rd.	Multnomah. Co. Line	Address recurring safety issue.	Widen from two to three lanes with bike lanes and sidewalks.	17,326,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10575	Washington Co.	Washington Co.	West Union Rd.	Cornelius Pass Rd.	185th Ave.	Provide congestion relief.	Widen from two to five lanes with bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	26,192,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10577	Washington Co.	Washington Co.	Scholls Ferry Improvements	Allen Blvd.	Beaverton-Hillsdale Hwy.	Address recurring safety issue.	Widen roadway from two to three lanes with bike lanes and sidewalks	22,587,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10578	Washington Co.	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	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10579	Washington Co.	Washington Co.	Barnes Rd. Improvements	Cedar Hills Blvd	118th	Provide congestion relief.	Widen to five lanes with bike lanes and sidewalks. Add double turn lanes.	4,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10582	Washington Co.	Washington Co.	185th Ave. Improvements	Blanton St.	Farmington Rd.	Provide congestion relief.	Widen to five lanes with bike lanes and sidewalks	12,163,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10584	Washington Co.	Washington Co.	Alexander St. Improvements	192nd Ave.	178th Ave.	Economic development and address safety issues.	Add sidewalks, lighting, streetscape features, bike boulevard treatments, signal at 185th Ave, turn lanes at major intersections.	9,293,000	2025-2032	Regionally Significant	Y	Active Transportation	Washington County
10585	Washington Co.	Washington Co.	Johnson St. Improvements	Cornelius Pass Rd.	185th Ave.	Address recurring safety issue.	Add sidewalks, bike lanes, lighting, turn lanes at major intersections.	24,333,000	2033-2040	Regionally Significant	Y	Active Transportation	Washington County
10587	Washington Co.	Washington Co.	Cornelius Pass Rd. Improvements	Frances St.	T.V. Hwy.	Provide congestion relief.	Widen to five lanes with bike lanes and sidewalks	11,307,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10588	Washington Co.	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 Wilsonville Road as well as the I-5/Wilsonville Road Interchange.	Widen Grahams Ferry Rd to 3 lanes, add bike/pedestrian connections to regional trail system and fix undersized railroad overcrossing.	28,000,000	2025-2032	Regionally Significant	Y	Freight	Washington County

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10589	Washington Co.	Washington Co.	95th Ave. Ped/Bike Connection	Morrison St.	Sunset TC	Improve connectivity.	Pedestrian/bicycle pathway, lighting, bridge over Johnson Creek, grade-separated crossing of Barnes Road.	11,546,000	2025-2032	Regionally Significant	Y	Active Transportation	Washington County
10590	Washington Co.	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 and street lighting. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	15,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10591	Washington Co.	Washington Co.	Glencoe Rd. Improvements	Evergreen Rd.	Jackson Ave.	Address recurring safety issue.	Widen to three lanes with bike lanes and sidewalks.	26,016,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10592	Washington Co.	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.	31,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10593	Washington Co.	Washington Co.	Kinnaman Rd. Improvements	209th Ave.	Farmington Rd.	Address recurring safety issue.	Reconstruct with sidewalks, bike lanes and turn lanes at major intersecions; consolidate offset intersection at 198th Ave.	26,810,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10598	Washington Co.		99W to I-5 Southern Arterial	Hwy. 99W	I-5	Provide congestion relief.	Purchase ROW. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	53,000,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10605	Washington Co.	Washington Co.	Hillsboro Area ITS	N/A	N/A	Provide congestion relief.	Install advanced traffic management systems including adaptive signals, communications, dynamic messaging signs, and surveillance and management equipment.	10,888,000	2018-2024	Exempt	Y	TSMO/TDM	Washington County
10606	Washington Co.	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	2033-2040	Exempt	Y	Active Transportation	Washington County
10607	Washington Co.	Washington Co.	Sunset TC Station Community Pedestrian Improvements	Sunset TC Station Community		Complete gap in pedestrian system.	Sidewalks, pedestrian crossings, accessways, ped/bike bridges over creeks.	6,006,000	2033-2040	Exempt	Y	Active Transportation	Washington County
10608	Washington Co.	Washington Co.	Aloha-Reedville Pedestrian Improvements	Aloha-Reedville Study Area		Complete gap in pedestrian system.	Sidewalk infill, pedestrian crossings, accessways, ped/bike bridges over creeks, at-grade ped/bike crossings of Portland and Western Railroad.	27,045,000	2025-2032	Exempt	Y	Active Transportation	Washington County
10610	Washington Co.	Washington Co.	Saltzman Rd. Bike	Cornell Rd.	Barnes Rd.	Complete gap in bike system.	Complete 950 feet of bike lanes in town center.	1,000,000	2018-2024	Exempt	Y	Active Transportation	Washington County
10611	Washington Co.	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	2033-2040	Exempt	Y	Active Transportation	Washington County
10612	Washington Co.	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	2033-2040	Exempt	Y	Active Transportation	Washington County
10613	Washington Co.	Washington Co.	Cornell Rd. Bike	Saltzman Rd.	119th Ave.	Complete gap in bike system.	Completes 1750 feet of bike lanes in town center.	1,036,000	2033-2040	Exempt	Y	Active Transportation	Washington County
10614	Washington Co.	Washington Co.	Butner Rd. Bike	Cedar Hills Blvd..	Park Way	Complete gap in bike system.	Completes 7800 feet of bike lanes to transit corridor.	3,520,000	2033-2040	Exempt	Y	Active Transportation	Washington County
10615	Washington Co.	Washington Co.	Bronson Rd. Bike	185th Ave.	Bethany Blvd.	Complete gap in bike system.	Completes 15000 feet of bike lanes to transit corridor.	5,490,000	2025-2032	Exempt	Y	Active Transportation	Washington County
10736	Washington Co.	Washington Co.	124th Ave Extension	Tualatin-Sherwood Rd.	Grahams Ferry Rd	Economic Development	New road to facilitate development of industrial lands, grade seperated rail crossing South of Tonquin. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	31,000,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
11089	Washington Co.	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	2033-2040	Exempt	Y	Active Transportation	Washington County
11233	Washington Co.	Washington Co.	Walker Rd. Improvements	185th Ave.	173rd Ave.	Provide congestion relief.	Widen from two to five lanes with bike lanes and sidewalks.	13,570,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11234	Washington Co.	Washington Co.	Walker Rd. Improvements	173rd	Murray Blvd.	Provide congestion relief.	Widen from two to five lanes with bike lanes and sidewalks.	16,600,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
11235	Washington Co.	Washington Co.	Walker Rd. Improvements	Murray Blvd.	Hwy. 217	Provide congestion relief. & enhance safety	Widen from two to four lanes with turn lanes, intersection treatments, bike lanes, sidewalks and street lighting.	33,000,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11236	Washington Co.	Washington Co.	Cedar Hills Blvd. Improvements	Butner Rd	Celeste Ln	Provide congestion relief, complete gap in bike system.	Widen to five lanes thru Barnes, turn lane improvements at US26, signalize US26 EB, continous bike lanes and sidewalks through interchange area.	4,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11238	Washington Co.	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	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11437	Washington Co.	Washington Co.	Oleson Rd Bridge	North of Fanno Creek	South of Fanno Creek	Address safety issue	Bridge Replacement	5,800,000	2014-2017	Exempt	Y	Roads and Bridges	Washington County

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11438	Washington Co.	Washington Co.	Tonquin / Grahams Ferry Intersection Improvements	N/A	N/A	Economic development and address safety issues.	Raise intersection elevation, widen approaches to three lanes, provide sidewalks and bike lanes, install traffic signal.	3,353,000	2014-2017	Exempt	Y	Roads and Bridges	Washington County
11439	Washington Co.	ODOT	Southbound Hwy 217 Allen/Denny Split Diamond Interchange	Allen Blvd	Denny Rd	Address recurring safety issue, provide congestion relief.	Consolidate Allen Blvd and Denney Rd SB interchanges with split diamond interchange and collector/distributor roads.	5,941,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
11440	Washington Co.	ODOT	TV Hwy (and Canyon Rd) Corridor Safety and Access to Transit	209th Ave.	107th Ave.	Access to transit	Bus stop improvements, ADA improvements, sidewalk infill, enhanced pedestrian crossings, signal priority, queue jumps. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	1,614,000	2014-2017	Exempt	Y	Active Transportation	Washington County
11441	Washington Co.	ODOT	TV Highway in Aloha-Reedville Safety and Operational Improvements	19500 block	160th Ave.	Address recurring safety issues, improve pedestrian and bicycle connectivity, access to transit	Enhanced pedestrian crossings, sidewalk infill, bike lane infill, street lighting, bus stop enhancements, intersection safety and operational improvements.	11,667,500	2014-2017	Exempt	Y	Active Transportation	Washington County
11442	Washington Co.	Washington Co.	Cornell/Evergreen/229th Corridor Safety and Access to Transit	Hillsboro TC	Sunset TC	Access to transit	Bus stop improvements, ADA improvements, sidewalk infill, enhanced pedestrian crossings, signal priority.	560,000	2014-2017	Exempt	Y	Active Transportation	Washington County
11443	Washington Co.	Washington Co.	Walnut St	116th	Tiedeman	Provide congestion relief.	Widen from two to three lanes with bike lanes and sidewalks.	4,000,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
11444	Washington Co.	Washington Co.	Joss St	Shackelford Rd	existing terminus	Economic Development	Extend Joss Rd to Road A to serve development of North Bethany Area	4,100,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
11445	Washington Co.	Washington Co.	P15 (Oats)	Brugger Rd	Springville Rd.	Economic Development	New 2 lane road with sidewalks, bike and street lighting	2,300,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
11446	Washington Co.	Washington Co.	Tigard/Tualatin/Sherwood Area ITS	N/A	N/A	Provide congestion relief.	Install advanced traffic management systems including adaptive signals, communications, dynamic messaging signs, and surveillance and management equipment.	2,853,000	2014-2017	Exempt	Y	TSMO/TDM	Washington County
11447	Washington Co.	Washington Co.	Baseline Rd Improvements	197th	Lisa Dr	Provide congestion relief.	Eastbound: Widen to five lanes with bike lanes and sidewalks	4,600,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
11448	Washington Co.	Washington Co.	198th Ave. Improvements - South	T.V. Hwy.	Farmington Rd.	Address recurring safety issue.	Add sidewalks, bike lanes, lighting, turn lanes at major intersections.	27,900,000	2018-2024	Regionally Significant	Y	Active Transportation	Washington County
11449	Washington Co.	ODOT/TriMet	TV Highway HCT Study	Forest Grove	Beaverton	Increase transit mode share, help meet land use and economic development goals.	High capacity transit study, including alternatives analysis, to determine transit mode, alignment, station/stop locations, operational characteristics and phasing options for a high capacity transit service between Forest Grove and Beaverton TC. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	1,000,000	2018-2024	Exempt	Y	Transit	Washington County
11450	Washington Co.	Washington Co.	Merlo Rd. Interim Bike Improvements	170th Ave.	Jenkins Rd	Complete gap in bike system.	Completes 6700 feet of bike lanes to transit corridor.	3,015,000	2018-2024	Exempt	Y	Active Transportation	Washington County
11451	Washington Co.	Washington Co.	Saltzman Rd	Laidlaw Rd	Thompson Rd	Address recurring safety issue.	Widen to three lanes with bike lanes and sidewalks.	$17,000,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11452	Washington Co.	Washington Co.	Scholls Ferry Rd. Improvements	West of Tile Flat Rd		Address recurring safety issue.	Realign Curves to Improve Safety. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	4,300,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11453	Washington Co.	Washington Co.	Jackson School Road	Meek	Scotch Church	Address recurring safety issue.	Realign intersection and construct a round-about. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	1,000,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11454	Washington Co.	ODOT	Jackson School Road	US 26 and Jackson School Road		Address recurring safety issue.	Signalize ramp intersections. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	1,000,000	2018-2024	Exempt	Y	TSMO/TDM	Washington County
11455	Washington Co.	Washington Co.	Brugger Rd	Joss St.	Kaiser Rd.	Economic Development	Widen from 2 to three lanes with sidewalks, bike lanes, street lighting, and community features	3,200,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11456	Washington Co.	Washington Co.	Shackelford Rd	185th	Bridge	Provide congestion relief.	Build new 3 lane road with bike/ped facilities, storm drainage, street lighting to serve North Bethany. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	12,000,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11457	Washington Co.	Washington Co.	Shackelford Rd Bridge			Provide congestion relief.	Build new 3 lane road with bike/ped facilities, storm drainage, street lighting to serve North Bethany	14,600,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11458	Washington Co.	Washington Co.	Shackelford Rd	Bridge	Kaiser Rd.	Provide congestion relief.	Build new 3 lane road with bike/ped facilities, storm drainage, street lighting to serve North Bethany. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	18,100,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11459	Washington Co.	Washington Co.	Shackelford Rd	Kaiser Rd.	Springville Rd.	Provide congestion relief.	Build new 3 lane road with bike/ped facilities, storm drainage, street lighting to serve North Bethany	9,900,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11460	Washington Co.	ODOT	OR 10: Oleson Rd. Improvement	Beaverton-Hiilsdale Hwy.	Oleson Rd. and Scholls Ferry	Address recurring safety issue.	BHOS Phase 2 improvements to project 10545	35,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County

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11461	Washington Co.	Hillsboro	Reedville Trail North Segment	Wilkins St.	T.V. Hwy.	Improve pedestrian and bicycle connectivity.	Multi-use trail following BPA Pearl-Keeler Powerline.	6,240,000	2025-2032	Exempt	Y	Active Transportation	Washington County
11462	Washington Co.	N/A	Reedville Trail South Segment	T.V. Hwy.	Rosedale Rd.	Improve pedestrian and bicycle connectivity.	Multi-use trail following BPA Pearl-Keeler Powerline.	5,640,000	2025-2032	Exempt	Y	Active Transportation	Washington County
11463	Washington Co.	Washington Co.	Thompson Rd Realignment	Saltzman Rd.	Circle A Dr	Address recurring safety issue.	Realign as 3 lane arterial, with sidewalks, bike and street lighting	9,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11464	Washington Co.	Washington Co.	Jenkins Rd. Improvements	Murray Blvd.	Cedar Hills Blvd.	Provide congestion relief.	Widen from 3 lanes to 5 lanes with bike lanes, sidewalks and street lighting	10,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11465	Washington Co.	Washington Co.	Metzger Area			Address recurring safety issue.	Metzger Area Bike / Ped Improvement program	16,000,000	2025-2032	Exempt	Y	Active Transportation	Washington County
11466	Washington Co.	Washington Co.	Laidlaw Improvements	Skycrest	Lakeview	Address recurring safety issue.	Straighten curves, widen to 3 lanes with bike lanes and sidewalks.	10,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11467	Washington Co.	Washington Co.	Fischer Rd. Interim Bike and Pedestrian Improvements	131st Ave	Pacific Hwy (99W)	Improve pedestrian and bicycle connectivity.	Add sidewalks, bike lanes, lighting, turn lanes at major intersections.	4,580,000	2025-2032	Exempt	Y	Active Transportation	Washington County
11468	Washington Co.	Washington Co.	Washington County Pedestrian Arterial Crossings	N/A	N/A	Complete gap in pedestrian system.	Construct 12 enhanced at-grade pedestrian crossings of 170th Avenue, 185th Avenue, Baseline Road, Cornell Road and Walker Road.	3,585,000	2025-2032	Exempt	Y	Active Transportation	Washington County
11469	Washington Co.	Washington Co.	124th Ave Improvements	Tualatin-Sherwood Rd.	Grahams Ferry Rd	Economic Development	Widen 124th from 2 lanes to 5 lanes with bike lanes and sidewalks	14,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11470	Washington Co.	Washington Co.	Basalt Creek E-W Connector	Grahams Ferry Rd.	Boones Ferry Rd	Economic Development	Extend new 5 lane Arterial with bike lanes, sidewalks and street lighting.	57,900,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11471	Washington Co.	Washington Co.	Laidlaw Improvements	Saltzman Rd.	Countyline	Address recurring safety issue.	Widen to three lanes with bike lanes and sidewalks.	22,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11472	Washington Co.	Washington Co.	160th Ave Improvements	TV Hwy.	Farmington Rd.	Address recurring safety issue.	Widen to three lanes with bike lanes and sidewalks.	15,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11473	Washington Co.	Washington Co.	111th / Rainmont Rd / 113th Ave	McDaniel Rd	Cornell Rd.	Address recurring safety issue.	Construct sidewalks	9,000,000	2025-2032	Exempt	Y	Active Transportation	Washington County
11474	Washington Co.	Washington Co.	113th Ave	McDaniel Rd	Rainmont Rd	Complete cap in the system	Construct new 2 lane Collector Rd with sidewalks bikelanes and street lighting	6,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11475	Washington Co.	Washington Co.	Beaverton Area ITS	N/A	N/A	Provide congestion relief.	Install advanced traffic management systems including adaptive signals, communications, dynamic messaging signs, and surveillance and management equipment.	10,450,000	2025-2032	Exempt	Y	TSMO/TDM	Washington County
11476	Washington Co.	Washington Co.	Saltzman Rd	Bayonne Ln	Bauer Woods DR	Address recurring safety issue.	Widen to three lanes with bike lanes and sidewalks.	8,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11477	Washington Co.	Washington Co.	Kaiser	Shackelford Rd	Springville Rd.	Provide congestion relief.	Widen from 2 to three lanes with sidewalks, bike lanes, street lighting, and community features	7,800,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11478	Washington Co.	Washington Co.	185th	Springville Rd.	Shackelford Rd	Address recurring safety issue.	Widen from two lanes to three lanes with bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	57,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11479	Washington Co.	N/A	Council Creek Trail: East-West Segment	Hwy. 47 (Forest Grove)	1st Ave. (Hillsboro)	Improve pedestrian and bicycle connectivity.	Multi-use trail connecting Hillsboro, Cornelius, Forest Grove, unincoporated Washington County. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	20,100,000	2033-2040	Exempt	Y	Active Transportation	Washington County
11480	Washington Co.	Washington Co.	185th Ave	Kinnaman Rd	Farmington Rd.	Address recurring safety issue.	Wide from two lanes to three lanes with bike lanes and sidewalks - interim improvement	14,700,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
11481	Washington Co.	Washington Co.	Garden Home Rd Improvements	92nd	Oleson Rd.	Address recurring safety issue.	Improvements to enhance safety, and bike / ped accessibility	9,000,000	2033-2040	Regionally Significant	Y	Active Transportation	Washington County
11482	Washington Co.	Washington Co.	West Union Rd. Interim Bike and Pedestrian Improvements	NW Helvetia	NW 185th Ave	Improve pedestrian and bicycle connectivity.	Add sidewalks, bike lanes, lighting, turn lanes at major intersections. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	15,000,000	2025-2032	Exempt	Y	Active Transportation	Washington County
11483	Washington Co.	N/A	Turf-to-Surf Trail: South Hillsboro / Reedville Segment	Century Blvd.	Shaw St.	Improve pedestrian and bicycle connectivity.	Multi-use trail along south side of Portland & Western Railroad.	5,600,000	2033-2040	Exempt	Y	Active Transportation	Washington County
11484	Washington Co.	N/A	Westside Trail: Segment 2	Tigard City Limit	Beef Bend Rd.	Improve pedestrian and bicycle connectivity.	Multi-use trail following BPA powerline	4,300,000	2033-2040	Exempt	Y	Active Transportation	Washington County
11485	Washington Co.	N/A	North Hillsboro Active Transportation Connections	N/A	N/A	Improve pedestrian and bicycle connectivity.	Multi-use trails, cycletracks and grade-separated bike/ped crossings connecting Intel Ronler Acres, Hillsboro Ballpark, Fred Meyer shopping center, Rock Creek Trail, Oregon Electric Railway Trail and Cornelius Pass Road.	12,000,000	2033-2040	Exempt	Y	Active Transportation	Washington County

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11486	Washington Co.	Washington Co.	Roy Rogers Rd.	Scholls Ferry Rd.	UGB	Provide congestion relief.	Widen to five lanes with bike lanes and sidewalks	20,000,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
11739	Washington Co.	ODOT	Hall Blvd. Improvements	Oleson Rd.	Pfaffle	Address recurring safety issue	Widen to 2/3-lane cross section with bike lanes and sidewalks.	$ 13,800,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10708	Washington Co.	Washington Co.	Roy Rogers Rd. / Tualatin-Sherwood Road	Langer Farms Parkway	Borchers Dr	Economic development and address safety issues.	Construct road to 5 lane collector standard.	1,900,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
11239	Washington Co.	Washington Co.	Washington County Neighborhood Bikeways	N/A	N/A	Improve bicycle connectivity	30 miles of neighborhood bikeways (bike boulevards) on low-traffic streets throughout unincorporated urban Washington County, including enhanced at-grade crossings of arterials.	16,000,000	2025-2032	Exempt	Y	Active Transportation	Washington County
11240	Washington Co.	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. Move railroad equipment.	2,900,000	2014-2017	Exempt	Y	Active Transportation	Washington County
11241	Washington Co.	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	2014-2017	Exempt	Y	Active Transportation	Washington County
10599	Washington Co. / Tigard	ODOT	Hwy. 217/72nd Ave. Interchange Improvements	N/A	N/A I-5	Address recurring safety issue and improve pedestrian and bicycle facilities. Purchase ROW	Complete interchange reconstruction with additional ramps and bridge structure replacement	20,000,000	2018-2024	Regionally Significant	Y	Throughways	Washington County
10127	West Linn	ODOT	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	2018-2024	Regionally Significant	Y	Roads and Bridges	Clackamas County
10128	West Linn	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 will be 6' wide adjacent to 12' wide travel lanes.	7,800,000	2025-2032	Exempt	Y	Active Transportation	Clackamas County
10129	West Linn	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 Willamette River Trail with neighboring cities as part of the Metro Region.	2,000,000	2025-2032	Exempt	Y	Active Transportation	Clackamas County
10135	West Linn	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	2025-2032	Regionally Significant	Y	Roads and Bridges	Clackamas County
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 the Grahams Oak Natural Area. Connections to the trail will be provided at Wilsonville road, through Villebois, Boeckman Road, Cahalin Road,	Shared use path with some on-street portions. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	3,000,000	2018-2024	Exempt	Y	Active Transportation	Clackamas County
10130	Wilsonville	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 being vacated. Serves as a parallel arterial to I-5.	Extend 3 lanes with sidewalks and bike lanes.	6,069,000	2014-2017	Regionally Significant	Y	Freight	Clackamas County
10131	Wilsonville	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 Ferry Road which provides a major east-west suburban to suburban connector.	Widen Tooze Rd to 3 lanes, add bike/pedestrian connections to regional trail system.	3,800,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Clackamas County
10132	Wilsonville	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 connection in Wilsonville between Tooze Road/Graham's Ferry Road on the west and Stafford Road on the east, serving as an important non-interstate alternate.	Widen Boeckman Road bridge over I-5 to 3 lanes. Add bike/pedestrian connections to regional trail system.	13,600,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Clackamas County
10133	Wilsonville	Wilsonville	French Prairie Bicycle/Pedestrian/Emergency Bridge	Boones Ferry Rd.	Butteville Rd..	A new bicycle and pedestrian bridge crossing the Willamette River would connect the regional Tonquin Trail to the North Willamette Valley parks and recreation areas. A new bridge would provide safe and convenient passage across the Willamette River for emergency access vehicles, cyclists, and pedestrians.	New bicycle/pedestrian/emergency vehicle only bridge crossing the Willamette River.	15,000,000	2018-2024	Exempt	Y	Active Transportation	Clackamas County
10134	Wilsonville	Clackamas County	65th/Elligsen/Stafford Intersection Improvements	65th, Elligsen, Stafford Rd. intersections	65th, Elligsen, Stafford Rd. intersections	Improve traffic safety	Construct roundabout	5,500,000	2018-2024	Not Regionally Significant	Y	Freight	Clackamas County
10153	Wilsonville	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 Village housing development and employment areas in Wilsonville and with the new Commuter Rail site.	Extend 3 lanes with sidewalks and bike lanes.	8,900,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Clackamas County

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10156	Wilsonville	Wilsonville	Boeckman Rd. at Boeckman Creek	Canyon Creek Rd. N	Stafford Rd.	Boeckman Road is designated as an arterial street in the City's TSP. It provides an east-west connection in Wilsonville between Tooze Road/Graham's Ferry Road on the west and Stafford Road on the east, serving as an important non-interstate alternate.	Widen Boeckman Road to 3 lanes with bike lanes, sidewalks and connections to regional trail system and install bridge.	5,800,000	2018-2024	Not Regionally Significant	Y	Roads and Bridges	Clackamas County
10853	Wilsonville	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	10,400,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Clackamas County
11243	Wilsonville	Washington Co.	Day Rd. Improvements	Grahams Ferry Rd.	Boones Ferry Rd.	Improve structural integrity of road to accommodate increased freight traffic to industrial areas	Widen from 3 lanes to 5 lanes with bike lanes, sidewalks and street lighting. Improve structural integrity for increased freight traffic and provide congestion relief	14,000,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Clackamas County
11487	Wilsonville	Washington Co.	Boones Ferry Improvements	Basalt Creek East-West Arterial	Day Rd	Provide congestion relief.	Widen from 3 lanes to 5 lanes with bike lanes, sidewalks and street lighting	1,100,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Clackamas County
11488	Wilsonville	Washington Co.	Boones Ferry Road/Commerce Circle/95th Avenue			Provide congestion relief.	intersection improvement and Access Control	1,000,000	2025-2032	Exempt	Y	Roads and Bridges	Clackamas County
11489	Wilsonville	ODOT	Boones Ferry / I-5 ramp improvements	SB I-5 off ramp	Boones Ferry Rd	Provide congestion relief.	construct second right-turn lane	1,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Clackamas County
11490	Wilsonville	Washington Co.	Day Rd Overcrossing	Boones Ferry Rd	Elligsen Rd	Provide congestion relief.	Extend new 4-lane overcrossing over I-5 from Boones Ferry Rd to Elligsen Rd. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	44,100,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Clackamas County
11554	Wilsonville	Wilsonville	Barber St / Town Center Loop Bike/Pedestrian Bridge over I-5	Boones Ferry Rd.	Town Center Loop Road	Construct bike/pedestrian bridge over I-5 to improve connectivity of Town Center area with businesses and neighborhoods on west side of I-5	Wilsonville TSP project BW-09	7,000,000	2018-2024	Exempt	Y	Active Transportation	Clackamas County
11555	Wilsonville	Wilsonville	Boeckman Creek Trail	Canyon Creek Park	Memorial Park	Construct north-south trail through east Wilsonville following Boeckman Creek, with connections to Canyon Creek Park, Boeckman Road, existing community pathway crossing Boeckman Creek, Wilsonville Road, and Memorial Park.	TSP Project RT-01	1,950,000	2018-2024	Exempt	Y	Active Transportation	Clackamas County
11556	Wilsonville	Clackamas County	Stafford Rd. Improvements	Eilligsen Rd	Boeckman Rd.	Address safety, provide congestion relief and improve access to Wilsonville.	Upgrade to meet arterial standards, 3 lanes with bike lanes, sidewalks, etc. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	12,000,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Clackamas County
11557	Wilsonville	Wilsonville	Brown Road Extension	Boones Ferry Road	Brown Road	Congestion relief. Network gap.	New connection between Boones Ferry road and Wilsonville Road	15,200,000	2025-2032	Not Regionally Significant	Y	Roads and Bridges	Clackamas County

APPENDIX B – *Notice of Public Comment Opportunity for the 2014 RTP and 2015-2018 MTIP Joint Air Quality Conformity Determination*

What do you think? – Regional planning 30-day comment period

Air quality conformity analysis | demographics and investment assessment

Learn and react to how planned transportation investments would affect our air quality and how the investments would be distributed across different populations: people of color, low income, limited English proficiency, senior and youth.

Visit www.oregonmetro.gov/participate

Friday, May 16 through Sunday, June 15.

Metro

Metro has prepared the 2014 Regional Transportation Plan and 2014-18 Metropolitan Transportation Improvement Program as required by federal law. Related documents are available for public comment through this comment period at www.oregonmetro.gov/rtp and www.oregonmetro.gov/mtip, or call 503-797-1750 to request copies.

The Metro Council is scheduled to hold a **public hearing and take preliminary action** on the RTP 2 p.m. **Thursday, May 8** and is scheduled to hold a **public hearing and take legislative action** on the RTP and MTIP 2 p.m. **Thursday, July 17** at Metro Regional Center, 600 NE Grand Ave., Portland.

Submit comments online, by mail to Metro Planning, 600 NE Grand Ave., Portland, OR 97232, by email to rtp@oregonmetro.gov, or by phone at 503-797-1750 or TDD 503-797-1804 from May 16 through June 15.

Esta es una notificación de su oportunidad para comentar sobre las prioridades de transporte en la región. Para recibir una traducción de la notificación pública completa en español, llame al 503-797-1700 (de 8 a.m. a 5 p.m. los días de semana).

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Đây là thông báo về cơ hội của quý vị được trình bày ý kiến đối với các ưu tiên về chuyên chở trong vùng. Muốn nhận được bản dịch đầy đủ của thông báo bằng Tiếng Việt, xin gọi số 503-797-1700 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường).

本公告旨在通知您利用這個機會評議在您所在社區經營危險廢棄物設施的申請。 要獲取完整的繁體中文翻譯版公告，請撥打503-797-1700（工作日上午8點至下午5點）。

Настоящим уведомляем, что у вас есть возможность оставить свой отзыв относительно приоритетов транспортного развития в вашем регионе. Русскую версию настоящего оповещения можно запросить по номеру 503-797-1700 в рабочие дни с 8:00 до 17:00.

본 통지서는 지역 내 교통 관련 우선 사항에 대해 귀하의 의견을 제시할 수 있는 기회를 알려 드리기 위한 것입니다. 한국어로 번역된 통지서 전문을 받아보시려면, 503-797-1700로 문의하십시오(주중 오전 8시 ~ 오후 5시).

Повідомляємо про те, що ви маєте можливість прокоментувати пріоритетні напрямки транспортного сполучення в регіоні. Для отримання повного перекладу повідомлення українською мовою зателефонуйте за номером 503-797-1700 або 503-797-1804 (лінія TDD/TTY) з 8.00 до 17.00 у робочі дні.

これは、お住まいの地域の交通に関する優先事項についてコメントする機会に関する通知です。公示全文の日本語版を受け取るには、503-797-1700（平日午前8時～午後5時）までお電話ください。

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これは、お住まいの地域の交通に関する優先事項についてコメントする機会に関する通知です。公示全文の日本語版を受け取るには、503-797-1700（平日午前8時～午後5時）までお電話くださ。

Ito ay isang paunawa ng inyong pagkakataong magkomento sa mga priyoridad na pantransportasyon sa rehiyon. Upang makatanggap ng salin sa Tagalog ng buong paunawa sa publiko, tumawag sa 503-797-1700 o TDD/TTY 503-797-1804 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes).

What do you think? – Regional planning 30-day comment period

Air quality conformity analysis | demographics and investment assessment

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Metro

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APPENDIX C – *Federal Register Notice Designation of Portland Metropolitan Region as Non-Attainment for Carbon Monoxide*

federal register

Wednesday
November 6, 1991

Part II

Environmental Protection Agency

40 CFR Part 81
Air Quality Designations and Classifications; Final Rule

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 81

[Air Docket No. A-90-42; FRL-3946-1]

RIN 2060-AC56

Designation of Areas for Air Quality Planning Purposes

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: This rulemaking sets forth the attainment status, including designations and classifications for selected areas affected by the ozone, carbon monoxide (CO), particulate matter (PM), and lead national ambient air quality standards (NAAQS). The tables following this rulemaking set forth, on a State-by-State, pollutant-by-pollutant basis (as appropriate), the attainment status of the above-mentioned NAAQS as submitted by the appropriate States, and approved or as designated and classified by the EPA. Designations and classifications revised as a result of technical corrections will be republished.

EFFECTIVE DATE: This regulation will become effective on January 6, 1992.

ADDRESSES: Written comments on this rulemaking must be limited to addressing the technical correctness of these determinations and significant new policy issues and must be received on or before December 6, 1991. Such comments should be sent in duplicate to the attention of: Air Docket No. A-90-42, U.S. EPA (LE-131), 401 M St., SW., Washington, DC 20460. The docket is located in Rm. M-1500, First Floor, Waterside Mall, 401 M St., SW., Washington, DC. Materials relevant to this rulemaking may be inspected at this location during the hours from 8:30 a.m. to 12 noon and from 1:30 p.m. to 3:30 p.m., Monday through Friday, except for legal holidays. In addition, the public may inspect the same information that is maintained in the docket at the following locations.

Regional Offices	States
Susan Studlien, Chief, State Air Programs Branch, EPA Region I, J.F.K. Federal Building, Boston, MA 02203-2211, (617) 565-3245; FTS 835-3245..	Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont
William S. Baker, Chief, Air Programs Branch, EPA Region II, 26 Federal Plaza, New York, NY 10278, (212) 264-2517; FTS 264-2517..	New Jersey, New York, Puerto Rico, and Virgin Islands.
Marcia Spink, Chief, Air Programs Branch, EPA Region III, 841 Chestnut Building, Philadelphia, PA 19107, (215) 597-9075; FTS 597-9075..	Delaware, District of Columbia, Maryland, Pennsylvania, Virginia, and West Virginia.
Tom Hansen, Acting Chief, Air Programs Branch, EPA Region IV, 345 Courtland St., NE., Atlanta, GA 30365, (404) 347-2864, FTS 257-2864..	Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, and Tennessee.
Stephen H. Rothblatt, Chief, Regulation Development Branch, EPA Region V, 230 South Dearborn St., Chicago, IL 60604, (312) 353-2211; FTS 353-2211..	Illinois and Indiana.
Gary Gulezian, Chief, Air Toxics and Radiation Branch, EPA Region V, 230 South Dearborn St., Chicago, IL 60604, (312) 353-8559; FTS 353-8559..	Michigan and Wisconsin
George Czerniak, Chief, Air Enforcement Branch, EPA Region V, 230 South Dearborn St., Chicago, IL 60604, (312) 353-2088; FTS 353-2088..	Ohio and Minnesota.
Gerald Fontenot, Chief, Air Programs Branch, EPA Region VI, 1445 Ross Ave., Dallas, TX 75202-2733, (214) 655-7204; FTS 255-7204..	Arkansas, Louisiana, New Mexico, Oklahoma, and Texas.
Gale Wright, Chief, Air Branch, Region VII, 726 Minnesota Ave., Kansas City, KS 66101, (913) 236-7020; FTS 276-7020..	Iowa, Kansas, Missouri, and Nebraska.
Douglas M. Skie, Chief, Air Programs Branch, EPA Region VIII, 999 18th St., Denver Place - Suite 500, Denver, CO 80202-2405, (303) 293-1750; FTS 330-1750..	Colorado, Montana, North Dakota, South Dakota, Utah, and Wyoming.
David L. Calkins, Chief, Air Programs Branch, EPA Region IX, 75 Hawthorne St., San Francisco, CA 94105, (415) 744-1210; FTS 484-1210..	Arizona, California, Guam, Hawaii, and Nevada.
George Abel, Chief, Air & Radiation Branch, EPA Region X, 1200 Sixth Ave., Seattle, WA 98101, (206) 553-4166; FTS 399-4166..	Alaska, Idaho, Oregon, and Washington.

FOR FURTHER INFORMATION CONTACT:

Ozone/CO Issues:
Barry Gilbert or Valerie Broadwell, Ozone/CO Programs Branch, (919) 541-5238/3310; FTS 629-5238/3310.

Lead, SO_2 Issues:
Laurie Ostrand, SO_2/Particulate Matter Programs Branch, (919) 541-3277; FTS 629-3277.

Particulate Matter Issues:
Larry Wallace, SO_2/Particulate Matter Programs Branch, (919) 541-0906; FTS 629-0906.

Issues of a general nature:
Hank Young, Regional Operations Branch, (919) 541-5543; FTS 629-5534.

Air Quality Management Division (MD-15), Office of Air Quality Planning and Standards, U.S. Environmental Protection Agency, Research Triangle Park, NC 27711.

SUPPLEMENTARY INFORMATION:

TABLE OF CONTENTS

I. Background

A. Purpose

The purpose of this document is to announce and promulgate designations, classifications, and boundaries for areas of the country with respect to the NAAQS for ozone, CO, particulate matter with an aerodynamic diameter less than or equal to a nominal 10 micrometers (PM-10), and lead in accordance with the requirements of the Clean Air Act (CAA).

B. Preenactment Status and Clean Air Act Amendments (CAAA) of 1990

The nation's first Federal efforts at controlling air pollution began in 1963 with passage of the CAA. Four amendments followed in 1967, 1970, 1977 and 1990. The 1967 Amendments directed the previous Department of Health, Education and Welfare to identify regional areas with common air masses throughout the nation [Air Quality Control Regions (AQCR's)]. By 1970, 57 AQCR's were named. Later that year, 34 additional areas were announced.

The 1970 Amendments authorized the Administrator of the newly created EPA to identify additional areas, but only at the States' initiative. As of January 1972, 247 AQCR's were listed.

Section 107(d) of the 1977 Amendments gave the EPA the authority to designate areas nonattainment without a State's request. After EPA's initial designation of areas as attainment/unclassifiable or nonattainment in 1978, however, subsequent designations could be made only at a State's request. In that same year, EPA published, for the first time, a list of all section 107(d) nonattainment areas in 40 CFR part 81.

C. CAAA and Subsequent EPA Actions

This section summarizes the relevant provisions of the CAAA as applicable to ozone and CO areas. A discussion of the provisions applicable to PM-10, SO_2, and lead areas is found in sections II. B., C., and D. of this document.

The CAAA of 1990 authorized EPA to designate areas nonattainment and to classify them according to degree of severity. Classification, in turn, triggers a set of control requirements designed to bring areas into attainment by their specified attainment dates.

Under the CAAA of 1990, preenactment ozone and CO nonattainment areas were classified on the date of enactment according to the severity of their problem. States were required, by 120 days after enactment, to submit lists designating all areas of the State as attainment, unclassifiable, or nonattainment for ozone and CO. The EPA was required to promulgate these lists by 240 days after enactment, making revisions, including boundary modifications, as appropriate. Ozone or CO areas classified serious or higher are subject to a separate process for determining boundaries which places a strong presumption in favor of expanding boundaries to the Metropolitan Statistical Area (MSA) [or Consolidated Metropolitan Statistical Area (C/MSA)].

D. Chronology of EPA and State Actions

1. *CAAA of 1990.* The CAAA of 1990 reaffirm the major role of the States in developing and implementing State implementation plans (SIP's) to attain the NAAQS. On November 15, 1990, the day the CAAA were signed into law, EPA Administrator William K. Reilly sent a letter to State Governors alerting them to the significance of the legislation and summarizing the Amendments.

One month later, William G. Rosenberg, Assistant Administrator for Air and Radiation, followed up the November 15, 1990 letter with a second letter to State Governors. This letter notified Governors of those initial State actions or submittals required of States, particularly those actions needed within a very short time period.

In January 1991, a third letter to States went out from each Regional Administrator providing more detailed information on determining designations, classifications, and boundaries; notification of SIP deficiencies; and information about other early State actions. Attached to the letter was a list of current and planned guidance materials that would be provided by EPA to support State activities.

2. *Chronology of events.* The first official actions the States took came 45 days after enactment of the CAAA (December 30, 1990). Preenactment ozone and/or CO nonattainment areas classified under section 107(d)(4)(A)(iv) as serious, severe, or extreme would take as their nonattainment area boundaries the boundary of their respective C/MSA unless the State notified the Administrator, no later than 45 days after enactment, of its intent to study the boundaries further (the 45-day letter).

In addition, under sections 181(a)(4) and 186(a)(3), EPA was authorized to reclassify an area upward or downward (a "bump down") if the design value of an area placed it within 5 percent of the next classification. The EPA requested that States seeking a bump down make the request within 45 days of enactment. (Section 181(b)(3) provides that EPA shall automatically grant the request of any State to reclassify an ozone nonattainment area to a higher classification.)

The next major event occurred 90 days after enactment, February 13, 1991, when the EPA responded to States' bump down requests.

On March 15, 1991 (120 days after enactment), States were required to submit to EPA a list of all their ozone and CO nonattainment areas, including boundary recommendations. States were urged to submit at the same time SO_2, PM-10, and lead nonattainment areas, including boundary recommendations. States were encouraged to provide at this time the additional boundary studies and recommendations for the serious, severe, and extreme ozone and CO areas covered by the 45-day letters. By

May 14, 1991 (180 days after enactment), EPA Regional Administrators notified States of any potential modifications to the States' recommendations. States were encouraged in the 180-day letter to respond to EPA's proposal within 20 days (by June 3, 1991, which is 200 days after enactment) for ozone and CO areas, and within 60 or 120 days, depending on the type of modification, for lead. Many States did so.

With respect to ozone and CO, today's action is final except for the following counties for ozone: Orange and Putnam (New York, New Jersey-Long Island CMSA); Muskegon (Muskegon, MI); Washington (Parkersburg-Marietta, OH) and Pasco (Tampa, FL); and the following counties for CO: Hancock, Brooke, and Jefferson (Steubenville); and Utah (Provo, UT).

With respect to lead, PM-10, and SO_2, refer to the appropriate section below for a description of the specific action being taken.

3. *Presentation of technical information.* Copies of all of the above mentioned correspondence and other correspondence between the States, interested parties, and EPA regarding this process are available for review in the Air Docket No A-90-42 maintained in Rm. M-1500, 401 M St., SW., Washington, DC 20460 (first floor of the EPA Washington DC, Waterside Mall Office). Identical information is also available for review at the EPA Regional Offices listed above in the addresses section of this rulemaking package.

Detailed discussions concerning the basis for EPA's actions and decisions are excluded from this rulemaking and are included in a Technical Support Document (TSD). The TSD is also available in the Air Docket and respective Regional Offices. Where appropriate in this rule, the reader is directed to the TSD for additional information.

II. Summary of Today's Action

A. Ozone/CO

1. *Introduction.* This section will describe EPA's interpretation of the designations/classifications/boundaries requirements applicable to ozone/CO areas; and it will describe EPA's actions in promulgating or announcing these decisions.

This section is organized chronologically. The reader is invited to refer to the chronology of CAAA requirements and EPA/State administrative actions described above. The most important submissions by the States, and preliminary and final EPA actions, are summarized in tables included as part of this rule.

2. *Enactment—a. Designations/boundaries/classifications—i. Designations.* As described in this section, at the date of enactment, all areas of the country were designated with respect to ozone and CO by operation of law in accordance with the preenactment designations. For areas that were designated nonattainment before enactment, EPA interprets the CAAA to maintain the preenactment designation for the area and to begin a process for determining the boundaries for the area.

Section 107(d)(1)(C) provides that each ozone and CO area designated nonattainment, attainment, or unclassifiable immediately before the date of enactment of the CAAA "is designated, by operation of law," as a nonattainment, attainment, or unclassifiable area, respectively. –

Section 107(d)(2)(A) requires EPA to publish a **Federal Register** notice with respect to this designation, but does not specify a time for doing so. Accordingly, this rulemaking serves the purpose of fulfilling this requirement to promulgate the date-of-enactment designations, coupled with the requirements discussed below, to promulgate the classifications and boundaries for these areas.

ii. *Boundaries.* As noted above, section 107(d)(1)(C) requires that each area designated preenactment of the CAAA be designated again, by operation of law, in the same fashion. Because the specific boundaries of the areas are to be determined subsequently, as described below, EPA interprets the section 107(d)(1)(C) requirement as generally specifying that the appropriate areas be designated, but not necessarily as solidifying their pre-enactment boundaries. For example, as of the date of enactment, the Tampa, Florida, area became designated nonattainment, but the specific boundaries of that area were to be determined subsequently.

Nevertheless, for certain purposes, each area designated by operation of law under section 107(d)(1)(C) retained its preenactment boundaries at the date of enactment. For example, locations within a metropolitan area that were designated nonattainment at enactment remained subject to the nonattainment new source review (NSR) requirements of the NSR programs EPA had previously approved for the nonattainment areas (under Part D of Title I of the Clean Air Act prior to the CAAA). The preenactment boundaries are identified in the version at 40 CFR part 81, Subpart C-Section 107 Attainment Status Designations (part 81 tables), preceding the enactment of the CAAA.

iii. *Classifications/other treatments—(a) General.* –As described in this section, all areas (with certain exceptions) designated nonattainment by operation of law as of the date of enactment were classified as of the date of enactment in accordance with air quality.

Section 181(a)(1) provides:

> Each area designated nonattainment for ozone pursuant to section 107(d) shall be classified at the time of such designation under table 1, by operation of law, as a Marginal Area, a Moderate Area, a Serious Area, a Severe Area, or an Extreme Area based on the design value for the area.

Section 186(a)(1) includes an identical provision for CO areas (except that the classifications are limited to moderate or serious).

Based on these provisions, EPA has taken the position that classifications for areas designated nonattainment prior to enactment occurred at the same time that those areas were designated by operation of law as nonattainment under section 107(d)(1)(C)(i), which was the date of enactment. As discussed below, EPA has taken the position that, for metropolitan areas that included at least some locations designated nonattainment at enactment, such classification is not delayed until the time of the designations required to be promulgated 240 days after enactment under section 107(d)(4)(A)(ii).

For ozone, classification is to be based on the following table of design values (section 181(a)(1), table 1):

Area classification	Design value (parts per million)
Marginal	0.121 up to (but not including) 0.138
Moderate	0.138 up to (but not including) 0.160
Serious	0.160 up to (but not including) 0.180
Severe-15	0.180 up to (but not including) 0.190
Severe-17	0.190 up to (but not including) 0.280
Extreme	0.280 and above

Severe-15 and -17 areas (EPA's nomenclature) face the same requirements but differ in their attainment dates (15 years for severe-15; 17 years for severe-17). Severe-17 applies to areas with a design value of .190 to .280 for ozone years 1986-1988.

For CO, classification is to be based on the following table of design values (section 186(a)(1), table 3):

Area classification	Design value (ppm)
Moderate-1	9.1-12.7
Moderate-2	12.8-16.4

Area classification	Design value (ppm)
Serious	16.5 and above

EPA is distinguishing moderate-1 from moderate-2 (EPA's nomenclature) because of the significant additional regulatory requirements for those areas with a design value above 12.7 ppm.

For both ozone and CO, the design value is to be calculated according to "the interpretation methodology issued by the Administrator most recently before the date of the enactment" of the CAAA. This methodology is contained for the most part in a memorandum from William Laxton, Director, Technical Support Division, the Office of Air Quality Planning and Standards, dated June 18, 1990 ("Laxton Memorandum"). This memorandum is contained in the TSD, item #1.

Section 181(a)(3) requires the publication in the **Federal Register** of ozone classifications at the time of the publication of the notice under section 107(d)(4) (concerning designations). Section 186(a)(2) includes a comparable requirement for CO. This rulemaking fulfills those requirements. –

A listing of the classifications as they stood at the date of enactment can be found in the pre-CAAA 40 CFR part 81 tables mentioned previously.

(*b*) *Years of data.* The primary years the EPA used for purposes of designations and classifications pursuant to this notice were 1987-1989 (3-year period) for ozone and 1988-1989 (2-year period) for CO.

In some cases, the EPA used complete 1988-1990 (ozone) or 1989-1990 (CO) data if they were quality assured and publicly available in the AIRS [Aerometric Information Retrieval System (EPA's National Air Quality Database)] by February 13, 1991, and the State requested the EPA to use it.

For areas designated attainment prior to enactment, the EPA relied on 1990 data (if quality assured and in AIRS by February 13, 1991) to continue an attainment designation in cases where an area violated the standard during the primary ozone or CO years, but then revealed attainment once again using 1990 data.

There are several reasons why the EPA began with the data years 1987-1989 for ozone and 1988-1989 for CO. The CAA required the Administrator to make a determination for 5 percent classification downshifts no later than 90 days after enactment (February 13, 1991). No later than 180 days after enactment (May 15, 1991), the EPA was required to notify States of its intent to designate areas. Although some areas had 1990 data available as early as February 13, 1991 and EPA considered it, most areas did not. Thus, in order to meet the deadlines set forth in the Act the EPA was compelled for timing purposes to use 1987-1989 for ozone and 1988-1989 for CO as primary data years in determining designations and classifications pursuant to this notice.

(*c*) *Other treatment.* Some nonattainment areas were not classified in accordance with the classification tables under section 181(a)(1) or 186(a)(1) because of specific statutory provisions or because their air quality values did not accord with the classification tables. —

(*1*) *Submarginal.* The EPA has determined to treat certain ozone nonattainment areas as "submarginal." This category includes areas that violated the ozone standard during 1987-1989 and that had a design value during the relevant period of less than .121 ppm. The submarginal category can occur when there is not a complete set of data so that the expected exceedance rate is higher than the NAAQS exceedance rate of 1.0 per year even though the estimated design value is less than the level of the standard. More discussion of EPA's data requirements is contained in the TSD, item #2.

The SIP submittal requirements of section 182 (concerning ozone) do not apply to these areas. A detailed discussion of these requirements will appear in the Title I General Preamble in a **Federal Register** scheduled for January 1992 publication.

(*2*) *Transitional.* Section 185A provides that an area designated nonattainment by operation of law under section 107(d)(1)(C)(i) (by virtue of its designation as nonattainment prior to enactment of the CAAA), which "has not violated the [NAAQS]" for ozone during the 1987-1989 period is to be treated as a transitional area. Section 185A further requires EPA to determine, by June 30, 1992, based on the transitional area's "design value as of the attainment date" whether the area attained the NAAQS by December 31, 1991.

The EPA interprets this provision to require EPA to use its standard methods for determining attainment or nonattainment to ascertain whether an area is a transitional area and to determine whether the area attained the NAAQS by December 31, 1991. There must be sufficient data (75 percent completeness for each year) to determine that the area has not violated the standard. A brief discussion of these procedures is included in the TSD, item #3.

(*3*) *Ozone incomplete data areas.* Certain ozone areas designated nonattainment prior to enactment do not have sufficient air quality monitoring data to determine whether they are or are not violating the NAAQS. Under these circumstances, the EPA does not believe sufficient data (75 percent completeness for each year) exist to warrant a classification for the area. The EPA terms these areas "Incomplete Data Areas."

As a result, the SIP submittal requirements of section 182 (concerning ozone) do not apply to these areas. A detailed discussion of these requirements will appear in the Title I General Preamble in a **Federal Register** scheduled for January 1992 publication.

(*4*) *CO "not classified" areas.* Certain CO areas are designated nonattainment by operation of law as of the date of enactment by virtue of their preenactment designation of nonattainment. These areas did not experience a violation of the 1988-1989 NAAQS. Where there was inadequate monitoring or insufficient data, EPA looked at historical trends to determine whether the area would have violated the NAAQS in 1988-1989. Where EPA concluded there would have been a violation, the area was classified appropriately. Where EPA believed there would not have been a violation, the area was "not classified."

As a result, the SIP submittal requirements of section 187 (concerning CO) do not apply to these areas. A detailed discussion of these requirements will appear in the Title I General Preamble in a **Federal Register** scheduled for January 1992 publication.

(*5*) *Rural transport areas (ozone).* Section 182(h) sets out general criteria for determining whether an area qualifies as a rural transport area. The statute defines it as an area which is designated nonattainment and neither includes nor is adjacent to any part of a C/MSA. In such cases, the Administrator in his discretion may treat the area as a rural transport area based on a finding that the emissions within the area do not make a significant contribution to the ozone concentrations measured in the area or in other areas.

For specific criteria in determining when an area is a rural transport area, refer to the procedures contained in technical document # EPA 450/4-91-015, "Criteria for Assessing the Role of Transported Ozone/Precursors in Ozone Nonattainment Areas."

This section also provides that a rural transport area, regardless of its classification, is treated as meeting the

applicable requirements of section 182 (generally relating to submissions required for ozone areas classified from marginal to extreme) if the area meets the submission requirements of a marginal area.

The thrust of this provision is to allow a rural transport area, the design value of which would otherwise indicate a classification for the area of moderate or higher, to be treated as a marginal area.

3. *Enactment + 45 days: C/MSA boundary process begins—general requirements.* Section 107(d)(4)(A)(iv) provides that areas designated nonattainment at the date of enactment, and classified as serious or higher, would, by operation of law 45 days after the classification, take as their boundaries the MSA or C/MSA, unless the State submitted a letter before that date indicating that it wished to study the boundary question further. Because areas designated nonattainment by operation of law at the date of enactment were also classified at that time, as described above, this 45-day period began from the date of enactment and ended on December 30, 1990.

Areas for which no 45-day letter was submitted took as their boundary the larger of their preenactment boundaries or the C/MSA. These areas are identified in section 8a(1) of this document.

Areas for which a 45-day letter was submitted are identified in the TSD, item #4, and copies of the letters are in Docket A-90-42. For these areas, the State was given the opportunity to submit to EPA a study describing why parts of the C/MSA should not be included in the nonattainment area. In letters from EPA to the relevant State air agency directors, EPA urged that the States submit their analyses by March 15, 1991, and requested that the study be completed by, at the latest, August 13, 1991. If EPA concurs in the finding, based on the State study, by 14 months after classification (January 15, 1992), the boundaries will be reduced accordingly. If EPA does not concur by that date, the boundaries will become the C/MSA by operation of law.

4. *Enactment + 90 days: 5 percent classification adjustment*—a. *General.* Under sections 181(a)(4) and 186(a)(3), an ozone or CO nonattainment area may be reclassified to the next higher or lower classification if its design value places it within 5 percent of the next classification. For ozone, section 181(a)(4) provides that such reclassification must occur no later than 90 days after the initial classification, which is (1) 90 days after the date of enactment (by February 13, 1991) for areas designated nonattainment by operation of law under section 107(d)(1)(C) (by virtue of their designation as nonattainment preenactment); or (2) 90 days after the effective date of this rule for areas designated nonattainment for ozone for the first time pursuant to this rule (by virtue of their designation as attainment preenactment). For CO, section 186(a)(3) provides that such reclassification must occur no later than 90 days after enactment. The provisions grant the Administrator broad discretion in making, or determining not to make, the reclassification.

b. *EPA criteria.* Section 181(a)(4) provides general guidelines in determining whether an area qualifies for a classification adjustment:

> In making such adjustment, the Administrator may consider the number of exceedances of the national primary ambient air quality standard for ozone in the area, the level of pollution transport between the area and other affected areas, including both intrastate and interstate transport, and the mix of sources and air pollutants in the area.

The EPA has developed more specific criteria (discussed below) to evaluate whether it is appropriate to reclassify a particular area. These criteria are primarily applicable to downshifts. The EPA approved downshifts when the area met the first requirement (a request by the State to EPA) and at least some of the other criteria (emissions, reductions, trends, etc.) and did not violate any of the criteria.

Request by State: EPA did not exercise its authority to downclass (or upclass) areas on EPA's own initiative. Rather, EPA requested that the State submit a request for a downshift.

Discontinuity: A 5-percent downshift must not result in an illogical or excessive discontinuity relative to surrounding areas. In particular, in light of the area-wide nature of ozone formation, a downshift should not create a "donut hole" where an area of one classification is surrounded by areas of higher classification.

Attainment: Evidence should be available that the proposed area would be able to attain by the earlier date specified by the lower classification.

Emissions reduction: Evidence should be available that the area would be very likely to achieve the appropriate total percent emission reduction necessary in order to attain in the shorter time period.

Trends: Near- and long-term trends in emissions and air quality should support a downshift. Historical air quality data should indicate substantial air quality improvement. Growth projections and emission trends should support a downshift. Vehicle miles traveled (VMT) and other indicators of emissions should not be increasing at higher than normal rates.

Years of data: For ozone, the 1987-1989 period is central to determining classification. Years of data after 1989 may be employed to corroborate the validity of a downshift. However, later years of data should not be the sole foundation for downshifts.

Only one downshift is allowed, meaning, if downclassed, an area cannot present data from other years as justification for a second downclass.

Under no circumstances can the use of 1990 air quality data be used to redesignate an area from nonattainment to attainment. For redesignation to attainment, the area must meet all of the requirements of section 107(d)(3) (including a maintenance plan).

c. *EPA action.* Areas requesting a downshift per section 181(a)(4) and EPA's response to those requests are contained in the TSD, item #5.

d. *Reclassifications upward.* Section 181(b)(3) provides that EPA shall automatically grant the request of any State to reclassify an ozone nonattainment area to a higher classification. This requirement requires EPA to "publish a notice in the **Federal Register** of any such request and of any action by the Administrator in granting such request."

On December 27, 1990, EPA received a request from the State of Maine to reclassify Lincoln County upward from marginal to moderate. By this notice, EPA is granting that request.

On December 28, 1990, EPA received a request from the State of California to reclassify Ventura County from serious to severe. Ventura County is part of the Los Angeles C/MSA, which is classified as extreme, and California has requested (pursuant to the 45-day/14-month process described above) that Ventura County be treated as a separate nonattainment area. California's request to reclassify Ventura County to severe is based on an assumption that Ventura County would be treated as a separate nonattainment area. As discussed below, EPA is, by this notice, approving California's request to treat Ventura County as a separate area classified as severe.

Section 182(b)(3) does not by its terms place time limits on the opportunity of a State to request a voluntary reclassification upward. Accordingly, States may continue to submit such requests. However, such reclassification will not delay the SIP/submittal dates otherwise applicable under subpart 2 of Title I of the CAAA.

5. *Enactment + 120 days: State submits list of all areas—general.* Section 107(d)(4)(A)(i) requires States to submit a list designating, redesignating, or affirming the designation of all areas of the State as nonattainment, attainment, or unclassifiable for ozone and CO by 120 days after enactment.

Virtually all the States met this requirement on a timely basis. Copies of the States' 120-day letters are included in Air Docket A-90-42.

For areas designated nonattainment at the date of enactment of the CAAA, and classified as marginal or moderate, this list must include the boundaries of the areas.

For areas designated nonattainment at the date of enactment of the CAAA, and classified serious or above, and for which the Governor submitted a 45-day letter, EPA encouraged the States to submit their supporting analyses as soon as possible, and EPA stated that if possible, EPA would make a determination by this notice instead of by January 15, 1992 (the statutorily prescribed deadline). Several States did submit their boundary analyses sufficiently early to allow EPA to take action in this document. The actions EPA is taking on the boundaries for these States are discussed later in this document and in more detail in the TSD.

For areas designated attainment or unclassifiable at the date of enactment, States were required to redesignate these areas to nonattainment if their current air quality revealed nonattainment. These areas are identified in Part III. The applicability to these areas of the opportunity for the 5 percent reclassification and, in the case of areas classified serious or higher, the C/MSA boundaries procedure, is described below. Although for these areas this procedure for reclassification and boundary determinations may take place after the classification, which is occurring by this notice, EPA requested in letters sent to the States in January that any affected States submit with their 120-day (March 15) submittals any analyses supporting a reclassification or boundary revision, and EPA would consider taking final action on these issues with today's notice.

6. *Enactment + 180 days: EPA notifies States of intent to modify suggested designations for certain areas.* Section 107(d)(4)(A)(ii) and (1)(B)(ii) provides that EPA may modify the designations, classifications, and boundaries submitted by the State at 120 days, but that if EPA intends to do so, it must notify the State of EPA's proposed modifications at least 60 days prior to EPA promulgation.

By letters dated on or about May 14, 1991 (at least 60 days before the promulgations and announcements set forth in this document), EPA proposed modifications to various State submissions. These modifications are summarized later in this document and/or in more detail in the TSD.

7. *Enactment + 200 days: States respond to EPA's proposed modifications.* Consistent with section 107(d)(4)(A)(ii) and (1)(B)(ii), EPA provided the affected States with an opportunity to demonstrate why any of EPA's proposed modifications were inappropriate. The EPA requested that the affected States submit such demonstrations by June 3, 1991, so that EPA could meet the statutory deadline for promulgation of final designations, classifications, and boundaries. The States' responses are included in Air Docket A-90-42.

8. *Enactment + 240 days.* This section describes the actions EPA is taking with this notice.

Under section 107(d)(4)(B)(ii), EPA is required to promulgate the new, affirmed, and reaffirmed designations, including boundaries, for areas designated nonattainment, attainment, or unclassifiable with respect to ozone and CO. The EPA is taking that action with this notice. This section discusses those actions in several separate parts:

(1) Areas designated nonattainment at date of enactment—classified serious and higher.

(2) Areas designated nonattainment at date of enactment—ozone areas classified marginal or moderate and CO areas classified moderate.

(3) Other areas designated nonattainment at the date of enactment—treated separately from the classified areas.

(4) Areas designated entirely attainment/unclassifiable at enactment, but now redesignated to nonattainment.

(5) Areas designated attainment/unclassifiable at enactment and that now retain that designation.

a. *Ozone and CO areas designated nonattainment at date of enactment—classified serious and higher.* With respect to areas designated nonattainment for ozone or CO at enactment and classified serious or higher, and for which the Governor did not submit a 45-day letter, the area took as its boundaries, 45 days after enactment, the larger of their preenactment boundaries or the C/MSA boundary. Today's notice affirms those boundaries. Any areas not included in the boundaries of these nonattainment areas pre-enactment, but now included within the nonattainment boundaries by virtue of the expansion of the nonattainment area to include the C/MSA, are generally treated as having been designated and classified on the date of enactment, as described below.

With respect to areas designated nonattainment for ozone or CO at enactment, classified serious or higher, for which the Governor submitted a 45-day letter (thereby beginning the C/MSA boundary-determination process) and has submitted the relevant boundary data, this notice promulgates these boundaries.

(1) EPA Actions:

Following are the serious and higher classified areas for which the entire C/MSA was already designated at enactment by operation of law (because the preenactment boundaries of the nonattainment area included the C/MSA), or the remaining attainment areas were added by the State. (See Air Docket No. A- 90-42 for official designation correspondence between the States and EPA on each area.) In addition, for two areas, the Washington, DC, MSA and Philadelphia CMSA, the entire C/MSA is designated due to absence of a 45-day letter from the State requesting more time to evaluate boundaries (Stafford Co., VA, became part of the Washington, DC, nonattainment area and Cecil Co., MD, became part of the Philadelphia nonattainment area).

San Diego, CA
San Joaquin Valley, CA
Philadelphia, PA-NJ-MD-DE
Washington, DC-MD-VA
Baton Rouge, LA
Boston, MA
Greater Connecticut (New London portion)
New York City (New Jersey portion)
Springfield, MA
Beaumont, TX
El Paso, TX
Houston, TX
Milwaukee, WI
Sheboygan, WI

The San Joaquin Valley, CA, area includes the MSAs of Bakersfield, Fresno, Visalia-Tulare-Porterville, Modesto, Merced, and Stockton, and the counties of Kings and Madera. The Greater Connecticut nonattainment area consists of the Hartford-New Britain-Middletown CMSA, the Waterbury, CT, MSA, the New London-Norwich, CT-RI, MSA, and the New Haven-Meriden, CT, MSA, including some of the previous planning areas in the State.

By this notice EPA is promulgating the boundaries of the following seven areas as smaller than the C/MSA. For these areas, the portions of the C/MSA not included in the nonattainment area

become either (1) separate nonattainment areas with a lower classification, or (2) adjoined to another, contiguous nonattainment area with the same or lower classification. The States and EPA are in agreement with respect to these actions. Under section 107(d)(4)(A)(v), EPA may promulgate boundaries smaller than the C/MSA if it concurs with a State finding that sources in the excluded portion "do not contribute significantly" to the violation of the NAAQS. This provision identifies several factors that may be considered.

In general, EPA supports its decision to concur with the State's finding with respect to these areas on the basis of a facts-and-circumstances test that focused on whether sources in the area at issue contributed significantly to NAAQS violations in the C/MSA. The EPA did not develop bright-line criteria, but instead, examined such factors as the amount of emissions from within the area at issue and its percentage contribution to the C/MSA (or surrogates for emissions data, such as population) and if available, the results of modeling studies.

Baltimore, MD—Kent and Queen Annes Counties become a separate marginal nonattainment area.

Los Angeles, CA—Ventura County becomes a separate severe-15 area. Southeast desert modified (AQMA) becomes a separate severe-17 area.

Portsmouth, NH-ME—The Maine portions of Portsmouth become part of the Portland, Maine, nonattainment area.

Chicago, IL—Kenosha County becomes part of the Milwaukee-Racine nonattainment area.

New London-Norwich MSA (Rhode Island portion)—Westerly and Hopkington become part of the Providence nonattainment area.

New York City (Connecticut portion)—Ansonia City, Beacon Falls Town, Derby City, Milford City, Oxford Town, Seymour Town and Shelton City become part of the Greater Connecticut nonattainment area.

Boston, MA—All Massachusetts towns which were previously part of the Providence CMSA become part of the Boston nonattainment area.

In addition, EPA believes that it may concur in reassignment of a portion of the C/MSA to another nonattainment area when that reassignment results in the same, or essentially the same, classification—under the *de minimis* authority of Alabama Power Co. v. Costle, 636 F.2d 323, 360-61, 404-05 (DC Cir. 1980). This case held that EPA may exempt de minimis situations from a statutory requirement when the burden of regulation would yield little or no value. In these cases, EPA believes that applying the "contributes significantly" test to these areas would yield no gain in air quality since control requirements remain the same despite the reassignment, and thus neither area's prospects for reaching attainment and maintenance is jeopardized. Applying *de minimis* authority to these cases remains consistent with the underlying purpose of the nonattainment provisions, which is to assure attainment and maintenance of the NAAQS. (See the TSD, item #6, for technical documentation supporting these determinations.)

In addition, by this notice EPA is promulgating the boundaries of the following five areas as smaller than the C/MSA. For these areas, the removed portions of the C/MSAs remained attainment. (See the TSD, item #7, for technical documentation supporting these determinations.) Following is a listing of the C/MSAs and the counties which remain attainment. The States and EPA are in agreement with respect to these actions.

Ozone

Atlanta, GA—Butts, Barrow, Newton, Spaulding and Walton Counties remain attainment.

Los Angeles, CA—The southeast desert portion (eastern Riverside County and northern and eastern San Bernardino County) of the LA CMSA remains attainment.

Sacramento, CA—The Lake Tahoe Air Basin portions of El Dorado and Placer Counties remain attainment.

Chicago, IL—Portions of Kendall and Grundy Counties remain attainment.

CO

Los Angeles, CA—All of Ventura County and the southeast desert portions of Los Angeles, Riverside, and San Bernardino Counties remain attainment.

For the following serious areas, States requested in a letter (45-day letter) more time to evaluate their boundaries per section 107(d)(4)(A)(iv). The Administrator has not yet made a finding on these two areas.

Muskegon, MI.

New York City (Orange and Putnam Counties, NY).

In a May 14, 1991 letter to these States, EPA requested that all documentation pertaining to any proposed boundary changes be submitted as soon as possible, but no later than August 12, 1991.

New York State followed with a letter on June 4, 1991, requesting more time to evaluate the boundaries of Orange and Putnam Counties and informed EPA that the appropriate documentation would be submitted no later than the August 12, 1991 deadline.

The State of Michigan confirmed its intent to continue studying its Muskegon boundary issue in a June 18, 1991 letter to EPA.

On January 15, 1992, nonattainment boundaries will become the entire C/MSA for both the New York and Michigan areas discussed above unless the Administrator has concurred with the Governors' finding that a smaller boundary is more appropriate. The EPA is awaiting the State's studies. The final determinations will be promulgated in a separate **Federal Register** notice.

b. *Ozone and CO areas designated nonattainment at date of enactment—classified marginal or moderate*—i. *Designations.* For areas designated nonattainment for ozone or CO by operation of law under section 107(d)(1)(C) at the date of enactment, EPA, with today's action, reaffirms that designation. Section 107(d)(4)(A)(iii) precludes redesignating an area to attainment under this 240-day process.

ii. *Boundaries.* At a minimum, the nonattainment boundaries should include those areas designated nonattainment prior to enactment. For purposes of determining sources subject to new source review, this preenactment boundary applies. Where it may be appropriate to expand the nonattainment boundary beyond the existing boundary, States should treat these additional areas as subject to the appropriate other CAA requirements.

Section 107(d)(4)(A)(i)-(ii) authorizes EPA to promulgate a designation of "nonattainment" for an area. Section 107(d)(1)(A)(i) defines a nonattainment" area as—

> any area that does not meet (or that contributes to ambient air quality in a nearby area that does not meet) the [NAAQS].

This provision bases the determination of whether an area is nonattainment on air quality considerations—if the air quality of an area violates the NAAQS, or if sources in that area contribute to NAAQS violations in a nearby area, the area must be designated nonattainment. However, the provision does not by its terms specify criteria for determining the extent to which source contributions mandate designation as nonattainment. Accordingly, the statute grants EPA discretion in making this determination. Section 107(d)(1)(A) and (B)(i) and (ii) and 107(d)(4)(A)(i) and (ii) requires the State to submit a list of all areas in the State, with its designations, and

authorizes EPA to make "such modifications as the Administrator deems necessary to the designations of the areas (or portions thereof) * * * (including to the boundaries of such areas or portions thereof)."

These statutory provisions provide guidance for the determination of whether an area is to be designated nonattainment. They do not, however, provide explicit criteria for determining the specific boundaries of the nonattainment area. They do not specifically address the issue of whether a geographic area designated nonattainment must be one nonattainment area, or whether the State or EPA may divide that area into two or more nonattainment areas. Accordingly, the statute grants EPA discretion in making this determination.

The EPA will grant a strong presumption in favor of the designations and boundaries put forth by the States. The EPA believes that this is an acceptable approach since by definition, the nonattainment areas classified as marginal and moderate have less severe ozone or CO problems and are likely to reach attainment through Federal measures which generally apply independent of boundaries.

Accordingly, EPA has determined in most cases to accept the State-proffered designations and boundaries. In general, EPA is not discussing in this document or in the TSD, designations, boundaries, and/or classifications issues where EPA is in agreement with the State's request. However, where EPA is disagreeing with a State's proposed action, a detailed discussion of the issue, including EPA's reasons, follows.

The EPA, in several instances, is still studying whether to expand ozone nonattainment areas within a C/MSA to include additional counties in that C/MSA when those counties may be of such great population or such a large percentage of the C/MSA's population that sources in those counties may be contributing to the nonattainment problem in the C/MSA. These counties are: Pasco County, in the Tampa, Florida, MSA; Washington County in the Parkersburg-Marietta, Ohio, MSA. For these areas, as noted in the accompanying tables of this document, the listed designation does not reflect EPA action under section 107(d)(4)(A). At the date of enactment of the CAAA, these two counties were designated attainment, by operation of law, under section 107(d)(1)(C). The State and EPA are reviewing whether to confirm or reverse their present designation under the process set out under section 107(d)(4)(A) and will publish a separate notice to that effect.

In a number of instances occurring across the nation, counties that may generally be considered to be rural due to relatively small populations and a relatively low degree of urbanization have contained a monitor that has recorded an ozone NAAQS violation. In some of these instances, the States, in the 120-day submissions of the lists of areas, elected not to designate these areas as nonattainment. In these cases, EPA informed the State in EPA's 180-day letter that such counties (or subcounties) must be designated as nonattainment on the grounds that section 107(d)(1)(A)(i) defines a nonattainment area as, among other things, "any area that does not meet. . . the [NAAQS]."

Some States did not wish to designate the entire county. In these cases, EPA generally agreed to designate only a portion of the county nonattainment. To determine the boundaries of these nonattainment areas, or the extent to which neighboring nonattainment areas should be expanded to include all or part of these counties, EPA has determined to apply the following criteria.

Presumptively, the nonattainment area should include the entire county. If the county does not adjoin any nonattainment area, the presumption in favor of an entire county is stronger. The boundaries may be reduced to less than an entire county if it is possible to delineate the boundaries of the area involving the NAAQS violation, and if it can be shown that certain other areas within the county likely do not contribute to the NAAQS violation.

In particular, if a county adjoins a nonattainment area, the presumption in favor of designating the entire county nonattainment may be rebutted, and EPA will designate boundaries narrower than the entire county, in accordance with the following criteria.

The portion of the county designated nonattainment must be contiguous with the adjoining nonattainment area, include the area surrounding the monitor, and include all adjoining areas with populations of sufficient density such that these areas are likely to contribute to the NAAQS violation. Further explanation of these criteria and of their application to individual cases is included in the TSD, item #8.

Based on these criteria, EPA is today promulgating the following nonattainment areas:

Ozone

North Carolina

On May 13, 1991, EPA Region IV wrote to Governor Martin (180-day letter) recommending that a portion of Davie County (Greensboro MSA) and Granville County (Raleigh-Durham MSA) be designated nonattainment for ozone based on available monitoring data.

Based on population and emission data provided by the State of North Carolina, EPA believes that emissions originating in the counties of Davie and Granville do not merit inclusion of each entire county as nonattainment. However, since these counties have monitored violations of the NAAQS, at least a portion of the county must be designated nonattainment. The EPA is therefore designating areas smaller than the counties as nonattainment for Davie and Granville Counties. The boundaries chosen for each of the areas include the monitor and an area that includes the more urbanized portions of the county that is contiguous with the rest of the nonattainment area (the Greensboro-High Point-Winston-Salem MSA for Davie County; and the Raleigh-Durham MSA for Granville County). The rationale for this action is that this boundary includes the area in which the air quality is nonattainment and in which sources likely to contribute to the nonattainment problem are located.

South Carolina

The Cowpens monitor in the northwest corner of Cherokee County (non-MSA) measured violations of the NAAQS during the 1987-1989 period and therefore must be designated nonattainment. Since there is uncertainty at this time as to the origin of the source of the emissions causing the violations in Cherokee County, and EPA believes that there is no basis for designating the nonattainment area as less than a county, the entire county is being designated nonattainment. (Cherokee County is contiguous to the Charlotte MSA to the northeast and the Greenville-Spartanburg MSA to the southwest.)

Kentucky

The EPA is today designating portions of the following five counties in the Commonwealth of Kentucky for the same reasons as the North Carolina counties discussed above: Livingston County (Paducah, non-MSA); Greenup County (Huntington-Ashland MSA); Oldham County (Louisville MSA); Bullitt County (Louisville MSA); and Hancock County (Owensboro MSA).

Since there is uncertainty at this time as to the origin of the source of the emissions causing the violations in a sixth county—Edmonson County (Bowling Green non-MSA)—the entire

county is designated nonattainment and classified as a rural transport area. (See the TSD, item #9, for documentation supporting a rural transport classification.)

Virginia

Virginia proposed that Charles City County (Richmond MSA) and the City of Suffolk (Norfolk MSA) remain attainment. By today's notice, EPA is designating both of these counties as nonattainment because of monitored violations within them.

CO

New Jersey

The State of New Jersey stated in a letter dated June 28, 1991, that, while it is willing to accept EPA's nonattainment boundaries for CO, it requests that these nonattainment areas be classified as "low moderate" (12.7 ppm and below).

The EPA believes that the nonattainment area is comprised of the contiguous jurisdictions of New York City, Nassau and Westchester Counties in New York, and Bergen, Hudson, Essex and Union Counties and the cities of Passaic, Clifton and Paterson in New Jersey. The highest CO concentrations measured within this area are in Manhattan, in the center of the metropolitan area. The measured concentration places the area in the "high moderate" category. Since vehicles commute throughout the entire area and a certain proportion have Manhattan as their destination, these vehicles have the potential to contribute to the maximum measured levels.

The New Jersey counties in the area rank among the State leaders in such categories as vehicle miles traveled and population density per square mile. These New Jersey counties are not distinguishable from the New York counties surrounding Manhattan. Therefore, based on this rationale and the measured concentrations in Manhattan (13.5 ppm), the northern New Jersey portion of the New York-New Jersey-Long Island CMSA nonattainment area retains the same classification (high moderate) as the CMSA, which includes northern New Jersey.

Tennessee

On March 12, 1991, Governor McWherter and Commissioner Luna submitted the recommendation that the City of Memphis be designated as a moderate nonattainment area for CO. The City of Memphis was designated nonattainment for CO prior to enactment of the CAAA.

On May 13, 1991, in a letter to Governor McWherter, EPA recommended that the CO nonattainment area be expanded from the City of Memphis to all of Shelby County. This designation is based on contribution to the mobile source CO emissions in the portion of Shelby County outside of the City of Memphis, and on the practical problems of attempting to administer a partial-county rather than countywide automobile inspection and maintenance (I/M) program.

The mobile source contribution from vehicles in the portion of Shelby County outside of the City of Memphis is 132 tons per day, or 26 percent of the total CO emissions from mobile sources in Shelby County. Currently, the I/M program is required only for the City of Memphis. Since automobile registration is done on a countywide basis without regard to whether or not the vehicle is located within the City of Memphis, it is difficult if not impossible to verify whether the appropriate vehicles are actually subject to the I/M program. The expansion of the nonattainment area to the entire county will give the State a basis for expanding coverage of the I/M program.

On May 31, 1991, Commissioner Luna wrote a letter to EPA Regional Administrator Greer Tidwell disagreeing with the Region's proposed boundaries for the ozone nonattainment areas in Tennessee. In that letter, there was no comment on EPA's proposal to expand the Memphis CO nonattainment area.

Utah

The EPA is still studying whether to expand the Provo CO nonattainment area. As noted in the accompanying tables of this document, the listed designation does not reflect EPA action under section 107(d)(4)(A). At the date of enactment of the CAAA, that portion of Utah County outside the city limits of Provo was designated attainment by operation of law under section 107(d)(1)(C). The State of Utah and EPA are reviewing whether to confirm or reverse their present designation under the process set out under section 107(d)(4)(A) and will publish a separate notice to that effect.

iii. *Classifications.* Areas designated nonattainment by operation of law at the date of enactment were classified at that time, and by today's notice, EPA is announcing the classifications as required under sections 107(d)(4)(A)(ii), 107(d)(2), 181(a)(3), and 186(a)(2). Areas designated nonattainment at the date of enactment are not being classified anew by today's notice; rather, that classification occurred at the date of enactment, and EPA today is merely announcing and codifying in the CFR the classifications that occurred for these areas at enactment. –

The EPA bases this approach primarily on the provisions of section 181(a)(1) and section 186(a)(1), each of which provides (in relevant part, using identical terms): "Each area designated nonattainment . . . pursuant to section 107(d) shall be classified at the time of such designation." Section 107(d)(1)(C)(i) provides that each ozone and CO preenactment nonattainment area is "designated, by operation of law, as a nonattainment area." This designation occurred at the date of enactment. –

The fact that classification occurred at the date of enactment means that the clock began ticking on the date of enactment for certain events triggered by the classification, specifically, the 90-day opportunity for 5 percent reclassification, and the 45-day period for States to submit requests to study the boundaries of areas classified serious and higher. For CO nonattainment areas, section 186(a)(3) provides that the 5 percent reclassification must occur "within 90 days after the date of the enactment," thereby confirming that classification for CO under section 186(a)(1) occurred on the date of enactment. Because the relevant provisions of section 181(a)(1) for ozone are identical to the section 186(a)(1) CO provisions, section 186(a)(3) implies that classification for ozone also occurred on the date of enactment, at least for areas containing locations designated nonattainment at enactment. The House Committee Report confirms this view by stating that the 5 percent reclassification adjustment for ozone may occur "[w]ithin 90 days of enactment" [H.R. No. 101-490, 101st Cong., 2d Sess. 231-32 (1990)]. –

Areas classified at the date of enactment are not reclassified again by virtue of the fact that today's notice reaffirms the designation of those areas and includes certain nearby locations within the boundaries of those areas. The EPA takes the position that because they are not again classified, they are not again given the opportunity to make a 5 percent reclassification, or, in the case of areas classified serious or higher, to initiate new efforts to adjust the boundaries to smaller than the C/MSA. Interpreting the CAA to allow such opportunities would be inconsistent with congressional intent to expedite the preliminary questions of designations, classifications, and boundaries in order to assure that the heart of the program—the pollution

controls themselves—are in place as quickly as possible [see H.R. No. 101-490, 101st Cong., 2d Sess., 232 (1990) (stating that a period of only 90 days is provided for the 5 percent reclassification "to assure that State and EPA resources are devoted to efforts to attain the standard, and not to changes in the classification of areas")].

Although in some cases the boundaries for an area remained undetermined until today's notice (i.e., areas containing at least some portion which was attainment at enactment), all areas ultimately determined to be within those boundaries and promulgated in this document are considered to be part of the nonattainment area designated and classified at the date of enactment. As a result, with respect to any neighboring area that is ultimately included in the nonattainment area, no new classification has occurred with today's notice, and there is no opportunity for a 5 percent reclassification or a 45-day C/MSA process.

The following are specific actions EPA is taking with respect to classifications.

Arizona

In a May 15, 1991 letter, Governor Symington of the State of Arizona recommended an ozone classification of transitional for Maricopa County (Phoenix area) pending verification of ozone data for calendar year 1990 and additional studies to be conducted during 1991 to determine the appropriate design value. Additional quality-assured monitoring data for 1990 from two monitoring sites in Maricopa County (Papago Park and Vehicle Emissions Lab) made available since receipt of the Governor's original recommendation indicate that a classification of moderate is more appropriate for the Phoenix area. Based on this additional, quality-assured data, EPA is classifying Phoenix as a moderate area for ozone.

Ohio

On March 15, 1991, the State of Ohio recommended that Mahoning and Trumbull Counties be redesignated from nonattainment to attainment. The EPA previously disapproved a redesignation request for this area on July 10, 1990 (see 55 FR 28199). Mahoning and Trumbull Counties will remain nonattainment because section 107(a)(4)(A)(iii) does not permit redesignations to attainment as part of this general review of designations and classifications.

Mahoning and Trumbull Counties are being classified as a marginal ozone nonattainment area along with Mercer County, Pennsylvania. There are two ozone monitors located in this area. One is located in Youngstown (Mahoning County, Ohio). This monitor is located in the urban area of Youngstown and may not represent the worst-case ozone concentration in the area. This is due to the suppression of ozone formation by NOx in the urban area. The monitor in Youngstown has not recorded a violation of the ozone NAAQS based on 1987 through 1989 monitoring data. The second monitor is located downwind in Farrell, Pennsylvania (Mercer County, Pennsylvania). This monitor has recorded a violation of the ozone NAAQS based on 1987 through 1989 air quality data (2.1 average expected exceedances per year). A violation of the NAAQS occurs when the average expected exceedances per year is greater than 1.0. The monitoring site in Farrell, Pennsylvania, is approximately 1 to 2 miles to the east of Trumbull County, Ohio. The EPA has determined that the monitoring site in Farrell, Pennsylvania, may have been adversely impacted by emissions from Mahoning and Trumbull Counties (see 55 FR 28199, July 10, 1990). This is based on the prevailing warm weather (ozone conductive) winds in the upper midwest. Since the winds typically blow from the quadrant bounded by the directions south and west, the Farrell site is expected to be downwind on these days. Based on this information Mahoning and Trumbull Counties, Ohio, are being classified, along with Mercer County, Pennsylvania, as a marginal ozone nonattainment area with a design value of .134 ppm.

Pennsylvania

In a March 18, 1991 letter, Pennsylvania proposed that Lawrence County be designated "cannot be classified or better than primary standards" for ozone. To support its recommendation, the State pointed out that ozone NAAQS attainment has been monitored at a location in that county. Per section 107(d)(1)(C)(i), an area designated nonattainment preenactment of the CAAA of 1990 must be nonattainment postenactment.

In the same letter, Pennsylvania proposed that Allegheny County be designated "cannot be classified or better than primary standards" for carbon monoxide. The State bases its recommendation on the fact that the county is monitoring attainment. Again, as Allegheny County was designated nonattainment prior to passage of the CAAA, the area remains nonattainment by operation of law until a carbon monoxide NAAQS maintenance plan is developed and approved by EPA. In the tables section of the 107 classification/designation notice EPA recognizes the fact that Allegheny County is not violating the NAAQS, i.e., that it is monitoring attainment.

c. *Other treatment.* With today's notice, EPA is also promulgating the affirmed or reaffirmed designations (and new, affirmed, or reaffirmed boundaries) of nonattainment areas to be treated as transitional (ozone), submarginal (ozone), incomplete data (ozone), not classified (CO), and rural transport areas (ozone); and codifying its conclusion that those areas should be accorded that treatment. These areas are listed in the TSD, item #10.

d. *Areas designated entirely attainment/unclassifiable at enactment but now subject to redesignation to nonattainment*— i. *Serious and higher.*

Ohio and West Virginia

As noted in the accompanying tables of this document, the listed designation for the Steubenville, OH-WV nonattainment area does not reflect EPA action under section 107(d)(4)(A). At the date of enactment of the CAAA, the three counties which make up the Steubenville MSA—Jefferson County, Ohio; Brooke County, West Virginia; and Hancock County, West Virginia—were designated attainment, by operation of law, under section 107(d)(1)(C). The States and EPA are reviewing whether to confirm or reverse this present designation under the process set out under section 107(d)(4)(A). The EPA will publish a separate notice to that effect.

ii. *Marginal/moderate.* With today's notice, EPA is promulgating the designations, classifications, and boundaries for three areas, Smyth County, Virginia; Essex County, New York; and Jefferson County, New York. These areas were designated entirely attainment as of the date of enactment; however, current air quality necessitates a designation of nonattainment under section 107(d)(4)(A)(i)–(ii). For new ozone nonattainment areas, because they are classified as of the effective date of today's notice, any reclassification based on the 5 percent provision of section 181(a)(3) must occur within 90 days of that effective date. The criteria for making the 5 percent reclassification will be the same as discussed above. Smyth and Essex Counties are rural transport areas. Therefore, a 5 percent downshift is not applicable to either area.

On March 21, 1991, the Governor of New York requested a 5 percent downshift for Jefferson County since its design value of .143 ppm fell within 5 percent of the marginal classification.

Today's notice approves this request and reclassifies Jefferson County as a marginal nonattainment area per section 181(a)(4).

Essex County, New York

New York State requested in its March 21, 1991 letter that Essex County (non-MSA) be designated attainment. The State based this request on the fact that the monitoring station on which the designation is based is part of an atmospheric research station on the top of Whiteface Mountain, and on the belief that the measurements taken at this station do not reflect general air quality in the region. New York State further commented in a June 4, 1991 letter that the exceedances all occurred at night when the public could not be exposed. New York noted that the time of the exceedances indicate that long-range transport of ozone is the cause of the violations.

It is EPA's position that the violations of the ozone NAAQS recorded on Whiteface Mountain are based on valid measurements and the State does not dispute this. However, the fact that the ozone violations do not originate in Essex County is not sufficient basis for designating the area attainment.

Furthermore, the area where the violations are observed is accessible to the public. The Whiteface Mountain area is part of the Lake Placid recreational area, Adirondack Park, a year-round resort location. Since the State's June 4, 1991 letter, additional exceedances of the ozone standard, including some day-time readings, have been recorded at this location.

The EPA does agree that long range transport appears to be a substantial contributor to the NAAQS violations on Whiteface Mountain. Given violations have occurred only at a higher elevation while attainment is measured at the base of Whiteface Mountain, EPA has determined that a smaller boundary, as defined by those areas on Whiteface Mountain above an elevation of 4,500 feet, is more appropriate and a classification of rural transport accurately characterizes Whiteface Mountain (as proposed in an October 4, 1991 letter from New York State to EPA).

The EPA accepts this boundary to define the nonattainment area on Whiteface Mountain, allowing the rest of Essex County to remain attainment. The EPA believes this boundary adequately includes the monitor, located at an elevation of 4,867 feet, and a reasonable surrounding area.

By selecting 4,500 feet as the boundary marking the nonattainment area of Whiteface Mountain, EPA also believes that the air quality in the Adirondack Park area, an area frequented by the public, will benefit by designating this portion of Essex County as nonattainment.

The EPA also agrees with the State that a rural transport status more accurately reflects the ozone nonattainment problem in Essex County at Whiteface Mountain. Documentation supporting a classification of rural transport is contained in the TSD, item #11.

Smyth County, Virginia

In a March 15, 1991 letter to EPA, Governor Wilder of the Commonwealth of Virginia proposed that Smyth County (non-MSA) remain attainment for ozone.

On May 14, 1991, the EPA opposed this request and notified the Governor of Virginia that, while acknowledging strong evidence of long-range ozone transport, at least a portion of Smyth County must be designated nonattainment.

In a June 3, 1991 letter to EPA Region III, the State of Virginia recommended designating the area in Smyth County above 4,500 feet as nonattainment and continued to request a classification of rural transport.

The EPA recognizes the monitored violations by designating the area in Smyth County above 4,500 feet elevation as nonattainment, as recommended by the State of Virginia in their June 3, 1991 letter to EPA. The EPA accepts this elevation as a boundary to define the nonattainment area as EPA believes it adequately includes the monitor, located at 5,520 feet, and a reasonable area surrounding it.

Selecting 4,500 feet as the boundary marking the nonattainment area of Smyth County also ensures that the Appalachian Trail, an area frequented by the public, is included in the nonattainment area.

The EPA agrees with the State that a rural transport status more accurately reflects the ozone nonattainment problem in Smyth County. Documentation supporting Smyth County as a rural transport area is contained in the TSD, item #12.

iii. *Other treatment.* The City of Oshkosh, attainment for CO prior to enactment, is hereby designated unclassifiable for CO. (See the TSD, item #13, for documentation supporting this designation.)

9. *Procedural requirements.* As described above, today's notice promulgates designations, classifications, and boundaries for ozone and CO areas. This section describes the procedural requirements concerning notice- and-comment and judicial review applicable to these actions. –

a. *Designations and boundaries*— i. *Notice-and-comment rulemaking.* Today's notice announces and promulgates the designations that occurred under section 107(d)(1)(C) (designations by operation of law at the date of enactment of the CAAA) and the designations (including boundary determinations) under section 107(d)(4) (designations submitted by the States and promulgated by EPA). The EPA takes this action in accordance with section 107(d)(2)(A), which requires publication in the **Federal Register** of a notice announcing or promulgating designations under, among other things, section 107(d)(1) and (4). Beyond that, however, section 107(d)(2)(B) provides:

> Promulgation or announcement of a designation under paragraph (1), (4) or (5) shall not be subject to the provisions of sections 553 through 557 of title 5 of the United States Code (relating to notice and comment), except nothing herein shall be construed as precluding such public notice and comment whenever possible.

By its terms, this provision exempts the designations announced and promulgated by this notice from the notice-and-comment procedures under the Administrative Procedures Act. Through various publicly available letters to the States, EPA described its preliminary views at various points in time as to the designation and classification of areas, and interested persons had the opportunity to give their views on the subject to EPA. In addition, the tight timetables Congress set out in section 107(d)(4)(A)(i)–(ii) made it difficult to engage in notice-and-comment rulemaking. Therefore, as permitted under section 107(d)(2)(B), EPA is today taking final action without notice-and-comment rulemaking. In addition, section 307(h), added by the CAAA provides:

> It is the intent of Congress that, consistent with the policy of the Administrative Procedures Act, the Administrator in promulgating any regulation under this Act, including a regulation subject to a deadline, shall ensure a reasonable period for public participation of at least 30 days, except as otherwise expressly proved in section 107(d), 172(a), 181(a) and (b), and 186(a) and (b).

The EPA is interested, however, in the public's views on whether EPA has made significant errors which could have been avoided had notice-and-comment rulemaking been possible. Accordingly, EPA will allow 30 days from the date of this document for public comment on any such errors, and, if such errors are brought to EPA's attention, EPA will correct any technical

errors made. In addition, if anyone raises significant new policy issues, EPA will pursue notice-and-comment rulemaking to resolve such issues. This notice will take effect 60 days from the date of publication, except to the extent, if any, that EPA determines corrections are necessary in light of errors elucidated by timely public comment. —

ii. *Judicial review.* The CAAA provide no additional limits on judicial review of the designations, including boundaries. Accordingly, if a party follows the appropriate administrative procedures under CAAA, section 307, the party is not barred from challenging EPA's action in this regard through litigation. –

b. *Classifications*— i. *Notice and comment.* Sections 181(a)(3) and 186(a)(2) provide that at the time EPA publishes the notice designating ozone and CO nonattainment areas:

> The Administrator shall publish a notice announcing the classification of [such ozone or CO] nonattainment area. The provisions of section 172(a)(1)(B) (relating to lack of notice and comment and judicial review) shall apply to such classification.

Section 172(a)(1), which is found in subpart 1 of part D, deals primarily with classifications that EPA may make upon promulgating a new or revised NAAQS and designating areas in accordance with that new or revised NAAQS. Section 172(a)(1)(A) authorizes EPA to make classifications; section 172(a)(1)(B), which is referenced by sections 181(a)(3) and section 186(a)(2), provides, in relevant part: –

> The Administrator shall publish a notice in the **Federal Register** announcing each classification under subparagraph (A), except the Administrator shall provide an opportunity of at least 30 days for written comment. Such classification shall not be subject to the provisions of sections 553 through 557 of title 5 of the United States Code (concerning notice and comment) and shall not be subject to judicial review until [specified times].

The EPA interprets the reference in sections 181(a)(3) and 186(a)(2) to "[t]he provisions of section 172(a)(1)(B) (relating to lack of notice and comment and judicial review)" to refer to the second sentence in section 172(a)(1)(B), not the first sentence. As a result, the provisions of the first sentence requiring a 30–day comment period do not apply to the classifications under section 181(a)(3) or section 186(a)(2), which are the subject of this document. The EPA interprets the parenthetical phrase in sections 181(a)(3) and 186(a)(2) to limit the applicable provisions of section 172(a)(1)(B) to those that eliminate the notice-and-comment requirement, which are found in the second sentence. This reading is consistent with the fact that the first sentence in section 172(a)(1)(B) sets out the requirement for publishing a notice announcing a classification, a requirement that is separately incorporated in sections 181(a)(3) and 186(a)(2). This duplication suggests that the first sentence of section 172(a)(1)(B) does not apply.

Similarly, EPA takes the position that notice-and-comment rulemaking is not required for any decisions by EPA under section 181(a)(4) or section 186(a)(3) to make, or not to make, reclassifications on the grounds that the air quality of an ozone or CO nonattainment area is within 5 percent of the cut-off for a different classification. Sections 181(a)(4) and 186(a)(3) provide that EPA is to make these decisions "by the procedure required under paragraph [section 181(a)](3)" for ozone, or "by the procedure required under paragraph [section 186(a)(2)]" for CO. As just discussed, those procedures eliminate the requirement for notice-and-comment rulemaking. —

ii. *Judicial review.* As noted above, sections 181(a)(3) and 186(a)(2) provide that the provisions concerning judicial review found in section 172(a)(1)(B) apply. Those provisions state that judicial review may occur only after:

> [T]he Administrator takes final action under subsection (k) or (l) of section 110 (concerning action on plan submissions) or section 179 (concerning sanctions) with respect to any plan submissions required by virtue of such classification.

Accordingly, judicial review on the classification decisions [(including the decisions to make, or not to make, reclassifications under the 5 percent adjustment provisions of section 181(a)(4) and section 186(a)(3)] may be had only at those times.

B. PM–10

1. *Initial PM–10 designations.* Previously, EPA published a **Federal Register** notice announcing the designations and classifications for PM–10 occurring by operation of law upon enactment of the CAAA (see 56 FR 11101, March 15, 1991). In addition, EPA has published a follow-up notice correcting the boundaries and designations of some areas in light of comments addressing the March 1991 notice (see 56 FR 37654, August 8, 1991). Both of these notices provide a detailed discussion of the history and current status of PM–10 areas nationwide. An abbreviated discussion is provided here.

Generally, EPA adopted a PM–10 SIP development policy "grouping" all areas of the country into three categories based on their probability of violating the standards when EPA revised the indicator for particulate matter to PM–10 (see generally 52 FR 24634, July 1, 1987) (revising particulate matter indicator from total suspended particulates to PM–10). The EPA announced the initial groupings for PM–10 in a **Federal Register** notice published on August 7, 1987 (52 FR 29383). The EPA modified the groupings and boundaries in two subsequent **Federal Register** notices published on March 28, 1989 (54 FR 12620) and October 31, 1990 (55 FR 45799).

The CAAA provided designations for PM–10 for the first time, using EPA's grouping scheme as a starting point. Specifically, the amended law provides that each former Group I area identified in 52 FR 29383 (August 7, 1987), except to the extent modified before enactment of the CAAA (November 15, 1990), was designated nonattainment for PM–10 [see 107(d)(4)(B)(i) of the amended Act]. The **Federal Register** notice published on October 31, 1990 (55 FR 45799) clarified or "modified" EPA's identification of the Group I areas listed in the August 1987 notice. Thus, as a general matter, the former Group I areas listed in the October 1990 notice became nonattainment for PM–10 by operation of law upon enactment of the CAAA [the October 31, 1990 notice reflects the revisions announced in the notice published on March 28, 1989 (54 FR 12620)]. Any other area (i.e., Group II or III) violating the PM–10 NAAQS (as determined by 40 CFR part 50, Appendix K) prior to January 1, 1989, also was designated nonattainment for PM–10 by operation of law upon enactment of the CAAA [see section 107(d)(4)(B)(ii) of the amended Act]. All other areas were designated unclassifiable for PM–10 by operation of law upon enactment of the CAAA [see section 107(d)(4)(B)(iii) of the CAAA]. Finally, all of those areas designated nonattainment for PM–10 were classified as moderate by operation of law at the time of the designation [see section 188(a) of the CAAA]. The EPA will be reclassifying some of these initial PM–10 nonattainment areas from moderate to serious if EPA determines they cannot practicably attain the PM–10 air quality standards by December 31, 1994 [see section 188(b)(1)].

In the **Federal Register** notices published on March 15, 1991 (56 FR 11101) and August 8, 1991 (56 FR 37654) the EPA applied sections 107(d)(4)(B) and 188(a), and other operative legal provisions, and announced the designations and classifications for PM–10. In today's notice, EPA formally codifies the designations and classifications for PM–10 announced in these prior two notices, in a

letter dated October 2, 1991, Governor Stephens of the State of Montana informed EPA that the August 8, 1991 corrections notice contained an editorial error in the boundary for Libby, Montana. The EPA has reviewed the Governor's letter and the boundary for Libby. The EPA concurs with the Governor's comment and has corrected the boundary for Libby. Thus, the codification of the initial designations and classifications for PM–10 are as set forth in the table below. Note that today's codification of the initial designations for PM–10 [under section 107(d)(4)(B)] in 40 CFR part 81 represents final agency action for the purpose of section 307(b) of the CAA.

2. *Additional PM–10 designations.* As discussed above, all areas of the country were designated either nonattainment or unclassifiable for PM–10 by operation of law upon enactment of the CAAA pursuant to section 107(d)(4)(B). Section 107(d)(3) of the CAAA authorizes the Administrator to redesignate as nonattainment those areas initially designated as unclassifiable for PM–10 [see section 107(d)(3)(A), (B), and (C)]. The EPA has initiated the redesignation process for some areas. Specifically, in January and February of 1991, EPA Regional Administrators provided letters to the Nation's Governors initiating the process of redesignating additional areas as nonattainment for PM–10, as called for in section 107(d)(3)(A) of the CAAA. In addition, in a **Federal Register** notice published on April 22, 1991 (56 FR 16274), the EPA identified those PM–10 areas for which EPA had notified the Governors of affected States that an area's PM–10 designation should be revised to nonattainment. (The need to revise the designation for the section in LaSalle County, Illinois, that EPA had identified in the April 22, 1991 notice has been rendered moot. In the correction notice for the initial nonattainment areas published in the **Federal Register** of August 8, 1991 (56 FR 37654), EPA indicated that this section was designated nonattainment and included as part of the initial Oglesby, Illinois, PM–10 nonattainment area.)

In a separate **Federal Register** notice, EPA will propose redesignations for these areas in light of comments received from the affected States. A more detailed discussion about the section 107(d)(3) redesignation process and the actions being proposed will be described in that notice. [Note that the section 107(d)(3) redesignation process is different from the section 107(d)(4)(B) designations occurring by operation of law upon enactment of the CAAA in that the section 107(d)(3) redesignations are not exempt from the notice-and-comment rulemaking procedures of the Administrative Procedures Act (section 107(d)(2)(B) of the CAAA).]

As mentioned, EPA Regional Administrators have corresponded with some of the Nation's Governors, initiating the process to redesignate additional areas of the country as nonattainment for PM–10. In some of the responses to these letters, States requested that EPA expand the boundaries of former Group I areas and make the expansion area part of an initial nonattainment area. In the situations where EPA believed there was no legal basis to make such an adjustment, EPA has indicated that it would treat the State's request as an unsolicited request to redesignate the additional area as nonattainment within the meaning of section 107(d)(3)(D) of the CAAA (56 FR 37654, August 8, 1991). Accordingly, in a separate **Federal Register** notice, EPA will determine whether such submittals are complete and, if so, will propose to approve or deny the State's redesignations request [see section 107(d)(3)(D) of the CAAA].

3. *Total suspended particulates (TSP).* Section 107(d)(4)(B) of the CAAA provides that the designations for particulate matter measured in terms of TSP existing immediately prior to enactment of the CAAA (November 15, 1990) remain in effect. The TSP designations are to remain in effect until the Administrator determines that the designations are no longer necessary for implementing the maximum allowable increases in concentrations of particulate matter, measured in terms of TSP, pursuant to section 163(b) [section 107(d)(4)(B)].

Thus, by this notice, EPA announces that the TSP designations existing before enactment of the CAAA shall remain in effect for now. Further, EPA notes that it will review the need for these designations and provide notice at such time EPA determines these designations are no longer necessary for the purpose of implementing the increments in section 163(b).

C. Sulfur Dioxide (SO_2)

1. *Initial SO_2 designations.* Section 107(d)(1)(C) of the CAAA generally provides that those SO_2 designations existing before enactment of the CAAA were affirmed at enactment by operation of law. Thus, the designation of an SO_2 area existing just prior to enactment of the CAAA (November 15, 1990) become the designation of the area upon enactment and at this time. To avoid unnecessary duplication, EPA will not reprint the codification table for SO_2 in today's notice. For the status of SO_2 areas, readers should refer to the codification tables currently set forth in 40 CFR part 81 (July 1, 1991) and to any subsequent modifications to these SO_2 tables that have been published in the **Federal Register**.

2. *Additional SO_2 designations.* As with the additional PM–10 nonattainment areas, EPA has initiated the redesignation of some SO_2 areas pursuant to section 107(d)(3) of the CAAA [section 107(d)(3)(A), (B), and (C)]. In January and February of 1991, EPA Regional Administrators provided letters to the Nation's Governors initiating the process of redesignating additional areas as nonattainment for SO_2, as called for in section 107(d)(3)(A) of the CAAA. In addition, in a **Federal Register** notice published on April 22, 1991 (56 FR 16274), EPA identified those SO_2 areas for which EPA had notified the Governors of affected States that an area's SO_2 designation should be revised to nonattainment.

In a separate **Federal Register**, EPA will propose designations for these areas in light of comments received from the affected States. A more detailed discussion about the section 107(d)(3) redesignation process and the actions being proposed for particular areas will be described in that notice.

D. Lead

1. *Background.* In 1978, when EPA promulgated the lead NAAQS, the Agency believed that implementation and maintenance of the lead NAAQS should be in accordance with the SIP requirements set forth in section 110 of the CAA and not Part D. Therefore, EPA did not designate areas for lead. The Agency believed that section 107 and the Part D requirements were intended by Congress to apply only to NAAQS which were set prior to 1977. The CAA, as recently amended in 1990, clearly authorizes EPA to designate areas for the lead standard in effect at the date of enactment of the CAAA. Once an area is designated nonattainment for the lead standard in effect at the date of enactment, the SIP requirements for the area are as set forth in sections 191 and 192 of the CAAA.

Section 107(d)(5) of the CAAA authorizes EPA to require States to designate areas (or portions thereof) as nonattainment, attainment or unclassifiable with respect to the lead NAAQS in effect as of the date of enactment of the CAAA. As provided in section 107(d)(5), these lead areas are to be designated pursuant to the procedures outlined in section 107(d)(1)(A) and (B) of the amended

CAAA except that certain timeframes in subparagraph (B) have been modified by section 107(d)(5).

Section 107(d)(1)(A) of the amended CAAA permits EPA to require the Governors of affected States to submit their recommended designations for the areas EPA seeks designated in a timeframe that EPA deems reasonable. This timeframe, however, can be no sooner than 120 days, nor later than 1 year, after the date EPA notifies the State of the requirement to submit such designations. Section 107(d)(1)(B) of the CAAA requires EPA to promulgate these designations no later than 1 year after notifying the State of the requirement to designate areas for lead. The EPA may make any modifications deemed necessary to the suggested designations submitted by the State [see generally section 107(d)(1)(B) of the CAAA]. However, no later than 120 days before promulgating a modified area, EPA must notify the affected State and provide an opportunity for the State to demonstrate why any proposed modification is inappropriate. If the Governor of an affected State fails to submit the required lead designations, in whole or in part, EPA is required to promulgate the designation that is deemed appropriate for any area (or portion thereof) not designated by the State.

In January and February 1991, EPA notified the Governors of affected States that they should proceed to designate as nonattainment those areas that had recorded violations of the lead NAAQS. In addition, EPA has requested the Governors to designate as unclassifiable those areas that contain stationary lead sources which EPA believes to be capable of violating the lead NAAQS, but for which existing air quality data are insufficient at this time to designate as attainment or nonattainment [section 107(d)(1)(A)(iii)]. For administrative efficiency reasons, in the January and February letters, EPA requested the States to submit the designations by March 15, 1991 [the date the lists of designations for all ozone and CO areas were due from the Governor of each State pursuant to section 107(d)(4)(A) of the CAAA]. In any event, EPA indicated to the States that they had to submit their designations not later than 120 days from the date EPA notified them of the requirement to submit such designations. In a **Federal Register** notice published on April 22, 1991 (56 FR 16274), EPA identified those areas for which EPA had requested designations for lead.

The designation requests submitted by the Governors have created several different situations which require that EPA act on the designations in several actions. The EPA has termed the EPA-requested designations submitted by Governors as "solicited designations" and the designations submitted by Governors on his/her own initiative as "unsolicited designations." The different situations and when EPA intends to formally act on the designations are as follows:

(1) Solicited designation requests submitted within a timeframe sufficient enough for EPA to review and process, and which EPA does not intend to modify, are addressed in this document.

(2) Solicited designation requests which EPA intends to modify will be addressed at a later date. (As mentioned earlier, EPA must notify the affected State 120 days prior to the promulgation of a modified area and provide an opportunity for the State to demonstrate why any proposed modification is inappropriate. The EPA notified affected States in May 1991.)

(3) Unsolicited designation requests which EPA may or may not modify will be addressed at a later date. (Although the affected Governors have been notified within the required timeframes that EPA intends to modify the designation submittal, EPA has decided that in order to provide adequate time for the affected Governors to respond and for EPA to review any response, it would be more appropriate to address the unsolicited designation requests in a separate notice.)

2. *Today's action.* In today's notice, EPA is acting on those State submittals which were received by EPA in a timeframe sufficient enough to review and process, and which EPA does not intend to modify. The EPA is publishing these designations as called for in section 107(d)(2)(A) of the CAAA. The States affected by this notice include: Alabama, Florida, Georgia, Indiana, Louisiana, Minnesota, Missouri, Montana, Nebraska, New York, Ohio, Tennessee, and Texas. The States of Montana, New York, and Texas submitted both solicited and unsolicited designation requests. In this notice, EPA is acting only on the solicited portion of the submittals for which EPA has determined modifications are not necessary. The unsolicited portion of the submittal will be addressed in a separate notice.

A brief description of the nonattainment and unclassifiable lead areas is provided below. The legally binding description of the nonattainment and unclassifiable area lead boundaries for each affected State is provided in the rulemaking tables at the end of this document.

A lead nonattainment area consists of that area which does not meet (or that contributes to ambient air quality in a nearby area that does not meet) the lead NAAQS [see section 107(d)(1)(A)(i)]. A lead unclassifiable area consists of any area that cannot be classified on the basis of available information as meeting or not meeting the lead NAAQS [see section 107(d)(1)(A)(iii)]. Generally, EPA has recommended that the lead nonattainment and unclassifiable boundaries be defined by the county perimeter for the county in which the ambient lead monitor(s) recording the violation of the lead NAAQS and/or the lead source is located. In some situations, however, a boundary other than the county perimeter may be appropriate. States may seek to alternatively define the lead nonattainment or unclassifiable boundary by using one, or a combination, of the following techniques: (1) Qualitative analysis, (2) spatial interpolation of air monitoring data, or (3) air quality simulation by dispersion modeling. The techniques are described in more detail in "Procedures for Estimating Probability of Nonattainment of a PM-10 NAAQS Using Total Suspended Particulate or PM-10 Data," EPA-450/4-86-017, December 1986. If a State seeks to alternatively define a lead nonattainment area, EPA recommends that it submit a reasoned and documented justification for the boundary identified.

Finally, the air quality monitoring data and other technical information supporting today's action are available from the respective EPA Regional Office which serves the State where the affected area is located. The addresses of the Regional Offices are listed in the addresses section of this document.

State	Brief Description of Lead Areas	Designation
Alabama	part of Jefferson County	nonattainment
Florida	part of Hillsborough County	unclassifiable
Georgia	Muscogee County	nonattainment

State	Brief Description of Lead Areas	Designation
Indiana	part of Marion County	unclassifiable
	part of Marion County	nonattainment
Louisiana	East Baton Rouge Parish	unclassifiable
Minnesota	part of Dakota County	nonattainment
Missouri	part of Iron County (two separate areas)	nonattainment
	part of Jefferson County	nonattainment
	Dent County	unclassifiable
	Holt County	unclassifiable
Montana	part of Lewis and Clark County	nonattainment
Nebraska	part of Douglas County	nonattainment
New York	Onondaga County	unclassifiable
Ohio	part of Cuyahoga County	unclassifiable
Tennessee	part of Shelby County	nonattainment
	part of Williamson County	nonattainment
	part of Fayette County	unclassifiable
Texas	part of Collin County	nonattainment
	part of Bexar County	unclassifiable

As noted, this action is being taken pursuant to section 107(d)(5) of the CAAA. As with the section 107(d)(4) designations for ozone and CO areas, the designations under section 107(d)(5) are exempt from the Administrative Procedures Act requirements for notice-and-comment rulemaking (5 U.S.C. sections 553-557) [see section 107(d)(2)(B) of the CAAA]. Nevertheless, as with the ozone and CO designations in today's notice, EPA will entertain any comments on these actions that are received by December 6, 1991, for the purpose of correcting technical errors. The EPA's promulgation of these designations [for purposes of section 107(d)(2)(A)] will become effective on January 6, 1992. This is intended to provide EPA with time to make any technical corrections that are appropriate in light of the comments.

3. *Additional actions.* The EPA intends to modify some of the suggested designations submitted by States in response to EPA's request to designate areas for lead. As called for in section 107(d)(1)(B)(ii), EPA has notified the affected States that EPA believes modification is necessary and is providing them with an opportunity to demonstrate why EPA's proposed modification is inappropriate. The EPA will address the modified designations to the solicited submittals in a separate **Federal Register** notice, to be published in the near future.

Additionally, EPA has received unsolicited lead designation requests from some States. At this time, EPA intends to modify most of these requests and, accordingly, has notified the affected States and is providing them with an opportunity to demonstrate why EPA's proposed modification is inappropriate. The EPA also will address these unsolicited designations in a separate **Federal Register** notice, to be published in the near future.

4. *Miscellaneous.* The EPA will continue to assess ambient monitoring data as they are received. Areas that record violations of the lead NAAQS will be reviewed. If EPA determines that a nonattainment designation for an area is appropriate, EPA will so inform the Governor of the affected State and require the Governor to submit a designation request [section 107(d)(5) of the CAAA and cross reference to section 107(d)(1)].

Additionally, section 107(d)(1)(A) of the CAAA authorizes Governors to submit, at any time the Governor deems appropriate, a list of areas designated as nonattainment, attainment, or unclassifiable for lead. Section 107(d)(1)(B)(iii) of the CAAA requires that EPA must then act on these designation requests in accordance with the procedures in section 107(d)(3).

III. Tables

The tables codified in today's action are significantly different from the tables now included in 40 CFR part 81. The current 40 CFR part 81 designation listings (revised as of July 1, 1990) include by State and NAAQS pollutant, a brief description of areas within the State and their respective designation. The EPA has modified this format in order to better describe the areas and their attainment status and to account for the pollutant classifications required by the CAAA. Today's action includes completely new tables for ozone and CO. The SO_2, NO_2, and TSP tables are not modified by today's action but will in the future be revised, as appropriate, to this new format. Lead tables include the areas currently designated as nonattainment and unclassifiable. The PM–10 tables identify those areas currently designated as nonattainment for PM–10. As provided in section 107(d)(4)(B) of the CAAA, all of those areas in a State not designated nonattainment for PM–10 were designated unclassifiable for PM–10. The tables do not specify the PM–10 unclassifiable areas but by implication all those areas not currently designated nonattainment for PM–10 are designated unclassifiable.

IV. Other Regulatory Requirements

A. Executive Order 12291

Under E.O. 12291, EPA is required to judge whether an action is "major" and therefore subject to the requirement of a regulatory impact analysis. The Agency has determined that the attainment, nonattainment, and classified area designations and classifications made final today would result in none of the significant adverse economic effects set forth in section 1(b) of the E.O. as grounds for a finding that an action is "major." The Agency has, therefore, concluded that this action is not a "major" action under E.O. 12291. This rule was submitted to the Office of Management and Budget (OMB) for review under this E.O.

A copy of the draft rule as submitted to the OMB, any documents accompanying the draft, any written comments received from other agencies (including OMB), and any written

responses to these comments have been included in the Docket.

B. Regulatory Flexibility Act

Whenever an agency is required by law to publish a general notice of proposed rulemaking, the Regulatory Flexibility Act of 1980 (5 U.S.C. 601–612) generally requires that the agency prepare a Regulatory Flexibility Analysis describing the impact of the proposed rule on small entities. Because this rule is not required to be published first as a notice of proposed rulemaking under section 553 (the Administrative Procedures Act) or any other law, it is not subject to the requirements of the Regulatory Flexibility Act.

List of Subjects in 40 CFR Part 81

Air pollution control, National parks, Wilderness areas.

Dated: October 28, 1991.

William K. Reilly,

Administrator.

Therefore, 40 CFR part 81 is amended as follows:

1. The authority citation for part 81 is revised to read as follows:

Authority: 42 U.S.C. 7407, 7501–7515, 7601.

2. Section 81.300 is revised to read as follows:

§ 81.300 Scope.

(a) Attainment status designations as approved or designated by the Environmental Protection Agency (EPA) pursuant to section 107 of the Act are listed in this subpart. Area designations are subject to revision whenever sufficient data becomes available to warrant a redesignation. Both the State and EPA can initiate changes to these designations, but any State redesignation must be submitted to EPA for concurrence. The EPA has replaced the national ambient air quality standards for particulate matter measured as total suspended particulate (TSP) with standards measured as particulate matter with an aerodynamic diameter less than or equal to a nominal 10 micrometers (PM-10). Accordingly, area designations for PM-10 are included in the lists in subpart C of this part. However, the TSP area designations will also remain in effect until the Administrator determines that the designations are no longer necessary for implementing the maximum allowable increases in concentrations of particulate matter pursuant to section 163(b) of the Act, as explained in paragraph (b) of this section.

(b) Designated areas which are listed below as attainment ("Better than national standards") or unclassifiable ("Cannot be classified") for total suspended particulate (TSP), sulfur dioxide (SO_2), and nitrogen dioxide (NO_2), represent potential baseline areas or portions of baseline areas which are used in determining compliance with maximum allowable increases (increments) in concentrations of the respective pollutants for the prevention of significant deterioration of air quality (PSD). With respect to areas identified as "Rest of State" it should be assumed that such reference comprises a single area designation for PSD baseline area purposes. However, for PM-10, the use of the term "Rest of State" is an interim measure to designate as unclassifiable all locations not originally designated nonattainment for PM-10 in accordance with section 107(d)(4)(B) of the Act.

(c) For PM–10 areas designated nonattainment, pursuant to section 107(d)(4)(b) by operation of law upon enactment of the 1990 Amendments to the Act, the boundaries are more fully described as follows:

(1) For cities and towns, the boundary of the nonattainment area is defined by the municipal boundary limits as of November 15, 1990, the date the 1990 Amendments were signed into law, except for areas which were formerly categorized as "Group I areas", in which case the nonattainment area is defined by the municipal boundary limits as of October 31, 1990.

(2) Similarly, for planning areas, air quality maintenance areas, air basins, and urban growth boundaries the nonattainment area is defined by the entire planning area, air quality maintenance area, air basin, or urban growth boundary as of November 15, 1990, except for areas which were formerly "Group I", in which case the boundary is defined by the entire planning area, air quality maintenance area, air basin, or urban growth boundary as of October 31, 1990. The foregoing is true except to the extent the planning area, air quality maintenance area, air basin, or urban growth boundary is further defined, e.g., by township, range and/or section. Such geographical descriptors remain a fixed part of the nonattainment boundaries irrespective of whether they are included in the planning area, air quality maintenance area, air basin, or urban growth boundary.

(3) The boundaries of PM–10 areas subsequently redesignated pursuant to section 107(d)(3) of the Act will be defined by the city, town, planning area, air quality maintenance area, air basin, or urban growth boundary in effect the date the designation is promulgated.

3. Section 81.301 is amended by revising the tables for "Alabama—O_3" and "Alabama—CO", and by adding a new table titled "Alabama—Lead" to be inserted in alphabetical order immediately following the tabular entry for "Alabama—SO_2" to read as follows:

§ 81.301 Alabama.

* * * * * * *

Alabama—Carbon Monoxide

Designated Area	Designation		Classification	
	Date[1]	Type	Date[1]	Type
Statewide		Unclassifiable/Attainment		
Autauga County				
Baldwin County				
Barbour County				
Bibb County				
Blount County				
Bullock County				
Butler County				
Calhoun County				
Chambers County				
Cherokee County				
Chilton County				
Choctaw County				
Clarke County				

Oklahoma—Ozone

Designated Area	Designation		Classification	
	Date[1]	Type	Date[1]	Type
Carter County				
Choctaw County				
Coal County				
Garvin County				
Haskell County				
Hughes County				
Johnston County				
Latimer County				
Love County				
Marshall County				
McIntosh County				
Murray County				
Okfuskee County				
Pittsburg County				
Pontotoc County				
Pushmataha County				
Seminole County				
AQCR 189 Southwestern Oklahoma Intrastate		Unclassifiable/Attainment		
Beckham County				
Caddo County				
Comanche County				
Cotton County				
Greer County				
Harmon County				
Jackson County				
Jefferson County				
Kiowa County				
Stephens County				
Tillman County				
Washita County				

[1] This date is November 15, 1990, unless otherwise noted.

* * * * * * *

40. Section 81.338 is amended by revising the tables for "Oregon—O_3" and "Oregon—CO", and by adding a new table titled "Oregon—PM–10" to be inserted in alphabetical order immediately following the tabular entry for "Oregon—SO_2" to read as follows:

§ 81.338 Oregon.

* * * * * * *

Oregon—Carbon Monoxide

Designated Area	Designation		Classification	
	Date[1]	Type	Date[1]	Type
Eugene - Springfield Area				
Lane County (part)		Nonattainment		Not Classified

Oregon—Carbon Monoxide

Designated Area	Designation		Classification	
	Date[1]	Type	Date[1]	Type
The Eugene-Springfield Nonattainment Area is described as: The area within the bounds beginning at the Northwest corner of T17S, R4W; extending South to the Southwest corner of Section 6, T17S, R4W; thence East to the Northwest corner of Section 8, T17S, R4W; thence South to the Southwest corner of Section 32, T17S, R4W; thence East to the Northeast corner of Section 4, T18S, R4W; thence South to the Southwest corner of section 3, T18S, R4W; thence East to the Northwest corner of Section 12, T18S, R4W; thence South to the Southwest corner of Section 13, T18S, R4W; thence East to the Northeast corner of Section 24, T18S, R4W; thence South to the Southeast corner of Section 24, T18S, R4W; thence East to the Northeast corner of Section 21, T18S, R3W; thence North to the Northeast corner of Section 21, T18S, R3W; thence East to the Northeast corner of Section 22, T18S, R3W; thence South to the Southwest corner of Section 23, T18S, R3W; thence East to the Southeast corner of Section 24, T18S, R3W; thence North to the Southeast corner of Section 1, T18S, R3W; thence East to the Southeast corner of Section 2, T18S, R2W; thence North to the Northeast corner of Section 26, T17S, R2W; thence West to the Southwest corner of Section 20, T17S, R2W; thence North to the Northwest corner of Section 20,T17S, R2W; thence West to the Southwest corner of Section 13, T17S, R3W; thence North to the Northwest corner of Section 13, T17S, R3W; thence West to the Southwest corner of Section 11, T17S, R3W; thence North to the Northwest corner of Section 11, T17S, R3W; thence West to the Southwest corner of Section 6, T17S, R3W; thence North to the Northwest corner of Section 31, T16S, R3W; thence West to the Northwest corner of Section 34, T16S, R4W; thence South to the Southwest corner of Section 34, T16S, R4W; thence West to the point of beginning.				
Grants Pass Area				
Josephine County (part)		Nonattainment		Moderate ≦ 12./ppm
Central Business District				
Klamath Falls Area				
Klamath County (part)	1/6/92	Nonattainment	1/6/92	Moderate ≦ 12.7ppm
Urban Growth Boundary				
Medford Area				
Jackson County (part)		Nonattainment		Moderate ≦ 12.7ppm
Medford-Ashland Urban Growth Boundary				
Portland-Vancouver Area				
Portland Metro Service District Boundary				
Clackamas County (part)		Nonattainment		Moderate ≦ 12.7ppm
Multnomah County (part)		Nonattainment		Moderate ≦ 12.7ppm
Washington County (part)		Nonattainment		Moderate ≦ 12.7ppm
Salem Area				
City of Salem				
Marion County (part)		Nonattainment		Not Classified
Polk County (part)		Nonattainment		Not Classified
AQCR 190 Remainder of Central Oregon Intrastate		Unclassifiable/Attainment		
Crook County				
Deschutes County				
Hood River County				
Jefferson County				
Klamath County (part)				
area outside Urban Growth Boundary				
Lake County				
Sherman County				
Wasco County				
AQCR 191 Eastern Oregon Intrastate		Unclassifiable/Attainment		
Baker County				
Gilliam County				
Grant County				
Harney County				
Malheur County				
Morrow County				
Umatilla County				
Union County				
Wallowa County				
Wheeler County				
AQCR 192 Northwest Oregon Intrastate		Unclassifiable/Attainment		

Oregon—Carbon Monoxide

Designated Area	Designation		Classification	
	Date[1]	Type	Date[1]	Type
Clatsop County				
Lincoln County				
Tillamook County				
AQCR 193 Remainder of Portland Interstate		Unclassifiable/Attainment		
Benton County				
Clackamas County (part)				
area outside Portland Metro Service District Boundary				
Columbia County				
Lane County (part)				
area outside of Air Quality Maintenance area				
Linn County				
Marion County (part)				
area outside the city of Salem				
Multnomah County (part)				
area outside Portand Metro Service District Boundary				
Polk County (part)				
area outside of Salem				
Washington County (part)				
area outside Portland Metro Service District Boundary				
Yamhill County				
AQCR 194 Remainder of Southwest Oregon		Unclassifiable/Attainment		
Coos County				
Curry County				
Douglas County				
Jackson County (part)				
area outside Medford-Ashland Urban growth boundary				
Josephine County (part)				
area outside of Central Business District				

[1] This date is November 15, 1990, unless otherwise noted.

Oregon—Ozone

Designated Area	Designation		Classification	
	Date[1]	Type	Date[1]	Type
Portland-Vancouver AQMA Area				
Air Quality Maintenance Area				
Clackamas County (part)		Nonattainment		Marginal
Multnomah County (part)		Nonattainment		Marginal
Washington County (part)		Nonattainment		Marginal
Salem Area				
City of Salem				
Marion County (part)		Nonattainment		Incomplete Data
Polk County (part)		Nonattainment		Incomplete Data
AQCR 190 Central Oregon Intrastate (Remainder of)		Unclassifiable/Attainment		
Crook County				
Deschutes County				
Hood River County				
Jefferson County				
Klamath County				
Lake County				
Sherman County				
Wasco County				
AQCR 191 Eastern Oregon Intrastate		Unclassifiable/Attainment		
Baker County				
Gilliam County				
Grant County				
Harney County				
Malheur County				
Morrow County				
Umatilla County				
Union County				
Wallowa County				
Wheeler County				
AQCR 192 Northwest Oregon Intrastate		Unclassifiable/Attainment		
Clatsop County				
Lincoln County				
Tillamook County				
AQCR 193 Portland Interstate (part)		Unclassifiable/Attainment		
Lane County (part)				
Eugene Springfield Air Quality Maintenance Area				
AQCR 193 Portland Interstate (Remainder of)		Unclassifiable/Attainment		

Oregon—Ozone

Designated Area	Designation		Classification	
	Date[1]	Type	Date[1]	Type
Benton County				
Clackamas County (part)				
Remainder of county				
Columbia County				
Lane County (part)				
Remainder of county				
Linn County				
Marion County (part)				
area outside the city of Salem				
Multnomah County (part)				
Remainder of county				
Polk County (part)				
area outside the city of Salem				
Washington County (part)				
Remainder of county				
Yamhill County				
AQCR 194 Southwest Oregon Intrastate (part)				
Jackson County (part)				
Medford-Ashland Air Quality Maintenance Area		Unclassifiable/Attainment		
AQCR 194 Southwest Oregon Intrastate (Remainder of)		Unclassifiable/Attainment		
Coos County				
Curry County				
Douglas County				
Jackson County (part)				
Remainder of county				
Josephine County				

[1] This date is November 15, 1990, unless otherwise noted.

Oregon—PM-10 Initial Nonattainment Areas

Designated Area	Designation		Classification	
	Date	Type	Date	Type
Jackson County				
Medford-Ashland air quality maintenance area (including White City).	11/15/90	Nonattainment	11/15/90	Moderate
Josephine County				
Grants Pass	11/15/90	Nonattainment	11/15/90	Moderate
The area within the urban growth boundary				
Lane County				
Eugene/Springfield	11/15/90	Nonattainment	11/15/90	Moderate
The area within the urban growth boundary				
Klamath County				
Klamath Falls	11/15/90	Nonattainment	11/15/90	Moderate
The area within the urban growth boundary				
Union County				
LaGrande	11/15/90	Nonattainment	11/15/90	Moderate
The area within the urban growth boundary				

* * * * * * *

41. Section 81.339 is amended by revising the tables for "Pennsylvania—Ozone (O_3)" and "Pennsylvania—CO", and by adding a new table titled "Pennsylvania—PM-10" to be inserted in alphabetical order immediately following the tabular entry for "Pennsylvania—SO_2" to read as follows:

§ 81.339 Pennsylvania.

* * * * * * *

Pennsylvania—Carbon Monoxide

Designated Area	Designation		Classification	
	Date[1]	Type	Date[1]	Type
Philadelphia-Camden County Area				
Philadelphia County (part)				
City of Philadelphia- -high traffic areas within the Central Business District and certain other high traffic density areas.		Nonattainment		Moderate ≤ 12.7ppm

APPENDIX D – *Federal Register Notice Separation of the Portland, Oregon-Vancouver, Washington Interstate Carbon Monoxide (CO) Non-Attainment Area*

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 81

[OR-A-95-01a; FRL-5302-1]

Approval and Promulgation of Definition of Areas for Air Quality Planning Purposes; Oregon-Washington

AGENCY: Environmental Protection Agency.

ACTION: Direct-Final rule.

SUMMARY: The Environmental Protection Agency (EPA) approves the separation of the Portland, Oregon-Vancouver, Washington interstate carbon monoxide (CO) nonattainment area into two distinct nonattainment areas. The Oregon Department of Environmental Quality (ODEQ) has submitted sufficient technical documentation to adequately assure EPA that Vancouver and Portland are two separate CO airsheds. EPA believes any future problems will be hotspot in nature and therefore, EPA believes the CO national ambient air quality standards (NAAQS) will be protected in each state. This boundary correction will change the boundary description published in the November 6, 1991 Federal Register document.

DATES: This action will be effective on November 28, 1995 unless adverse or critical comments are received by October 30, 1995. If the effective date is delayed, timely notice will be published in the Federal Register.

ADDRESSES: Written comments should be addressed to: Montel Livingston, SIP Manager, Air & Radiation Branch (AT-082), EPA, Docket OR-A-95-01, 1200 Sixth Avenue, Seattle, Washington 98101. Documents which are incorporated by reference are available for public inspection at the Air and Radiation Docket and Information Center, Environmental Protection Agency, 401 M Street, SW, Washington, D.C. 20460. Copies of material submitted to EPA may be examined during normal business hours at the following locations: EPA, Region 10, Air & Radiation Branch, 1200 Sixth Avenue (AT-082), Seattle, Washington 98101, and Oregon Department of Environmental Quality, 811 S.W. Sixth Avenue, Portland, Oregon 97204-1390.

FOR FURTHER INFORMATION CONTACT: Christi Lee, Air and Radiation Branch (AT-082), EPA, Seattle, Washington 98101, (206) 553-1814.

SUPPLEMENTARY INFORMATION

I. Background

In the November 6, 1991 Federal Register notice, 56 FR 56847, the Portland-Vancouver area was designated as a nonattainment area for CO. The boundary for the Portland portion of the interstate nonattainment area is the Portland Metro Service District Boundary which includes Clackamas County (part), Multnomah County (part) and Washington County (part). The boundary for the Vancouver portion of the interstate nonattainment area is Clark County (part) Air Quality Maintenance Area (AQMA). The Portland-Vancouver interstate CO nonattainment area is classified as moderate less than or equal to 12.7 parts per million (ppm).

Prior to the boundary being set, the 1990 Clean Air Act required the Governor of each state to submit boundary descriptions for those areas which were to be designated nonattainment. The Governor of Oregon and the Governor of Washington each submitted a letter dated March 15, 1991, that listed and described the nonattainment area boundaries for their respective states. For CO, Oregon listed the Portland Metropolitan Area as nonattainment with the boundary being the Metropolitan Service District (METRO) which surrounds the urban growth boundaries of cities within the greater Portland Metropolitan Area [1]. The Washington letter listed Vancouver as nonattainment with the boundary being the Washington portion of the Portland-Vancouver Interstate AQMA.

In the November 6, 1991, notice EPA identified Portland-Vancouver as an interstate nonattainment area with the Portland portion of the nonattainment area boundary being METRO and the Vancouver portion of the nonattainment boundary being the AQMA (Vancouver portion).

The ODEQ contends that the November 6, 1991, Federal Register notice is in error. The ODEQ has written EPA that it never recommended nor acknowledged an interstate CO nonattainment area or a contiguous boundary with Vancouver, Washington.

EPA considered ODEQ's request, and finds that the designations were properly promulagated. However, EPA acknowledges ODEQ's position in that there are two distinct airsheds that should be separately regulated. EPA requested a technical justification be submitted by the state of Oregon to demonstrate that the Portland and Vancouver CO airsheds are distinct and that there is an acceptably minimal CO transport between the two cities.

On August 5, 1994, and January 3, 1995, the State of Oregon, through the ODEQ, submitted technical justification which supports the separation of the Portland-Vancouver CO interstate nonattainment area into two distinct nonattainment areas (Portland, Oregon and Vancouver, Washington).

Of significance in EPA's review is that both areas have been successful in attaining the CO standard. Portland has been in attainment of the CO standard since 1990, and Vancouver has been in attainment since 1991. Both cities are currently in the process of preparing CO maintenance plans for redesignation.

Technical Justification Conclusions

EPA requested ODEQ submit documentation which demonstrates that the Portland and Vancouver airsheds are distinct, and that the CO NAAQS which have been attained will be maintained despite any differences in the prospective maintenance plans. EPA also requested ODEQ discuss the potential CO impacts of the interstate commute.

To address EPAs technical concerns, ODEQ completed a monitoring data analysis which compared Portland and Vancouver CO data, taking into consideration meteorological impacts (wind direction and wind speed) for pollutant transport. The results of this analysis demonstrated that elevated CO concentrations in either city were not influenced by meteorological transport of the pollutant between the two airsheds.

To further support this conclusion, ODEQ also conducted a statistical analysis which compared Portland and Vancouver CO monitored data to investigate whether a correlation existed between measured concentrations at the Portland and Vancouver monitoring sites. The analysis demonstrated no correlation in measured CO concentrations between the two cities.

In addition, special studies were performed in both Portland (September 1991, the 1994 report is in development) and Vancouver (May 1994) that demonstrated that CO impacts in each area are limited to intersections with steep gradients of decreasing CO concentration away from the intersections.

To address EPA's interstate commuting concerns, ODEQ conducted a CO impact analysis of the interstate commute traffic focusing on high volume intersections. Since vehicles registered in both nonattainment areas are subjected to essentially identical control strategies (oxygenated fuel, basic I/M), the impact of either the Portland or Vancouver vehicles on the contiguous CO nonattainment areas concentrations is insignificant.

The ODEQ has written EPA of its commitment to providing long-term maintenance of the CO national ambient air quality standard not only in it's own jurisdiction but in other contiguous areas. Any future change in the CO control strategies for either Portland or Vancouver will be addressed in their future CO redesignation/maintenance plans which have to be evaluated and approved by EPA.

The technical justification submitted to EPA contains an adequate demonstration that Vancouver's and Portland's airsheds are distinct, relative to CO, and that Oregon and Washington are firmly committed to air quality maintenance in both Portland and Vancouver despite potential differences in the prospective maintenance plans.

II. This Action

With this action EPA is approving the technical correction to the CO nonattainment boundary description for Portland-Vancouver under section 110(k)(6). EPA believes that any future problems will be hotspot in nature and therefore EPA believes that the CO NAAQS will be protected in each state. This action will separate the Portland-Vancouver Interstate CO nonattainment area into two separate nonattainment areas; Portland, Oregon and Vancouver, Washington.

In separating the Portland-Vancouver nonattainment area, the METRO boundary will be recognized as the CO nonattainment boundary for Portland, and the Vancouver portion of the AQMA will remain Vancouver's CO nonattainment boundary. Both areas will remain classified as moderate nonattainment (less than or equal to 12.7 ppm) for CO. Vancouver's design value will remain at 10.0 ppm and Portland's design value has been determined to be 9.8 ppm.

The separated Portland, Oregon and Vancouver, Washington CO nonattainment designations are listed under "Designated Area" in the table at the end of this rulemaking action. The additional language is highlighted for easy reference.

III. Administrative Review

Under the Regulatory Flexibility Act, 5 U.S.C. 600 et seq., EPA must prepare a regulatory flexibility analysis assessing the impact of any proposed or final rule on small entities. 5 U.S.C. 603

[1] The Portland portion of the Air Quality Maintenance Area had been designated as a CO nonattainment area prior to the 1990 Clean Air Act Amendments, 43 FR 8962, (March 3, 1978), listed as Portland-Vancouver (Oregon Portion).

WASHINGTON—CARBON MONOXIDE—Continued

Designated area	Designation		Classification	
	Date [1]	Type	Date [1]	Type
Clark County (part) Air Quality Maintenance Area.	.....	Nonattainment	.....	Moderate ≤12.7ppm.
* *	*	* *	*	*

[1] This date is November 15, 1990, unless otherwise noted.

* * * * *

[FR Doc. 95–24041 Filed 9–28–95; 8:45 am]

BILLING CODE 6560–50–P

40 CFR Parts 264 and 265

[IL–64–2–5807; FRL–5306–9]

Hazardous Waste Treatment, Storage, and Disposal Facilities and Hazardous Waste Generators; Organic Air Emission Standards for Tanks, Surface Impoundments, and Containers

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule; stay.

SUMMARY: The EPA is issuing a stay subject to conditions for air standards applicable to hazardous waste treatment, storage, and disposal facilities (TSDF). This stay is applicable to tanks and containers used for the management of certain hazardous wastes generated by organic peroxide manufacturing processes. Certain organic peroxide manufacturing wastes are inherently unstable and can not safely be confined in closed units or systems. Therefore, the EPA is staying the applicability of the subpart CC technical requirements for units managing these specific organic peroxide compounds.

EFFECTIVE DATE: December 6, 1995.

ADDRESSES: Docket. Docket entries cited in this notice may be found in RCRA docket number F–94–CE2A–FFFFF. Other RCRA docket numbers that pertain to the final rule are F–91–CESP–FFFFF, F–92–CESA–FFFFF, and F–94–CESF–FFFFF. The docket is available for inspection at the EPA RCRA Docket Office (5305), Room 2616, U.S. Environmental Protection Agency, 401 M Street, S.W., Washington, D.C. 20460.

FOR FURTHER INFORMATION CONTACT: For further information about this stay contact the RCRA Hotline at (703) 412–9877 or toll-free at 1–800–424–9346.

SUPPLEMENTARY INFORMATION:

I. Background

On December 6, 1994, the EPA published in the Federal Register (59 FR 62896) under authority of the Resource Conservation and Recovery Act (RCRA), as amended, standards requiring the use of air emission controls on certain tanks, surface impoundments, and containers at hazardous waste treatment, storage, and disposal facilities (TSDF). These standards are codified in 40 CFR parts 264 and 265 under subpart CC (referred to as the "subpart CC standards").

A major manufacturer of organic peroxide products has expressed its concern to the EPA regarding the availability of air emission controls which could safely be used on tanks and containers that manage certain types of organic peroxides. Certain organic peroxides are temperature sensitive compounds that are subject to spontaneous, rapid decomposition under certain conditions. The company maintains that use of the air emission controls required under the subpart CC standards on certain tanks and containers at their organic peroxides manufacturing facilities would have the potential to significantly increase the risk of explosion and fire. An inherent risk is created because these units manage a variety of organic peroxide wastes, including intermittent batches or streams containing organic peroxides that potentially undergo spontaneous, rapid thermal decomposition and hydrolysis at or below ambient temperatures.

A variety of organic peroxide products are manufactured in the United States for use by the plastics and allied industries. Typically, these organic peroxide compounds serve as initiators (catalysts) and resin hardeners in the manufacture of widely used polymer plastics (e.g., polystyrene, polyvinyl chloride, polyethylene, acrylic resins). At some organic peroxide manufacturing facilities, the production processes may generate hazardous wastes containing organic peroxides that are placed in waste management units subject to the subpart CC standards.

The manufacture, transport, and use of organic peroxide products may require implementing special safety precautions to avoid the spontaneous, rapid decomposition of certain organic peroxides. The rate at which these organic peroxides decompose is a function of temperature. Individual organic peroxide compounds and mixtures of these compounds have different sensitivities to temperature. Some organic peroxide compounds are relatively stable (i.e., do not decompose) at ambient temperatures (e.g., 30 °C). In general, it is not necessary to handle these types of organic peroxides any differently than other organic compounds during normal process operations. Other organic peroxide compounds can undergo spontaneous, rapid thermal decomposition and hydrolysis at temperatures at, or below, ambient temperatures. Once initiated, the self-accelerating thermal decomposition and hydrolysis reactions very rapidly generate large quantities of gaseous organic compounds and oxygen. Confinement of this gaseous mixture in an enclosed vessel (such as a covered tank or ventilation ducts) creates conditions that could result in explosion, detonation, and/or fire. Consequently, handling these types of organic peroxide compounds requires use of precautionary measures to address the possibility of uncontrolled organic peroxide decomposition.

The organic peroxide manufacturer who has raised this issue with the EPA produces a variety of organic peroxide products which are potentially unstable at or below ambient temperatures. The organic peroxide characteristics of the hazardous waste placed in tanks and containers at the company's facilities are highly variable because of the number of different types of organic peroxide products manufactured, the types of manufacturing processes used, and the nature of the operations used to safely handle organic peroxides at this company's facilities. Consequently, at any given time, the organic peroxide composition and concentration in the hazardous waste placed in these tanks and containers could potentially attain proportions initiating the spontaneous organic peroxide decomposition reactions. Unless provisions are made

WASHINGTON—CARBON MONOXIDE—Continued

Designated area	Designation		Classification	
	Date [1]	Type	Date [1]	Type
Clark County (part) Air Quality Maintenance Area.	.....	Nonattainment	.....	Moderate ≤12.7ppm.
* *	*	*	*	*

[1] This date is November 15, 1990, unless otherwise noted.

APPENDIX E – *Federal Register Notice Designation of Portland Metropolitan Region as Attainment Area for Carbon Monoxide*

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Parts 52 and 81

[OR 56–7271; FRL–5884–4]

Approval and Promulgation of State Implementation Plans and Designation of Areas for Air Quality Planning Purposes: State of Oregon

AGENCY: Environmental Protection Agency.

ACTION: Final rule.

SUMMARY: The Environmental Protection Agency (EPA) is redesignating the Portland, Oregon nonattainment area to attainment for the carbon monoxide (CO) national ambient air quality standard (NAAQS) and approving a maintenance plan that will insure that the area remains in attainment. Under the Clean Air Act (CAA) as amended in 1990, designations can be revised if sufficient data is available to warrant such revisions. In this action, EPA is approving the Oregon Department of Environmental Quality's (DEQ's) request because it meets the redesignation requirements set forth in the CAA. As part of this action, EPA is approving two related State Implementation Plan (SIP) revisions: the 1990 base year emissions inventory, as meeting the requirements of section 187(a)(1) of the CAA; and the 1991 attainment year emissions inventory, as meeting the periodic inventory requirements of section 187(a)(5) of the CAA.

DATES: This rule is effective as of October 2, 1997.

ADDRESSES: Copies of Oregon's redesignation request and other information supporting this action are available for inspection during normal business hours at the following locations: EPA, Office of Air Quality (OAQ–107), 1200 Sixth Avenue, Seattle, Washington 98101; and the Oregon Department of Environmental Quality, 811 SW 6th Avenue, Portland, Oregon 97204–1390, telephone (503) 229–5696.

Documents which are incorporated by reference are available for public inspection at the Air and Radiation Docket and Information Center, EPA, 401 M Street, SW, Washington, D.C. 20460, as well as the above addresses.

FOR FURTHER INFORMATION CONTACT: William M. Hedgebeth, Office of Air Quality (OAQ–107), EPA, Seattle, Washington, (206) 553–7369.

SUPPLEMENTARY INFORMATION:

I. Background

On March 15, 1991, the Governor of Oregon recommended that the Portland portion of the Portland-Vancouver Air Quality Maintenance Area be designated as nonattainment for CO as required by section 107(d)(1)(A) of the 1990 Clean Air Act Amendments (CAAA) (Pub. L. 101–549, 104 Stat. 2399, codified at 42 U.S.C. 7401–7671(q)). The area was designated nonattainment 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 CAA. (See 56 FR 56694, November 6, 1991, codified at 40 C.F.R. § 81.338). On September 29, 1995, EPA approved the separation of the Portland-Vancouver CO nonattainment area into two distinct nonattainment areas, effective November 28, 1995. Because the Portland area had a design value of 9.8 ppm (based on 1988–1989 data), the area was considered moderate. The CAA established an attainment date of December 31, 1995, for all moderate CO areas. The Portland area has ambient monitoring data showing attainment of the CO National Ambient Air Quality Standard (NAAQS) since 1989. On August 30, 1996, Oregon submitted a CO redesignation request and a CO Maintenance Plan for the Portland area. Oregon submitted evidence that public hearings were held on May 22, 1996, in Portland, Oregon, and on May 23, 1996, in Tigard, Oregon.

Oregon provided monitoring, modeling, and emissions data to support its redesignation request. The 1991 CO attainment emissions inventory totals in tons per day are: Point Sources: 57.97; Area Sources: 205.50; On-road Mobile Sources: 906.11; and Non-road Mobile Sources: 67.55; Total Sources: 1237.13 tons per day. The emission budget established through the year 2007 is as follows:

PORTLAND CO TRANSPORTATION EMISSION BUDGETS

[Thousand pounds per winter day]

Year	1991	1995	1997	2001	2003	2007
CO NONATTAINMENT AREA = METRO BOUNDARY						
Budget	1812	1217	1076	875	825	775
CCTMP Sub-Area						
Budget	191	123	107	84	78	70
82nd Avenue Corridor Sub-Area						
Budget	12	7	6	5	4	4

Oregon relied, in part, on the existence of an approved Inspection and Maintenance (I/M) program to attain the CO NAAQS, and has implemented an enhanced I/M program which will help maintain the NAAQS during the ten-year maintenance period. Oregon also relied on an oxygenated fuel program to ensure attainment of the NAAQS, although it is important to note that the CO NAAQS was attained in Portland prior to the implementation of the oxygenated fuel program in 1992. The oxygenated fuel program remains part of the maintenance plan during the first ten-year maintenance period.

A number of other measures have been implemented that have also helped improve air quality in the Portland CO nonattainment area. The primary permanent federal measure which has contributed to this improvement for CO has been the Federal Motor Vehicle Control Program which has established emission standards for new motor vehicles. Additional measures implemented by Oregon, Metro, and the City of Portland which have contributed to the improvement in CO are: major New Source Review Program (lowest achievable emission rate and offsets); improved public transit; carpool matching program and carpool parking program in downtown Portland; traffic flow improvements (ramp metering, computerized signalization, on-street

parking limits); City of Portland bicycle parking program; Downtown Portland Air Quality Plan (1980 Updated Downtown Parking and Circulation Policy); and the Downtown Portland Parking Offset Program.

It should also be noted that improvements in the air quality in the Portland metropolitan area were also acknowleged by EPA when it redesignated the Portland-Vancouver ozone nonattainment area to attainment on May 19, 1997 (See 62 FR 27204).

The Portland area initially attained the NAAQS for CO in 1990 with monitored attainment continuing throughout the 1994–1995 CO season. This was accomplished in spite of rapid population growth in the Portland area since 1991. In addition, Oregon evaluated Portland area meteorological patterns over the 1985-1994 period and concluded that the recent compliance with the CO standards was not attributable to favorable meteorology.

II. Response To Comments

No comments were received on the June 9, 1997, Notice of Proposed Rulemaking in this matter.

III. Final Action

EPA is approving the Portland CO Maintenance Plan and Oregon's request to redesignate the Portland area to attainment of the CO standard because Oregon's submittal meets the requirements of section 107(d)(3)(E) of the CAA. This approval revises the SIP for the Portland area and assures that the CO standard will be maintained through the year 2007. Because EPA is approving the Maintenance Plan and because the area meets CAA requirements for redesignation to attainment, the Portland area will be designated as attaining the CO NAAQS. EPA is also approving Oregon's 1990 base year emissions inventory as meeting the requirements of section 187(a)(1) of the CAA and is approving Oregon's 1991 attainment year emissions inventory as meeting the periodic inventory requirements of section 187(a)(5) of the CAA.

Nothing in this action should be construed as permitting or allowing or establishing a precedent for any future request for revision to any SIP. Each request for revision to the SIP shall be considered separately in light of specific technical, economic, and environmental factors, and in relation to relevant statutory and regulatory requirements.

IV. Administrative Requirements

A. Executive Order 12866

The Office of Management and Budget (OMB) has exempted this regulatory action from E.O. 12866 review.

B. Regulatory Flexibility Act

Under the Regulatory Flexibility Act, 5 U.S.C. 600 *et seq.*, EPA must prepare a regulatory flexibility analysis assessing the impact of any proposed or final rule on small entities. 5 U.S.C. 603 and 604. Alternatively, EPA may certify that the rule will not have a significant impact on a substantial number of small entities. Small entities include small businesses, small not-for-profit enterprises, and government entities with jurisdiction over populations of less than 50,000.

SIP approvals under section 110 and subchapter I, part D, of the Clean Air Act do not create any new requirements but simply approve requirements that the state is already imposing. Therefore, because the federal SIP approval does not impose any new requirements, the Regional Administrator certifies that it does not have a significant impact on any small entities affected. Moreover, due to the nature of the federal-state relationship under the CAA, preparation of a flexibility analysis would constitute federal inquiry into the economic reasonableness of state action. The Clean Air Act forbids EPA to base its actions concerning SIPs on such grounds. *Union Electric Co.* v. *U.S. EPA*, 427 U.S. 246, 255–66 (1976); 42 U.S.C. 7410(a)(2).

Redesignation of an area to attainment under section 107(d)(3)(E) of the CAA does not impose any new requirements on small entities. Redesignation is an action that affects the status of a geographical area and does not impose any regulatory requirements on sources. The Regional Administrator certifies that the approval of the redesignation request will not affect a substantial number of small entities.

C. Unfunded Mandates

Under Section 202 of the Unfunded Mandates Reform Act of 1995 ("Unfunded Mandates Act"), signed into law on March 22, 1995, EPA must prepare a budgetary impact statement to accompany any proposed or final rule that includes a federal mandate that may result in estimated costs to state, local, or tribal governments in the aggregate; or to the private sector, of $100 million or more. Under Section 205, EPA must select the most cost-effective and least burdensome alternative that achieves the objectives of the rule and is consistent with statutory requirements. Section 203 requires EPA to establish a plan for informing and advising any small governments that may be significantly or uniquely impacted by the rule.

EPA has determined that the approval action promulgated does not include a federal mandate that may result in estimated costs of $100 million or more to either State, local, or tribal governments in the aggregate, or to the private sector. This federal action approves pre-existing requirements under State or local law, and imposes no new requirements. Accordingly, no additional costs to State, local, or tribal governments, or to the private sector, result from this action.

D. Submission to Congress and the General Accounting Office

Under 5 U.S.C. 801(a)(1)(A), as added by the Small Business Regulatory Enforcement Fairness Act of 1996, EPA submitted 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 General Accounting Office prior to publication of the rule in today's **Federal Register**. This rule is not a "major rule" as defined by 5 U.S.C. 804(2).

E. Petitions for Judicial Review

Under section 307(b)(1) of the CAA, petitions for judicial review of this action must be filed in the United States Court of Appeals for the appropriate circuit by November 3, 1997. 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

40 CFR Part 52

Environmental protection, Air pollution control, Carbon monoxide, Incorporation by reference, Intergovernmental relations.

40 CFR Part 81

Environmental protection, Air pollution control.

Note: Incorporation by reference of the Implementation Plan for the State of Oregon was approved by the Director of the Office of Federal Register on July 1, 1982.

Dated: August 11, 1997.

Chuck Findley,

Acting Regional Administrator.

PART 52—[AMENDED]

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

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

Authority: 42 U.S.C. 7401–7671q.

Subpart MM—Oregon

2. Section 52.1970 is amended by adding paragraph (c)(122) to read as follows:

§ 52.1970 Identification of plan.

* * * * *

(c) * * *

(122) On August 30, 1996, the Director of the Oregon Department of Environmental Quality submitted to the Regional Administrator of EPA a revision to the Carbon Monoxide State Implementation Plan for the Portland area containing a Maintenance Plan that demonstrated continued attainment of the NAAQS for carbon monoxide through the year 2007.

(i) Incorporation by reference.

(A) Letter dated August 30, 1996, from Oregon to EPA requesting the redesignation of the Portland carbon monoxide nonattainment area to attainment and submitting the Maintenance Plan; Revision to the State Implementation Plan: Carbon Monoxide Maintenance Plan and Redesignation Request for the Portland Metro Area, adopted July 12, 1996.

(B) Letter dated April 17, 1997, from Oregon to EPA submitting replacement pages to the Maintenance Plan and appendices.

(ii) Additional material.

(A) Appendices to the Maintenance Plan and Redesignation Request for Portland (Metro) Area—State Implementation Plan Revision for Carbon Monoxide, dated July 12, 1996: Appendix D2–1 (Volume 3), CO Air Monitoring Network; Appendix D2–2 (Volume 3), Meteorological Analysis; Appendix D2–3 (Volume 3), Review of Bag Study Results Which Demonstrates The DEQ Network of Sites Records Higher CO Concentrations Than Screened Intersections; Appendix D2–4 (Volume 3), Emission Inventory and Forecast Portland (Metro) Area (Carbon Monoxide); Appendix D2–4–1 (Volume 3), Base Year (1990) Emission Inventory Portland (Metro) Area (Carbon Monoxide); Appendix D2–4–2 (Volume 3), Attainment Year (1991) Emission Inventory Portland (Metro) Area (Carbon Monoxide); Appendix D2–4–3 (Volume 3), Regional Emission Forecast Portland (Metro) Area; Appendix D2–4–4 (Volume 3), Subregional Emission Inventories and Forecast Portland (Metro) Area (Carbon Monoxide); Appendix D2–4–5 (Volume 3), Metro Model Assumptions, Link-Based Emissions Calculation Methodology, and Travel Demand Forecasting Model Summary; Appendix D2–5 (Volume 3), Conformity Process; Appendix D2–6 (Volume 3), Historical and Projected Population and Households; Appendix D2–7 (Volume 3), Metro Council Resolution Concerning Portland CO Maintenance Plan, Emission Budgets, and Contingency Plan; Appendix D2–8 (Volume 3), CCTMP Zoning Codes Incorporated Into the Portland Carbon Monoxide Maintenance Plan; Appendix D2–9 (Volume 3), Motor Vehicle Inspection Program Changes; Appendix D2–10 (Volume 3), Land-Use Measures and TCM Substitution; Appendix D2–11 (Volume 3), New Source Review Program Changes; Appendix D2–12 (Volume 3), Rollforward Analysis; Appendix D2–13 (Volume 3), CCTMP Zoning Codes Used as Supporting Documentation in the Portland Carbon Monoxide Maintenance Plan; Appendix D2–14 (Volume 3), Miscellaneous Oregon Administrative Rule Amendments—Supporting Rules, OAR Chapter 340, Section 340–020–0047 (State of Oregon Clean Air Act Implementation Plan); and Sections 340–031–0520 and 340–031–0530 (Maintenance Area Designation).

PART 81—[AMENDED]

* * * * *

1. The authority citation for part 81 continues to read as follows:

Authority: 42 U.S.C. 7401–7671q.

2. In § 81.338, the table for "Oregon-Carbon Monoxide" is amended by revising the entry for the Portland area to read as follows:

§ 81.338 Oregon.

* * * * *

OREGON-CARBON MONOXIDE

Designated area	Designation		Classification	
	Date[1]	Type	Date[1]	Type
* * *	*	*	*	*
Portland Area:				
Portland Metro Service District Boundary:				
Clackamas County (part)		Attainment		
Multnomah County (part)		Attainment		
Washington County (part)		Attainment		
* * *	*	*	*	*

[1] This date is November 15, 1990, unless otherwise noted.

* * * * *

[FR Doc. 97–23227 Filed 8–29–97; 8:45 am]
BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 300

[FRL–5884–9]

National Oil and Hazardous Substances Pollution Contingency Plan; National Priorities List

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of partial deletion of the Unit Structure Property from the Koppers Company, Inc., superfund site, Morrisville, Wake County, North Carolina, from the national priorities list.

SUMMARY: The Environmental Protection Agency (EPA) Region 4 announces the deletion of the Unit Structure Property portion of the Koppers Company, Inc. Superfund Site from the National Priorities List (NPL), (Appendix B of 40 CFR part 300 which is the National Oil and Hazardous Substances Pollution Contingency Plan (NCP)). EPA and the State of North Carolina Department of Environment, Health and Natural Resources have determined that the Unit Structure Property poses no significant threat to public health or the environment and, therefore, under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) remedial measures are not appropriate. This deletion does not preclude future action under Superfund.

EFFECTIVE DATE: September 1, 1997.

FOR FURTHER INFORMATION CONTACT: Please contact Beverly T. Hudson, Remedial Project Manager, U.S. Environmental Protection Agency, Region 4, North Site Management Branch, 61 Forsyth Street, S.W., Atlanta, Georgia 30303–3014, (404) 562–8816 or 1–800–435–9233.

SUPPLEMENTARY INFORMATION: The Site affected by this partial deletion from the NPL is: Koppers Company, Inc. Superfund Site, Wake County, Morrisville, North Carolina.

A Notice of Intent to Delete for this Site was published on June 23, 1997 at 62 FR 33787. The closing date for comments on the Notice of Intent to Delete was July 23, 1997. EPA received no written comments, and only one by telephone which supported the partial deletion action.

EPA identifies sites that appear to present a significant risk to the public health, welfare and the environment and it maintains the NPL as the list of those sites. Any site or portion thereof deleted from the NPL remains eligible for Fund-financed remedial actions in the future. Section 300.425(e)(3) of the NCP states that Fund-financed actions may be taken at sites deleted from the NPL. Deletion of a site from the NPL does not affect responsible party liability or impede Agency efforts to recover costs associated with response efforts.

List of Subjects in 40 CFR Part 300

Environmental protection, Air pollution control, Chemicals, Hazardous waste, Hazardous substances, Intergovernmental relations, Penalties, Reporting and record keeping requirements, Superfund, Water pollution control, Water supply.

Dated: August 14, 1997.

A. Stanley Meiburg,

Deputy Regional Administrator, U.S. EPA, Region 4.

For reasons set out in the preamble, 40 CFR Part 300 is amended as follows:

PART 300—[AMENDED]

The authority citation for part 300 continues to read as follows:

Authority: 33 U.S.C. 1321(c)(2); 42 U.S.C. 9601–9657; E.O. 12777, 56 FR 54757, 3 CFR 1991 Comp., p 351; E.O. 12580, 52 FR 2923; 3 CFR, 1987 Comp., p. 193.

Appendix B—[Amended]

2. Table 1 of Appendix B to part 300 is amended by revising the entry for Koppers Co., Inc. (Morrisville Plant), Morrisville, North Carolina to read as follows:

Appendix B to Part 300—National Priorities List

TABLE 1.—GENERAL SUPERFUND SECTION

State	Site name	City/county	Notes
*	* * * * *	*	
NC	Koppers Co., Inc. (Morrisville Plant)	Morrisville	P
*	* * * * *	*	

P = Sites with parial deletion(s).

[FR Doc. 97–23093 Filed 8–29–97; 8:45 am]
BILLING CODE 6560–50–P

FEDERAL COMMUNICATIONS COMMISSION

47 CFR Part 90

[PR No. 89–552; FCC 97–225]

Use of the 220–222 MHz Band by the Private Land Mobile Radio Service

AGENCY: Federal Communications Commission.

ACTION: Final rule.

SUMMARY: In this *Fourth Report and Order*, the Commission repeals the "40-mile rule" for all nationwide and non-nationwide Phase I 220 MHz Service licensees. The 40-mile rule provides that no Phase I 220 MHz licensee may be authorized to operate a station in a particular service category within 40 miles of an existing system authorized to that licensee in the same category unless "the licensee can demonstrate that the additional system is justified on the basis of its communications requirements." This action is needed because the 40-mile rule no longer serves its original purpose and repeal of the rule is expected to promote competition among all commercial mobile radio service providers.

EFFECTIVE DATE: October 2, 1997.

FOR FURTHER INFORMATION CONTACT: Eli Johnson, 202–418–1310.

SUPPLEMENTARY INFORMATION: This is a synopsis of the *Fourth Report and Order* in PR Docket No. 89–552, FCC 97–225, adopted June 23, 1997, and released August 25, 1997. The complete text of the *Fourth Report and Order* is available for inspection and copying during normal business hours in the FCC Reference Center (Room 239), 1919 M Street, N.W., Washington, D.C., and also may be purchased from the

APPENDIX F – *Federal Register Notice of Proposed Approval of State Implementation Plan for Portland Oregon – Portland carbon monoxide Second 10-Year Maintenance Plan*

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 G - *EPA approval of the Portland carbon monoxide Second 10 Year Maintenance Plan*

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, Nitrogen dioxide, Ozone, Particulate matter, Reporting and recordkeeping requirements, Sulfur oxides, Volatile organic compounds.

Dated: December 7, 2005.

Kerrigan G. Clough,

Acting Regional Administrator, Region 8.

■ 40 CFR part 52 is amended to read 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 JJ—North Dakota

■ 2. Section 52.1820 is amended by adding paragraph (c)(35) to read as follows:

§ 52.1820 Identification of plan.

* * * * *

(c) * * *

(35) Certain revisions to the North Dakota State Implementation Plan and Air Pollution Control Rules as submitted by the Governor with a letter dated April 11, 2003. The revisions affect portions of North Dakota Administrative Code (N.D.A.C.) regarding construction and minor source permitting.

(i) Incorporation by reference.

(A) Revisions to the North Dakota Air Pollution Control Rules as follows:

(*1*) In Chapter 33–15–14, N.D.A.C., Designated Air Contaminant Sources, Permit to Construct, Minor Source Permit to Operate, Title V Permit to Operate, the sentence in each first paragraph of subsections 33–15–14–02.19 and 33–15–14–03.16 that reads as follows, ''In the event that the modification would be a major modification as defined in chapter 33–15–15, the department shall follow the procedures established in chapter 33–15–15.'' These revisions were effective March 1, 2003.

[FR Doc. 06–629 Filed 1–23–06; 8:45 am]

BILLING CODE 6560–50–P

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

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 – this is 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 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 conformity analysis. This section concerns local project conditions. Individual projects are responsible for independent hot spot, or localized CO analyses. The region is in compliance and has not previously violated the 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 is in compliance and has not previously violated the PM_{10} standards, therefore 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, therefore 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, therefore 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 0and 40 CFR 93.123 – as noted above, this is a region-wide analysis conformity 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 each project must address and therefore is not a component of the region-wide conformity analysis).

APPENDIX I – *Pre-Conformity Plan*

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Metro | *Memo*

Date: March 28, 2014

To: TPAC and Interested Parties

From: Grace Cho, Assistant Transportation Planner

Subject: Consultation on the Approach for Conducting the 2014 RTP and 2015-2018 Air Quality Conformity Determination

Introduction

To comply with federal mandates, Metro is required to conduct an air quality impact analysis with each update of Metro's Regional Transportation Plan (RTP) and development of a new Metropolitan Transportation Improvement Program (MTIP). As part of the conducting the analysis, Metro consults and solicits feedback from our local and regional partners about the approach and methodology for conducting the analysis. TPAC has been identified as the forum of local and regional partners for consultation and soliciting feedback. Metro staff seeks comments from TPAC regarding the Draft 2014 RTP and 2015-2018 MTIP Joint Air Quality Conformity Determination approach and methodology.

Air Quality Analysis Methodology – Overview

To demonstrate air quality conformity, the region must:

- Illustrate the projected emissions from transportation sources are equal to or less than the motor vehicle emissions budget(s) established for each analysis year (OAR 340-252-0190(b)(A)); and
- Illustrate the region is meeting performance standards for any adopted transportation control measures (TCMs).

To demonstrate the region is meeting emissions standards, an air quality analysis is conducted. The air quality requires outputs from Metro's travel demand model to feed into a regional emissions model. The emissions are then assessed against state approved established emissions "budgets" set for the region for specific criteria pollutants. To demonstrate the region is on target with meeting performance standards for the TCMs, off-model assessments are conducted looking at the cumulative average of annual transit revenue hours and total length of new bicycle and pedestrian infrastructure is built with each Regional Flexible Fund Allocation cycle.

The following table provides an overview of the approach being taken for the analysis.

Factor for Analysis	Method/Approach
Travel Model	Metro's travel demand model iteration Joan.
Emissions Model	EPA approved emissions model, MOVES2010b
Analysis Years	2010 (base year), 2017 (Final year of maintenance plan/attainment year), 2040 (horizon year)
Criteria Pollutants for Evaluation	Carbon Monoxide (CO)
Emissions budgets (CO)	2010 – 1,033,578; 2017 – 1,181,341; 2040 – 1,181,341
Inputs for Transportation Networks	Regionally significant projects, as defined federal transportation conformity rules (40 CFR 93.101). Appendix A.1 of the Draft 2014 RTP and 2015-2018 MTIP Joint Air Quality Conformity Determination will

	identify a list of regionally significant projects included in the analysis.
Inputs for Transportation Control Measures	Transit revenue hours for years 2007-2014; miles of bicycle infrastructure built through Metro's Regional Flexible Fund Allocation for years 2016-2018; miles of pedestrian infrastructure built in centers through Metro's Regional Flexible Fund Allocation

In anticipation of conducting a new conformity determination, Metro staff also consulted with federal partners (FHWA, FTA, EPA) as well as regional and state partners (DEQ, ODOT, TriMet) to about the approach and methodology to the air quality conformity analysis. The federal, state, and regional partners all came to agreement on the approach and methodology to the analysis. Metro conducted the analysis on March 20, 2014.

Further detail regarding the approach and methodology to the 2014 RTP and 2015-2018 MTIP Joint Air Quality Conformity Determination can be found in the attached pre-conformity plan.

Request
Metro staff requests TPAC to approve the 2014 RTP and 2015-2018 MTIP Joint Air Quality Conformity Determination pre-conformity plan and allow staff to move forward with conducting the air quality analysis.

Next Steps
The follow schedule illustrates the timeline for conducting the 2014 RTP and 2015-2018 MTIP Joint Air Quality Conformity analysis.

Date	Activity
March 20, 2014	Interagency consultation with federal and state partners on 2014 RTP and 2015-2018 MTIP Joint Air Quality Conformity Determination Pre-Conformity Plan
March 21, 2014	Draft 2014 RTP and 2015-2018 MTIP Public Comment closes
March 28, 2014	Consultation with TPAC on 2014 RTP and 2015-2018 MTIP Joint Air Quality Conformity Determination Pre-Conformity Plan
May 5, 2014	Draft 2014 RTP and 2015-2018 MTIP Public Comment closes
May 6 – 15, 2014	Make final edits to transportation networks and finalize for air quality model runs
May 16, 2014	Draft 2014 RTP and 2015-2018 Joint Air Quality Conformity Determination Public Comment opens
June 15, 2014	Draft 2014 RTP and 2015-2018 Joint Air Quality Conformity Determination Public Comment closes
June 27, 2014	Request for TPAC approval of final 2014 RTP and 2015-2018 Joint Air Quality Conformity Determination
July 10, 2014	Request for JPACT approval of final 2014 RTP and 2015-2018 Joint Air Quality Conformity Determination
July 17, 2014	Request for Metro Council adoption of final 2014 RTP and 2015-2018 Joint Air Quality Conformity Determination

Metro
2014 Regional Transportation Plan & 2015-2018 Metropolitan Transportation Improvement Program
Air Quality Conformity Plan
March 20, 2014

Background

The Metro region is proposing the following procedures to conduct an air quality conformity analysis of the Metro 2014 Regional Transportation Plan (RTP) and the 2015-2018 Metropolitan Transportation Improvement Program (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 2014 RTP and 2015-2108 MTIP are 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 2014 RTP and 2015-2018 MTIP, including the results of the air quality analysis in July 2014, 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-to-late July 2014 (see attached schedule). After consultation with the US Environmental Protection Agency, the region will be notified by FHWA and FTA as to whether the joint 2014 RTP and 2015-2018 MTIP conformity determination is approved.

Metro reviews the submitted projects for the 2014 RTP and 2015-2018 MTIP and determined a list of regionally significant projects as defined federal transportation conformity rules (40 CFR 93.101). In complying with federal regulations, a new air quality conformity determination must be made on Metro's 2014 RTP and 2015-2018 MTIP. Therefore these projects were coded into Metro's travel demand model and emissions impacts will be assessed for the entire system using the MOVES2010 emissions model. Projects identified as exempt from air quality conformity are excluded from the emission modeling per federal regulation (40 CFR 93.126).

The proposed air quality conformity analysis will report emissions modeling data from the 2014 RTP and 2015-2018 MTIP, which includes regionally significant projecrts and reflects projects which have been completed. Transportation control measures (TCM), will be updated to reflect current RTP and 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 (EPA), the region will be notified by FHWA and the FTA as to whether the 2014 RTP and 2015-2018 MTIP conformity determination is approved.

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 (40 CFR 93.105), representatives of the following agencies are also coordinated 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 will also be 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.

A joint air quality conformity determination is being pursued for the 2014 RTP and 2015-2018 MTIP. The reason for the joint conformity determination is because the 2015-2018 MTIP is a subset of projects from 2014 RTP therefore the inputs in the 2015-2018 MTIP are consistent with the 2014 RTP. An approved air quality determination of the 2014 RTP would replace the existing air quality conformity determinations for the amended 2035 RTP and the 2012-2015 MTIP which received approval from FHWA, FTA, and EPA on September 25, 2013 and June 29, 2012.

Air Quality Regulatory Status of the Metro area

As of 1997, 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 an air quality conformity determination comparing forecast levels of pollutant emissions assumed for proposed transportation investments with motor vehicle emission budgets, or in other words, 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 2014 RTP and 2015-2018 MTIP conformity determination, only CO is formally assessed.

Additionally, through a memorandum of understanding between DEQ and Metro, other pollutants including ozone, air toxics and greenhouse gas emissions will be estimated for the years 2010, 2017 and 2040. (Note: the 2010 baseline is an estimate from the model, not actual measurement.) The results of the air toxics measurements will be included as part of the 2014 RTP and 2015-2018 MTIP Air Quality Conformity Determination which will be made available during the 30 day public comment period.

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 (Joan) was used in the 2040 RTP conformity process. The specifications for this model are documented in the report *Technical Specifications-February 2013 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 2014 RTP.

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

a. Population/Housing: Census data were used to validate the 2010 population and housing data. Population forecasts to the year 2040 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: 2010 Quarterly Census of Employment and Wage (QCEW) data was used in setting the base year employment estimates for location and industry class. MetroScope – a peer reviewed land use econometric model – was used to forecast the spatial distribution of jobs (and population) in the TAZ forecast for the 2040 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 2010 Census, including household size, incomes, age and head of household. In addition, the population, housing and job forecasts relied on data from various federal data sources and the State of Oregon and Washington concerning historical demographic and economic trend statistics. Forecast drivers for the regional economy relied on national growth projections provided by Global. Also, Census projections for birth rates and death rates were used in extrapolating regional population growth for forecast years.

Validation year: The base year for the Metro transportation model (Joan) is the year 2010. The model was last validated for that base year in 2010.

RTP Horizon: 2040.

Transportation Networks
The 2010 transportation network was the base year network from which all future year networks are developed. The 2010 network included the highway and transit system as of December 2010.

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 2014 Federal Component of the Regional Transportation Plan. Future year networks also included a transit system informed by TriMet's Transit Investment Priorities and Service Enhancement Planning processes, which are consistent with the Metro 2014 RTP (federal component).

Air Quality Model Assumptions
The table below outlines the implementation of the MOVES emission model that is currently in use by Metro for transportation conformity purposes. This implementation was developed in accordance with all pertinent EPA guidance included in the document, *Using MOVES to Prepare Emission Inventories in State Implementation Plans and Transportation Conformity: Technical Guidance for MOVES2010, 2010a and 2010b (April 2012)*.

As established in the Second Portland Area Carbon Monoxide Maintenance Plan, the geography of concern for air quality conformity purposes is the Metro jurisdictional boundary, which includes portions of three counties (Clackamas, Multnomah, Washington) in the Oregon section of the metropolitan area. While Metro's modeling responsibilities are limited to emissions occurring inside its jurisdictional boundary,

vehicles registered in Clark County, Washington, account for a relatively substantial share of the emitting activity. Therefore, a separate set of inputs is necessary to account for the different fleet characteristics, fuels, and inspection/maintenance (I/M) programs associated with these vehicles. Similarly, another set of inputs is necessary to account for the activity within the model area of vehicles that are not subject to an I/M regime.

Parameter	Details
Emission Model Version	MOVES2010b
Time Spans	Time Aggregation Level: Hour Month of Evaluation: January Type of Day of Evaluation: Weekday Hour of Evaluation: All 24
Road Type	Urban Restricted Access Urban Unrestricted Access Off-Network (for stationary emission processes)
Pollutants & Processes	Pollutant: CO Processes: all valid processes
Meteorology Data	Used EPA spreadsheet convertor tool to convert previous MOBILE6.2 inputs
Source Type Population	Oregon: developed using Oregon DMV fleet database, MOVES Washington: provided by Washington Department of Ecology
Age Distribution	Oregon: developed using Oregon DMV fleet database, EPA convertor on previous MOBILE6.2 inputs Washington: provided by Washington Department of Ecology
Vehicle Type VMT	Oregon: developed using HPMS summary reports from Oregon DOT, EPA convertor tools Washington: provided by Washington Department of Ecology
Average Speed Distribution	Post-processed transportation model assignment results
Road Type Distribution	Post-processed transportation model assignment results
Fuel Formulation and Supply	Oregon: provided by Oregon DEQ Washington: provided by Washington Department of Ecology
I/M Programs	Oregon: provided by Oregon DEQ Washington: provided by Washington Department of Ecology
California LEV standards	Oregon: provided by Oregon DEQ Washington: provided by Washington Department of Ecology

Air Quality Analysis Assumptions
Included as part of air quality analysis are applicable assumptions from the State Implementation Plan.

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 and Budgets

The amended 2035 RTP was determination of compliance occurred in September 2013. 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	877,841
2017	1,181,341	708,286
2025	1,181,341	830,714
2035	1,181,341	835,142

The 2014 RTP and 2015-2018 MTIP Joint Air Quality Conformity Determination will use the same motor vehicle emissions budget for analysis year 2010 and 2017. For analysis year 2040, the same emissions budget for 2017 will be used as directed through the State Implementation Plan (SIP). Lastly, per new federal rules issued in March 2010 for MOVES2010 air quality model will be utilized.

Motor Vehicle Emissions Analysis Years

In consultation with EPA Region 10, the Oregon Department of Environmental Quality (DEQ), and by approval from TPAC, Metro will assess carbon monoxide emissions for the years: the base year (2010), end of the maintenance plan (2017) and long-range transportation plan horizon year (2040). Metro has elected to utilize Transportation Conformity Regulations Section §93.106(d)(3), which allows regions with approved maintenance plans to elect to shorten the timeframe of the conformity analysis to the end of the maintenance plan for all air quality analysis moving forward. For the Portland metropolitan region, streamlining the conformity determination to the end of the maintenance plan means the air quality analysis would be conducted through the year 2017, which is the final year of the approved maintenance plan.

However, recognizing that a 2017 conformity determination would not allow for a long-term picture of air quality impacts, Metro, in consultation with partners determined that the horizon year 2040 should be included in the air quality analysis. This approach utilizes provision §93.106(d)(3) and streamlines resources, while also providing for the long-term air quality picture. Therefore, the use of the provision would not have an impact on the air quality outcomes, as the region would still aim to meet or be below the emissions budget allocated by the state for 2040.

Transportation Control Measures

The Second Portland Area CO Maintenance Plan approved by the EPA includes three TCMs which must be monitored and addressed in order to demonstrate conformity. In 2013, Metro, in partnership with partners TriMet, Oregon State Department of Environmental Quality (DEQ) and the U.S. Environmental Protection Agency (EPA) approved a TCM substitution for the transit service increase TCM approved in the Second Portland Area CO Maintenance Plan. The substitute transit TCM and the other two TCMs included in the Second Portland Area CO Maintenance Plan are identified below.

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 cumulative average of actual hours for assessment conducted for the entire second ten-year Portland Area Carbon Monoxide Maintenance Plan (2007 – 2017). Transit service increase will be assessed on the basis of fiscal year (July 1- June 30) beginning with FY 2008.

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 2014 RTP and 2015-2018 MTIP will include an analysis of whether these TCM have been addressed.

METRO

Air Quality Conformity Determination Schedule for the Adoption of the 2014 Regional Transportation Plan and 2015-2018 Metropolitan Transportation Improvement Program

The following is the proposed schedule for air quality analysis, public and technical review and approval of the joint air quality conformity determination for the 2014 Regional Transportation Plan (RTP) and 2015-2018 Metropolitan Transportation Improvement Program (MTIP). 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.

May 16, 2013	Metro Council final adoption of air quality conformity determination of the 2035 RTP with amendments.
September 25, **2013**	2035 RTP with amendments, conformity determination receives approval from FHWA/FTA.
March 20, 2014	Interagency consultation with federal, state, and regional partners on the detailed air quality conformity determination assumptions, methods, etc. for the 2014 RTP and 2015-2018 MTIP.
March 28, 2014	Interagency consultation with TPAC on detailed air quality conformity determination assumptions, methods, etc. for the 2014 RTP and 2015-2018 MTIP.
May 15, 2014	2014 RTP and 2015-2018 MTIP joint air quality conformity draft report complete. A 30-day public review period begins of complete air quality conformity analysis, including emission results. Analysis will also be sent to TPAC members, federal air quality partners (EPA, FHWA, and 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.
June 16, 2014	End of 30-day public review of air quality analysis of 2014 RTP and 2015-2018 MTIP.
June 27, 2014	TPAC recommendation of air quality conformity determination and 2014 RTP and 2015-2018 MTIP to JPACT.
July 10, 2014	JPACT final adoption of air quality conformity determination and 2014 RTP and 2015-2018 MTIP.

July 17, 2014	Metro Council final adoption of air quality conformity determination and 2014 RTP and 2015-2018 MTIP.
July 2014	Submit conformity determination for 2014 RTP and 2015-2018 MTIP to USDOT and US EPA.

APPENDIX J – *Approval to Utilize 40 Code of Federal Regulations 93.106(d)(3) Shortening Timeframe of Conformity Analysis*

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE USE OF FEDERAL STREAMLINING PROVISIONS FOR REGIONAL AIR QUALITY CONFORMITY DETERMINATIONS	)))))	RESOLUTION NO. 14-4493 Introduced by Chief Operating Officer Martha Bennett in concurrence with Council President Tom Hughes

WHEREAS, clean air contributes to the health of Metro residents and their quality of life; and

WHEREAS, the federal Clean Air Act (CAA) and other federal laws, including Code of Regulations (CFR) 93.100 through CFR 93.128 contain air quality standards designed to ensure that federally supported activities meet air quality standards, and these federal standards apply to on-road transportation plans, programs and activities in the Metro area; and

WHEREAS, Chapter 340, Division 252, Transportation Conformity, of Oregon Administrative Rules was adopted to implement section 176(c) of the federal Clean Air Act, as amended, and these rules also apply to Metro area on-road transportation plans, programs and activities; and

WHEREAS, these federal and state regulations require an air quality conformity determination in order for metropolitan planning organizations (MPOs) to conduct its transportation planning and programming activities; and

WHEREAS, the federal transportation conformity rules 40 CFR 93.106(d)(3) allow that MPOs with an adequate or approved CAA section 175A(b) maintenance plan may elect to shorten the timeframe of the conformity determination to extend through the last year of such maintenance plan after consultation with state and local air quality agencies, solicitation of public comments, and consideration of such comments ; and

WHEREAS, Metro has consulted with the Oregon Department of Environmental Quality about utilizing the streamlining provision and gained approval; and

WHEREAS, the Transportation Policy Advisory Committee took action November 22, 2013 approving the proposed use of the streamlining provision for air quality analyses; and

WHEREAS, opportunities for public comment was made available and staff made refinements to the air quality analysis approach according to the comments; and

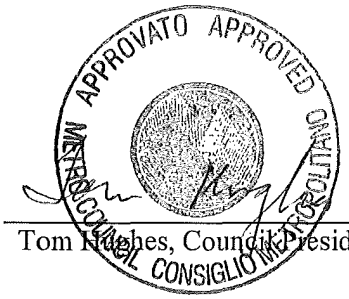
WHEREAS, Metro agrees to continue to assess the final year of the long-range transportation plan in subsequent air quality conformity analyses to gain a long-term look at the implications of regional transportation policy and its effects on air quality; and

WHEREAS, Metro reviewed federal and state requirements and have determined all criteria have been met to utilize the provision to streamline the air quality conformity analysis; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) approved this legislation at the January 9, 2014 meeting; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT and approves the use of the transportation conformity streamlining provision for regional air quality conformity determination.

ADOPTED by the Metro Council this 16 day of January 2014.



Tom Hughes, Council President

Approved as to Form:

Allison R. Kean, Metro Attorney

STAFF REPORT

FOR THE PURPOSE OF APPROVING THE USE OF FEDERAL STREAMLINING PROVISIONS FOR REGIONAL AIR QUALITY CONFORMITY DETERMINATIONS

Date: December 16, 2013 Prepared by: Grace Cho

REQUEST
The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council are requested to approve the use of federal streamlining provisions for regional air quality conformity purposes. Action by JPACT and the Metro Council is requested to fulfill process requirements issued by EPA in order to utilize the provision.

INTRODUCTION
Because the Portland region failed to meet national air quality standards for carbon monoxide pollution in the past the region was designated a non-attainment area. As a result, the region is required to conduct an air quality conformity analysis for each update of the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP) to demonstrate compliance with an adopted air quality maintenance plan in order for transportation projects to be eligible to receive federal funding.

BACKGROUND
The air quality conformity determination is a regional emissions analysis which compares future emissions from transportation activities to a state allocated emissions budgets. To conduct a regional air quality analysis Metro builds and maintains a series of transportation networks to feed into a regional emissions model. Known as analysis years, these networks must meet federal air quality requirements. The transportation networks are derived from the projects identified in the RTP and MTIP.

ISSUE
Typically, Metro models three transportation networks for air quality analysis purposes (base year, final year of maintenance plan, and horizon year), but in preparation for the 2014 RTP update and the 2015-2018 MTIP, federal requirements dictate five transportation networks will need to be constructed. This adds significant workload to the relatively minor update of the 2014 RTP.

PROPOSED SOLUTION – UTILIZE REGULATORY STREAMLINING PROVISION
The Transportation Conformity Regulations Section §93.106(d)(3) allows regions with approved maintenance plans to elect to shorten the timeframe of the conformity analysis to the end of the maintenance plan.[1] For the Portland metropolitan region, streamlining the conformity determination to the end of the maintenance plan means the air quality analysis would be conducted through the year 2017, which is the final year of the approved maintenance plan.

However, recognizing that a 2017 conformity determination would not allow for a long-term picture of air quality impacts, staff proposes conducting an air quality analysis for the base year (2010), end of the maintenance plan (2017) and long-range transportation plan horizon year (2040). This approach would utilize the shortening provision and reduce the number of transportation networks to develop, while also providing for the long-term air quality picture. Therefore, the use of the provision would not have an impact on the air quality outcomes, as the region would still aim to meet or be below the emissions budget allocated by the state for 2040. Additionally, staff determined modeling additional years will not yield additional beneficial information to assist policymakers, but would require significant resources.

[1] The Transportation Conformity rules provision §93.106(d)(3) states: *"For areas that have an adequate or approved CAA section 175A(b) maintenance plan, the MPO may elect to shorten the timeframe of the conformity determination to extend through the last year of such maintenance plan after consultation with state and local air quality agencies, solicitation of public comments, and consideration of such comments."*

Utilizing the shortened conformity provision would be applicable for all air quality analysis moving forward.

AIR QUALITY CONFORMITY ANALYSIS STREAMLINING PROCESS

In accordance with federal rules, the metropolitan planning organization is the main party to initiate a TCM substitution.[2] Following internal consultation, Metro elected to initiate undergoing to the process to utilize the streamlining provision in November 2013. Metro consulted with the U.S. Environmental Protection Agency (EPA) to gather clarity on the process requirements which must be met in order to utilize the provision. Following, Metro consulted with DEQ on utilizing the provision. Based on the consultation with DEQ, Metro has agreed to continue to assess the horizon year of the long-range transportation plan as part of all subsequent air quality conformity analyses to ensure the region's long-term transportation policies and investments do not harm air quality.

At the November 22, 2013 Transportation Policy Advisory Committee (TPAC) meeting, members were consulted on utilizing the provision to streamline the conformity analysis work and requested TPAC make a recommendation to the Joint Policy Advisory Committee on Transportation (JPACT). Members were presented an analysis the proposal to utilize the EPA streamlining provision met the following criteria:

- Consultation with state and local air quality agencies;
- Solicitation of public comments and consideration of public comments; and
- MPO board and governing body approval.[3]

Table 2. Proposed Utilization of Streamlining Provision Criteria Being Met

Proposed Activity	Justification/Rationale	Applicable EPA Rule/Provision
Consultation with DEQ on proposed shortened conformity timeframe	EPA rules require MPOs consult with state and local air quality agencies regarding streamlining the conformity timeframe. Full interagency consultation is not required and formal approval from state and local air quality agencies is not required. DEQ would not need to take this through any of its processes, unlike the TCMs. Consultation was conducted on November 20, 2013 with DEQ staff.	Consultation with state and local air quality agencies
Consultation and request of approval from TPAC	Notification of an action is provided to the TPAC interested parties list a week in advance of the meeting. EPA also states MPOs should follow normal process for public participation regarding conformity actions. Since a formal public comment period is not conducted for conformity methodology approval, the approach to ask for approval from TPAC is sufficient. Opportunity for public comment is available at the TPAC meeting. TPAC consultation was conducted on November 22, 2013. Action to recommend to JPACT made.[4]	Solicitation of public comments

[3] US Environmental Protection Agency. Transportation Conformity Regulations. April 2012, page 15.
[4] TPAC. November 22, 2013 http://www.oregonmetro.gov/index.cfm/go/by.web/id=31965

Review comments received and refine shortened conformity timeframe (if appropriate)	Metro staff took the comments made at the TPAC meeting to refine the proposed approach for streamlining the conformity timeframe in the materials presented before JPACT and Metro Council. Public comments made on the conformity streamlining provision will also be taken will also be accepted.	Consideration of public comments.
Approval by MPO board and Metro Council on the streamlined air quality conformity determination method	EPA requires receiving approval from the MPO board and governing body to use the streamlining conformity provision in the air quality analysis methodology.	MPO board and governing body approval

ANALYSIS/INFORMATION

1. **Known Opposition:** DEQ is in agreement with the proposed approach Metro has put forward to continue to assess the horizon year of the plan as part of all air quality conformity analyses.

   Legal Antecedents:

   Federal regulations include:
   - Clean Air Act, as amended [42 U.S. C. 7401 and 23 U.S.C. 109(j)], as amended].
   - US EPA transportation conformity rules (40 CFR, parts 51 and 93)

   State regulations include:
   - Oregon Administrative Rules for Transportation Conformity, (OAR Chapter 340, Division 252).
   - 2006 State Implementation Plan (SIP).
   - 2006 Portland Area Carbon Monoxide Maintenance Plan and 2007 Portland Area Ozone Maintenance Plan.

2. **Anticipated Effects:** Adoption of this resolution allows for air quality analysis to assess emissions for three transportation networks: base year (2010), last year of the maintenance plan (2017), and horizon year (2040) of the plan. This goes into effect immediately for demonstrating conformity of regional transportation plans and programming documents. The funding of proposed transportation projects in the 2015-2018 MTIP and the update of the 2014 Regional Transportation Plan update will be able to continue as scheduled.

3. **Budget Impacts**: None. Upon approval of this action, projects included in the 2015-2018 Metropolitan Transportation Improvement Program and the 2014 RTP update will be able to move forward with implementation.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 14-4493.

600 NE Grand Ave.
Portland, OR 97232-2736

Metro | *Agenda*

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)
Date: Thursday, Jan. 9, 2014
Time: 7:30 to 9 a.m.
Place: Metro Regional Center, Council Chamber

7:30 AM	**1.**		**CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS**	**Carlotta Collette, Chair**
7:32 AM	**2.**		**CITIZEN COMMUNICATIONS ON JPACT ITEMS**	**Carlotta Collette, Chair**
7:35 AM	**3.**		**UPDATES FROM THE CHAIR & COMMITTEE MEMBERS** • Draft Regional Active Transportation Plan Refinement Update • 2014 JPACT Chair Transition • New TPAC Community Representatives • Status Update on Letter to Congressman Blumenauer in Support of the UPDATE Act	**Andy Cotugno, Metro**
7:40 AM	**4.**	*	**Consideration of the Minutes for Dec. 12, 2013**	
	5.		**ACTION ITEMS**	
7:42 AM	5.1	*	Powell Boulevard East of I-205 Unified Planning Work Program Amendment to Add a Planning Study and State Transportation Improvement Program (STIP) Amendment for a Preliminary Engineering Phase for Funding Received from the Legislature to Study and Engineer Street Design Changes: **Resolution No. 14-4498** – APPROVAL REQUESTED	**Ted Leybold, Metro**
7:55 AM	5.2	*	Powell-Division Transit and Development Project Approach and Steering Committee Appointments: **Resolution No. 14-4496** – APPROVAL REQUESTED	**Brian Monberg, Metro**
8:10 AM	5.3	*	Permission to Use Federal Streamlining Provision for Regional Air Quality Conformity: **Resolution No. 13-4493** – APPROVAL REQUESTED	**Nina Deconcini, DEQ** **Grace Cho, Metro**
	6.		**INFORMATION / DISCUSSION ITEMS**	
8:20 AM	6.1		2014 Regional Transportation Plan Process Update and Draft Project List – INFORMATION	**John Mermin, Metro**

Continued on back...

8:40 AM	6.2	*	Climate Smart Communities Scenarios Project: First Look at Results (Part 3) and Discussion of Shaping the Preferred Approach in 2014 – INFORMATION/ DISCUSSION	**Kim Ellis, Metro**
9 AM	**7.**		**ADJOURN**	**Carlotta Collette, Chair**

Upcoming JPACT meetings:

- **February 13** – regular JPACT meeting
- **March 5 – 6** – JPACT Annual Washington, DC Trip
- **April 10** – regular JPACT meeting

* Material available electronically.
** Material will be distributed in advance of the meeting.

For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: kelsey.newell@oregonmetro.gov. To check on closure or cancellations during inclement weather please call 503-797-1700.

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STAFF REPORT

FOR THE PURPOSE OF APPROVING THE USE OF FEDERAL STREAMLINING PROVISIONS FOR REGIONAL AIR QUALITY CONFORMITY DETERMINATIONS

Date: December 16, 2013 Prepared by: Grace Cho

REQUEST
The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council are requested to approve the use of federal streamlining provisions for regional air quality conformity purposes. Action by JPACT and the Metro Council is requested to fulfill process requirements issued by EPA in order to utilize the provision.

INTRODUCTION
Because the Portland region failed to meet national air quality standards for carbon monoxide pollution in the past the region was designated a non-attainment area. As a result, the region is required to conduct an air quality conformity analysis for each update of the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP) to demonstrate compliance with an adopted air quality maintenance plan in order for transportation projects to be eligible to receive federal funding.

BACKGROUND
The air quality conformity determination is a regional emissions analysis which compares future emissions from transportation activities to a state allocated emissions budgets. To conduct a regional air quality analysis Metro builds and maintains a series of transportation networks to feed into a regional emissions model. Known as analysis years, these networks must meet federal air quality requirements. The transportation networks are derived from the projects identified in the RTP and MTIP.

ISSUE
Typically, Metro models three transportation networks for air quality analysis purposes (base year, final year of maintenance plan, and horizon year), but in preparation for the 2014 RTP update and the 2015-2018 MTIP, federal requirements dictate five transportation networks will need to be constructed. This adds significant workload to the relatively minor update of the 2014 RTP.

PROPOSED SOLUTION – UTILIZE REGULATORY STREAMLINING PROVISION
The Transportation Conformity Regulations Section §93.106(d)(3) allows regions with approved maintenance plans to elect to shorten the timeframe of the conformity analysis to the end of the maintenance plan.[1] For the Portland metropolitan region, streamlining the conformity determination to the end of the maintenance plan means the air quality analysis would be conducted through the year 2017, which is the final year of the approved maintenance plan.

However, recognizing that a 2017 conformity determination would not allow for a long-term picture of air quality impacts, staff proposes conducting an air quality analysis for the base year (2010), end of the maintenance plan (2017) and long-range transportation plan horizon year (2040). This approach would utilize the shortening provision and reduce the number of transportation networks to develop, while also providing for the long-term air quality picture. Therefore, the use of the provision would not have an impact on the air quality outcomes, as the region would still aim to meet or be below the emissions budget allocated by the state for 2040. Additionally, staff determined modeling additional years will not yield additional beneficial information to assist policymakers, but would require significant resources.

[1] The Transportation Conformity rules provision §93.106(d)(3) states: *"For areas that have an adequate or approved CAA section 175A(b) maintenance plan, the MPO may elect to shorten the timeframe of the conformity determination to extend through the last year of such maintenance plan after consultation with state and local air quality agencies, solicitation of public comments, and consideration of such comments."*

Utilizing the shortened conformity provision would be applicable for all air quality analysis moving forward.

AIR QUALITY CONFORMITY ANALYSIS STREAMLINING PROCESS

In accordance with federal rules, the metropolitan planning organization is the main party to initiate a TCM substitution.[2] Following internal consultation, Metro elected to initiate undergoing to the process to utilize the streamlining provision in November 2013. Metro consulted with the U.S. Environmental Protection Agency (EPA) to gather clarity on the process requirements which must be met in order to utilize the provision. Following, Metro consulted with DEQ on utilizing the provision. Based on the consultation with DEQ, Metro has agreed to continue to assess the horizon year of the long-range transportation plan as part of all subsequent air quality conformity analyses to ensure the region's long-term transportation policies and investments do not harm air quality.

At the November 22, 2013 Transportation Policy Advisory Committee (TPAC) meeting, members were consulted on utilizing the provision to streamline the conformity analysis work and requested TPAC make a recommendation to the Joint Policy Advisory Committee on Transportation (JPACT). Members were presented an analysis the proposal to utilize the EPA streamlining provision met the following criteria:

- Consultation with state and local air quality agencies;
- Solicitation of public comments and consideration of public comments; and
- MPO board and governing body approval.[3]

Table 2. Proposed Utilization of Streamlining Provision Criteria Being Met

Proposed Activity	Justification/Rationale	Applicable EPA Rule/Provision
Consultation with DEQ on proposed shortened conformity timeframe	EPA rules require MPOs consult with state and local air quality agencies regarding streamlining the conformity timeframe. Full interagency consultation is not required and formal approval from state and local air quality agencies is not required. DEQ would not need to take this through any of its processes, unlike the TCMs. Consultation was conducted on November 20, 2013 with DEQ staff.	Consultation with state and local air quality agencies
Consultation and request of approval from TPAC	Notification of an action is provided to the TPAC interested parties list a week in advance of the meeting. EPA also states MPOs should follow normal process for public participation regarding conformity actions. Since a formal public comment period is not conducted for conformity methodology approval, the approach to ask for approval from TPAC is sufficient. Opportunity for public comment is available at the TPAC meeting. TPAC consultation was conducted on November 22, 2013. Action to recommend to JPACT made.[4]	Solicitation of public comments

[3] US Environmental Protection Agency. Transportation Conformity Regulations. April 2012, page 15.
[4] TPAC. November 22, 2013 http://www.oregonmetro.gov/index.cfm/go/by.web/id=31965

Review comments received and refine shortened conformity timeframe (if appropriate)	Metro staff took the comments made at the TPAC meeting to refine the proposed approach for streamlining the conformity timeframe in the materials presented before JPACT and Metro Council. Public comments made on the conformity streamlining provision will also be taken will also be accepted.	Consideration of public comments.
Approval by MPO board and Metro Council on the streamlined air quality conformity determination method	EPA requires receiving approval from the MPO board and governing body to use the streamlining conformity provision in the air quality analysis methodology.	MPO board and governing body approval

ANALYSIS/INFORMATION

1. **Known Opposition:** DEQ is in agreement with the proposed approach Metro has put forward to continue to assess the horizon year of the plan as part of all air quality conformity analyses.

   Legal Antecedents:

   Federal regulations include:
   - Clean Air Act, as amended [42 U.S. C. 7401 and 23 U.S.C. 109(j)], as amended].
   - US EPA transportation conformity rules (40 CFR, parts 51 and 93)

   State regulations include:
   - Oregon Administrative Rules for Transportation Conformity, (OAR Chapter 340, Division 252).
   - 2006 State Implementation Plan (SIP).
   - 2006 Portland Area Carbon Monoxide Maintenance Plan and 2007 Portland Area Ozone Maintenance Plan.

2. **Anticipated Effects:** Adoption of this resolution allows for air quality analysis to assess emissions for three transportation networks: base year (2010), last year of the maintenance plan (2017), and horizon year (2040) of the plan. This goes into effect immediately for demonstrating conformity of regional transportation plans and programming documents. The funding of proposed transportation projects in the 2015-2018 MTIP and the update of the 2014 Regional Transportation Plan update will be able to continue as scheduled.

3. **Budget Impacts**: None. Upon approval of this action, projects included in the 2015-2018 Metropolitan Transportation Improvement Program and the 2014 RTP update will be able to move forward with implementation.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 14-4493.

Proposed Air Quality Conformity Streamlining

Streamlining the conformity process for the 2014 RTP for efficiency and cost savings

Tom Kloster, Metro

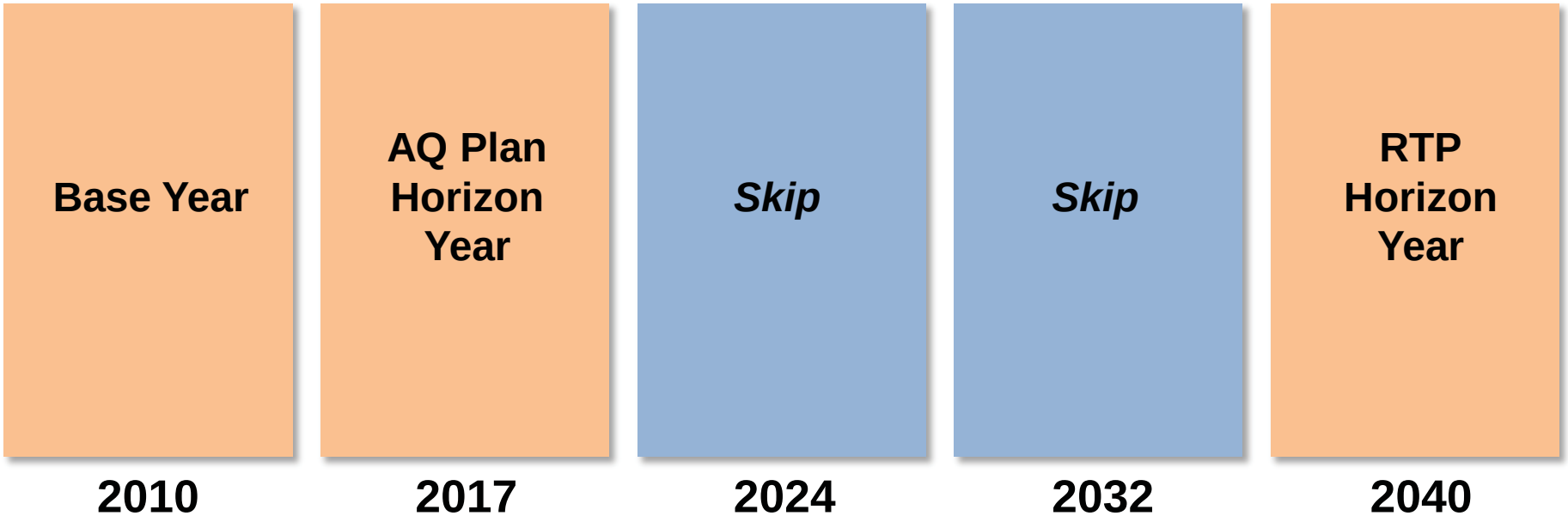
Nina DeConcini, Department of Environmental Quality

Why Streamline?

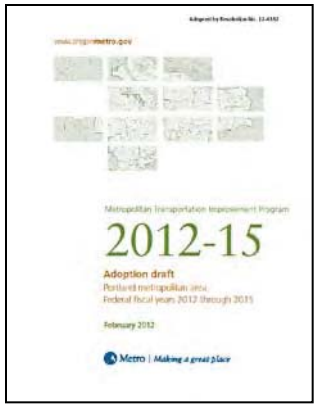
- Timing of the 2014 RTP relative to the horizon year of our air quality maintenance plan (2017) is having unintended effects
- Federal rules allow streamlining for this circumstance
- Streamlining offers Metro substantial time and cost savings without compromising air quality findings for the RTP

What does it do?

Allows the region to skip two additional analysis years for the purpose of air quality conformity findings for the 2014 RTP



Why does it matter?



- The 2014 RTP update is operating under a very tight timeline and must be completed by July of this year - streamlining helps keep the project on schedule
- Also applies to the updated MTIP
- Proposed streamlining saves technical services time and resources that can be allocated to other transportation projects in the region

Today's Recommended Action

Approval of Resolution No. 13-4493

Approving a streamlined approach to demonstrating air quality conformity for the 2014 Regional Transportation Plan

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JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
January 9, 2014
Metro Regional Center, Council Chamber

MEMBERS PRESENT	AFFILIATION
Jack Burkman	City of Vancouver
Carlotta Collette, Chair	Metro Council
Shirley Craddick	Metro Council
Nina DeConcini	Oregon Department of Environmental Quality
Denny Doyle	City of Beaverton, representing Cities of Washington County
Donna Jordan	City of Lake Oswego, representing Cities of Clackamas Co.
Neil McFarlane	TriMet
Diane McKeel	Multnomah County
Neil McFarlane	TriMet
Steve Novick	City of Portland
Roy Rogers	Washington County
Paul Savas	Clackamas County
Don Wagner	WSDOT

MEMBERS EXCUSED	AFFILIATION
Shane Bemis	City of Gresham, representing Cities of Multnomah Co.
Kathryn Harrington	Metro Council
Steve Stuart	Clark County
Jason Tell	ODOT
Bill Wyatt	Port of Portland

ALTERNATES PRESENT	AFFILIATION
Craig Dirksen	Metro Council
Susie Lahsene	Port of Portland
Lisa Barton Mullins	City of Fairview, representing Cities of Multnomah Co.

STAFF: Taylor Allen, Andy Cotugno, Kim Ellis, Tom Kloster, Ted Leybold, John Mermin, Brian Monberg.

1. CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS

Chair Carlotta Collette declared a quorum and called the meeting to order at 7:30 a.m.

2. CITIZEN COMMUNICATIONS ON JPACT ITEMS

Citizen testifier, Mr. Ed Barnes, former Washington State Transportation Commissioner provided an overview of the major steps and obstacles concerning the discussion and planning for the Columbia River Crossing Project. The massive, multi-billion dollar project would replace the I-5 Interstate bridges and improve several interchanges in South Vancouver and North Portland. Mr. Barnes distributed handouts which are included as a part of the meeting record.

3. UPDATES FROM THE CHAIR & COMMITTEE MEMBERS

Chair Collette updated members on the following items:

- The draft Regional Active Transportation Plan (ATP) is facilitated by a regional workgroup consisting of forty members, including Metro staff, advocacy and equity groups. The workgroup has provided input to finalize the draft Regional ATP and corresponding updates to the Regional Transportation Plan (RTP). A draft ATP and updated RTP presentation is scheduled for the March JPACT meeting prior to the plans' release for public comment period.
- The selection of three TPAC Community representatives, Carol Gossett, Mychal Tetteh and Stephen White, appointments were confirmed by the Metro Council on December 19, 2013.
- Mr. Andy Cotugno of Metro provided an update on the endorsement letter to Congressman Blumenhauer to increase and index the federal gas tax and T4America's Federal Transportation Revenue Proposal, which are both scheduled for further consideration at the February JPACT meeting.
- Ms. Susie Lahsene of the Port of Portland announced that the Port withdrew its current proposal for consent to annex West Hayden Island into the City of Portland on Wednesday January 8, 2014.
- Metro Council is scheduled to consider and vote on legislation to appoint JPACT members for 2014 which includes Council President Hughes nomination of Metro Councilor Craig Dirksen to serve as the new JPACT Chair, who will begin in February.
- Chair Carlotta Collette is recognized for her service as JPACT Chair on behalf of JPACT members.
- Ms. Nina DeConcini of Oregon Department of Environmental Quality (DEQ) announced that David Collier, Air Quality Manager, was determined as a new alternate.

4. CONSIDERATION OF THE MINUTES FOR DECEMBER 12, 2013

MOTION: Metro Councilor Shirley Craddick moved, Councilor Donna Jordan seconded, to adopt the JPACT Minutes from December 12, 2013 with the following amendments:

- Commissioner Roy Rogers, representing Washington County was present on December 12th;
- Commissioner Paul Savas requested language edits under the Member Comments section regarding Endorsing a Regional position on Federal Transportation Policy to include: "Commissioner Paul Savas suggested further evaluation and comparison of ~~the increasing gas tax as a federal versus state strategy~~ of state versus federal funding for transportation."

ACTION: With all in favor, the motion passed as amended.

5.1 ADDING THE POWELL BOULEVARD: I-205 TO SE 174TH PROJECT TO THE 2012-15 METROPOLITAN TRANSPORTATION AND IMPROVEMENT PROGRAM (MTIP) AND THE UNIFIED PLANNING WORK PROGRAM (UPWP)

Mr. Ted Leybold of Metro provided an overview of the amendments proposed to the MTIP and UPWP regarding the addition of the Outer Powell Boulevard Project. The 2013 State Legislature through House Bill 2322 directed that 4.9 million dollars of funding be utilized for project development of the Outer Powell Boulevard Project. The study area being proposed for additional planning is the Outer Powell Boulevard from Interstate 205 to approximately SE 176th Avenue. Some potential improvements may include storm water treatment, pedestrian, bicycle and transit access facilities and roadway improvements.

ODOT (Oregon Department of Transportation) is the agency spearheading this project, proposed to budget 2 million dollars as a planning phase to develop the NEPA documentation of the project. This planning phase is proposed to amend the 2013-15 UPWP for inclusion. The preferred alternative that emerges from the project planning phase will carry forward to preliminarily design and engineering. The remaining 2.9 million dollars is being programmed for preliminary design consistent with the outcome of the planning work and proposed to be added to the 2012-15 MTIP.

Member Comments Included:

There were none.

MOTION: Commissioner Steve Novick moved, Councilor Shirley seconded, to approve Resolution No. 14-4498.

ACTION: With all in favor and Ms. DeConcini abstained, the motion passed.

5.2 POWELL-DIVISION TRANSIT AND DEVELOPMENT PROJECT: APPROACH AND STEERING COMMITTEE FORMATION

Brian Monberg of Metro provided an overview of the Powell Division Transit and Development Project and the steering committee formation. The project originated from the Metro Regional High Capacity Transit (HCT) Study conducted in 2009, which identified the Powell-Division Corridor vicinity as the second highest HTC area of the three near-term regional priority corridors. The project is a partnership between Metro, TriMet, ODOT, City of Portland, City of Gresham and Multnomah County to identify preferred HCT investments in the corridor and implement a development strategy to support key places within the Powell-Division HCT Corridor for community and economic development. The project is currently initializing the formal planning stage that consists of four milestones: project foundation, identify alternatives, refine alternatives and project agreement concluding in Winter 2014. The formal planning stage will result in two outcomes: (1) A definition of a new transit line connecting Portland and Gresham, including vehicle mode, route and station (2) A development strategy for key places in the corridor considering areas that have changed and remained stable, policies and projects to support stations, and economic development to focus future desired development.

The steering committee will include community and business leaders that represent social, environmental and economic issues relevant to the Powell-Division Corridor. Some of the partnerships include, but are not limited to: Mount Hood Community College, Portland Community College, Coalition Gresham Neighborhoods and Division Midway Business. The Metro Council is anticipated to take action to convene the steering committee January 16, 2014.

Member Comments Included:

- Members highlighted the importance of access to business and freight traffic as critical elements within the Powell-Division Corridor and suggested including a business representative or business owner on the steering committee. Members committed to identifying names for consideration. Mr. Monberg confirmed the Project Team and Metro Council will review potential representatives based the current list, recognizing that additional members from the business community can be added.
- Members expressed interest in the funding and cost sharing for conducting the Powell-Division Transit and Development Project Study. Mr. Monberg stated that primary funding for the Cities of Portland and Gresham has been through the Community Planning and Development Grant Program and Federal Regional Corridor funding. The total cost for the study is approximately 1.1 million dollars.
- Chair Collette recognized that the Powell-Division Corridor was identified as a high priority corridor in both the High Capacity Transit Study (HCT) and the Regional Transportation Plan.
- Co-Chair Shirley Craddick recognized TriMet's support of the Powell-Division Transit and Development Project in respect to the work conducted through the system enhancement plans which improve north south connections to both the blue line and to the new route being developed.

MOTION: Ms. Nina DeConcini moved, Commissioner Steve Novick seconded, to recommend adoption of Resolution 14-4496.

ACTION: With all in favor, the motion passed.

5.3 PERMISSION TO USE FEDERAL STREAMLINNG PROVISION FOR REGIONAL AIR QUALITY CONFORMITY RESOLUTION NO. 13-4493

Ms. Nina DeConcini of DEQ introduced the proposed process to approve the use of federal streamlining provisions for regional air quality conformity determinations. Historically the Portland Metropolitan region has failed to meet national air quality standards for carbon monoxide pollution in the past and was designated as a non-attainment area. As a result, the region is required to conduct an air quality conformity analysis for each update of the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP) to demonstrate compliance with an adopted air quality maintenance plan in order for transportation projects to be eligible to receive federal funding.

Typically, Metro models three transportation networks for air quality analysis purposes (base year, final year of maintenance plan, and horizon year), but in preparation for the 2014 RTP updated and the 2015-2018 MTIP, federal requirements dictate five transportation networks will need to be constructed. This adds a significant workload to the relatively minor update of the 2014 RTP. The

2014 RTP update is operating under a strict timeline and must be completed by July 2014—streamlining helps the project maintain schedule.

Mr. Tom Kloster of Metro provides an overview of the proposed air quality conformity streamlining. The Transportation Conformity Regulations Section allows regions with approved maintenance plans to elect to shorten the timeframe of the conformity analysis to the end of the maintenance plan. For the Portland Metropolitan region, streamlining the conformity determination to the end of the maintenance plan means the air quality analysis would be conducted through the year 2017, which is the final year of the approved maintenance plan.

A 2017 conformity determination would not allow for a long-term picture of air quality impacts. Metro staff proposes conducting an air quality analysis for the base year (2010), end of the maintenance plan (2017) and long-range transportation plan horizon year (2040). This approach would utilize the shortening provision and reduce the number of transportation networks to develop, while also providing for the long-term air quality picture. The use of the provision would not have an impact on the air quality outcomes, as the region would still aim to meet or be below the emissions budget allocated by the state for 2040.

Member Comments Included:

- Members asked clarifying questions regarding participation and involvement of the public at the November 22, 2013 TPAC Meeting. Grace Cho of Metro confirmed that the traditional committee structure was utilized for soliciting public comment from nearly 200 people in an interested parties list consisting of citizens representing jurisdictions throughout the region.
- Commissioner Paul Savas asked about which specific pollutants are being assessed within the streamlining process timeframe. Ms. DeConcini confirmed that only carbon monoxide is being evaluated.

MOTION: Councilor Craig Dirksen moved, Mr. Neil McFarlane seconded, to recommend adoption of Resolution 13-4493.

ACTION: With all in favor, the motion passed.

6.1 2014 REGIONAL TRANSPORTATION PLAN PROCESS UPDATE AND DRAFT PROJECT LIST

Mr. John Mermin of Metro provided an overview of the 2014 Regional Transportation Plan Update (RTP) and Project List. The U.S. Department of Transportation (USDOT) requires metropolitan regions to maintain a Regional Transportation Plan with updates every four years and conform to federal clean air standards in order to take effect. The RTP must comprise a rolling 25-year planning horizon. The current RTP was shaped by regional goals adopted in 2010. Currently the RTP encompasses 1071 projects compiled from local plans representing a total of 19.8 billion federal, state and regional funds. The current RTP encompass a broad range of projects related to bicycle, pedestrian, transit demand management, system management auto and freight. Metro collaborates with a number of partners including cities, counties, TriMet, SMART, ODOT and Port of Portland to develop a single system that crosses boundaries. His presentation highlighted the general composition of the draft project list as well as the scale of projects. Mr. Mermin highlighted that in comparison to the 2010 RTP project list, the share of projects going towards active transportation has increased in all four sub-regions (Clackamas County, Washington County, East

Multnomah County, and Portland). The full presentation is included as a part of the meeting record. February 28, 2014 TPAC is anticipated to preview the draft RTP before public review.

Member Comments Included:

- Members asked clarifying questions about Clark County and Vancouver's role as a part of the Metropolitan Planning Organization (MPO) in the updated RTP Process. Mr. Mermin confirmed that their transportation projects are utilized in the model networks used to update the system performance for the RTP. Commissioner Jack Burkman explained that Vancouver has an independent RTP process operating under Washington state mandates however coordinates in their regional planning through review and shared membership in regional MPO bodies.
- Members expressed the critical importance of Metro collaborating with local jurisdictions on their transportation plans especially during the public comment period of the RTP update. Members also suggested including visual metrics that reflect the proportionality of funding already attained to conduct projects. Chair Collette confirmed that the RTP is composed of the transportation plans from local city jurisdictions throughout the region. She encouraged committee members to ensure that local plans within their respective jurisdictions effectively fit into the regional framework.
- Mr. Neil Mcfarlane of TriMet recognized increasingly important investments for TriMet as the RTP and MTIP are updated include maintaining the quality of service provided on the existing system.

6.2 CLIMATE SMART COMMUNITIES SCEENARIOS PROJECT: FIRST LOOK AT RESULTS PART 3

Ms. Kim Ellis of Metro provided an overview of the Climate Smart Communities Scenarios Project. In 2009, the Oregon Legislature mandated that the Portland metropolitan region reduce per capita greenhouse gas emissions for light duty vehicles by 20 percent below 2005 levels by 2035. Additionally, the region must select a preferred approach by December 31, 2014. The goal of the Climate Smart Communities Scenarios Project is to engage community, business, public health and elected leaders in a discussion to shape a preferred approach that meets the state mandate and supports local and regional plans for downtowns, main streets and employment areas. The Climate Smart Communities Scenarios Project is currently in Phase 3, transitioning from data development and analysis to policy discussions to shape a draft preferred scenario by May 2014.

Metro used the GreenSTEP model to compare and evaluate the following outcomes across the three approaches: greenhouse gas emissions, housing and jobs, travel, access to transit and destinations, and air quality. The GreenSTEP model also provides a methodology for monetizing social costs which are defined as costs paid for by society as a result of public health and environmental impacts.

The additional results discovered in Part 3 include public health, potential revenues raised and potential household costs which will be used in combination with previously reported results to inform regional discussions to shape the preferred scenario approach in 2014. The results reported include air pollutants, physical activity and reduced exposure to fatalities across the three

scenarios. The financial costs include passenger vehicle costs such as ownership and operating costs across the three scenarios.

Moving forward in 2014, staff recommends a four-step process for building consensus on what strategies are included in the region's preferred approach:

- **Step 1 and 2:** In January and February 2014, the Council, MPAC, and JPACT confirm initial areas of agreement to carry forward into the region's draft preferred approach without further discussion related to: (1) locally adopted comprehensive plans, zoning and draft 2014 RTP investment priorities from local transportation system plans, ODOT, TriMet, SMART and the Port of Portland, and (2) state assumptions for pay-as-you-drive insurance, clean fuels and more fuel-efficient vehicles and engines.
- **Step 3:** From February to May 2014, the Council facilitates a regional discussion to identify recommendations related to transportation information programs, transportation system efficiency, and transit service and parking management to be included in the region's draft preferred approach. TPAC and MTAC will help frame policy options for MPAC and JPACT discussion in April and May.
- **Step 4:** From February to December 2014, the Council facilitates a regional discussion to identify potential funding mechanisms to implement the preferred approach. TPAC and MTAC will help frame policy options for MPAC and JPACT discussion in April and May.

The full presentation is included as a part of the meeting record.

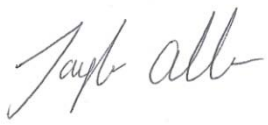
Member Comments Included:

- Members suggested during steps 3 and 4 to consider private investors like CII (Community Investment Initiative) to assist in funding infrastructure. Chair Collette suggested discussing this consideration at the joint JPACT/MPAC meetings in May and JPACT receiving an update on CII and Regional Infrastructure Strategic Enterprise (RISE).

7. ADJOURN

Chair Collette adjourned the meeting at 9:00 a.m.

Respectfully Submitted,



Taylor Allen

Recording Secretary

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
2	Handout	01/09/13	Citizen Testifier Ed Barnes Re: Columbia River Crossing Project	01314j-01
3	Handout	11/12/13	Regional ATP Review & Refinement Timeline	01314j-02
3	Handout	01/09/14	Interstate Bridge Article	01314j-03
4	Handout	12/12/13	121213 Minutes	01314j-04
5.1	Legislation	01/09/13	Resolution No. 14-4498 with attached Staff Report and Exhibit	01314j-05
5.2	Legislation	01/09/14	Resolution No. 14-4496 with attached Exhibits	01314j-06
5.3	Legislation	01/09/14	Resolution No. 13-4493 with attached Staff Report	01314j-07
6.1	PPT	01/09/14	RTP Status Update & Summary of Updated Draft Project List	01314j-08
6.2	PPT	01/09/14	CSC First Look at Results Part 3	01314j-09

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Metro | *Agenda*

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, Nov. 22, 2013
Time: 9:30 a.m. to 12 p.m. (noon)
Place: Metro, Council Chamber

9:30 AM	**1.**		**CALL TO ORDER AND DECLARATION OF A QUORUM**	**Elissa Gertler, Chair**
9:32 AM	**2.**		**COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS** • 2016-2018 Regional Flexible Fund Allocation Retrospective Survey	
9:35 AM	**3.**		**CITIZEN COMMUNICATIONS TO TPAC AGENDA ITEMS**	
9: 37 AM	**4.**	**	**CONSIDERATION OF THE TPAC MINUTES FOR NOV. 1, 2013**	
9:40 AM	**5.**	*	Climate Smart Communities Scenarios Project: First Look at Results Part II – Report on scenarios' cost analysis relative to fiscal, public health and social equity outcomes, and identify key policy areas to be the focus of discussion and input to shape draft preferred approach in 2014 – INFORMATION/ DISCUSSION • *Purpose*: Staff will present the draft cost analysis relative to fiscal, public health and social equity outcomes. • *Outcome*: TPAC provides input on how the cost analysis is communicated to JPACT and begins to identify policy areas for further discussion and input in 2014.	**Kim Ellis, Metro**
10:25 AM	**6.**	**	Draft Methodology for the Benefits and Burdens and Disparate Impact Analysis for the 2015-18 Metropolitan Transportation Improvement Program and 2014 Regional Transportation Plan – INFORMATION / DISCUSSION • *Purpose*: To provide an overview of the draft methodology for conducting the Benefits and Burdens analysis and the Disparate Impact Analysis for the 2015-18 MTIP and the 2014 RTP. • *Outcome*: Gather feedback on key areas of the Benefits and Burdens analysis methodology and the Disparate Impact analysis methodology.	**Grace Cho, Metro** **Ted Leybold, Metro**

Continued on back...

10:55 AM	**7.**	**	Westside Freight Access and Logistic Analysis – INFORMATION • *Purpose*: To share key findings and recommendations from the Westside Freight Access and Logistics analysis. • *Outcome*: To raise TPAC's awareness of the transportation needs and challenges for the Computer & Electronics Industry, a key regional industry.	**Derrick Olsen, Greater Portland Inc. Chris Maciejewski, DKS Associates**
11:25 AM	**8.**	*	Shortening the Timeframe for the Air Quality Conformity Analysis – APPROVAL AND RECOMMENDATION TO JPACT • *Purpose*: Request permission to utilize an EPA provision to shorten the air quality analysis timeframe. • *Outcome*: Request TPAC approval to shorten the air quality conformity analysis timeframe and recommend approval to JPACT.	**Grace Cho, Metro**
11:45 AM	**9.**		**ADJOURN**	**Elissa Gertler, Chair**

Upcoming TPAC Meetings:

- Friday, Jan. 3 from 9:30 a.m. to 12 p.m. (noon) at the Metro Regional Center, Council Chamber.
- Friday, Jan. 31 from 9:30 a.m. to 12 p.m. (noon) at the Metro Regional Center, Council Chamber.

* Material available electronically.
** Material will be distributed in advance of the meeting.
# Material will be distributed at the meeting.

For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: kelsey.newell@oregonmetro.gov.
To check on closure or cancellations during inclement weather please call 503-797-1700.

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Portland, OR 97232-2736
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Metro | *Memo*

Date: November 15, 2013

To: Transportation Policy Advisory Committee

From: Grace Cho, Assistant Transportation Planner
John Mermin, Senior Transportation Planner

Subject: 2014 RTP Update: Shortening the Air Quality Conformity Analysis

Introduction
The air quality conformity determination is a regional emissions analysis which compares future emissions from transportation activities to a state allocated emissions budgets. The air quality conformity determination is a component of the long-range regional transportation plan (RTP) and the metropolitan transportation improvement program (MTIP). As a federal designated maintenance area, an air quality conformity analysis must be conducted for the RTP and the MTIP in order to allow projects to be eligible and receive federal transportation funding.

Background
To conduct a regional air quality analysis Metro's travel demand model staff builds and maintains a series of transportation networks to feed into a regional emissions model. Known as analysis years, these networks must meet federal air quality requirements. Typically, Metro models three transportation networks for air quality analysis purposes (base year, final year of maintenance plan, and horizon year), but in preparation for the 2014 RTP update and the 2015-2018 MTIP, federal requirements dictate five transportation networks will need to be constructed. This adds significant workload to the relatively minor update of the 2014 RTP.

Federal and State Requirements
For the purposes of air quality analysis, federal regulations require the analysis years meet the following requirements:

- The analysis years may be no more than 10 years apart;
- The first analysis year may be no more than 10 years from the base year used to validate the transportation demand planning model;
- The final year of maintenance plan must be an analysis year if it is in the timeframe of the transportation plan and conformity determination;
- The last year of the transportation plan's forecast period must be the horizon year; and
- If the timeframe of the conformity determination has been shortened under paragraph (d) of this section, the last year of the timeframe of the conformity determination must be a horizon year.

Based on the federal requirements, the following analysis years for the 2014 RTP update were identified:

Year	2010	2017	2024	2032	2040
Reason for Selection	Base year to validate the travel demand model	Final year of maintenance plan/attainment year	Analysis years may be no more than 10 years apart		Horizon year/final year of plan

Shortening the Analysis Timeframe
Recognizing the workload balance, staff investigated any alternative solutions which would streamline the number of transportation networks which would need to be created. In consultation

with EPA staff, areas with approved maintenance plans may elect to shorten the timeframe of the conformity analysis to the end of the maintenance plan.[1] Shortening the conformity determination to the end of the maintenance plan means the air quality analysis would be conducted through the year 2017, which is the final year of the approved maintenance plan. Utilizing the shortened conformity horizon would be applicable for all air quality analysis moving forward.

However, recognizing that a 2017 conformity determination would not allow for a long-term picture of air quality impacts, staff proposes conducting an air quality analysis for both 2017 and 2040. Therefore, the shortening of the conformity timeframe would not have an impact on the air quality outcomes, as the region would still aim to meet or go below the emissions budget allocated by the state for 2040.

If the shortened conformity analysis is utilized, the following analysis years for the 2014 RTP update were identified:

Year	2010	2017	2040
Reason for Selection	Base year to validate the travel demand model	Final year of maintenance plan/attainment year	Horizon year/final year of plan

Process

In order to utilize the provision in EPA's conformity rules to shorten the air quality analysis timeframe, Metro must meet three main process requirements: 1) consult with local and state air quality agencies; 2) solicit public comments; and 3) consider feedback on such comments.

After consultation with EPA staff, the solicitation of public comments is permitted to follow the typical public comment process used by the MPO for air quality methodology actions. Based on the results of the consultation, the following proposed process approach has been identified to shorten the air quality conformity determination timeframe.

Proposed Activity	**Engagement**	**Justification/Rationale**	**Applicable EPA Rule/Provision**
Consultation with DEQ on proposed shortened conformity timeframe	DEQ staff	EPA rules require MPOs consult with state and local air quality agencies regarding shortening the conformity timeframe. Full interagency consultation is not required and formal approval from state and local air quality agencies is not required. DEQ would not need to take this through any of its processes, unlike the TCMs.	Consultation with state and local air quality agencies
Consultation and request of approval from	TPAC	Notification of an action is provided to the TPAC interested parties list a week in advance of the meeting.	Solicitation of public comments

[1] The Transportation Conformity rules provision §93.106(d)(3) states:*"For areas that have an adequate or approved CAA section 175A(b) maintenance plan, the MPO may elect to shorten the timeframe of the conformity determination to extend through the last year of such maintenance plan after consultation with state and local air quality agencies, solicitation of public comments, and consideration of such comments."*

TPAC		EPA also states MPOs should follow normal process for public participation regarding conformity actions. Since a formal public comment period is not conducted for conformity methodology approval, the approach to ask for approval from TPAC is sufficient. Opportunity for public comment is available at the TPAC meeting.	
Review comments received and refine shortened conformity timeframe (if appropriate)	N/A	Metro staff will take the comments made at the TPAC meeting and refine the proposed approach for shortening the conformity timeframe in the materials presented before JPACT and Metro Council.	Consideration of public comments.
Approval by MPO board and Metro Council on the streamlined air quality conformity determination method	JPACT and Metro Council	EPA suggests receiving approval from the MPO board and governing body of the shortened conformity analysis methodology.	MPO board and governing body approval

Request
Metro staff requests TPAC approval and recommendation to JPACT to utilize EPA provision §93.106(d)(3) to shorten the air quality analysis timeframe.

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TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
November 22, 2013
Metro Regional Center, Council Chamber

MEMBERS PRESENT	AFFILIATION
Karen Buehrig	Clackamas County
Chris Deffebach	Washington Co.
Courtney Duke	City of Portland
Steven Entenman	Community Representative
Adrian Esteban	Community Representative
Elissa Gertler, Chair	Metro
Carol Gossett	Community Representative
Judith Gray	City of Tigard, representing Cities of Washington County
Scott King	Port of Portland
Nancy Kraushaar	City of Wilsonville, representing Cities of Clackamas Co.
Heather McCarey	Community Representative
Dave Nordberg	Oregon Department of Environmental Quality
Cora Potter	Community Representative

MEMBERS EXCUSED	AFFILIATION
Steve Entenman	Community Representative
Scott King	Port of Portland
Alan Lehto	TriMet
Dean Lookingbill	Southwest Washington Regional Transportation Council
Heather McCarey	Community Representative
Dave Nordberg	Oregon Department of Environmental Quality
Satvinder Sandhu	Federal Highway Administration
Rian Windsheimer	Oregon Department of Transportation

ALTERNATES PRESENT	AFFILIATION
Ken Burgstahler	Washington State Department of Transportation
Eric Hesse	TriMet
Ron Papsdorf	City of Gresham, representing Cities of Multnomah Co.
Lanie Smith	Oregon Department of Transportation
Joanna Valencia	Multnomah Co.

STAFF: Taylor Allen, Grace Cho, Andy Cotugno, Kim Ellis, Ted Leybold, Kelsey Newell.

1. CALL TO ORDER, DECLARATION OF A QUORUM

Chair Elissa Gertler declared a quorum and called the meeting to order at 9:35 a.m.

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Ms. Grace Cho of Metro announced that Metro staff will solicit comment through an online survey distributed to 2016-2018 RFFA participants, TPAC and JPACT members for the purposes of collecting feedback about the 2016-2018 Regional Flexible Fund Allocation process and outcomes. Comments collected will provide direction for the policy framework for future cycles of Regional Flexible Fund Allocation.

Chair Gertler recognized Scott King of the Port of Portland in appreciation of his dedicated service and contributions to JPACT as a member.

3. CITIZEN COMMUNICATIONS ON TPAC ITEMS

There were none.

4. CONSIDERATION OF THE MINUTES FOR NOVEMBER 1, 2013.

MOTION: Mr. Eric Hesse moved, Mr. Adrian Esteban seconded to adopt the minutes for November 1, 2013 as amended including the following language:

- "Chair Gertler adjourned the meeting at 12:03 ~~a.m.~~" **p.m.**

ACTION: With all in favor, the motion passed as amended.

5. CLIMATE SMART COMMUNITIES SCENARIOS PROJECT – FIRST LOOK AT RESULTS

Ms. Kim Ellis provided an overview of the Climate Smart Communities Scenarios Project. In 2009, the Oregon Legislature mandated that the Portland metropolitan region reduce per capita greenhouse gas emissions for light duty vehicles by 20 percent below 2005 levels by 2035. Additionally, the region must select a preferred approach by December 31, 2014. The goal of the Climate Smart Communities Scenarios Project is to engage community, business, public health and elected leaders in a discussion to shape a preferred approach that meets the state mandate and supports local and regional plans for downtowns, main streets and employment areas. The Climate Smart Communities Scenarios Project is currently in Phase 3, shaping a draft preferred scenario by examining results from Part II's report on scenarios' cost analysis relative to fiscal, public health and social equity outcomes. Council will be asked to select a preferred approach in December 2014 for the Land Conservation and Development Commission to review early 2015.

Ms. Ellis provided a summary of the three scenarios and key assumptions to achieve local and regional plans through 2035:

- Scenario A shows results of implementing adopted local and regional plans to the extent possible with existing revenue;

- Scenario B shows the results of successfully implementing adopted local land use and transportation plans and the current RTP, which relies on increased revenue;
- Scenario C shows the results of pursing new policies and revenue sources, additional investment, and realizes the Southwest Corridor vision.

Ms. Ellis highlighted changes to the overview of scenario assumptions that relate to electric vehicle share of the fleet that is assumed by 2035.

Metro used the GreenSTEP model to compare and evaluate the following outcomes across the three approaches: greenhouse gas emissions, housing and jobs, travel, access to transit and destinations, and air quality. The GreenSTEP model also provides a methodology for monetizing social costs which will be further utilized as a basis for comparison in shaping the preferred scenario. Social costs are defined as costs paid for by society as a result of public health and environmental impacts. Part II of Phase 3 has monetized social cost calculations based on vehicle miles driven and fuel consumed. Some examples of the social costs reported in the analysis include the costs of air pollution on public health and the environment, costs of environmental pollution from vehicle fluids and the costs of severe storms. The methodology does not account for other social costs such as the costs of congestion (reported separately), crashes (which is covered under vehicle ownership costs within GreenSTEP), habitat loss from infrastructure construction or water quality degradation from storm water run-off.

Member comments included:

- Members asked clarifying questions about the GreenSTEP model's exclusion of social costs such as congestion and crashes and the effects of the missing costs on revenue in reference to savings per household.
- Members suggested including a bar graph of all households' access to transit in order to compare low income families for each scenario. Ms. Ellis stated that a scorecard is being developed to summarize key takeaways and supporting data at a glance to further compare the scenarios.
- Members recognized the additional fuel costs and fee costs that generate revenues that contribute to a behavior and efficiency patterns that saves households money.
- Members asked clarifying questions about the transit access measure qualifications for "most" and "some" access. Members suggested including a map with actual lines that also capture frequency. Ms. Ellis stated that the areas with "most" transit is defined as areas that are serviced by multiple lines including bus and high capacity transit. Areas that have "some" service do not have the same intensity of service as "most" areas. The areas with no transit have no fixed rate service within a one half of a mile.
- Members recommended using a representative scale of the bar graph that displays annual freight truck travel costs due to delay.
- Members explained that project lists are being compiled for the Regional Transportation Plan Update that will be included as part of the preferred scenario to the exclusion of marketing and incentives and financing choices that should be captured in the scenario planning analysis.
- Members discussed updating the relative dollar amounts utilized in the scenario planning to anticipate changes or increases in project implementation costs. Ms. Ellis confirmed that the analysis states the dollar cost relative to 2014 and the GreenSTEP model utilizes 2005

dollars so the costs and savings are likely higher than what is being reported from GreenSTEP and that will be considered as the project moves forward.

- Members expressed interest in viewing social costs compared to direct costs per household as well as including a method to understand the relative impact of the different levers in each scenario to conduct an effective cost-benefit assessment. Ms. Ellis stated that sensitivity testing was conducted for the scenarios in Phase 1 to develop a star rating that estimated the potential for greenhouse gas reduction and transit is a significant policy lever.
- Members suggested including other ways to capture low income families' benefits to access to transit that could include sidewalk and bike infrastructure, density and access to healthy food choices.

6. DRAFT METHODOLOGY FOR THE BENEFITS AND BURDENS DISPARATE IMPACT ANALYSIS FOR THE 2015-18 METROPOLITAN TRANSPORTAITON IMPROVEMENT PROGRAM AND 2014 REGIONAL TRANSPORTATION PLAN

Ted Leybold introduced Ms. Grace Cho of Metro who provided an overview of the draft methodology for the benefits and burdens analysis as required by Executive Order 12898 on Environmental Justice and the disparate impact analysis as required by Title VI of the 1964 Civil Rights Act. These analyses are required to be conducted on regional activities, including the 2016-2018 Metropolitan Transportation Improvement Program (MTIP) and the 2014 Regional Transportation Plan (RTP) update. She stated the purpose of the presentation was to provide an outline of the preliminary methodology approach for the two analyses which consists of two parts. Part I is composed of definitions, thresholds and categories of investments and establishes the quantitative comparison analysis. Part II included a qualitative methodology that involves understanding the results from Part I and considers next steps such as mitigation, policy change and justification. The full presentation is included as a part of the meeting record.

Feedback will be solicited for both the quantitative and qualitative portions of the equity analyses. Methods of engagement will include: conducting an online survey to target audiences and hosting facilitated discussions with targeted technical audiences. The equity analysis is scheduled to be conducted during the late winter or early spring of 2014.

Member Comments Included:

- Members asked clarifying questions related to best practice methodology that already exists and is utilized in congruence with Title VI of the 1964 Civil Rights Act requirements. Members explained that Title VI requirements mandate specific analysis of racial and ethnic minorities, people with low income and limited English proficiency populations and expressed concern with additionally including elderly and youth populations in the equity analysis. Ms. Cho stated that practices from other metropolitan planning organizations have been considered in regards to the comparative quantitative analysis. She confirms that access to reliable data sources allows for additional inclusion of the elderly and youth populations in the analysis.
- Members expressed concern regarding the benefits and burdens analysis explicated in Attachment A and whether certain populations of the environmental justice community

were being proportionately represented. Mr. Leybold stated that each population will be measured individually and the quantitative method will identify significant concentrations of these communities. However an overlapping quantitative measurement of the communities is still being explored.

- Members expressed interest in the quantitative methodology utilized in the equity analysis to measure how environmental justice communities experience transportation investments like roadway, bridges, new capacity and streetscape retrofit as benefits and burdens. Additionally members expressed concern that the investments used to calculate the ratio were aggregated by type however that may not adequately represent differences in the burdens or benefits of investments on various environmental justice communities. Ms. Cho stated that the benefits and burdens calculations are subjective and individualized so it is appropriate to capture in a qualitative assessment.
- Members expressed concern with the use of the quantitative and qualitative assessment measures being utilized to inform the disparate impact equity analysis.
- Members asked clarifying questions regarding the purpose of the online survey and whether the proposed survey pool was representative. Ms. Cho stated that the current outreach being conducted is technical, targeted and focused to solicit opinion about the qualitative and quantitative methods from a pool of individuals who possess local knowledge and expertise in transportation equity issues.
- Members suggested outreach to local jurisdictions throughout the metropolitan region that are currently conducting Title VI plans to receive more general information.

7. <u>WESTSIDE FREIGHT ACCESS AND LOGISTIC ANALYSIS</u>

Derrick Olsen of Greater Portland Inc. introduced the Greater Portland Export Initiative by presenting a short video that can be found at the following web address: http://www.youtube.com/watch?v=7Hxw66x7JAk. The Greater Portland Export Initiative is a three year strategic plan for export growth in the Greater Portland region. The business plan calls on Greater Portland to make a transformational shift towards the export of goods and services as a central component of economic development efforts and private sector business plans. The Greater Portland Initiative Business Plan is comprised of four strategies that include support and leverage primary exporters, catalyze under exporters, enhance the export pipeline and brand and market greater Portland's global edge. The first strategy informed the basis for conducting the Westside Freight Access and Logistic Analysis.

Garth Appanaitis of DKS Associates provided an overview of the Westside Freight Access and Logistic Analysis. The study confirmed through a number of industry interviews that Portland is the key destination for movement of consumer and export goods from the Westside. Some examples of reliability challenges that face existing routes include limited route choice, US 26 travel time reliability and freeway access. Three strategies were developed to meet the specific needs of Westside consumer and export freight movements to consolidations areas in the Portland area. These strategies were selected because they have the potential to increase travel time reliability and can be implemented in the near term. The strategies include enhanced traveler information, US 26 Truck ramp meter bypass and enhanced freeway incident response. The full presentation is included as a part of the meeting record.

Member Comments Included:

- Members asked clarifying questions regarding the components of enhanced freeway incident response. Mr. Appanaitis confirmed that enhanced freeway incident response is defined as improved clearance time from when an incident occurs to when it is no longer blocking traffic. He suggests that clearance time can be improved in a number of ways including establishing protocol in place for minor incidents and emergency personnel response time.
- Members showed interest in how the Westside Freight Access and Logistics Analysis relates to existing and proposed plans. Mr. Appanaitis confirmed that prior regional plans concerning multi-use paths that had the potential for mobility improvement in reference to freight were considered in the study.
- Members encouraged public involvement because the implementation of some of the projects to increase travel time reliability such as a US 26 truck Ramp Meter Bypass could potentially require significant funding.
- Members asked for clarification on the typical size of the vehicle used to inform the Westside Freight Access and Logistics Analysis. Mr. Appanaitis stated that high volume and low volume goods were considered and these trucks are single unit or smaller.
- Members expressed interest in incident response as a solution to improve conditions. Deena Platman of Metro explained details of incident management regarding various challenges such as developing efficient respondent communication. She confirmed that the Federal Highway Administration (FHWA), the Oregon Department of Transportation (ODOT) and Oregon Solutions are developing a Transportation Incident Response team.
- Members expressed interest in the timeline and future implementation of the Westside Freight Access and Logistic Analysis as well as identification of the specific audience to which the recommendations from the study will be delivered. Mr. Appanaitis stated that the report has been presented throughout the metropolitan region and details of implementation strategy and feasibility are being explored.

8. SHORTENING THE TIMEFRAME FOR THE AIR QUALITY CONFORMITY ANALYSIS

Ms. Cho introduced the Air Quality Conformity Determination. The air quality conformity determination is a regional emissions analysis that compares future emissions from transportation activities to a state allocated emissions budget. The air quality conformity determination is a component of the long-range Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP). As a federal designated maintenance area, an air quality conformity analysis must be conducted for the RTP and the MTIP in order to allow projects to be eligible and receive federal transportation funding. To conduct a regional air quality analysis Metro's travel demand model staff builds and maintains a series of transportation networks that comprise a regional emissions model. Known as analysis years, these networks must meet federal air quality requirements. Typically Metro models three transportation networks for air quality analysis purposes (base year, final year of maintenance plan and horizon year) but in preparation for the 2014 RTP update and the 2015-2018 MTIP, federal requirements dictate that five transportation networks will need to be constructed and this adds a significant workload to the relatively minor update of the 2014 RTP.

Recognizing the workload balance, Metro staff has investigated alternative solutions to streamline the number of transportation networks that would need to be created. In consultation with the U.S. Environmental Protection Agency (EPA) staff, areas with approved maintenance plans may elect to

shorten the timeframe of the conformity analysis to the end of the maintenance plan as explicated in the Transportation Conformity rules provision 93.106 (d)(3). Shortening the conformity determination to the end of the maintenance plan means the air quality analysis would be conducted through the year 2017, which is the final year of the approved maintenance plan. Recognizing that a 2017 conformity determination would not allow for a long-term picture of air quality impacts, Metro staff proposed conducting an air quality analysis for both 2017 and 2040. The shortening of the conformity timeframe would not have an impact on the air quality outcomes, as the region would still aim to meet or go below the emissions budget allocated by the state for 2040.

In order to utilize the provision in the EPA's conformity rules to shorten the air quality analysis timeframe, Metro must meet three main process requirements: 1) consult with local and state air quality agencies; 2) solicit public comments; and 3) consider feedback on such comments.

Member Comments Included:

- Dave Norberg of the Oregon Department of Environmental Quality asked for clarification regarding the exclusion of the formal public comment process for conformity and for applying this shortened provision of the EPA rule. He explained that once the process is applied, it will apply in the future without any further review and the Department of Environmental Quality's approval is contingent on the out year analysis. Ms. Cho confirmed based on consultation with the EPA that Metro is permitted to follow the typical public comment process used by the MPO for air quality methodology actions.
- Members asked clarifying questions about the implications on other proposed projects in the case that the Air Quality Conformity Analysis process is changed.

MOTION: Mr. Ron Papsdorf moved, Ms. Nancy Kraushaar seconded to approve the shortening of the air quality conformity analysis timeframe and recommend approval to JPACT.

ACTION: With all in favor, the motion passed.

9. ADJOURN

Chair Gertler adjourned the meeting at 12:05 p.m.

Respectfully Submitted,

Taylor Allen
Recording Secretary

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
2	Handout	11/19/13	2016-2018 Regional Flexible Fund Allocation Retrospective Survey	112213t-01
4	Handout	11/01/13	110113 Draft Minutes	112213t-02
5	Handout	11/22/13	Climate Smart Communities Overview of Scenario Assumptions	112213t-03
5	PPT	11/22/13	Climate Smart Communities First Look at Results	112213t-04
6	Memo	11/22/13	Environmental Justice and Title VI Analysis Methodology Feedback	112213t-05
6	Handout	11/22/13	Attachment A: Example of A Comparative Benefits and Burdens Analysis	112213t-06
7	Handout	10/01/13	Executive Summary: The Greater Portland Export Imitative and Update	112213t-07
7	PPT	11/22/13	Westside Freight Access and Logistics Analysis	112213t-08

APPENDIX K – *Transit Service Increase Transportation Control Measure (TCM) Substitution Process and Approval*

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 10
1200 Sixth Avenue, Suite 900
Seattle, WA 98101-3140

OFFICE OF THE REGIONAL ADMINISTRATOR

APR 16 2014

Mr. Dick Pederson
Oregon Department of Environmental Quality
811 Southwest Sixth Avenue
Portland, Oregon 97204

Mr. Tom Hughes
Ms. Carlotta Collette
600 Northeast Grand
Portland, Oregon 97232

Dear Mr. Pederson, Mr. Hughes and Ms. Collette:

Thank you for your concurrence letters from the Oregon Department of Environmental Quality on January 14, 2014, and from the Oregon Metro metropolitan planning organization on January 8, 2014, requesting the Environmental Protection Agency's concurrence on substitution of the transit service increase Transportation Control Measure for the Portland Area Carbon Monoxide Maintenance Plan. The proposed substitution would replace the "existing transit service increase TCM"[1] with a "substitute transit service increase TCM"[2] containing an equivalent method for assessing the transit service increase.

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users, signed into law on August 10, 2005, revised the Clean Air Act's Section 176(c) transportation conformity provisions including procedures to use in substituting or adding TCMs to approved State Implementation Plans. The CAA, as amended, requires that the replacement TCM must achieve equal or greater emission reductions; be implemented on a consistent schedule; and be supported by adequate resources and authority to be implemented, monitored and enforced. The TCM must also have been developed though a collaborative process involving all affected jurisdictions, the EPA, and the public. Qualifying TCMs can be substituted into an approved SIP without a formal rulemaking process.

The EPA reviewed the methodology and the material used by the ODEQ to demonstrate equivalency between the original and substitute TCMs. The EPA also reviewed the comments received during the public comment process, and the responses to these comments from ODEQ. Based on a review of the analysis and the responses to comments, the EPA concurs with the state's analysis and determination that the substitute TCM is expected to provide an equivalent emission reduction to the original TCM. Additionally, the emission reductions from the

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[1] Existing Transit Service Increase TCM: 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 five-year rolling average between 2006 and 2017. Assessments made for the period through 2008 shall include the 2004 opening of Interstate Metropolitan Area Express (MAX).

[2] Substitute Transit Service Increase TCM: Regional transit service revenue hours (weighted by capacity) shall be increased 1.0% per year. The increase shall be assessed on the basis of cumulative average of actual hours for assessment conducted for the entire second ten-year Portland Area Carbon Monoxide Maintenance Plan period (2007-2017). A transit service increase will be assessed on the basis of fiscal year (July 1- June 30) beginning with FY 2008.

substitute TCM occur on a schedule consistent with the TCM being replaced. These concurrence letters attest that the proposed TCM substitution for the Portland Area CO Maintenance plan meets the CAA TCM substitution requirements as delineated in section 176(c)(8) of the CAA.

This letter transmits the EPA's concurrence regarding the TCM substitution submitted by the ODEQ. In reaching this decision, we have reviewed the technical information for the substitute TCM provided by the ODEQ and have determined that the substitute TCM meets the CAA Section 176(c)(8) requirements for substitute TCMs.

The substitute TCM is now part of the federally enforceable SIP. We have received the substitute TCM and support materials for incorporation in the federally approved SIP within 90 days as required by CAA, Section 176(c)(8). The EPA will proceed to update the Code of Federal Regulations to reflect the changes to the SIP to clarify that the substitute TCM is a part of the federally enforceable SIP. If you have any questions regarding this letter, please contact Karl Pepple, Air Planning Unit in the Office of Air, Waste and Toxics at pepple.karl@epa.gov or (206) 553-1778.

Sincerely,

Dennis J. McLerran
Regional Administrator

cc: Mr. Uri Papish
ODEQ Interim Air Quality Administrator

Mr. David Collier
ODEQ Air Quality Planning Manager

Mr. Dave Nordberg
ODEQ Transportation Conformity Contact

Ms. Andrea Gartenbaum
ODEQ SIP Coordinator

Mr. Tom Kloster
Metro Transportation Planning Manager

Oregon
John A. Kitzhaber, MD, Governor

Department of Environmental Quality
Headquarters
811 SW Sixth Avenue
Portland, OR 97204-1390
(503) 229-5696
FAX (503) 229-6124
TTY: 711

Jan. 14, 2014

Dennis J. McLerran, Regional Administrator
U.S. Environmental Protection Agency, Region 10
1200 Sixth Avenue
Mail Code: RA-140
Seattle, WA 98101

Tom Hughes, Metro Council President and
Carlotta Collette, JPACT Chair
600 NE Grand Ave.,
Portland, OR 97232-2736

Dear Mr. McLarren, Mr. Hughes and Ms. Collette:

Oregon's Environmental Quality Commission adopted a substitute transportation control measure December 11, 2013 as part of the second Portland Area Carbon Monoxide Maintenance Plan. This plan was approved by EPA effective October 2, 2007. EQC's action repeals the original Transportation Control Measure for transit which states:

> 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 between 2006 and 2017. Assessments made for the period through 2008 shall include the 2004 opening of Interstate MAX.

The substitute TCM for transit adopted by EQC is:

> 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 cumulative average of actual hours for assessment conducted for the entire second ten-year Portland Area Carbon Monoxide Maintenance Plan (2007 – 2017). Transit service increase will be assessed on the basis of fiscal year (July 1- June 30) beginning with FY 2008.

The substitute TCM was developed with the Transportation Policy Alternatives Committee administered by Metro regional government as described in the enclosed memo to TPAC dated May 31, 2013. This document from Tom Kloster and Grace Cho of Metro describes how the substitute TCM was developed with a collaborative process involving affected parties. A list of TPAC members is included. Attachment "C" is also provided and details how the emission reductions of the substitute measure are equivalent to the original measure. This demonstration of equivalency applies the latest planning assumptions and the original calculation methods as required by EPA.

ATTACHMENTS

Attachment 1: Memo to TPAC dated May 31, 2013
Evidence the substitute TCM was developed through a collaborative process that includes participation by all affected jurisdictions and consultation with EPA
Evidence the substitute TCM will be implemented on a schedule that is consistent with the schedule for the TCM being removed from the SIP

Attachment 2: "Attachment C" – "Technical Analysis of Proposed Transit Service Increase TCM Substitution for the Portland Metropolitan Region"
Evidence the substitute TCM achieves equal or greater emissions reductions

Attachment 3: 2013 TPAC Members and Alternates
Evidence of collaborative process

Attachment 4: Written Comments

- 4.1 Metro letter dated August 6, 2013
- 4.2 OPAL letter dated August 19, 2013
- 4.3 Email from John Charles dated August 19, 2013
- 4.4 Email from Dan Radonski dated July17, 2013

Attachment 5: Oregon Environmental Quality Commission meeting of Dec. 11-12, 2013, rulemaking Action item: I, Portland Area Transportation Control Measure [including DEQ response to public comments]

Attachment 6: Public Notice and Affidavit of Publication
Evidence of reasonable notice and opportunity for public comment

Attachment 7: TriMet letter of May 20, 2013
Evidence the substitute TCM has adequate personnel, funding and authority to implement the TCM.

Attachment 1: Memo to TPAC dated May 31, 2013
Evidence the substitute TCM was developed through a collaborative process that includes participation by all affected jurisdictions and consultation with EPA
Evidence the substitute TCM will be implemented on a schedule that is consistent with the schedule for the TCM being removed from the SIP

Metro | *Memo*

Date: May 31, 2013

To: TPAC and Interested Parties

From: Tom Kloster, Transportation Planning Manager
Grace Cho, Assistant Transportation Planner

Subject: Air Quality Conformity - Transportation Control Measures (TCMs) Substitution – Analysis Results Summary

Introduction

As an EPA designated maintenance area for carbon monoxide (CO), the Portland Metropolitan region is required to develop and implement strategies to reduce the amount of criteria pollutants released from transportation sources. The Portland Area Carbon Monoxide Maintenance Plan has three strategies which are designated as transportation control measures (TCMs). Those measures entail: 1) Increasing transit service; 2) Expanding the bicycle network; and 3) Building pedestrian connections.[1]

Recent transit service cuts have endangered the region's ability to meet the performance standard of Transit Service Increase TCM. Under the existing method for evaluating the Transit Service Increase TCM the region is projected to fall short. Failure to meet a TCM performance standard can result in an air quality conformity lapse, which jeopardizes the region's ability to program federal transportation funds.

An EPA policy allows regions to substitute an equivalent or greater pollution reduction TCM to replace an existing TCM implemented by a region when a Metropolitan Planning Organization, relevant air quality agency and EPA determine that a change is appropriate.[2] The Oregon Department of Environmental Quality (DEQ), in conjunction with Metro, developed a TCM substitution process that was codified with the adoption of the Portland Area Carbon Monoxide Maintenance Plan.[3] In accordance with the DEQ and EPA rules for a TCM substitution, consultation was conducted with the Transportation Policy Advisory Committee (TPAC). Through consultation the region elected to undergo a TCM substitution for the Transit Service Increase TCM to prevent a conformity lapse.

[1] Oregon Department of Environmental Quality, "Portland Area Carbon Monoxide Maintenance Plan ." State Implementation Plan. Volume 2 Section 4.58 Appendix D9-3.
[2] U.S. Environmental Protection Agency, "Guidance for Implementing the Clean Air Act Section 176(c)(8) Transportation Control Measure Substitution and Addition Provision." Page 1.
[3] Oregon Department of Environmental Quality, "Portland Area Carbon Monoxide Maintenance Plan ." State Implementation Plan. Volume 2 Section 4.58 Appendix D9-2.

Per EPA and DEQ policy, Metro must demonstrate the proposed TCM substitution:

- Demonstrates a collaborative process that includes participation by all affected jurisdictions (state and local air pollution and state and local transportation agencies such as the MPO, state DOT, and transit providers); consultation with EPA; and reasonable notice and opportunity for public comment;
- Can be implemented on a schedule that is consistent with the schedule for the existing TCM being removed;
- Presents evidence of adequate personnel, funding and authority under state or local law to implement, monitor and enforce the TCM;
- Provides equal or greater carbon monoxide emissions reductions; and
- Is concurred by DEQ, Metro, and EPA. [4]

The following memorandum summarizes the analysis which demonstrates the proposed substitute TCM meets DEQ and EPA requirements.

Preferred TCM Substitution Demonstration

Process of Developing the Preferred Substitute TCM and Concurrence by Metro, DEQ, and EPA

Metro and DEQ identified the Transportation Policy Advisory Committee (TPAC) as the consultation body for TCM substitution process as the membership represents jurisdictions, regional and state partners, and community members affected by a conformity lapse. At the January 4, 2013 TPAC, DEQ and Metro staff raised the issue of the region potentially not meeting the performance standard for one of the transportation control measures (TCM) identified in the adopted regional air quality plan.[5] Under federal requirements, the region is expected to implement TCMs and demonstrate each MTIP and RTP conform to the provisions of the air quality plan or risk repercussions of violating federal mandates, which affect all local agencies and projects that receive federal transportation dollars.

Subsequently at the January 25, 2013 TPAC, members recommended Metro staff and DEQ undertake a TCM substitution process to resolve the potential issue of the region not meeting the Transit Service Increase TCM.[6] In giving approval to move forward, DEQ and Metro staff presented several different TCM substitution options at the February and April TPAC meetings. The following TCM substitutions were considered:

- Combining the three TCMs into a single TCM. This substitution would combine the projected emissions reductions associated with each separate TCM threshold together into a single threshold, and assess the collective result of the region's progress in meeting each TCM.
- Change the Calculation Method for the Transit Service Increase TCM. This substitution would change the calculation method for the performance standard of the Transit Service Increase TCM. As stated in the existing transit service TCM, a 5-year rolling average of actual transit service hours is used.

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[4] U.S. Environmental Protection Agency, "Guidance for Implementing the Clean Air Act Section 176(c)(8) Transportation Control Measure Substitution and Addition Provision." Page 1. & Oregon Department of Environmental Quality, "Portland Area Carbon Monoxide Maintenance Plan ." State Implementation Plan. Volume 2 Section 4.58 Appendix D9-2.

[5] Metro. "TPAC Meeting Summary." January 4, 2013. http://www.oregonmetro.gov/index.cfm/go/by.web/id=31965

[6] Metro."TPAC Meeting Summary." January 25, 2013. http://www.oregonmetro.gov/index.cfm/go/by.web/id=31965

- Rewriting the Performance Metrics of the TCM. This substitution would modify the existing performance standards for the three TCMs.
- An alternative as proposed by TPAC. This substitution would explore a proposal identified by TPAC.

At the January 25, 2013 meeting, members of TPAC selected combining the three TCMs into a single TCM substitution. However, consultation with EPA recommended Metro, DEQ and TriMet pursue a different TCM substitution option. After several discussions, Metro, DEQ, and TriMet returned to TPAC at the April 26, 2013 meeting outlining the circumstances and recommended readjusting the calculation method for the Transit Service Increase TCM as the proposed substitution.[7] At the April 26, 2013 meeting, TPAC members agreed to move forward readjustment method and allowed staff to develop the preferred TCM substitution method identified below.

Table 1. Existing TCM and Preferred Substitute TCM

	Existing Transit Service Increase TCM	Preferred Substitute Transit Service Increase TCM
	"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 assessment conducted between 2006-2017. Assessments made for the period through 2008 shall include the 2004 opening of Interstate MAX."	"Regional transit service revenue hours (weighted by capacity) shall be increased 1.0% per year. The increase shall be assessed on the basis of cumulative average of actual hours for assessment conducted for the entire second ten-year Portland Area Carbon Monoxide Maintenance Plan (2007 – 2017). Transit service increase will be assessed on the basis of fiscal year (July 1- June 30) beginning with FY 2008."
Geography TCM is Applicable	Portland Metropolitan Region	Portland Metropolitan Region
Implementing Agency	TriMet	TriMet

With approval from TPAC, staff has undertaken an analysis to demonstrate the proposed TCM substitution will meet EPA and DEQ requirements. Upon approval by TPAC that the TCM substitution analysis satisfactorily meets the DEQ and EPA requirements, the TCM substitution process will move forward with DEQ taking on the process to have the substitute TCM adopted by the Environmental Quality Commission (EQC). Upon EQC adoption, the existing TCM will be rescinded. The adoption process entails public comment, which would occur through summer 2013. In fall 2013, the TCM substitution will return to Metro for TPAC, JPACT and Metro Council action. Following TPAC, JPACT, and Metro Council actions, the EQC will take action to adopt the substitute TCM. DEQ and Metro will submit documentation to EPA for concurrence. For more information, see **Attachment A** for the TCM substitution timeline.

Implementation Schedule

Under the existing Transit Service Increase TCM, the language identifies an annual implementation schedule from 2006-2017. The beginning year, 2006, of the annual implementation schedule is one year prior to the approved second ten-year Portland Area Carbon Monoxide Maintenance Plan. The

[7] Metro. "TPAC Meeting Summary." April 26, 2013. http://www.oregonmetro.gov/index.cfm/go/by.web/id=31965

preferred TCM substitution identifies an annual implementation schedule for the entire second ten-year Portland Area Carbon Monoxide Maintenance Plan. The second ten-year Portland Area Carbon Monoxide Maintenance Plan is in effect from November 2007 – October 2017. Since the time frame for existing and proposed substitute TCM overlap the same ten-year period, the implementation schedule of the proposed substitute TCM is consistent with the existing TCM.

Evidence of Financial Ability and Authority to Implement the Preferred TCM Substitution
TriMet is a municipal corporation of the State of Oregon. Through enabling legislation ORS 267, TriMet has broad powers to provide mass transportation on behalf of the district.[8] Therefore, TriMet, as a transit service provider, has the authority to implement the proposed TCM substitution.

TriMet staff has confirmed expansions to date, budget forecast, and financial projections from now through 2017 to determine the following year-to-year service changes.[9] Though TriMet expects to reduce structural costs and identify additional resources to increase service well beyond these levels in the long-term, the projections TriMet has used for these calculations are the more conservative financial plan projections underlying its approved FY2014 budget.[10] The following table showing the year-to-year change in transit service illustrates that under the proposed TCM substitution the Transit Service Increase TCM performance standard has been met in previous years and that the projected future years annual transit service increase is expected to meet the proposed TCM substitution performance standard.

Projected Cumulative Transit Increase (The uppermost figures in columns C – L show the cumulative average annual service increase). Portland Area Carbon Monoxide Maintenance Plan Period is from November 1, 2007 – October 2, 2017

Percent Change year-to-year	Fiscal Year										
22.0%	1999										
5.3%	2000										
1.6%	2001										
4.8%	2002										
2.3%	2003										
0.9%	2004										
5.4%	2005										
1.8%	2006										
1.4%	2007										
3.8%	2008	3.34%									
3.4%	2009	3.35%	3.35%								
3.3%	2010	3.32%	3.32%	3.32%							
6.0%	2011	1.24%	1.24%	1.24%	1.24%						
1.0%	2012	1.20%	1.20%	1.20%	1.20%	1.20%					
1.0%	2013 PROJ	1.16%	1.16%	1.16%	1.16%	1.16%	1.16%				
1.0%	2014 PROJ	1.13%	1.13%	1.13%	1.13%	1.13%	1.13%	1.13%			
1.4%	2015 PROJ	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%		
4.8%	2016 PROJ	1.58%	1.58%	1.58%	1.58%	1.58%	1.58%	1.58%	1.58%	1.58%	
1.0%	2017 PROJ	1.52%	1.52%	1.52%	1.52%	1.52%	1.52%	1.52%	1.52%	1.52%	1.52%

[8] State of Oregon. Oregon Statute Chapter 267 – Mass Transit.
[9] TriMet. Annual Budget and Financial Forecast, 2013.
[10] Ibid.

Additionally, see **Attachment B**, a letter of commitment from TriMet in support of the TCM substitution and the substitution process.

Demonstration of Equivalent Carbon Monoxide Emissions Reduction Benefit for Preferred TCM Substitution

To demonstrate the preferred substitute TCM provides equal or greater carbon monoxide emissions reduction benefit, the same methodology was applied in calculating the emissions reduction benefit for the existing TCM to the preferred substitute TCM. The inputs to calculate the existing and proposed substitute TCM reflect the latest planning assumptions and the new MOVES2010 carbon monoxide emissions rate. More details regarding TCM substitutions technical analysis methodology and assumptions can be found in **Attachment C**.

Table 2. Preferred TCM Substitution Demonstration of Equivalent or Greater Carbon Monoxide Emissions Reduction Benefits

Transportation Control Measure (TCM)	Performance Standard	Calculation of TCM Emissions Reduction Benefit	Original TCM Emissions Reduction Benefit
Increase transit service (Existing TCM)	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.	Additional Trips Generated Per Day: 3,221 Average Transit Trip Length: 6 miles 3,221 trips x 6 miles = 19,326 miles 19,326 miles x 9.546 grams per mile = 184,486 total grams 184,486 total grams/453.592 grams per pound = 406.7 pounds per day	406.7lb/day
Increase transit service (Proposed TCM Substitution)	Regional transit service revenue hours (weighted by capacity) shall be increased 1.0% per year. The increase shall be assessed on the basis of cumulative average of actual hours for assessment conducted for the entire Second Portland Area Carbon Monoxide Maintenance Plan (2007 – 2017). Transit service increase will be assessed on the basis of fiscal year (July 1-June 30) beginning with FY 2008.	Additional Trips Generated Per Day: 3,221 Average Transit Trip Length: 6 miles 3,221 trips x 6 miles = 19,326 miles 19,326 miles x 9.546 grams per mile = 184,486 total grams 184,486 total grams/453.592 grams per pound = 406.7 pounds per day	406.7 lb/day

Based on the results of the carbon monoxide emissions reduction benefit analysis, the proposed TCM substitution will provide equal carbon monoxide reduction benefit as the existing TCM.

Since the proposed TCM substitution is a minor adjustment to the method of calculating the annual transit service increase (from a rolling average to a cumulative average) to determine if the performance standard has been achieved no change is observed between the existing TCM and the proposed substitute TCM in carbon monoxide emissions reduction benefits. This is because the original methodology assumed a constant ratio between a 1.0 percent annual transit service increase and the resulting amount of vehicle trips diverted. If a 1.0 percent annual transit service increase occurred then the TCM and emissions reduction benefits has been achieved. Since the proposed TCM substitution does not change the performance standard of 1.0 percent annual transit service increase, but only the method of calculating the service increase, the number of vehicle trips diverted do not change. This does not end up changing the inputs in calculating the emissions reduction benefits.

More details regarding TCM substitutions technical analysis methodology can be found in **Attachment C.**

While the carbon monoxide emissions reduction benefit analysis complies with EPA's and DEQ's requirements for the analysis methods, the requirements applied to the methodology limits the region's ability to show the true nature of emissions reduction benefits gained since the implementation of the TCM in 2007. The recent economic downtown forced a significant cut to transit service after several years of high transit service growth. Nonetheless, ridership and therefore ultimately diverted trips have increased even during the recession. This demonstrates while transit service may fluctuate, air quality benefits are still gained. The cumulative average method more accurately reflects the lasting positive benefits and long-term investments the region has made towards transit, including a reduction of carbon monoxide emissions and overall improved air quality.

Request
Metro, DEQ, and TriMet recommend TPAC approve the proposed TCM substitution analysis satisfactorily meets all DEQ and EPA requirements and approve the TCM substitution process to move forward towards EQC adoption.

Next Steps
Metro, DEQ, and TriMet staff will provide an update on the status of the TCM substitution process at the June JPACT meeting. Following, DEQ will prepare the necessary documentation and undergo a public comment process to prepare for the EQC adoption. See **Attachment A** for the TCM substitution timeline.

Attachment 2: "Attachment C" – "Technical Analysis of Proposed Transit Service Increase TCM Substitution for the Portland Metropolitan Region"
Evidence the substitute TCM achieves equal or greater emissions reductions

Attachment C – Technical Analysis of Proposed Transit Service Increase TCM Substitution for the Portland Metropolitan Region

Background

Clean Air Act section 176(c)(8) allows regions to employ a "substitution," when air quality and transportation planning agencies find it appropriate to modify or replace the original transportation control measures (TCMs) in an air quality plan.[1] The Oregon Department of Environmental Quality (DEQ), in conjunction with Metro, developed a substitution policy and process that was codified with the adoption of the Portland Area Carbon Monoxide Maintenance Plan.[2] A TCM substitution allows an existing TCM to be replaced with another TCM of equal or greater emissions reduction. To undergo a TCM substitution, the process entails consultation with regional stakeholders, conducting technical analysis demonstrating equivalent or greater emissions reduction, public comment, and concurrence from Metro, Oregon State Department of Environmental Quality (DEQ), and the U.S. Environmental Protection Agency (EPA).[3]

The Portland Metropolitan region proposed undergoing a TCM substitution due to a potential shortfall in meeting the Transit Service Increase TCM. The following outlines the process undertaken to demonstrate the proposed substitute TCM will provide an equal or greater carbon monoxide emissions reduction benefit.

Portland Metropolitan Region's Transportation Control Measures

As an EPA designated maintenance area for carbon monoxide, the Portland Metropolitan region is required to develop and implement strategies to reduce the amount of criteria pollutants released from transportation sources.[4] The region identified and committed to three transportation control measures (TCMs) to help mitigate impacts of criteria pollutants from transportation sources.[5] Metro and regional partners are responsible for implementing all of its TCMs to meet federal and state requirements. The three TCMs are found in Table 1.

Table 1. Transportation Control Measures and Performance Standards

Transportation Control Measure (TCM)	Performance Standard	Emissions Reduction Benefit
Increase transit service	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.	246.3 lb/day
Program and construct bikeways and trails	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. A cumulative average of 5 miles of	170.1 lb/day

[1] U.S. Environmental Protection Agency, "Guidance for Implementing the Clean Air Act Section 176(c)(8) Transportation Control Measure Substitution and Addition Provision." Page 1.
[2] Oregon Department of Environmental Quality, "Portland Area Carbon Monoxide Maintenance Plan ." State Implementation Plan. Volume 2 Section 4.58 Appendix D9-2.
[3] Ibid.
[4] Oregon Department of Environmental Quality, "Portland Area Carbon Monoxide Maintenance Plan ." State Implementation Plan. Volume 2 Section 4.58 Page 21.
[5] Ibid.

	bikeways or trails per biennium must be funded from all sources from each MTIP.	
Program and construct 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 1 and 1/2 miles in each biennium from all sources in each MTIP.	.9 lb/day

Proposed TCM Substitutions

In anticipation the region may not meet the performance standard for the Transit Service Increase TCM, TPAC recommended Metro, DEQ and TriMet to undergo EPA's TCM substitution process. Through a collaborative process and in consultation with EPA, the following TCM substitution is proposed:

Existing Transit Service Increase TCM Language	Proposed Substitute Transit Service Increase TCM Language
"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 assessment conducted between 2006-2017. Assessments made for the period through 2008 shall include the 2004 opening of Interstate MAX."	"Regional transit service revenue hours (weighted by capacity) shall be increased 1.0% per year. The increase shall be assessed on the basis of cumulative average of actual hours for assessment conducted for the entire second ten-year Portland Area Carbon Monoxide Maintenance Plan (2007 – 2017). Transit service increase will be assessed on the basis of fiscal year (July 1- June 30) beginning with FY 2008."

The proposed substitute TCM uses a cumulative average to-date to determine whether a 1.0 percent annual transit service increase has been achieved. This is similar as the existing TCM, which requires a 1.0 percent annual transit service increase, but the existing TCM is based on a rolling five year average of past transit service. Using the new methodology of a cumulative average accounts for all years-to-date when calculating the whether 1.0 percent service increase has been achieved. The cumulative average method for the Transit Service Increase TCM provides a longitudinal look at whether the TCM is being met throughout the life of the maintenance plan rather than a five-year snapshot.

Methodology, Emissions Model Update, and Latest Planning Assumptions Update for Calculating the Carbon Monoxide Emissions Reductions Benefit

To employ a TCM substitution, EPA and DEQ requires the new TCM meet or exceed the emission reduction benefit of the replaced TCM. However, the process requires the demonstration of equivalent carbon monoxide emissions reductions to use updated planning assumptions.[6]

Methodology

Each TCM in the regional air quality plan was assigned a performance standard as a means of measuring and monitoring the region's commitment to reducing carbon monoxide emissions. The State Implementation Plan (SIP) which serves as the statewide air quality plan established the

[6] U.S. Environmental Protection Agency, "Guidance for Implementing the Clean Air Act Section 176(c)(8) Transportation Control Measure Substitution and Addition Provision." Page 6.

methodology to calculate the emission reduction benefits of TCMs.[7] Since of premise of the proposed TCM substitution is a modification to how the TCM annual transit service increase is calculated, the emissions reduction benefit methodology was not modified. The same emissions reduction methodology outlined in the SIP was used to calculate the carbon monoxide emissions reduction benefit for the updated existing TCM and proposed TCM substitution.

For the Transit Service Increase TCM, the methodology entails:

1) Estimating the number of vehicle trips which are diverted to transit by meeting the performance standard of the TCM; and
2) Identifying the average length of transit trip.[8]

Using the estimated number of diverted vehicle trips, the average transit trip length, and a carbon monoxide emissions reduction rate, the carbon monoxide emissions reduction benefit is calculated as follows:

1) X number of diverted vehicle trips from meeting transit performance standard (per day) x average length of transit trip (in miles) = X number miles diverted per day
2) X number miles diverted x CO rate (in grams per mile) = total CO grams per day
3) X total CO grams per day/453.592 grams per pound = X total CO pounds per day[9]

Assumptions

Per EPA and DEQ rules, the latest planning assumptions must be used to when conducting a TCM substitution analysis.[10] In the methodology of calculating the carbon monoxide emissions reduction benefit for the existing and the proposed substitute TCM, there are two areas where the latest planning assumptions can be reflected: the number of diverted vehicle trips and the average transit trip length.

In 2011, Metro conducted an update to the Oregon Household Activity Survey (OHAS). The OHAS provides information regarding the region's travel behavior and habits. The 2011 OHAS indicate the average transit trip length increased from 5.9 miles to 6 miles.[11] The updated average trip length was incorporated in the analysis of the carbon emissions reduction benefit for the proposed substitute TCM and the existing TCM.

The existing Transit Service Increase TCM used 2003 reported revenue hours to determine the diverted vehicle trips diverted by meeting the Transit Service Increase TCM performance standard of 1.0% annual service increase. TriMet provided 2012 revenue hours which were used to update and determine the number of vehicle trips.[12] Table 2 identifies the assumptions in the diverted vehicle trips and average length used in the analysis.

Table 2. Transit Service Increase TCM Assumptions

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[7] Oregon Department of Environmental Quality, "Portland Area Carbon Monoxide Maintenance Plan." State Implementation Plan. Volume 2 Section 4.58 Appendix D9-3.
[8] Ibid.
[9] Ibid.
[10] U.S. Environmental Protection Agency, "Guidance for Implementing the Clean Air Act Section 176(c)(8) Transportation Control Measure Substitution and Addition Provision." Page 6.
[11] Metro. Oregon Household Activity Survey, 2011.
Metro. Oregon Household Activity and Travel Survey, 1994.
[12] TriMet. Annual Budget and Financial Forecast, 2012.

Assumption	Existing Transit Service Increase TCM	Existing Transit Service Increase TCM (updated with latest planning assumptions) and Proposed Substitute Transit Service Increase TCM
Diverted Trips	TriMet reported 2003 total revenue hours was 1,677,156 resulted 88,863,600 boardings/trips. Assuming ratio of revenue hours to ridership is constant, one percent change in 2003 reported revenue hours results in an annual ridership of 89,751,153. Subtracting the difference results in an estimate of a one year increase of yearly ridership 888,553, which on a daily basis would be an increase of 2,843 riders. Assuming each rider equates to one diverted vehicle trip, the daily diverted trip for meeting the performance standard is 2,843.	TriMet reported 2012 total revenue hours was 1,600,132 resulted 101,210,444 boardings/trips. Assuming ratio of revenue hours to ridership is constant, one percent change in 2012 reported revenue hours results in an annual ridership of 102,2018,644. Subtracting the difference results in an estimate of a one year increase of yearly ridership 1,008,200, which on a daily basis would be an increase of 3,221 riders. Assuming each rider equates to one diverted vehicle trip, the daily diverted trip for meeting the performance standard is 3,221.
Average Trip Length	5.9 miles – 1994 Oregon Household Activity Survey	6.0 miles – 2011 Oregon Household Activity Survey

Model Assumptions

To ensure consistency between the carbon monoxide emissions reduction benefit established with MOBILE6.2, the MOVES2010 conversion incorporated the same base year assumptions used in MOBILE6.2. MOVES2010b was run in the emission rates mode at the county scale for the 24-hour January weekday in 2005 and was configured to produce CO rates for passenger cars and passenger trucks on urban roads. The County Data Manager was populated with inputs from Metro's most recent conformity-related MOBILE6.2 run, converted to the formats required by MOVES in accordance with EPA technical guidance. MOVES was run for three custom counties representing the various inspection and maintenance regimes that are represented by vehicles traveling in the Portland metro area: Oregon-inspected, Washington-inspected, and non-inspected. The rates produced by MOVES were stratified by hour, roadway type (restricted versus non-restricted access), average speed bin, and I/M area. Using VMT produced by the most recent conformity-related run of Metro's regional transportation model for 2005, weighted averages were applied to each of the above strata to arrive at a single CO rate (9.546 grams/mile).

Translating Performance Metrics into Emission Reduction Benefits

Prior to performing the analysis to compare the carbon monoxide emissions reduction benefit of the existing TCM and the proposed substitute TCM, Metro staff needed to update the emissions reduction benefits of the existing TCM to reflect the latest approved EPA emissions model.[13] In March 2010, EPA implemented new rules requiring the use of the MOVES2010 emissions model for

[13] U.S. Environmental Protection Agency, "Guidance for Implementing the Clean Air Act Section 176(c)(8) Transportation Control Measure Substitution and Addition Provision." Page 6.

all regional air quality conformity and state implementation plan analyses.[14] The carbon monoxide emissions reduction benefits were derived from the previous carbon monoxide rate which came from the MOBILE 6.2 emissions model. Using the same methodology established in the SIP to calculate the emissions reduction benefit for the Transit Service Increase TCM, staff employed the MOVES2010 carbon monoxide rate to convert the carbon monoxide emissions reduction benefit for the existing Transit Service Increase TCM. Additionally, the emissions reduction benefit also employed the latest planning assumptions. Tables 3 and 4 illustrate the results of the conversion.

Table 3. Original Carbon Monoxide Emission Reduction Benefit Calculation – MOBILE6.2

Transportation Control Measure (TCM)	MOBILE6.2 Carbon Monoxide (CO) Emission Rate	Calculation of TCM Emissions Reduction Benefit	MOBILE6.2 Emissions Reduction Benefit
Increase transit service	6.66 CO grams per mile	Diverted Trips Per Day: 2,843 Average Transit Trip Length: 5.9 miles 2,843 trips x 5.9 miles = 16.773.7 miles 16,773.7 miles x 6.66 grams per mile = 11,712.842 total grams 11,712.842 total grams/453.592 grams per pound = 246.3 lb/day	246.3 lb/day

Table 4. Carbon Monoxide Emission Reduction Benefit Calculation – MOVES2010 Conversion

Transportation Control Measure (TCM)	MOVES2010 Carbon Monoxide (CO) Emission Rate	Calculation of TCM Emissions Reduction Benefit	MOVES2010 Emissions Reduction Benefit
Increase transit service	9.546 CO grams per mile	Diverted Trips Per Day: 3,221 Average Transit Trip Length: 6 miles 3,221 trips x 6 miles = 19,326 miles 19,326 miles x 9.546 grams per mile = 184,486 total grams 184,486 total grams/453.592 grams per pound = 406.7 lb/day	406.7 lb/day

TCM Substitution Demonstration of Equivalent Carbon Monoxide Emissions Reduction Benefit

Demonstration of Carbon Monoxide Emissions Reduction Benefits for Proposed TCM Substitution

Table 5 illustrates the results of the carbon monoxide emission reduction benefit analysis and compares the emissions reduction benefit for the existing TCM (with updated planning assumptions) and proposed substitute TCM.

[14] U.S. Environmental Protection Agency, Policy Guidance on the Use of MOVES2010 and Subsequent Minor Revisions for State Implementation Plan Development, Transportation Conformity, and Other Purposes."

Table 5. TCM Substitution Demonstration of Equivalent Carbon Monoxide Emissions Reduction Benefit

Transportation Control Measure (TCM)	Performance Standard	Calculation of TCM Emissions Reduction Benefit	TCM Emissions Reduction Benefit
Increase transit service (Existing TCM adjusted for MOVES and latest planning assumptions)	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.	Additional Trips Generated Per Day: 3,221 Average Transit Trip Length: 6 miles 3,221 trips x 6 miles = 19,326 miles 19,326 miles x 9.546 grams per mile = 184,486 total grams 184,486 total grams/453.592 grams per pound = 406.7 pounds per day	406.7 lb/day
Increase transit service (Proposed TCM Substitution)	Regional transit service revenue hours (weighted by capacity) shall be increased 1.0% per year. The increase shall be assessed on the basis of cumulative average of actual hours for assessment conducted for the entire Second Portland Area Carbon Monoxide Maintenance Plan (2007 – 2017). Transit service increase will be assessed on the basis of fiscal year (July 1- June 30) beginning with FY 2008.	Additional Trips Generated Per Day: 3,221 Average Transit Trip Length: 6 miles 3,221 trips x 6 miles = 19,326 miles 19,326 miles x 9.546 grams per mile = 184,486 total grams 184,486 total grams/453.592 grams per pound = 406.7 pounds per day	406.7 lb/day

Based on the results of the carbon monoxide emissions reduction benefit analysis, the proposed TCM substitution will provide equal carbon monoxide reduction benefit as the existing TCM.

Since the proposed TCM substitution is a minor adjustment to the method of calculating the annual transit service increase (from a rolling average to a cumulative average) to determine if the performance standard has been achieved no change is observed between the existing TCM and the proposed substitute TCM in carbon monoxide emissions reduction benefits. This is because in the original methodology assumed a constant ratio that if 1.0 percent annual transit service increase occurred, the result is a set amount of vehicle trips diverted. Since the proposed TCM substitution does not change the performance standard of 1.0 percent annual transit service increase, but only the method of calculating the service increase, then the vehicle trips diverted do not change. This does not end up changing the inputs in calculating the emissions reduction benefits. However, the cumulative average method more accurately reflects the lasting positive benefits and long-term

investments the region has made towards transit. Subsequently this has led to a reduction of carbon monoxide emissions and overall improved air quality. The cumulative average method provides a more accurate reflection of the region's commitment to transit over the entire carbon monoxide maintenance plan.

Attachment 3: 2013 TPAC Members and Alternates
Evidence of collaborative process

2013 TPAC Members and *Alternates*

	TITLE	FIRST NAME	LAST NAME	ORGANIZATION	REPRESENTING	ADDRESS	STE	CITY	STATE	ZIP
1	Ms.	Elissa	Gertler	Metro	Chair	600 NE Grand Ave.		Portland	OR	97232-2736
2	*Vacant*									
3	Ms.	Karen	Buehrig	Clackamas County	Clackamas County	2051 Kaen Rd.		Oregon City	OR	97045-8581
	Ms.	*Gary*	*Schmidt*	*Clackamas County*	*Clackamas County*	*2051 Kaen Rd.*		*Oregon City*	*OR*	*97045-8581*
4	Ms.	Karen	Schilling	Multnomah County	Multnomah County	501 SE Hawthorne Blvd.	Room 600	Portland	OR	97214-3585
	Ms.	*Joanna*	*Valencia*	*Multnomah County*	*Multnomah County*	*501 SE Hawthorne Blvd.*	*Room 600*	*Portland*	*OR*	*97214-3585*
5	Ms.	Chris	Deffebach	Washington County	Washington County	155 N 1st Ave.	St. 350-16	Hillsboro	OR	97124-3072
	Ms.	*Karen*	*Savage*	*Washington County*	*Washington County*	*155 N 1st Ave.*	*St. 350-14*	*Hillsboro*	*OR*	*97124-3072*
6	Ms.	Courtney	Duke	City of Portland	City of Portland	1221 SW 4th Ave.	Room 220	Portland	OR	97204-1906
	Mr.	*Robert*	*Hillier*	*City of Portland*	*City of Portland*	*1221 SW 4th Ave.*	*Room 220*	*Portland*	*OR*	*97204-1906*
7	Ms.	Nancy	Kraushaar	City of Oregon City	Cities of Clackamas County	PO Box 3040		Oregon City	OR	97045-0304
	Vacant									
8	Ms.	Katherine	Kelly	City of Gresham	Cities of Multnomah County	1333 NW Eastman Pkwy.		Gresham	OR	97030
	Mr.	*Ron*	*Papsdorf*	*City of Gresham*	*Cities of Multnomah County*	*1333 NW Eastman Pkwy.*		*Gresham*	*OR*	*97030*
9	Mr.	Margaret	Middleton	City of Beaverton	Cities of Washington County	PO Box 4755		Beaverton	OR	97076-4755
	Mr.	*Don*	*Odermott*	*City of Hillsboro*	*Cities of Washington County*	*150 E. Main St.*		*Hillsboro*	*OR*	*97213*
	Ms.	*Judith*	*Gray*	*City of Tigard*	*Cities of Washington County*	*13125 SW Hall Blvd.*		*Tigard*	*OR*	*97223*
10	Mr.	Alan	Lehto	TriMet	TriMet	710 NE Holladay St.		Portland	OR	97232
	Ms.	*Kelly*	*Betteridge*	*TriMet*	*TriMet*	*710 NE Holladay St.*		*Portland*	*OR*	*97232*
	Ms.	*Eric*	*Hesse*	*TriMet*	*TriMet*	*710 NE Holladay St.*		*Portland*	*OR*	*97232*
11	Mr.	Rian	Windsheimer	ODOT	ODOT	123 NW Flanders St.		Portland	OR	97209-4037
	Ms.	Lanie	Smith	ODOT	*ODOT*	*123 NW Flanders St.*		*Portland*	*OR*	*97209-4037*
	Ms.	Kelly	Brooks	ODOT	*ODOT*	*123 NW Flanders St.*		*Portland*	*OR*	*97209-4037*
	Ms.	Kirsten	Pennington	ODOT	*ODOT*	*123 NW Flanders St.*		*Portland*	*OR*	*97209-4037*
12	Mr.	Dave	Nordberg	DEQ	Oregon DEQ	811 SW 6th Ave.		Portland	OR	97204
	Ms.	*Cory-Ann*	*Wind*	*DEQ*	*Oregon DEQ*	*811 SW 6th Ave.*		*Portland*	*OR*	*97204*
	Ms.	*Nancy*	*Cardwell*	*DEQ*	*Oregon DEQ*	*811 SW 6th Ave.*		*Portland*	*OR*	*97204*
13	Mr.	Mike	Clark	WSDOT	Washington State DOT	PO Box 1709		Vancouver	WA	98668
	Mr.	*Ken*	*Burgstahler*	*WSDOT*	*Washington State DOT*	*PO Box 1709*		*Vancouver*	*WA*	*98668*
14	Mr.	Scott	King	Port of Portland	Port of Portland	PO Box 3529		Portland	OR	97208
	Mr.	*Phil*	*Healy*	*Port of Portland*	*Port of Portland*	*PO Box 3529*		*Portland*	*OR*	*97208*
	Ms.	*Kathryn*	*Williams*	*Port of Portland*	*Port of Portland*	*PO Box 3529*		*Portland*	*OR*	*97208*
15	*Mr.*	*Dean*	*Lookingbill*	*SW WA RTC*	*SW WA RTC*	PO BOX 1366		Vancouver	WA	98666
	Ms.	*Lynda*	*David*	*SW WA RTC*	*SW WA RTC*	PO BOX 1366		Vancouver	WA	98666
	Mr.	*Bob*	*Hart*	SW WA RTC	*SW WA RTC*	PO BOX 1366		Vancouver	WA	98666

2013 TPAC Members and *Alternates*

	TITLE	FIRST NAME	LAST NAME	ORGANIZATION	REPRESENTING	ADDRESS	STE	CITY	STATE	ZIP
16	Mr.	Adrian	Esteban		Community Representative					
17	Ms.	Heather	McCarey		Community Representative					
18	Ms.	Cora	Potter		Community Representative					
19	Mr.	Steven	Entenman		Community Representative					
20	Ms.	Carol	Gosset		Community Representative					
21	Vacant				Community Representative					
22	Mr.	Satvinder	Sandhu	FHWA	FHWA	530 Center St. NE	St. 100	Salem	OR	97301
	Ms.	*Michele*	*Eraut*	*FHWA*	*FHWA*	*530 Center St. NE*	*St. 100*	*Salem*	*OR*	*97301*

Updated 08/06/2013

Attachment 4: Written Comments

- 4.1 Metro letter dated August 6, 2013
- 4.2 OPAL letter dated August 19, 2013
- 4.3 Email from John Charles dated August 19, 2013
- 4.4 Email from Dan Radonski dated July17, 2013

600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700
503-797-1804 TDD
503-797-1797 fax

www.oregonmetro.gov

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August 6, 2013

Bill Blosser, Chair
Oregon Environmental Quality Commission
811 SW Sixth Avenue
Portland, OR 97204-1390

Dear Chair Blosser and Members of the Commission:

We are writing in support of the proposed substitution in how the transit component of our transportation control measures (TCMs) is documented. Since late 2011, we have been working with TriMet, the Department of Environmental Quality (DEQ) and Environmental Protection Agency (EPA) to address a flaw in how the transit TCM is calculated.

As originally adopted, increases in transit service in our region are tracked on a rolling five-year average as a way to ensure continued progress toward the 10-year goal of averaging at least one percent growth in transit service per year, as required in the State Implementation Plan (SIP) per our TCM. Because our region has a strong commitment to transit, we easily exceeded this level of service growth for many years, until the dual impact of rapidly rising fuel prices and the Great Recession in 2008 resulted in a brief period of transit service reductions.

Our transit service levels have since rebounded, and we continue to exceed the overall growth in transit service set by the TCMs, as required by the SIP. However, the existing calculation method of our transit TCM under-calculates the region's 10-year commitment to transit. The proposed substitution before the Commission simply recognizes this broader trend, and uses an overall average as the method of calculation. The new method represents a more intuitive way to measure our commitment to transit, as it better captures the cumulative air quality benefits that come from the overall service of bus, streetcar, light rail and commuter rail that is available on our system.

To date, we have not had to rely on the TCMs to demonstrate air quality conformity, but we continue to see the TCMs as an important reminder of the many benefits of making major investments in transit service and bicycle and pedestrian infrastructure. This includes leveraging the 2040 Growth Concept, our regional strategy for managing growth in the region, and allocating our overall regional emissions budget with economic growth in mind.

As you know, we are currently involved in the Climate Smart Communities project, a collaborative regional effort to meet statewide targets for greenhouse gas emissions. While the TCMs were not adopted with climate change in mind, they nevertheless serve as important strategies in the climate scenarios that we are evaluating, as they are core to the no-sprawl land use strategy that is at the heart of the Climate Smart project.

Once the Commission has acted on the proposed TCM substitution this fall, we will be adopting it into our own plans, as it will become the basis for a critical update to the Regional Transportation Plan (RTP) in 2014. The TCM substitution will also be used to conform an updated Metropolitan

Transportation Improvement Program (MTIP) in 2014 that will allocate $96.6 million in federal flex funds to an array of projects and program that heavily emphasize transit, bicycle and pedestrian improvements, moving our region forward in our effort to further implement the 2040 plan.

Thank you for the opportunity to comment, and for your support of our efforts to create a vibrant, healthy, sustainable region.

Sincerely,

Carlotta Collette,
Metro Councilor and JPACT Chair

Tom Hughes
Metro President

OPAL
ENVIRONMENTAL JUSTICE OREGON

August 19, 2013

DEQ Headquarters
811 SW Sixth Avenue
Portland, OR 97204

Re: Portland Area Transportation Control Measure, Invitation to Comment

To Whom It May Concern:

OPAL Environmental Justice Oregon wishes to register objections to this Notice of Proposed Rulemaking. Under the current Second Portland Area CO Maintenance Plan (CO Plan), a Transportation Control Measure (TCM) can be revised only upon a showing that the substitute TCM will result in at least as much CO emission reduction as the original TCM.[1] DEQ must also "consider environmental justice issues in deciding whether and how to act,"[2] and all actions taken under DEQ's air quality program must comply with Title VI of the Civil Rights Act of 1964.[3] The proposed substitute TCM fails on all accounts, and DEQ should remand the rule back to Metro and TriMet for further consideration of alternatives and inclusive engagement with transit equity, public health and environmental justice advocates.

I. Substitute TCM Will Not Reduce CO Emissions as much as the Existing TCM

Due to an incorrect underlying assumption about the correlation between transit service investments, broadly, and ridership growth,[4] **the existing TCM is not generating the level of CO emission reduction as projected.** By requiring annual 1% increase over a rolling five-year average, the existing rule serves to stimulate some positive increase in annual boardings over and above population growth. Modifying this rule to a ten-year cumulative average will do away with any obligation to further invest in transit and will gut the only "hard" obligation of the existing rule, turning the TCM hollow.

To estimate the CO emission reduction benefits of increasing transit service, both the existing and the proposed substitute TCM rely on the assumption of a constant ratio between boardings (ridership) and revenue service hours. The assumption is that if the total amount of transit service hours is increased by 1%, boardings will also increase by 1%. Neither the existing nor substitute TCM requires any type of mode split; only that the total revenue service hours increase by 1% per year. Moreover, the TCM converts rail service into "bus equivalent hours" by a multiplier of five based on the assumption that the greater square footage capacity of rail yields more riders.[5]

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[1] Second Portland Area CO Maintenance Area, Appendix D9-2, p.31.
[2] ORS 182.545(1).
[3] 42 U.S.C. § 2000(d) et seq.
[4] The TCM incorrectly uses "boardings" – not "originating trips" – to approximate ridership, even though the average number of transfers is approximately 1.3 per trip.
[5] While this weighting seems, at least in retrospect, to be a devastating error in judgment, it is admittedly beyond the scope of DEQ's current review, but worth noting.

Yet there is a significant difference between the number of bus boardings and rail boardings per service hour. From 2003 (the base year used for CO calculation in the TCM) to 2012 (the last year for which audited data is currently available), there was an average of 42.6 boardings per hour of bus service, but only 37.1 boardings per hour of "bus equivalent" rail service. This difference of 5.5 boardings/hour is significant when the total number of annual capacity-weighted service hours is in excess of 2 million.

From 2003 to 2012, bus service hours decreased by 11.4%, while "bus equivalent" (weighted) rail service hours increased by a whopping 49.9%. One would anticipate a significant increase in boardings (ridership) on account of the rail service increase alone, but in fact, ridership has decreased when adjusted for population growth, in part because of the difference in boardings per hour between the two modes. As a result, the CO emission reduction benefit has most likely been far less than projected.

This issue can perhaps best be illustrated by taking a closer look at the change in service over one year, from 2009 to 2010. TriMet increased total (capacity-weighted) service hours by 3.26%, well above what the TCM requires. Breaking down this service increase, one finds that it was exclusively due to a massive increase in MAX service (15.6%), largely due to the opening of the Green Line, while bus service was cut 4.7%. Assuming that bus and rail hours are equivalent, one would predict an increase in ridership (and, therefore, a reduction in CO emissions). Yet ridership actually dropped by 2.3% over this period because the bus service cuts – and the greater corresponding influence on boardings – overwhelmed any ridership increase associated with the new rail service.

By requiring an annual 1% increase based on a rolling five-year average, the existing TCM works to mitigate this otherwise intrinsic error by **not allowing large increases in rail service (with less than projected ridership growth) to permanently distort** the way in which the TCM is assessed and implemented. Contrary to this, by shifting to a ten-year cumulative average, the proposed substitute TCM actually compounds the intrinsic error in the rule by allowing just a few years of capacity-weighted rail service to carry through the entire maintenance plan without the actual CO emissions reduction.

If the TCM required a formulaic mode-split that accounted for differential ridership stimulus and the corresponding CO emission reduction benefit, the proposed substitute TCM could be better justified. But given our recent history of service investments and the perpetuation of the incorrect 1:1 ratio, failing to differentiate between modes, **the proposed rule change will simply mask what can only be portrayed as a service crisis.**[6] Our region currently has less actual (unweighted) fixed route service hours than we did in 2000, and over 10% less than the peak in 2009.

The deep service cuts in FY11 are only a part of this story. True, TriMet badly missed its payroll tax and farebox revenue projections in FY09 and 10, and this forced the agency's hand in cutting bus service by 8.5% and MAX service by 2.6% in FY11. Yet the overall capacity-weighted change of minus 5% was still a plus 1.23% increase over the previous

[6] See "TCM Scenario," Appendix 1.

five-year average, keeping the region in compliance. The only reason that the region is currently not in compliance (as of July 1, 2013) is because TriMet has not done enough in FY12 and 13 to compensate for this lost service while losing the ability to mask these losses off of a few years of prior MAX service increases. These were budget surplus years, meaning there was (and still is) sufficient funding to meet the existing TCM, especially given the persistent bus-rail equivalent and capacity weighting.

The reasonableness of the assumptions built into the methodology must be evaluated, based on actual data, when contemplating a substitute TCM. Given the facts, **it stretches the bounds of reason to suggest that the substitute TCM will result in an equivalent CO emission reduction benefit.** Further, the selection of FY08 as the start date of the new proposed ten-year cumulative average is the textbook definition of arbitrary and capricious, as it maximizes the masking influence of the 2008-09 MAX service increases. Were the substitute rule to begin with FY06 or 07, using the same methodology and anticipated service investments, the region would have been out of compliance in all but two years out of the ten-year maintenance plan. No matter how the math is done, the substitute TCM will simply not result in an equivalent amount of CO emission reduction, and is therefore invalid.

II. The Substitute TCM Violates Environmental Justice Principles

EPA reviewed the Carbon Monoxide (CO) National Ambient Air Quality Standard (NAAQS) in 2011 and, while the agency maintained the standard, EPA's Integrated Science Assessment program concluded that the effects from CO "appear to be highly variable and dependent on localized conditions."[7] EPA also determined that light-duty vehicles resulted in greater CO emissions than heavy-duty vehicles.[8] As a result, EPA now requires near-road CO monitoring for regions with more than 2.5 million residents so as to "protect specific vulnerable populations such as individuals residing near heavily trafficked roads who commute to work on a daily basis."[9]

It is well established that On-Road Mobile (ORM) pollution – namely, the incomplete combustion of carbon-based fuels, primarily from gasoline-powered motor vehicles – is the primary man-made source of CO emissions in the Portland metro region.[10] The Portland region, however, is not subject to EPA's near-road monitoring requirement, and the cost of conducting such monitoring has thus far been deemed prohibitive, precluding actual monitoring data. However, existing data sets raise real concern that low-income communities and communities of color currently experience disparate adverse health risks, namely DEQ's *Portland Air Toxics Solutions* (PATS) study and Texas A&M Transportation Institute's *Annual Urban Mobility Report for Portland.*

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[7] Environmental Protection Agency (EPA). *Review of National Ambient Air Quality Standards of Carbon Monoxide:* 40 CFR Parts 50, 53 and 58. Federal Register/Vol. 76, No. 169/ Wednesday, August 31, 2011/ Rules and Regulations, p.24.

[8] *Id.* at 31.

[9] *Id.* at 30-32.

[10] *JPACT Memorandum: Update on Air Quality Transportation Control Measures.* Cotugno, Andy, Metro. May 5, 2004, p.3. See also, *2010 Oregon Air Quality Data Summaries*, Department of Environmental Quality, June 2011, p.50.

According to DEQ's PATS report, **low-income communities and communities of color are disproportionately impacted by higher concentrations of air toxics** compared to mid- to high-income, white communities, both generally across emission sources and specifically from On-Road Mobile emissions.[11] These communities are disparately impacted largely because they live in "hot spots" – in closer proximity to high-traffic roads and are therefore more exposed to on-road-mobile air toxics emissions. Residents of hot spots are disproportionately exposed to a multitude of air toxics, including CO, resulting in potentially significant adverse cumulative impacts. Children and adults suffer "adverse health outcomes, including lung function impairment, asthma incidence, cardiovascular disease and overall increased mortality" due to the constant exposure to CO and other on-road mobile emissions.[12] According to DEQ's own Air Quality Data Summary, CO is linked to increased heart disease and diminished mental capacity even in otherwise healthy adults, and affects newborn and unborn children by resulting in low birth weights and increased infant mortality.[13]

While regional CO emissions have been decreasing, congestion in the metro area has become worse. Portland congestion was 1.07 times the national average in 1982; this grew to 1.29 times the national average by 2007.[14] **This increased congestion correlates to an increase in idling, which results in increased CO emissions.** In 2011, Portland metro ranked as the 17th worst region out of 101 urban areas for excess fuel consumption per commuter (the increased fuel consumption due to travel in congested conditions rather than free-flowing conditions), despite being ranked 23rd in terms of population. This has correlated with a drastic increase in CO2 emissions per peak auto commuter, moving Portland from the 44th worst region in 2002 up to the 18th worst out of 101 urban areas in 2011.[15] It is reasonable to infer that CO emissions have increased in localized "hot spots" due to congestion accordingly, and clear that we are losing ground. Moreover, Portland's compact development results in more short trips, which are higher-polluting because the first several minutes of vehicle use (resulting from a "cold start") results in higher emissions while the engine approaches optimal temperature.[16]

Low-income communities and communities of color are more likely to live in lower quality housing with poor indoor air quality.[17] Beyond exposure to air pollution, youth, seniors, low-income residents and communities of color are at a higher risk of related health conditions such as asthma, heart disease and obesity.[18] Oregon ranks among the

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[11] *Portland Air Toxics Solutions Report, Section 8*. Department of Environmental Quality. May 2012.
[12] Green M, Harnberg, Main E, Early-Alberts J, Dubuisson N, Douglas JP. *Climate Smart Communities Scenarios Health Impact Assessment*. Oregon Health Authority. April 2013, pp.29-30.
[13] *2010 Oregon Air Quality Data Summaries*, p.50.
[14] Lomax, Tim, and David Schrank. *Annual Urban Mobility Report: Portland*. Texas A&M Transportation Institute (2011). p.17.
[15] *Id.*
[16] McAuley, Timothy, and Margo Pedroso. *Safe Routes to School and Traffic Pollution*. Safe Routes to School National Partnership. American Public Health Association, June 2012.
[17] OHA Climate Smart HIA, pp.29-30.
[18] *Id.* at 12.

top five states in the nation with the highest asthma rate, with children of color and from poor households having an even higher risk of asthma than white children.[19] Heart disease, a primary health impact from CO, is the second leading cause of death within the metro region, affecting people of color, specifically African-Americans, more than the white population.[20]

It is worth noting that these very communities that are disproportionately impacted are those that generally lack the greatest access to transit, whether due to service cuts, lack of infrastructure, lack of coverage or rising fares. The very act of taking public transit meets the Center for Disease Control's recommended daily level of physical activity, leading to positive healthy outcomes. Consistent with virtually every recommendation for the Portland metro area, the Oregon Health Authority concluded in its Health Impact Assessment of Metro's Climate Smart Scenarios that **increasing transit service is a key element in achieving better health outcomes and higher quality of life throughout the region.** Such investments would prevent 182 premature deaths by 2035, comprising 2,834 years of life lost and 933 years of living with physical disabilities.[21] Indeed, the very purpose of the TCM for transit in the CO Maintenance Plan is to promote transit ridership so as to decrease vehicle-miles traveled (VMT) from single-occupancy vehicle use. As discussed above, the substitute TCM is likely to result in less overall transit service, broadly, less overall bus service, specifically, and less access for riders.

Finally, by utilizing the Transportation Policy Advisory Committee (TPAC) as its sole source of "community engagement," Metro and TriMet failed to ensure that those most impacted by this decision – people living in CO/ORM emission hot spots, transit riders and environmental justice representatives – were meaningfully included. TPAC's current roster includes 16 representatives of local, regional and state government, and five "community representatives" (one seat remains vacant). None of these representatives adequately represent the interests of EJ communities or transit-dependent riders. Metro and TriMet reasonably should have known of this lack of inclusive engagement and taken steps to ensure opportunities for meaningful participation throughout.

DEQ is required to consider environmental justice concerns in deciding whether and how to act. In this case, that requires consideration of both the direct and indirect (as well as cumulative) impacts likely to result from the substitute TCM, the failure of regional partners to develop and analyze a set of less impactful alternatives, and the failure of such partners to identify and engage environmental justice and transit rider stakeholders in meaningful participation.

III. The Substitute TCM Potentially Violates Title VI

DEQ has enough data to raise a reasonable inference that communities of color are disproportionately impacted by CO/ORM emission hot spots. While the lack of sufficient monitoring data and our region's overall improvements in CO emissions may suggest

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[19] *Id.* at 16.

[20] *Id.* at 23.

[21] *Id.*

that there is no adverse health impact, there is enough existing data from DEQ's PATS disparate impact regression analysis, combined with ODOT's analysis of regional congestion points, correlated with demographic data from CLF's Regional Equity Atlas v2.0, to suggest higher concentrations of people of color in CO hot spots to warrant further consideration.

Given this reasonable inference, it is necessary to examine whether there is a substantial legitimate government justification for taking the discriminatory action. As discussed above, while the FY11 service change may have been unanticipated, the failure to compensate for the service cuts in surplus years FY12 and 13 show that the underlying justification is not legitimate. Moreover, neither Metro nor TriMet have exhausted the range of options to determine whether there is a less impactful alternative. Options include, but are not limited to, simply making the necessary service investments to meet the minimal existing TCM, to a different method of computing the annual service increase obligation, to a complete restructuring of the underlying methodology to fully capture the projected ridership gains from bus service increases.

Adopting the substitute TCM will potentially violate both the EPA and FTA's Title VI disparate impact regulations. **Such liability exposure would jeopardize federal funding far more than any potential non-compliance with the existing TCM**, and as such, Title VI compliance should be treated far more seriously during this rulemaking process. Compliance with the CO NAAQS should not be used as a shield to tacitly approve localized disparate impacts on the ground.

IV. DEQ Should Utilize its Broad Discretion to Modify or Remand the Rule

DEQ has substantial discretion under its State Implementation Plan pursuant to the CAA and under its obligations pursuant to ORS 182.545(1) to take action consistent with maximal protection of human health and the environment and full environmental justice and Civil Rights considerations. DEQ should either modify the proposed rule to ensure that the region receives the anticipated CO emission reduction benefits, facilitate a negotiated rulemaking with regional partners and EJ and Civil Rights stakeholders, or remand the rule to Metro and TriMet for further analysis and inclusive engagement and deliberation.

Sincerely,
/s/ Jonathan Ostar
Jonathan Ostar, Executive Director

OPAL DEQ TCM Comments
Appendix One

TCM Scenario

Year	Bus Hours	Rail Hours (Actual)	Rail Hours (Weighted)	Total Hours (Actual)	Total Hours (Weighted)	Annual Change	Cumulative Average	5-Year Average
0	1,200	175	890	1,375	2,090	NA	NA	NA
1	1,200	198	1,007	1,398	2,207	5.60%	5.60%	NA
2	1,200	222	1,129	1,422	2,329	5.53%	5.56%	NA
3	1,195	225	1,144	1,420	2,339	**0.44%**	3.86%	NA
4	1,190	225	1,144	1,415	2,334	**-0.21%**	2.84%	NA
5	1,185	225	1,144	1,410	2,329	**-0.21%**	2.23%	2.23%
6	1,180	225	1,144	1,405	2,324	**-0.21%**	1.82%	1.07%
7	1,175	225	1,144	1,400	2,319	**-0.22%**	1.53%	**-0.08%**
8	1,170	225	1,144	1,395	2,314	**-0.22%**	1.31%	**-0.21%**
9	1,165	225	1,144	1,390	2,309	**-0.22%**	1.14%	**-0.22%**
10	1,160	225	1,144	1,385	2,304	**-0.22%**	1.01%	**-0.22%**
Total:	**-40**	**50**	**254**	**10**	**214**			
% Total:	**-3.3%**	**28.6%**	**28.6%**	**0.7%**	**10.3%**			

Maintenance Period

(numbers in thousands)

Average Capacity:

Bus	Rail
51	259

NORDBERG Dave

From: John Charles [john@cascadepolicy.org]
Sent: Monday, August 19, 2013 3:10 PM
To: Comment-MetroTCMsubstitution
Subject: CPI comment
Attachments: Fall 2011 Route Ridership Report - Weekdays.xlsx; TriMet service and financial trends June 2012.docx

Dear Mr. Nordberg,

Please enter the following comments on the proposed change to OAR chapter 340, division number 200 ("Metro TCM substitution") into the record:

1. I am opposed to the proposed change. DEQ is a regulatory body; it adopted the current TCM rule for specific reasons, and it is not the agency's job to ensure compliance by simply changing the rule when affected parties cannot meet standards. In this instance, DEQ is acting more as a promotional body than a regulatory agency, which is inappropriate.

2. According to the "Invitation to Comment" notice published by DEQ, the "abrupt drop" in TriMet service was "caused by the recent deep recession." This is a mischaracterization of the facts on both counts. As documented in the attached chart, the drop in TriMet fixed-route service has not been abrupt; it has been steady over a period of at least 4 years. Revenue miles of service peaked in 2006 and have been declining ever since, while revenue hours of service peaked in 2008 and have since dropped. Moreover, the recession has had little to do with the service cuts because TriMet's all-funds budget has **increased** by 125% since FY 05.

3. According to a May 31, 2013 memo to TPAC from Tom Kloster and Grace Cho of Metro, an updated estimate of transit trip length is being used for the proposed rule – a change from 5.9 miles to 6 miles. This estimate is derived from Metro's 2001 OHAS. However, it's not clear why a survey would be used when TriMet has much more accurate data from its own automatic passenger counts. The Fall 2011 Route Ridership Report generated by TriMet is attached. Note that only one MAX line and eight bus lines have average trip lengths equal to or greater than 6.0 miles. In comparison all other MAX lines and dozens of bus routes (including all of the highest-ridership lines) have average trip lengths less than 6.0 miles. The total number of boardings in the first group equals 71,320; the total number of boardings averaging less than 6.0 miles for trip length is more than double that number. Clearly the survey data is biased upwards when compared with actual trip counts. The DEQ/Metro calculations should be adjusted to take this into account.

4. In the May 20, 2013 letter from Neil McFarlane to Tom Hughes (part of the May 31 TPAC packet), Mr. McFarlane asserts: "...TriMet expects to reduce our structural costs and identify additional resources to increase service well beyond these levels to meet the regional goals to triple transit, walking and bicycling mode shares by 2035." Mr. McFarlane provides no evidence of how this will happen. In fact, per the most recent TriMet board meeting, the agency has no plan for reducing its unsustainable labor costs or its rail-related debt service. Nor does the agency have a plan for raising more revenue, beyond the legislatively-granted authority to increase the payroll tax rate again, possibly as soon as 2015.

In considering this rule change, DEQ should focus only on the actual track record of service over the past five years, not speculative statements about the future.

Summary: It is clear that TriMet is not meeting the TCM requirement to increase service over a five-year rolling average, and DEQ should not change the standard just to bail out the agency.

Sincerely,

John A. Charles, Jr.
President & CEO
Cascade Policy Institute
Portland, OR

Route Ridership Report Weekdays
Fall 2011 Quarter

Route	Fall 2011 Quarter							Fall 2010 Quarter			
	Boarding Rides	Rides Revenue Hour	Rides Vehicle Hour	Cost Per Ride	Passenger Miles	Passenger Miles Per Revenue Mile	Avg. Trip Length	Boarding Rides	Rides Per Vehicle Hour	Rides Change	Rides Per Hour Change
MAX Blue Line	65,770	208.1	172.7	$1.46	423,835	71.1	6.4	64,940	172	830	0.7
MAX Green Line	24,030	224.5	180.9	$1.39	103,436	55.3	4.3	21,760	162.5	2,270	18.4
MAX Red Line	23,360	178.4	144.9	$1.74	127,098	49.4	5.4	23,300	144.5	60	0.4
MAX Yellow Line	17,350	200.8	146.3	$1.72	47,496	42.8	2.7	15,950	134.6	1,400	11.7
WES Commuter Rail	1,640	114	67.3	$15.88				1,410	57.6	230	9.7
Portland Streetcar	10,300	110.8	95.6					11,820	109.7	-1,520	-14
1-Vermont	430	28.8	21.1	$4.47	1,611	7.2	3.7	470	23.2	-40	-2.1
4-Division/Fessenden	17,710	58.5	46.6	$2.03	54,426	14.5	3.1	17,240	46.4	470	0.2
6-Martin Luther King Jr Blvd	6,130	62.4	48.4	$1.95	15,423	12.2	2.5	6,200	48.3	-70	0.2
8-Jackson Park/NE 15th	6,590	48.2	36.5	$2.59	17,189	11.2	2.6	6,500	36.2	90	0.3
9-Powell/Broadway	9,930	53.1	39.7	$2.38	32,582	13.7	3.3	9,960	40	-30	-0.2
10-Harold St	1,850	30.4	25.5	$3.71	6,177	6.8	3.3				
12-Barbur/Sandy Blvd	11,540	47.6	37.6	$2.51	47,061	13.2	4.1	11,060	37.9	480	-0.3
14-Hawthorne	6,060	62.3	48.1	$1.96	13,879	12.2	2.3	6,110	49	-50	-0.9
15-Belmont/NW 23rd	7,370	48.5	36.5	$2.58	16,625	10.2	2.3	7,810	39.5	-440	-2.9
16-Front Ave/St Johns	420	24.8	14.4	$6.56	2,911	8.2	7	460	15.9	-40	-1.5
Marine Drive Shuttle	70	9.7	6.6	$14.28	210	1.2	3.2				
17-Holgate/NW 21st	6,580	42.1	31.9	$2.95	23,150	10.6	3.5	6,620	32.1	-40	-0.2
18-Hillside	10	3.5	3.2	$29.81	26	0.9	2.7	20	5	-10	-1.8
19-Woodstock/Glisan	6,120	39.5	31.3	$3.01	20,915	9.9	3.4	6,000	30.6	120	0.8
20-Burnside/Stark	10,270	51.1	40.8	$2.31	36,547	12.6	3.6	10,000	40	270	0.8
22-Parkrose	530	30.3	22.8	$4.14	1,317	4.7	2.5	530	22.5	0	0.3
23-San Rafael	150	21.2	13.2	$7.17	469	3.7	3	140	12.3	10	0.9
24-Fremont	550	21.2	15.8	$5.97	1,798	4.8	3.3	560	15.9	-10	-0.1
25-Glisan/Rockwood	170	25.2	17.7	$5.33	496	4.1	2.9	150	15.4	20	2.4
28-Linwood	170	17.9	14.8	$6.39	557	4	3.3	220	18.7	-50	-3.9
29-Lake/Webster Rd	270	21.8	17.2	$5.48	1,216	5.8	4.4	220	14	50	3.2
30-Estacada	540	17.2	12.6	$7.47	6,987	7.8	12.8	500	11.9	40	0.8
31-King Rd	1,380	42.9	26.6	$3.54	5,451	12.2	3.9	1,230	23.6	150	3
32-Oatfield	980	28.3	20.1	$4.70	5,198	8.9	5.3	920	18.9	60	1.2
33-McLoughlin	5,240	49.1	36.1	$2.62	29,738	16.8	5.7	5,160	35.6	80	0.5
34-River Rd	210	17.8	12.7	$7.44	690	3.2	3.3	190	11.7	20	1
35-Macadam/Greeley	4,150	38.6	28.2	$3.35	23,403	13.6	5.6	3,790	26.7	360	1.5
36-South Shore	210	17.8	12.2	$7.76	1,277	5.9	6.1	190	10.8	20	1.4
37-Lake Grove	90	19.9	12.7	$7.44	295	3.3	3.3	90	12.1	0	0.6
38-Boones Ferry Rd	360	21.6	14.7	$6.40	2,148	7.3	5.9	310	12.6	50	2.1
39-Lewis & Clark	280	32.4	21	$4.49	582	4.2	2.1	300	22.6	-20	-1.6
43-Taylors Ferry Rd	590	17.9	14.1	$6.70	2,748	5.9	4.7	530	11.1	60	3
44-Capitol Hwy/Mocks Crest	4,830	52.9	37.9	$2.49	19,478	15.6	4	4,920	39.3	-90	-1.3
45-Garden Home	1,130	27.1	21.1	$4.47	5,367	8.5	4.7	1,050	19.5	80	1.6

46-North Hillsboro	180	17.1	12.8	$7.40	763	3.2	4.2	170	11.9	10	0.9
47-Baseline/Evergreen	480	21.2	15.8	$5.96	1,720	4.4	3.6	440	14.4	40	1.4
48-Cornell	690	27.5	20.5	$4.60	2,552	6.2	3.7	570	17	120	3.5
50-Cedar Mill	150	17.2	10.4	$9.07	527	3.2	3.6	150	11	0	-0.5
51-Vista	370	27.5	18.7	$5.04	760	4.8	2	410	20.8	-40	-2
52-Farmington/185th	4,170	53	37.9	$2.49	13,304	11.8	3.2	3,890	35.6	280	2.3
53-Arctic/Allen	160	38.6	23.3	$4.04	230	3.9	1.4	190	27.1	-30	-3.7
54-Beaverton-Hillsdale Hwy	2,440	53.8	40.7	$2.32	9,862	14.7	4	2,400	40	40	0.8
55-Hamilton	120	34.6	18	$5.24	501	9.4	4	130	18.6	-10	-0.6
56-Scholls Ferry Rd	2,060	45.8	33.8	$2.79	10,545	15.1	5.1	1,950	32.2	110	1.6
57-TV Hwy/Forest Grove	7,380	59.1	44.3	$2.13	32,024	15.2	4.3	7,230	45	150	-0.7
58-Canyon Rd	1,030	36.9	26.2	$3.60	4,486	8.8	4.4	1,020	28.1	10	-1.8
59-Walker/Park Way	130	16.3	11.2	$8.41	538	3.9	4.3	130	11.8	0	-0.6
61-Marquam Hill/Beaverton	450	70.4	38.2	$2.47	2,870	27.8	6.4	410	34.4	40	3.9
62-Murray Blvd	2,360	42.8	30.6	$3.09	8,768	9.6	3.7	2,240	28.9	120	1.7
63-Washington Park	100	14	9.7	$9.77	135	1.4	1.4	180	18.4	-80	-8.8
64-Marquam Hill/Tigard	480	62.7	35.2	$2.68	2,316	20.3	4.8	410	29.5	70	5.8
65-Marquam Hill/Barbur Blvd	170	41	23.4	$4.03	476	8.5	2.8	190	26.6	-20	-3.2
66-Marquam Hill/Hollywood	570	58.3	34.1	$2.77	2,095	17.4	3.7	560	33.8	10	0.3
67-Jenkins/158th	930	35.2	26.6	$3.55	3,997	9.5	4.3	950	27	-20	-0.4
68-Marquam Hill/Collins Circle	480	55.9	27.2	$3.46	912	10.6	1.9	430	24.6	50	2.6
70-12th Ave	2,730	42.7	32.3	$2.92	6,668	8.7	2.4	2,670	30.6	60	1.7
71-60th Ave/122nd Ave	7,820	47	38.4	$2.46	22,775	9.4	2.9	7,480	36.7	340	1.7
72-Killingsworth/82nd	16,710	63.2	49.7	$1.90	47,416	13.7	2.8	16,210	48.3	500	1.5
73-NE 33rd Ave	900	25.1	17.8	$5.31	2,511	4.9	2.8	1,760	23.9	-860	-6.1
75-Cesar E Chavez/Lombard	10,530	51.4	40.8	$2.31	31,453	11.3	3	10,360	40.5	170	0.3
76-Beaverton/Tualatin	2,850	50.6	38.7	$2.44	10,275	13.6	3.6	2,650	35.7	200	2.9
77-Broadway/Halsey	4,570	35.6	27.3	$3.45	15,634	9.1	3.4	4,400	26.4	170	1
78-Beaverton/Lake Oswego	2,810	46.6	34.3	$2.75	11,074	12.5	3.9	2,750	35.7	60	-1.4
79-Clackamas/Oregon City	1,480	55	39.1	$2.41	7,641	16.8	5.2	1,360	35.8	120	3.3
80-Kane/Troutdale Rd	330	28.8	19.6	$4.81	896	4.3	2.7	330	19.9	0	-0.2
81-Kane/257th	390	49	30.9	$3.06	1,190	7.4	3	400	31.1	-10	-0.2
82-Eastman/182nd	230	24.3	16.4	$5.76	495	2.8	2.2	220	15.3	10	1.1
84-Kelso/Boring	40	9.1	5.2	$18.01	180	1.5	4.7	30	5	10	0.2
85-Swan Island	350	29.6	20.1	$4.70	1,304	5.3	3.7	290	16.3	60	3.7
87-Airport Way/181st	260	23	16.1	$5.85	810	4	3.1	250	15.4	10	0.7
88-Hart/198th	1,250	30.9	24.4	$3.86	5,286	7.7	4.2	1,190	23.3	60	1.2
89-Tanasbourne	550	28	20.8	$4.55	2,088	6.2	3.8	530	20	20	0.8
92-South Beaverton Express	380	33.9	20.6	$4.58	3,201	16.4	8.4	370	20.1	10	0.5
94-Sherwood/Pacific Hwy Express	1,460	39.5	23.5	$4.01	11,464	18.4	7.8	1,350	22.8	110	0.7
96-Tualatin/I-5	1,270	35.7	20.9	$4.52	9,064	11.4	7.2	1,300	21.5	-30	-0.6
99-McLoughlin Express	820	53.5	29.8	$3.17	5,308	18.2	6.5	740	28.9	80	0.8
152-Milwaukie	250	20.3	14.5	$6.53	847	5	3.3	250	14.4	0	0
154-Willamette	70	14.9	8.4	$11.21	331	2.9	4.8	80	9.3	-10	-0.8
155-Sunnyside	490	35	25.2	$3.74	1,444	5.5	2.9	430	22	60	3.2
156-Mather Rd	200	20.4	15	$6.28	881	4.7	4.4	200	14.9	0	0.2

TriMet Financial Resources, 2004-2013 *(000s)*

	FY 04/05	FY 08/09	FY 10/11	FY 11/12 (est)	FY 12/13 (budget)	% Change 04/05-12/13
Passenger fares	$ 59,487	$ 90,016	$ 96,889	$ 104,032	$117,166	+97%
Payroll tax revenue	$171,227	$209,089	$224,858	$232,832	244,457	+43%
Total operating resources	$308,766	397,240	$399,641	$476,364	$465,056	+51%
Total Resources	$493,722	$888,346	$920,044	$971,613	$1,111,384	+125%

Note: TriMet payroll tax rate increased effective 1/1/05, and will rise .01% every January through 2014.

Annual Fixed Route Service Trends, 2004-2012

	FY 04	FY 06	FY 08	FY 10	FY 12	Change
Veh. revenue hours	1,698,492	1,653,180	1,712,724	1,682,180	1,561,242	-8.1%
Veh. revenue miles	27,548,927	26,830,124	26,448,873	25,781,480	23,625,960	-14.2
Average veh. speed - bus	15.8	15.8	14.9	14.7	14.6	-7.6%
Average veh. speed - L. Rail	20.1	19.4	19.3	19.4	18.4	-11.5%

Source: TriMet annual service and ridership report; TriMet budget documents and audited financial statements, various years.

NORDBERG Dave

From: Dan Radonski [dradonski@pape.com]
Sent: Wednesday, July 17, 2013 9:27 AM
To: Comment-MetroTCMsubstitution
Subject: TCM substitution

Gentlemen or Ladies;
There are some items that need to be addressed within your proposed TCM Substitution rules changes.

- The following sentence was listed in your documents. It made no sense when an incorrect word is used. The document needs to be reissued: "The recent economic downtown forced a significant cut to transit service after several years of high transit service growth. Nonetheless, ridership and therefore ultimately diverted trips have increased even during the recession."
- With the second sentence, you are stating that people have increased ridership when the economy went sour. But, your whole premise for requesting changes was to change the way you calculated the CO emissions reductions.
- Technology exists to measure the actual CO. That should be used rather than "estimates", "calculated", "assumptions", "presumed", "if".....all of these may or may not provide you a correct answer. Oregon has nearly always been near the front (not the leader, but near the front) of the environmental movement. I am all for that. To not use the technology that we have to measure actual CO in the area is a disservice to the citizens of Portland and of the State. **Shameful!** Actual data is not cheap, but you can narrow the scope of your projects to aim at the problem areas. That is what makes actual data worthwhile. A shotgun approach is always more expensive and never does as well as a focused approach to a CO problem.
- If you increased Tri-Met by 100% you would not see a reduction of CO by 50% or even 10%. In actuality, CO emissions would increase (but the assumptions and calculations would estimate that fantastic reductions). If you only want "paper" or calculated or estimated reductions, you are on the right path. If you pass 100% of the costs to the ridership of the city, then have at it.
- This is not reality. This was not how I was taught in my engineering classes and actual industry practice. When you have real data, it is not difficult to convince the public.
- I can only conclude that the ODEQ is trying to force more mass transit on Portland and the taxpayers. I am sorry that you do not seem interested in actual data.

As a small business owner myself, I find it hard to believe that you are planning to move forward with this.
Therefore, my comment is summarized by three sentences:

Use actual data from CO monitoring to guide the State and City actions. Passing this action is a calculated error. Do not change these rules.

Dan Radonski
Rainier, OR

Attachment 5: Oregon Environmental Quality Commission meeting of Dec. 11-12, 2013, rulemaking Action item: I, Portland Area Transportation Control Measure [including DEQ response to public comments]

State of Oregon Department of Environmental Quality

Oregon Department of Environmental Quality

Dec. 11-12, 2013
Oregon Environmental Quality Commission meeting
Rulemaking, Action item: I

Portland Area Transportation Control Measure

DEQ recommendation to EQC

DEQ recommends that the Oregon Environmental Quality Commission:

Adopt the proposed PERMANENT rules in Attachment A as part of chapter 340 of the Oregon Administrative Rules. Approve incorporating these rule amendments into the Oregon Clean Air Act State Implementation Plan under OAR 340-200-0040.

Overview

Short summary

DEQ proposes modifications to a transportation control measure[1] that requires transit service in the Portland area to be expanded one percent per year. This proposal would revise the measure to be assessed as a cumulative average over the life of the Portland area's plan to improve air quality, instead of a five-year rolling average. This proposed change in the transit transportation control measure averaging approach is a revision to the State of Oregon Clean Air Act Implementation Plan that DEQ will submit to the Environmental Protection Agency. If the Environmental Quality Commission adopts, and EPA and Metro concur, the substitute transportation control measure would become, by operation of law under 42 USC § 7506(c)(8), part of the Oregon State Implementation Plan and would be federally enforceable. U.S. EPA would not conduct a separate public notice process

Brief history

The Portland Area Carbon Monoxide Maintenance Plan describes how the Portland area will continue to meet national ambient air quality health standards for carbon monoxide until 2017. Carbon monoxide levels in the Portland region are well below the federal health standards and the strategies in the air quality plan are meant to help maintain these low levels. Part of the plan requires area governments to increase regional transit service an average of one percent per year measured over a rolling five-year period. Increased transit use across the Portland region provides an air quality benefit to the Portland area overall, but is not intended to address specific localized carbon monoxide levels. The transportation control measure

[1] Provisions in an air quality plan designated "transportation control measures" are emission reduction measures in an air quality plan that are given special status under federal transportation conformity rules. Transportation control measures are subject to strict requirements to ensure to a high level of confidence that their intent will be achieved.

pertaining to transit in Portland's carbon monoxide plan increases regional transit, but does not specify or require any specific distribution of transit service within the region.

The current measure uses a five-year rolling average of transit service expansion to track success in meeting the transit transportation control measure, but does not anticipate unforeseen factors that may influence success in meeting the measure. For example, the recent recession caused TriMet's revenue to drop abruptly while fuel prices increased sharply. As a result transit service fell more than five percent in 2011. In future years, average annual transit service increases are expected to resume. A five-year averaging period does not adequately accommodate a large downward fluctuation in any single year. The large abnormal drop in 2011 transit service significantly affected the five-year average used for the transit transportation control measure. The result is the region is now unlikely to show the required average one percent growth. As a consequence, the region may not be able to demonstrate transportation conformity when it adopts a new transportation plan in 2014.

DEQ did not anticipate the recent economic recession when it first established a five-year rolling average as the metric for calculating compliance for the transit transportation control measure. Given this weakness in the rolling-averaging approach, DEQ determined a new metric is needed to reflect the region's past and future commitment to transit and measure progress in implementing the required transportation control measure. DEQ proposes to change the transportation control measure metric so compliance with the average one percent annual increase target is calculated over the cumulative life of the ten-year carbon monoxide maintenance plan. This metric addresses a longer period and is a better indicator of the region's ongoing commitment to expanding transit service.

Failing to adopt this modification could result in Metro being unable to demonstrate transportation conformity which would destabilize the local transportation planning process, seriously disrupt development and implementation of the 2014 Regional Transportation Plan and jeopardize state and federal funding for transportation projects.

Consistent with federal law and requirements in the Portland carbon monoxide maintenance plan, Metro analyzed the substitute measure using current planning assumptions, and the methodologies required by EPA. DEQ and the Metro Transportation Policy Alternatives Committee concluded that the new measure will achieve emission reductions that are at least equivalent to the current transportation control measure. DEQ also concluded that TriMet will have adequate funding to support implementation of the substitute measure.

Regulated parties

Metro, the Portland area's regional government, must demonstrate that transportation control measures are met each time it adopts a 20-year Regional Transportation Plan or two-year Transportation Improvement Program.

Statement of need

What problem is DEQ trying to solve?

The air quality plan for the Portland area includes a transportation control measure that requires transit service to be increased an average of one percent per year. The current five-year averaging period for determining compliance with this requirement does not adequately consider the abrupt drop in transit service caused by the recent recession. It is likely the region will be unable to demonstrate that it conforms with the transit transportation control measure in 2014 which could delay federal transportation funding.

How would the proposed rule solve the problem?

The proposed action would modify the metric used to track and assess the success of the transit transportation control measure. The required one percent increase in regional transit service would be assessed in the future over the cumulative life of the air quality plan. This would allow a longer assessment period which provides a more accurate measurement of the region's commitment to increasing transit service.

How will DEQ know the problem has been solved?

This action will succeed if the Portland area continues to increase transit an average of one percent per year through the end of the plan period in 2017.

Request for other options

During the public comment period, DEQ requested public comment on whether to consider other options for achieving the rule's substantive goals while reducing negative economic impact of the rule on business.

Rules affected, authorities, supporting documents

Lead division

Air Quality
Substitution

Program or activity

Portland Area Carbon Monoxide Maintenance Plan – TCM

Chapter 340

Amend OAR 340-200-0040

Note: For the purpose of Oregon rulemaking, this is an amendment of the State of Oregon Clean Air Act Implementation Plan. Once adopted, the substitute transportation control measure becomes, by operation of law, part of the State Implementation Plan and becomes federally enforceable. U.S. EPA will not conduct a separate public notice process. Comments on EPA's concurrence with this action must have been submitted during Oregon's comment period.

Statutory authority

ORS 468.020

Statute implemented

ORS 468A.035

Legislation Not applicable

Documents relied on for rulemaking

- Portland Area Carbon Monoxide Maintenance Plan: http://www.deq.state.or.us/aq/planning/docs/pdxCOplan.pdf
- Appendix D9-2 "Substitution of Transportation Control Measures"
- Appendix D9-3 "Carbon Monoxide Emission Reduction Benefits of Transportation Control Measures"
- "Guidance for Implementing the Clean Air Act Section 176(c)(8) Transportation Control Measure Substitution and Addition Provision" EPA-420-B-09-002, January 2009
- Description of transportation control measure and equivalency analysis: Attachment C to Metro memo to TPAC dated May 31, 2013; pages 19 to 25 at: http://rim.oregonmetro.gov/webdrawer/rec/254514/view/General%20Administrative%20Records%20(GAR)%20-%20A~ng%20Records%20-%20Transportation%20Policy%20Alternatives%20Committee%20(TPAC)%20Meeting%20Packet.PDF
- Minutes of Transportation Policy Alternatives Committee meeting of May 31, 2013, pages 4 to 10 regarding TCM substitution: http://rim.oregonmetro.gov/webdrawer/rec/257269/view/General%20Administrative%20Records%20(GAR)%20-%20A~ee%20Meeting%20Records%20-%20Transportation%20Policy%20Alternatives%20Committee%20(TPAC)%20Packet.PDF

These documents are also at Oregon DEQ's headquarters office, 811 SW Sixth Ave., Portland, Oregon. Please contact the Air Quality Division receptionist at 503-229-5359 to arrange a time for document review.

Fee Analysis

This rulemaking does not involve fees.

Statement of fiscal and economic impact ORS 183.335 (2)(b)(E)

Fiscal and Economic Impact

The Portland area is subject to a Carbon Monoxide Maintenance Plan under the Clean Air Act. When the Portland area adopts a new transportation plan, federal law requires the region to demonstrate that the transportation plan conforms to the region's air quality plan. An area that cannot make that demonstration may experience a conformity lapse. In the event of a conformity lapse, the flow of federal transportation funds to projects that increase highway capacity are likely to be diverted to projects that are exempt from the transportation conformity rules. Exempt projects are those that do not increase vehicle emissions such as safety projects, mass transit improvements or projects that improve bicycle and pedestrian facilities. If the reasons for a conformity lapse go uncorrected, federal transportation funding could be delayed until the situation is resolved. Such a delay of funding is an unusual but not impossible result of failing to demonstrate conformity.

The Portland Area Carbon Monoxide Maintenance Plan includes a transportation control measure that requires regional transit service to be increased an average of one percent per year. The recent recession caused an unanticipated and abrupt drop in transit service in 2011, (more than five percent), while for 2012 and beyond transit service increases are expected to return to anticipated levels of one percent or more. A five-year averaging period does not adequately consider a large fluctuation, and the abnormal drop in 2011 transit service means the region would likely fail to meet the required average one percent increase target, possibly causing a conformity lapse in 2014.

DEQ did not anticipate the magnitude of the recent economic recession when it first established a five-year rolling average as the metric for calculating compliance for the transit TCM. DEQ now believes a five-year averaging period is not the best way to demonstrate the region's on-going, long term commitment to transit. A new metric is needed to better reflect the region's past and future commitment to transit and measure progress in implementing the required transportation control measure. This proposed rulemaking will extend the assessment period to the cumulative average increase over the life of air quality plan.

Failing to make this adjustment could jeopardize the timely adoption of the Portland area's 2014 transportation plan and delay federal transportation funding. Therefore, adoption of this substitute transportation control measure may have positive economic effects by avoiding the disruption of scheduled transportation projects or even a delay of transportation funding.

Statement of Cost of Compliance

Impacts on general public

If the proposed transportation control measure revision or a similar substitute is adopted before the end of 2013, the revision will have a net positive fiscal impact relative to the result if no revision is adopted.

If the proposed transportation control measure substitution or similar measure is not adopted and the region fails to take corrective action, the Portland area could experience a conformity lapse. DEQ has insufficient data at this point to estimate potential cost impacts to the public of a conformity lapse. However, an actual lapse is unlikely and can be avoided if past obstacles to achieving a transportation control measure are overcome and if the transportation control measure is given "maximum priority." In the event those findings could not be made, a conformity lapse is still subject to a one-year grace period. If the grace period expired without corrective action the most likely effect would be that Metro and local jurisdictions would redirect transportation funds to projects that are exempt from transportation conformity requirements. Exempt projects include those that do not increase highway capacity such as mass transit or safety improvements. Therefore, any funding delays would primarily affect highway projects in the preconstruction stages. Those delays could have a negative economic effect that would increase with the length of delay.

These costs would depend on the length of time conformity is delayed, the nature of corrective measures taken by Metro, TriMet and others, the nature and timing of actions taken by EPA, state and federal Departments of Transportation, and many other variables. DEQ has highlighted here the general nature of economic risk that can occur under a conformity lapse.

Impact on other government entities other than DEQ

a. Local governments In addition to the general effects above, if a conformity lapse were to delay transportation funding, local and regional governments would experience increased project administration cost. Those costs cannot be quantified but would be associated with the need to reschedule anticipated projects and make other necessary adjustments. In addition, if transportation funding is delayed, potentially some transportation projects important to local government interests could be delayed.

b. State agencies In the unlikely event that transportation funding is delayed by inaction on this issue, the Oregon Department of Transportation would be affected in the same manner as local governments, above. ODOT would need to dedicate some staff resources to working with DEQ, EPA, and others to develop a solution to the conformity lapse. A delay in transportation funding could potentially affect ODOT projects in the Portland metro area.

Costs associated with (a) and (b) above cannot be estimated at this time and would depend on the length of time conformity is delayed, the nature of corrective measures taken by Metro, TriMet and others, the nature and timing of actions taken by EPA, state and federal Departments of Transportation, and many other variables. DEQ has highlighted here the general nature of economic risk that can occur under a conformity lapse.

Impact on DEQ ORS 183.335

Apart from time spent on the development of potential substitute TCMs subsequent rule adoption activities, DEQ will have no fiscal or economic effects.

Impact on large businesses (all businesses that are not small businesses below)

As described in the sections above it is unlikely but possible that a failure to adopt the proposed transportation control measure or similar measure could cause a delay of transportation funding. In addition, any delay would be temporary but could disrupt the normal stream of public project bidding and contracting. The fiscal effects cannot be calculated but would increase with the duration of delay.

Potential cost impacts would depend on the length of time conformity is delayed, the nature of corrective measures taken by Metro, TriMet and others, the nature and timing of actions taken by EPA, state and federal Departments of Transportation, and many other variables.

Impact on small businesses (those with 50 or fewer employees) ORS 183.336

Potential effects on small businesses would be the same as large businesses. It is possible, although unlikely, that a failure to adopt a substitute transportation control measure could cause a temporary delay of funding for projects that are not exempt from transportation conformity requirements. Delay of funding could disrupt normal project bidding and contracting processes to a degree that cannot be quantified.

a) Estimated number of small businesses and types of businesses and industries with small businesses subject to proposed rule.	None
b) Projected reporting, recordkeeping and other administrative activities, including costs of professional services, required for small businesses to comply with the proposed rule.	None
c) Projected equipment, supplies, labor and increased administration required for small businesses to comply with the proposed rule.	None
d) Describe how DEQ involved small businesses in developing this proposed rule.	DEQ did not engage small businesses in developing this rule amendment as they are unlikely to be affected.

Documents relied on for fiscal and economic impact

Document title	Document location
Portland Area Carbon Monoxide Maintenance Plan:	http://www.deq.state.or.us/aq/planning/docs/pdxCOplan.pdf
Appendix D9-2 "Substitution of Transportation Control Measures"	As above.
Appendix D9-3 "Carbon Monoxide Emission Reduction Benefits of Transportation Control Measures"	As above.
"Guidance for Implementing the Clean Air Act Section 176(c)(8) Transportation Control Measure Substitution and Addition Provision" EPA-420-B-09-002, January 2009	http://nepis.epa.gov/Exe/ZyNET.exe/P1002W66.TXT?ZyActionD=ZyDocument&Client=EPA&Index=2006+Thru+2010&Docs=&Query=&Time=&EndTime=&SearchMethod=1&TocRestrict=n&Toc=&TocEntry=&QField=&QFieldYear=&QFieldMonth=&QFieldDay=&IntQFieldOp=0&ExtQFieldOp=0&XmlQuery=&File=D%3A%5Czyfiles%5CIndex%20Data%5C06thru10%5CTxt%5C00000006%5CP1002W66.txt&User=ANONYMOUS&Password=anonymous&SortMethod=h%7C-&MaximumDocuments=1&FuzzyDegree=0&ImageQuality=r75g8/r75g8/x150y150g16/i425&Display=p%7Cf&DefSeekPage=x&SearchBack=ZyActionL&Back=ZyActionS&BackDesc=Results%20page&MaximumPages=1&ZyEntry=1&SeekPage=x&ZyPURL
Description of transportation control measure and equivalency analysis: Attachment C to Metro memo to TPAC dated May 31, 2013; pages 19 to 25 at:	http://rim.oregonmetro.gov/webdrawer/rec/254514/view/General%20Administrative%20Records%20(GAR)%20-%20A~ng%20Records%20-%20Transportation%20Policy%20Alternatives%20Committee%20(TPAC)%20Meeting%20Packet.PDF
Minutes of Transportation Policy Alternatives Committee meeting of May 31, 2013, pages four to 10 regarding TCM substitution:	http://rim.oregonmetro.gov/webdrawer/rec/257269/view/General%20Administrative%20Records%20(GAR)%20-%20A~ee%20Meeting%20Records%20-%20Transportation%20Policy%20Alternatives%20Committee%20(TPAC)%20Packet.PDF

Advisory committee

The Transportation Policy Alternatives Committee—a standing committee staffed by Metro—was consulted for the development of the proposed substitute transportation control measure. The committee did not address economic or fiscal considerations.

Housing cost

To comply with ORS 183.534, DEQ determined the proposed rules would have no effect on the development cost of a 6,000-square-foot parcel and construction of a 1,200-square-foot detached, single-family dwelling on that parcel. The proposed rule amendment has a very narrow focus that applies to the way the increase of transit service in the Portland Metropolitan area is measured.

Federal relationship

"It is the policy of this state that agencies shall seek to retain and promote the unique identity of Oregon by considering local conditions when an agency adopts policies and rules. However, since there are many federal laws and regulations that apply to activities that are also regulated by the state, it is also the policy of this state that agencies attempt to adopt rules that correspond with equivalent federal laws and rules..."

Relationship to federal requirements

The proposed rule amendment does not impose requirements different from, or in addition to, any applicable federal requirements. The proposed rule amendment modifies an existing transportation control measure that is a feature of the federally approved Portland Area Carbon Monoxide Maintenance Plan. The proposed substitute transportation control measure achieves an emission reduction that is equivalent to the original. Therefore, this proposal is the same as the existing federal requirement.

What alternatives did DEQ consider if any?

In consultation with the Transportation Policy Alternatives Committee staffed by Metro, DEQ considered combining the three original TCMs (expansion of transit, bike paths and sidewalks) into a single measure that achieves a CO emission reduction equivalent to total of the originals. However, EPA pointed out that such a bundled transportation control measure would reduce the connections between specific actions and agencies able to achieve those actions. Also, that approach could still produce a future conformity lapse. Therefore, DEQ and the Transportation Policy Alternatives Committee agreed the best approach would be to modify the measurement metric of the transit TCM. This is a simpler solution that still ensures the new measure will achieve emissions reductions at least equivalent to the current measure when using consistent and current assessment methodologies.

Land use

"It is the Commission's policy to coordinate the Department's programs, rules and actions that affect land use with local acknowledged plans to the fullest degree possible."

OAR 340-018-0010

Land-use considerations

To determine whether the proposed rules involve programs or actions that are considered a *land-use action*, DEQ considered:

- Statewide planning goals for specific references. Section III, subsection 2 of the DEQ State Agency Coordination Program document identifies the following statewide goal relating to DEQ's authority:

Goal	Title
5	Open Spaces, Scenic and Historic Areas, and Natural Resources
6	Air, Water and Land Resources Quality
11	Public Facilities and Services
12	Transportation
16	Estuarial resources
19	Ocean Resources

- OAR 340-018-0030 for EQC rules on land-use coordination. Division 18 requires DEQ to determine whether proposed rules will significantly affect land use. If yes, how will DEQ:
  - Comply with statewide land-use goals, and
  - Ensure compatibility with acknowledged comprehensive plans, which DEQ most commonly achieves by requiring a Land Use Compatibility Statement.
- DEQ's mandate to protect public health and safety and the environment.
- Whether DEQ is the primary authority that is responsible for land-use programs or actions in the proposed rules.
- Present or future land uses identified in acknowledged comprehensive plans.

Determination

This TCM substitution affects Goal 6, (air, water and land resources quality), Goal 11 (public facilities and services) and Goal 12 (transportation). DEQ will ensure compliance with statewide land-use goals and ensure compatibility with comprehensive plans by participating with Metro as the area's metropolitan planning organization, Tri-Met and other local governments.

Stakeholder and public involvement

Advisory committee

Under the substitution process specified in the Portland Area Carbon Monoxide Maintenance Plan, seen in Appendix D9-2, Metro is responsible for convening a committee to identify and evaluate possible substitute measures. The existing Transportation Policy Advisory Committee met the relevant criteria and was used for this role. This group includes DEQ, all affected jurisdictions and transportation agencies as well as several citizen representatives. The committee considered the issue of a substitute measure for increasing transit service at its meetings of Jan. 4, Jan. 25, April 26 and May 31, 2013. This proposal incorporates the committee's final recommendation.

EQC prior involvement

DEQ shares general rulemaking information with EQC through the annual DEQ Rulemaking Plan review and monthly status reports. DEQ did not present additional information specific to this proposed rule revision beyond the annual rulemaking plan and the monthly rulemaking report.

Public notice

The August 2013 *Oregon Bulletin* published the Notice of Proposed Rulemaking with Hearing. DEQ also:

- Posted notice July 15, 2013, on DEQ's webpage: http://www.oregon.gov/deq/RulesandRegulations/Pages/2013/RulemakingActivities.aspx
- E-mailed notice July 15, 2013, to:
  - Approximately 5,600 interested parties through GovDelivery
  - The following key legislators required under ORS 183.335:
    - Senator Jackie Dingfelder, Chair, Senate Environment and Natural Resources Committee
    - Representative Jules Bailey, Chair, House Energy and Environment Committee
    - Senator Lee Beyer, Chair, Senate Business and Transportation Committee
    - Representative Tobias Read, Chair, House Transportation and Economic Development Committee
- Provided ongoing notices to EPA beginning Dec. 20, 2012.
- Sent email notifications July 15, 2013 to:
  - Southwest Washington Clean Air Agency
  - Washington State Department of Ecology
  - Oregon Department of Transportation
- Published notice in *The Oregonian* July 15, 2013

Public hearings and comment

DEQ held one public hearing. Before taking public comment and according to Oregon Administrative Rule 137-001-0030, the staff presenter summarized the content of the notice given under Oregon Revised Statute 183.335 and responded to questions about the rulemaking.

The comment period closed Monday, Aug. 19, 2013, at 5 p.m. DEQ received six public comments. The summary of comments and DEQ responses section below addresses each public comment. The commenter section below lists all people who commented on this proposal.

Presiding Officer's Record

The presiding officer summarized procedures for the hearing including notification that DEQ was recording the hearing. The presiding officer asked people who wanted to present verbal comments to complete, sign and submit a registration form.

According to Oregon Administrative Rule 137-001-0030, the staff presenter summarized the content of the notice given under Oregon Revised Statute 183.335 and answered questions about the rulemaking.

DEQ added all names, addresses and affiliations provided on the registration form and attendee list to DEQ's interested parties list for this rule. Commenters' names were listed in the section below together with numbers referring to individual comments. DEQ added the agency's response to each comment as shown below.

Summary of comments and DEQ responses

	Hearing
Date	August 15, 2013
Time convened	7 p.m.
Time adjourned	8:15 p.m.
Address	DEQ Headquarters 811 SW Sixth Avenue EQC Room A, Floor 10
City	Portland, OR 97204
Presiding officer	Colin McConnaha, DEQ
Staff presenter	David Nordberg, Transportation Specialist, Air Quality Planning
Attendees in person	9
Attendees through iLinc	0
Oral comments	3
Written comments	3

The following table organizes comments received within the comment period into 24 categories with cross references to the commenter number. DEQ's response follows the summary. Original comments are on file with DEQ.

Commenter: Topic	Comment	DEQ Response to Comment
1: Support for proposal	The Portland area easily met the transit TCM until a combination of the recent "Great Recession" and high fuel prices caused a reduction in transit service. The proposed substitute TCM is a better measure of the region's long term commitment to increased transit service than the original TCM because it addresses the broader trend. The proposed TCM will support Metro's Climate Smart Communities project and the region's 2040 plan.	DEQ acknowledges Metro's support for the proposed Transportation Control Measure changes.
Opposition to proposal		
A. Proposed measure violates environmental justice principles		
2: Consider all effects of actions	DEQ is required to consider Environmental Justice effects of its actions, both direct and indirect.	DEQ has considered possible effects of this proposed substitute measure on EJ communities and has determined that changing the calculation metric for determining compliance with the transit TCM will not affect

		environmental justice populations. The transit strategy in the Portland carbon monoxide maintenance plan calls for a sustained growth in regional level transit over the life of the maintenance plan as a way of reducing vehicle miles traveled and thereby reducing carbon monoxide generally. Changing the regional averaging period from five years to as many as 10 years will not affect the distribution of transit service, such as bus route selection, service frequency and fare structures. In addition, carbon monoxide levels have been reduced drastically over the past several decades and carbon monoxide pollution from transportation no longer poses a public health risk in EJ communities or the Portland metro area population as a whole.
2: Carbon monoxide hot spots may have increased	While regional carbon monoxide emissions are decreasing, congestion and idling in Portland are increasing suggesting that carbon monoxide hot spots have increased.	Carbon monoxide pollution from transportation no longer poses a public health risk for anyone in the Portland metro area, including areas of congestion. Carbon monoxide emissions from motor vehicles are effectively controlled by modern technology including catalytic converters, oxygen sensors and computerized engine controls. DEQ's ambient carbon monoxide monitoring network was designed to measure carbon monoxide levels at worst-case ("hot-spot") locations. The last measured exceedance of the federal carbon monoxide health standard in the Portland area occurred in 1991. Since then, carbon monoxide levels have steadily dropped and today are less than half the health standard. In addition, computer modeling of carbon monoxide hot spots performed by the Oregon Department of Transportation also indicates the worst case exposures in Oregon are less than half the carbon monoxide health standard. DEQ has no evidence or reason to conclude that any Portland area populations are disproportionally at risk from unhealthy carbon monoxide levels.
2: EJ groups have higher exposures	Low income and communities of color tend to live closer to high traffic highways and experience disproportionate health risks from carbon monoxide and toxic air pollutants.	DEQ has monitored carbon monoxide for decades at locations chosen to represent worst case exposures. Dramatically improved vehicle emission technology led to steadily falling carbon monoxide concentrations and the removal of most monitors due to reduced health risk. See Portland area carbon monoxide monitoring results from DEQ Air Quality Data Summaries attached as Appendix 1C. While DEQ has no evidence of disproportionate impacts from carbon monoxide on EJ communities, DEQ has identified potential disproportionate impacts from air toxics. These air toxics impacts are not addressed by the TCM in the carbon monoxide maintenance plan and would not be affected by changes to the TCM because the requirement is for region-wide transit growth and not corridor specific transit. However, DEQ has other programs,

		such as the Portland Air Toxics Solutions project and the Clean Diesel initiative that are more suited to address impacts in specific corridors.
2: EJ groups have health effects that can be caused by CO	EJ communities are more likely than others to live in low quality housing with poor indoor air quality. Young, old, low income and communities of color have high risk of health conditions which can be caused by high carbon monoxide.	DEQ has no indication or evidence that Portland area residents in any communities are exposed to unhealthy levels of carbon monoxide in ambient air. DEQ does not monitor indoor air quality.
3: Don't change the TCM	DEQ shouldn't change the current TCM just because parties aren't meeting the specified requirements.	Concern about showing conformity with the TCM arose because of an unanticipated short-term drop in 2011 transit service. Regional transit growth has since resumed. The proposed new TCM calculation method will be less sensitive to unanticipated short-term fluctuations and better reflect the region's long-term progress and commitment to regional transit growth. The TCM substitution is needed by Metro to avoid the uncertainty and disruption that would be caused by a conformity lapse. Failing to meet a TCM could result in Metro being unable to demonstrate transportation conformity which would destabilize the local transportation planning process and seriously disrupt development of the 2014 Regional Transportation Plan. Ultimately, this disruption could adversely affect state and federal funding for transportation projects as well as many different citizen and stakeholder groups across the Metro region. DEQ finds the proposed TCM to be equivalent in emission reduction to the original TCM in the Portland carbon monoxide maintenance plan when evaluated by the required EPA methodology.
2: Communities of color have higher exposure to hotspots	DEQ has data to suggest communities of color are disproportionately affected by carbon monoxide /on-road mobile hot spots.	DEQ's data shows that carbon monoxide pollution from transportation no longer poses a public health risk for anyone in the Portland metro area, including communities of color. Carbon monoxide emissions from motor vehicles are effectively controlled by modern technology. This includes catalytic converters, oxygen sensors and computerized engine controls.
4: Use data from CO monitors to determine actions.	DEQ should use actual data from carbon monoxide monitors to inform regulatory actions.	Actual monitoring data shows that ambient carbon monoxide concentrations in the Portland area are well below health standards. See Appendix 1C. DEQ evaluated this data in determining that the substitute TCM measure will continue to protect public health.
B. The substitute measure does not reduce carbon monoxide emissions as much as the existing measure		

2: Calculation doesn't reflect higher rate of bus boardings	The method used to calculate benefits of transit TCMs overestimates carbon monoxide emission reductions. Bus service decreased 11.4% from 2003 to 2012 while light rail transit (weighted by capacity) increased 49.9%. Because buses have more boardings per hour than light rail, the increased proportion of rail service gives an inflated estimate of emission reductions.	While buses generally have more boardings per hour than light rail, light rail riders generally have longer transit trips. A key factor in the analysis is how many vehicle miles traveled by car are displaced by bus or other transit service. When an air quality plan is adopted, DEQ must specify how anticipated emission reductions from a TCM are calculated. If a substitute TCM is proposed, EPA requires that it achieve an equivalent or greater emission reduction using the same calculation method. When the designated calculation method is applied to the proposed substitute TCM it achieves an emission reduction identical to the original. DEQ used the method required by EPA to calculate and evaluate the substitute TCM.
2 and 6: Weighting by capacity is incorrect	"Weighting by capacity" introduces an intrinsic error in the calculation of transit emission reductions that is demonstrated by the opening of the Green Line in 2009. The assumption that a two unit light rail set has the capacity of five buses is inappropriate because the calculated capacity increased 15.6% while ridership decreased 2.3%. Weighting by capacity also undermines investment along bus lines by reducing confidence that bus service will grow.	DEQ has determined that the use of capacity weighting is appropriate for estimating the potential reduction in vehicle miles travelled from a TCM. For example, a light rail train set carries 5 times more riders than a bus, and it is appropriate to consider this in estimating the effectiveness of a transit system. The example cited by the commenter is for an atypical period at the start of a recent deep recession. In addition, capacity weighting was used in the calculation of the existing transit TCM and the TCM substitution methodology requires that the identical method be used in calculating the acceptability of a substitute TCM to ensure an apples-to-apples comparison. DEQ has determined the calculation used to evaluate the substitute is adequate and meets EPA requirements.
2: TriMet has funds to meet the TCM	The region does not comply with the existing TCM because TriMet has not applied available funding from fiscal years 2012 and 2013 that could increase transit service to achieve the TCM requirement.	TriMet has reported to DEQ that it is unable to meet the TCM commitment as calculated in the CO maintenance plan due to the recent "great recession." However, TriMet indicates that it can meet the commitment with its available budget when calculated over the life of the maintenance plan." DEQ does not have a role in the budget decisions of TriMet or other agencies. The objective of the transit TCM in the CO maintenance plan is to achieve sustained regional growth in transit, which the proposed substitute TCM provides.
2: 2008 is arbitrary and capricious	Designating 2008 as the first year to apply the substitute	The proposed substitute transit TCM is a feature of the second Portland Area Carbon Monoxide Maintenance Plan

	TCM is arbitrary and capricious.	which is in effect from Oct. 2, 2007, until Oct. 2, 2017. The proposed substitute TCM would apply to the cumulative life of that plan. 2008 is the fiscal year that most closely corresponds to the start of that maintenance plan, which is why DEQ proposes to use the 2008 to 2017 carbon monoxide maintenance planning timeframe in this TCM substitution analysis.
2: EJ groups have lower transit access and associated health benefits	EJ communities have less access to transit due to lack of infrastructure, lack of service or rising cost. A Metro health assessment found that increasing transit is key to achieving better health outcomes.	DEQ acknowledges Metro's health study findings claiming that EJ communities have lower transit access and that increased transit achieves better health outcomes. The transit TCM adopted under the Portland carbon monoxide maintenance plan is intended to increase the average level of regional scale transit and reduce the regional scale carbon monoxide levels over the life of the CO maintenance plan. Specific operational details of Metro area transit service, such as the number of light-rail trains, buses, individual routes and areas served, and service frequency, etc. are determined by TriMet and are outside the scope of the carbon monoxide plan and TCM analysis.
2: TPAC doesn't reflect EJ issues	Using the Transportation Policy Alternatives Committee to form this proposal did not ensure EJ communities were involved in a meaningful way.	DEQ and Metro sought and obtained concurrence for the proposed TCM substitution from Metro's Transportation Policy Alternatives Committee before beginning rulemaking. http://www.oregonmetro.gov/index.cfm/go/by.web/id=419 Metro's TPAC membership includes "citizens at large" and has standard procedures for stakeholder outreach to a wide variety of interest groups including environmental justice communities. DEQ relies on this process when working with Metro or Trimet on transportation strategies being led by these agencies. DEQ also received input directly from the EJ community through DEQ's public comment process and has carefully considered those comments. DEQ fully supports Metro and Trimet efforts to enhance their stakeholder outreach work even more, including additional outreach to the environmental justice communities about local transit issues.
C. The proposed measure may violate Title VI of the Civil Rights Act		
2: Justify discriminatory action	Given the inference that communities of color have a high rate of exposure to hot spots, DEQ should examine its justification for discriminatory action.	The proposed TCM substitution does not discriminate against any community or group. Monitored carbon monoxide levels in the Portland area are less than half the national ambient air quality health standard, and DEQ has no evidence that communities of color are exposed to unhealthy levels of carbon monoxide. These findings are consistent with the national trend.

2: Consider more options	Metro and TriMet have not exhausted the range of options to determine if there is a less impactful alternative. Options include increasing transit service, changing the way transit service is computed and restructuring the methodology to capture projected gains from bus service increases.	DEQ considered several alternate TCM substitutions as documented in the TPAC meeting materials of May 31, 2013 and agrees with the committee that the proposed change in calculating TCM effectiveness is an appropriate and approvable substitute to the existing TCM.
2: Restart the TCM substitution process	DEQ should exercise its discretion to modify the proposed TCM, to ensure anticipated emission reductions, facilitate a negotiated rulemaking or remand the rule to Metro and TriMet for inclusive engagement and deliberation.	DEQ has concluded the proposed TCM is equivalent in emission reductions to the original TCM when evaluated by the required methodology. DEQ has also considered the possible effect of this proposed substitute TCM on EJ communities and has determined that changing the calculation metric for determining compliance with the transit TCM will not affect environmental justice populations. Therefore, DEQ concludes there is no need to initiate a new rulemaking process or remand the rule to Metro and TriMet for further work. The process for developing a substitute TCM is specified by Appendix D9-2 of the Portland Area CO Maintenance Plan. The process indicates Metro will manage development and evaluation of possible substitute measures. If DEQ concurs that the proposed TCM provides equivalent emission reduction, DEQ will propose the new TCM through a public rulemaking process, with ultimate adoption required by the Environmental Quality Commission.
3: Service cuts not caused by recession	The drop in transit service was not abrupt. Revenue miles and revenue hours have declined since 2006 and 2008, respectively. TriMet's all-funds budget increased 125% since 2005.	DEQ is obligated to assess the transit TCM by the amount of transit service provided as weighted by capacity. DEQ is not allowed to assess the transit TCM using revenue hours or revenue miles, and an "all funds budget" provides a misleading picture of available resources as it includes funds for large capital projects that cannot be used for operations. DEQ used the required methodology to calculate and evaluate the substitute TCM.
3: Use TriMet data not survey data	The estimate of emissions reductions produced by the proposed TCM is based on average trip length determined by the Oregon Household Activity survey rather than TriMet's data.	To estimate the effect of a substitute TCM, EPA requires use of the original methodology updated to reflect the latest planning assumptions. Therefore, the original trip length determined by the previous household survey was updated to the 6.0 miles found by the most recent household survey. DEQ has determined that Metro's emission estimates were calculated appropriately.

3: Don't base TCM on TriMet's letter of 5-2013	In considering the proposed action, DEQ should focus on the amount of transit service provided over the past five years, not speculative statements about future transit service.	The new TCM emission forecast used in the emissions equivalency analysis as required by the EPA process is based on TriMet's current projection of regional transit increases. TriMet must meet these projections or risk violating the new TCM.
4: Transit service decreased but ridership increased	The rulemaking documents claim the economic downturn forced cuts to transit service after years of high growth. Nonetheless, ridership and therefore diverted auto trips increased even during the recession. This claim doesn't make sense.	What this passage attempts to convey is that even while transit service (adjusted by vehicle size) decreased, transit ridership increased. The increase in ridership was cited in the rulemaking documents to indicate the amount of CO reduced by the transit TCM was probably more than the five-year average indicated--even when transit service, weighted by capacity, fell sharply. However, transit ridership is subject to a high degree of personal choice and is beyond the direct control of a transit agency. Therefore, the amount of transit service delivered, weighted by capacity, was selected as the official way to assess the transit TCM specifically because it can be directly controlled by the responsible agencies.
4: More transit service would increase CO	Increases in transit service would actually increase CO emissions.	An increase in transit service could only produce a net increase in carbon monoxide emissions if the new service is by bus and actual ridership on that new bus was extremely low. In this scenario, carbon monoxide emissions from a new (low ridership) bus would not offset trips by car, thus theoretically resulting in a net carbon monoxide increase along that bus route. However, Portland area transit is well used and additional transit service provides a significant reduction in net vehicle emissions.
5: Cutting bus service increases auto pollution and harmful health effects	Decreased bus service in SE Portland causes increased air pollution from higher traffic. The higher levels of auto emissions have dramatic negative consequences for the commenter and others like her that have serious breathing problems or asthma. DEQ must consider the effect of its actions on humans.	The proposed transit TCM adopted under the Portland carbon monoxide maintenance plan is intended to increase the overall level of regional transit and reduce regional scale carbon monoxide levels over the life of the carbon monoxide maintenance plan. Neither the original TCM or the substitute TCM have any effect on the distribution of transit service within the metro area. DEQ has other initiatives to address air pollution from transportation in the region, including the Portland Air Toxics Solutions project and the Clean Diesel initiative; however, those programs and issues are outside the scope of this rulemaking and the Portland carbon monoxide maintenance plan.
6: Fluctuating bus services undermines local	Reliability of mass transit is a driver of local economies. Light	DEQ acknowledges the principle that predictable transit service promotes business investment. The agency supports

investment	rail lines attract business investment because their location is fixed. Similarly, consistent bus service also attracts investment, but reduced bus service lowers confidence that businesses can rely on bus-riding customers.	"frequent service" bus lines and the concept of bringing fixed-route High Capacity Transit to the SW/Barbur Blvd. and Powell Blvd. corridors. However, the transit TCM in the carbon monoxide maintenance plan only affects the total regional level of transit service, not the reliability or consistency of service to specific business districts.

Commenters

Comments received by close of public comment period

The table below lists six people and organizations that submitted comments on the proposed rules by the deadline for submitting public comment. Original comments are on file with DEQ.

Commenter	Affiliation	Submittal Method
1. Tom Hughes and Carlotta Collette	Metro President and Chair of Joint Policy Advisory Committee on Transportation	Letter
2. Jon Ostar	OPAL Executive Director	Verbal at hearing plus letter
3. John Charles	Cascade Policy Institute	Written (email)
4. Dan Radonski		Written (email)
5. Teresa Kieshi Soto	Resident	Verbal at hearing
6. John Krallman	Neighbors for Clean Air	Verbal at hearing

Implementation

Notification

If adopted, the proposed rules would become effective following filing with the Secretary of State and upon the written concurrence of EPA and Metro. DEQ estimates concurrence is likely to occur within two weeks of EQC action. DEQ, EPA and Metro will notify each other of official actions by letter.

Compliance and enforcement

- Affected parties – As the Metropolitan Planning Organization for the Portland Area, Metro is responsible for demonstrating compliance with the Portland Area Carbon Monoxide Maintenance Plan and its transportation control measures. This demonstration is done as part of regular transportation planning processes. These processes are overseen by the Federal Highway Administration which is responsible for enforcing transportation conformity requirements including transportation control measures.
- DEQ staff – DEQ has no in role enforcing transportation conformity requirements aside from consulting with transportation planning agencies.

Five-year review

Requirement · ORS 183.405

The state Administrative Procedures Act requires DEQ to review **new** rules within five years of the date the EQC adopts the proposed rules. Though the review will align with any changes to the law in the intervening years, DEQ based its analysis on current law.

Exempt from five-year rule review

The Administrative Procedures Act exempts this proposed rule from the five-year rule review because it is an amendment to an existing rule rather than a rule adoption. ORS 183.405 (4)

APPENDIX 1C
Carbon Monoxide Summary (ppm)

STATION LOCATION AND NUMBER	YEAR	Oct-Apr Average	1-HOUR AVERAGES		TIMES** >9ppm	8-HOUR AVERAGES	
			MAXIMUM	2ND HIGH		MAXIMUM (date)	2ND HIGHEST (date)
Portland	2002	0.68	6.1	4.4	0	3.1 (11/15)	2.9 (11/14)
SE Lafayette (SEL)	2003	0.65	3.7	3.6	0	3.4 (03/30)	3.1 (03/02)
5824 SE Lafayette	2004	0.64	4.9	4.7	0	4.0 (11/08)	3.7 (11/06)
DEQ # 10139 EPA # 410510080	2005	0.60	3.2	3.1	0	2.6 (11/08)	2.5 (03/08)
	2006	0.47	3.8	3.4	0	2.9 (02/16)	2.7 (02/20)
	2007	0.46	4.1	3.5	0	3.1 (01/25)	2.7 (02/03)
	2008	0.44	3.4	3.3	0	3.1 (12/06)	2.4 (11/18)
	2009	0.39	3.2	3.1	0	2.5 (11/26)	2.3 (11/03)
	2010	0.32	2.8	2.7	0	2.4 (11/11)	2.4 (11/24)
	2011	0.42	3.4	3.0	0	2.6 (01/23)	2.4 (02/10)
Old Postal Bldg (PPB)	2002	1.09	7.1	5.1	0	3.4 (10/17)	3.1 (10/27)
510 SW 3rd	2003	1.10	5.1	5.0	0	3.4 (12/05)	3.3 (09/03)
DEQ # 10141 EPA # 410510087	2004	0.97	14.4	8.6	0	3.8 (03/17)	3.2 (03/08)
	2005	0.82	4.5	4.1	0	2.7 (02/03)	2.3 (12/21)
	2006	0.85	10.6	9.4	0	3.6 (10/11)	3.4 (07/10)
	2007	0.82	4.1	3.7	0	2.9 (08/29)	2.5 (01/23)
	2008	0.62	7.2	2.9	0	2.2 (12/06)	2.0 (11/17)
	2009	0.65	4.4	4.1	0	3.0 (02/02)	2.0 (11/26)
82nd & Division (PED)	2002	1.20	7.1	5.4	0	4.5 (11/15)	4.5 (11/14)
DEQ# 10142 EPA# 410510243	2003	1.10	5.9	5.2	0	4.0 (02/04)	4.0 (03/29)
	2004	1.02	5.3	5.1	0	4.5 (11/08)	3.9 (11/06)
	2005	0.97	4.5	4.5	0	3.2 (02/03)	3.1 (03/09)
Salem							
Market & Lancaster (SML)	2002	1.18	7.6	7.3	0	5.6 (11/26)	5.2 (11/03)
1685 Lancaster NE	2003	0.94	7.1	6.9	0	5.2 (01/07)	4.9 (01/07)*
DEQ# 10131 EPA# 410470039	2004	1.00	5.6	5.4	0	4.2 (11/06)	3.8 (11/05)
*AM and PM on same day but not same 8 hr average.	2005	0.97	7.5	6.1	0	4.9 (11/06)	3.7 (11/23)

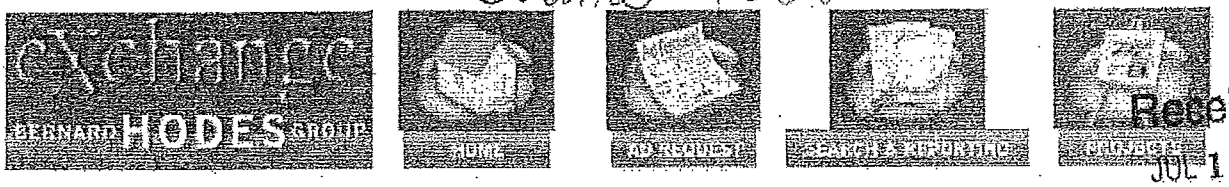
*Parts per million
**Non-overlapping 8-hour averages which exceed 9 ppm when rounded to nearest whole ppm.

Carbon Monoxide 1C

58

Attachment 6: Public Notice and Affidavit of Publication
Evidence of reasonable notice and opportunity for public comment

Qtime 43268



Received
JUL 15 2013
DEQ Accounting

Insertion Order Details

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General Infomation

IO 79899
Media PORTLAND OREGONIAN
Position Public Notice
Key/Section
Ad Type Incolumn
Run Date(s) 7/15/2013
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Ad Size 1 col x 56 lines
Recruiter Name Carol Thornberg
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Job Ref#
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<4>NOTICE OF PUBLIC HEARING ON PORTLAND
AREA TRANSPORTAION CONTROL MEASURE
<1>The Oregon Department of Environmental Quality proposes that the Environmental Quality Commission change a provision in the Portland Area Carbon Monoxide Maintenance Plan. The plan includes a transportation control measure that requires transit service in the region to be expanded an average of one percent per year. The proposed change will modify how the transit service increase is assessed and will provide a more accurate indication of transit service expansion. The substitute transportation control measure was developed in compliance with 42 USC § 7506(c) (8) and will not change the overall emissions reduction achieved by transit service in the maintenance plan.
If adopted, this amendment of the Transportation Control Measure will become, by operation of law, part of the State Implementation Plan and will become federally enforceable. EPA's review and approval will not include a separate public comment process. Anyone who wishes to comment on EPA's concurrence with this action should do so during this comment period. DEQ will hold a public hearing on the proposed rule amendment August 15, 2013 at 7 p.m. The hearing will be in room EQC-A on the tenth floor at DEQ's Headquarters at 811 SW Sixth Avenue, Portland, Oregon. Oral and written comments will be accepted at the hearing. Copies of the proposal may be obtained by contacting Dave Nordberg at 503-229-5519 or DEQ Headquarters, 811 SW Sixth Avenue, Portland, OR 97204. Written comments may also be submitted to this address but must be received no later than 5 p.m. August 19, 2013.

Dave Nordberg

The Oregonian
Hillsboro Argus
OregonLive.com
Forest Grove Leader
1320 S.W. Broadway, Portland, OR 97201-3499

G. Hatter

Affidavit of Publication

I, _____, duly sworn depose and say that I am the Principal Clerk Of The Publisher of The Oregonian, a newspaper of general circulation, as defined by ORS 193.010 and 193.020, published in the city of Portland, in Multnomah County, Oregon; that the advertisement was published without interruption in the entire and regular issue of The Oregonian or the issue on the following date(s):

7/15/2013

G. Hatter

Principal Clerk of the Publisher:

7-23-13

Subscribed and sworn to before me this date:

Christine D. Cassel

Notary:

OFFICIAL SEAL
CHRISTINE D CASSEL
NOTARY PUBLIC - OREGON
COMMISSION NO. 468251
MY COMMISSION EXPIRES MAY 27, 2016

Ad Order Number: 0003494456

NOTICE OF PUBLIC HEARING ONPORTLANDAREA TRANSPORTAION CONTROL MEASUREThe Oregon Department of Environmental Quality proposes that the Environmental Quality Commission change a provision in the Portland Area Carbon Monoxide Maintenance Plan. The plan includes a transportation control measure that requires transit service in the region to be expanded an average of one percent per year. The proposed change will modify how the transit service increase is assessed and will provide a more accurate indication of transit service expansion. The substitute transportation control measure was developed in compliance with 42 USC § 7506(c) (8) and will not change the overall emissions reduction achieved by transit service in the maintenance plan.

If adopted, this amendment of the Transportation Control Measure will become, by operation of law, part of the State Implementation Plan and will become federally enforceable. EPA's review and approval will not include a separate public comment process. Anyone who wishes to comment on EPA's concurrence with this action should do so during this comment period. DEQ will hold a public hearing on the proposed rule amendment August 15, 2013 at 7 p.m. The hearing will be in room EQC-A on the tenth floor at DEQ's Headquarters at 811 SW Sixth Avenue, Portland, Oregon. Oral and written comments will be accepted at the hearing. Copies of the proposal may be obtained by contacting Dave Nordberg at 503-229-5519 or DEQ Headquarters, 811 SW Sixth Avenue, Portland, OR 97204. Written comments may also be submitted to this address but must be received no later than 5 p.m. August 19, 2013.

Attachment 7: TriMet letter of May 20, 2013
Evidence the substitute TCM has adequate personnel, funding and authority to implement the TCM.

TRIMET

May 20, 2013

Tom Hughes
Metro Council President
600 NE Grand Ave
Portland, OR 97232-2736

Re: Transportation Control Measures Substitution Process and TriMet

Dear Council President Hughes,

My staff has been working with Metro, DEQ and EPA to revise the regional Transportation Control Measures (TCM) with respect to increasing transit service intended to reduce regional carbon monoxide (CO) emissions. TriMet supports the proposed TCM substitution process to revise the existing TCM. This letter details past and expected future performance for the TCM specifically related to growth in transit service.

The table below shows changes in transit service weighted by capacity for the CO maintenance plan period. As you know, without structural cost changes, TriMet would experience service cuts in future years beyond 2017. However, TriMet expects to reduce our structural costs and identify additional resources to increase service well beyond these levels to meet the regional goals to triple transit, walking, and bicycling mode shares by 2035. For now, the projections TriMet used for these calculations are the conservative financial plan projections underlying its approved FY2014 budget.

The following table illustrates that in previous years the Transit Service Increase TCM performance standard has been met and that the projected future years' service is expected to meet the substitute TCM performance standard.

Fiscal Year	Annual weighted change in revenue hours	Total cumulative weighted change in revenue hours
2008	3.34%	3.34%
2009	3.37%	3.35%
2010	3.26%	3.32%
2011	-5.01%	1.24%
2012	1.03%	1.20%
2013	0.97%	1.16%
2014 PROJ	0.97%	1.13%
2015 PROJ	1.43%	1.17%
2016 PROJ	4.88%	1.58%
2017 PROJ	0.97%	1.32%

Sincerely,

Neil McFarlane
General Manager

CC: JPACT – Joint Policy Advisory Committee on Transportation
TPAC – Transportation Policy Alternatives Committee

Tri-County Metropolitan Transportation District of Oregon
4012 SE 17th Avenue, Portland, Oregon 97202 • 503-238-RIDE (7433) • TTY 503-962-5811 • trimet.org

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE SUBSTITUTE TRANSIT TRANSPORTATION CONTROL MEASURE (TCM) AS PART OF THE STATE AIR QUALITY STRATEGY AND REGIONAL AIR QUALITY CONFORMITY DETERMINATION	)))))	RESOLUTION NO. 13-4490 Introduced by Chief Operating Officer Martha Bennett in concurrence with Council President Tom Hughes

WHEREAS, clean air contributes to the health of Metro residents and their quality of life; and

WHEREAS, the federal Clean Air Act and other federal laws, including Code of Federal Regulations (CFR) 93.100 through CFR 93.128 contain air quality standards designed to ensure that federally supported activities meet air quality standards, and these federal standards apply to on-road transportation plans, programs and activities in the Metro area; and

WHEREAS, Chapter 340, Division 252, Transportation Conformity, of Oregon Administrative Rules was adopted to implement section 176(c) of the federal Clean Air Act, as amended, and these rules also apply to Metro area on-road transportation plans, programs and activities; and

WHEREAS, these federal and state regulations require an air quality conformity determination in order for metropolitan planning organizations (MPOs) to conduct its transportation planning and programming activities; and

WHEREAS, the federal Clean Air Act Section 176(c)(8) allows regions to replace adopted transportation control measures (TCMs) when the MPO, state air quality agency, and the U.S. Environmental Protection Agency find it necessary; and

WHEREAS, the second Portland Area Carbon Monoxide Maintenance Plan, as part of the State's air quality strategy, also provides a mechanism to substitute an existing TCM with a new proposed TCM when the MPO, the state air quality agency, and the U.S. Environmental Protection Agency agree to conduct a substitution; and

WHEREAS, Metro, the MPO for the Portland region, the Oregon State Department of Environmental Quality (DEQ), and EPA Region 10 agreed to initiate a TCM substitution process at the end of 2012 due to the potential of not meeting one of the existing TCMs; and

WHEREAS, Metro worked in coordination with DEQ, the Tri-County Metropolitan Transportation District (Tri-Met), the Oregon State Department of Transportation (ODOT), the U.S. Environmental Protection Agency, and local jurisdictions to develop the preferred TCM substitution through a collaborative process; and

WHEREAS, Metro and DEQ reviewed federal and state requirements and have determined all criteria have been met with the preferred substitute transit TCM being presented to replace the existing transit TCM; and

WHEREAS, the Transportation Policy Alternatives Committee (TPAC) took action May 31, 2013 approving the proposed TCM substitution and permitting Metro and DEQ to continue to move forward with the TCM substitution process; and

WHEREAS, DEQ undertook a 30-day public comment period and public hearing to provide community members the opportunity to provide feedback regarding the preferred substitute transit TCM; and

WHEREAS, the Environmental Quality Commission (EQC) reviewed the preferred TCM substitute and approved the substitute TCM on December 11, 2013; and

WHEREAS, Joint Policy Advisory Committee on Transportation approved the legislation at the December 12, 2013 meeting; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the substitute transit TCM as part of the state air quality strategy and regional air quality conformity determination.

ADOPTED by the Metro Council this 19 day of December 2013.

Tom Hughes, Council President

APPROVATO APPROVED METRO COUNCIL CONSIGLIO METROPOLITANO

Approved as to Form:

Allison R. Kean, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 13-4490, FOR THE PURPOSE OF ADOPTING THE SUBSTITUTE TRANSIT TRANSPORTATION CONTROL MEASURE (TCM) AS PART OF THE STATE AIR QUALITY STRATEGY AND FOR REGIONAL AIR QUALITY CONFORMITY DETERMINATION

Date: December 5, 2013 Prepared by: Grace Cho

BACKGROUND

In previous decades the Portland region failed to meet national air quality standards for carbon monoxide pollution and was designated a non-attainment area. As a result, the region is required to develop and implement strategies to reduce carbon monoxide emissions in order to conform to the federal Clean Air Act. To ensure compliance, federal regulations require the Joint Policy Advisory Committee on Transportation (JPACT), the metropolitan planning organization (MPO) board, to adopt an air quality plan with each Regional Transportation Plan (RTP) and Metropolitan Transportation Improvement Program (MTIP). The air quality plan includes a budget of transportation-related emissions and a series of ongoing "transportation control measures" (TCMs), which serve as strategies to reduce carbon monoxide emissions. For the Portland region, the TCMs are: 1) Increasing transit service; 2) Expanding the bicycle network; and 3) Building pedestrian connections. Until 2017, the region is expected to implement TCMs and demonstrate each MTIP and RTP conform to the provisions of the air quality plan to be eligible to receive federal funds for transportation projects within the region.

Recent transit service cuts due to the economic recession have endangered the region's ability to meet the performance standard set forth by the transit service TCM. Under the existing method for evaluating the transit service increase TCM the region is projected to fall short of the performance standard. Failure to meet a TCM performance standard can result in an air quality conformity lapse, which jeopardizes the region's ability to program federal transportation funds.

SUBSTITUTION OF TRANSPORTATION CONTROL MEASURES (TCMs)

Two provision, Section 176(c)(8) of the Clean Air Act and Appendix D9-2 of the second Portland Area Carbon Monoxide Maintenance Plan allows regions to employ a "substitution" when air quality conformity cannot be met with the TCMs identified in the statewide and regional air quality plans. A TCM substitution allows an existing TCM to be replaced with a proposed TCM that provides equal or greater pollution reduction. In accordance with federal and state rules, a TCM substitution may be initiated by the MPO, the relevant state air quality agency and U.S. Environmental Protection Agency (EPA).[1] In November 2012, the three agencies (Metro, Oregon Department of Environmental Quality, and EPA) elected to initiate a TCM substitution for the transit service TCM to prevent a conformity lapse.

TRANSPORTATION CONTROL MEASURE (TCM) SUBSTITUTION PROCESS

To initiate and develop a preferred TCM substitution, Metro and DEQ consulted the Transportation Policy Alternatives Committee (TPAC), whose membership represents local jurisdictions, regional and state partners, and community members. At the January 4, 2013 TPAC meeting, DEQ and Metro raised the issue of the region potentially not meeting the performance standard of the transit TCM identified in the adopted regional air quality plan.[2] Both agencies underscored the importance of implementing the TCMs with each MTIP and RTP; otherwise the region will risk repercussions of violating federal mandates, which affect all local agencies and projects that receive federal transportation dollars.

[1] The Oregon Department of Environmental Quality (DEQ) in conjunction with Metro, developed a TCM substitution mechanism that was codified with the adoption of the Portland Area Carbon Monoxide Maintenance Plan in the State Implementation Plan (SIP). The TCM substitution mechanism was adopted prior to the federal TCM substitution provision, therefore the Portland Metropolitan area is subject to federal and state TCM substitution regulations.
[2] Metro. "TPAC Meeting Summary." January 4, 2013. http://www.oregonmetro.gov/index.cfm/go/by.web/id=31965

Subsequently at the January 25, 2013 TPAC meeting, members recommended Metro undertake a TCM substitution process to resolve the possibility of not meeting the transit service TCM and outlined several different TCM substitution options.[3] The following TCM substitutions were considered:

- Combine the three TCMs into a single TCM. This substitution would combine the projected emissions reductions associated with each separate TCM performance standard together into a single emissions-related performance standard, and assess the collective result of the region's progress in meeting each TCM.
- Change the Calculation Method for the Transit Service Increase TCM. This substitution would change the calculation method for the performance standard of the Transit Service Increase TCM. As stated in the existing transit service TCM, a 5-year rolling average of actual transit service hours is used.
- Rewrite the Performance Standard of the TCMs. This substitution would modify the existing performance standards for the three TCMs.
- An alternative as proposed by TPAC. This substitution would explore a proposal identified by TPAC.

At the January 25, 2013 meeting, members of TPAC selected a preferred TCM substitution, but EPA recommended to Metro, DEQ, and TriMet to pursue a different TCM substitution option during consultation of the preferred TCM. After further discussions, Metro, DEQ, and TriMet returned to TPAC at the April 26, 2013 meeting and recommended changing the calculation method for the transit TCM as the proposed substitution.[4] The main reason provided was that the change in the calculation method would provide a better reflection of the region's long-term commitment to transit. At the April 26, 2013 meeting, TPAC members agreed to move forward with the proposal to change the calculation method and directed staff to conduct the required analysis of the preferred TCM substitution.

Table 1. Existing Transit TCM and Preferred Substitute Transit TCM

	Existing Transit Service Increase TCM	**Preferred Substitute Transit Service Increase TCM**
	"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 assessment conducted between 2006-2017. Assessments made for the period through 2008 shall include the 2004 opening of Interstate MAX."	"Regional transit service revenue hours (weighted by capacity) shall be increased 1.0% per year. The increase shall be assessed on the basis of cumulative average of actual hours for assessment conducted for the entire second ten-year Portland Area Carbon Monoxide Maintenance Plan (2007 – 2017). Transit service increase will be assessed on the basis of fiscal year (July 1- June 30) beginning with FY 2008."
Geography TCM is Applicable	Portland Metropolitan Region	
Implementing Agency	TriMet	

At the May 31, 2013 TPAC meeting, Metro staff presented an analysis demonstrating the proposed TCM substitution met the following EPA and DEQ criteria for implementing a TCM substitution:

- The substitute TCM(s) must achieve equal or greater emissions reductions;

[3] Metro."TPAC Meeting Summary." January 25, 2013. http://www.oregonmetro.gov/index.cfm/go/by.web/id=31965
[4] Metro. "TPAC Meeting Summary." April 26, 2013. http://www.oregonmetro.gov/index.cfm/go/by.web/id=31965

- The substitute TCM(s) must be implemented on a schedule that is consistent with the schedule for the TCM(s) being removed from the SIP;
- The substitute TCM(s) must be accompanied by evidence of adequate personnel, and funding and authority under state or local law to implement, monitor and enforce the TCM(s);
- The substitute TCM(s) must be developed through a collaborative process that includes participation by all affected jurisdictions (state and local air pollution control agencies and state and local transportation agencies such as the MPO, state DOT, and transit providers); consultation with EPA; and reasonable notice and opportunity for public comment; and
- The equivalency of the substitute TCM(s) must be concurred on by the state air pollution control agency, the MPO and EPA. That is, EPA, the state air agency, and the MPO must all agree that on the estimated emissions reductions from the substitute TCM(s) and agree that the estimated emissions reductions equal or surpass those that would have resulted from the original TCM(s) in the approved SIP.[5]

The preferred TCM substitution analysis and presentation demonstrated the following results:

Table 2. Preferred TCM Substitution Demonstration of Criteria Being Met

Transportation Control Measure (TCM)	Calculation of TCM Emissions Reduction Benefit	Implementation Schedule	Funding, Personnel, Authority	Collaboration on Substitution Development	Public Comment
Increase transit service (Existing TCM) 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.	406.7 pounds per day	2006-2017	TriMet	TPAC meetings January – May 2013	Public comment opportunities at all TPAC meetings; formal DEQ public comment period; public hearing on August 15, 2013.[6]
Increase transit service (Proposed TCM Substitution) Regional transit service revenue hours (weighted by capacity) shall be increased 1.0% per year. The increase shall be assessed on the basis of cumulative average of actual hours for assessment conducted for the entire Second Portland Area Carbon Monoxide Maintenance Plan (2007 – 2017). Transit service increase will be assessed on the basis of fiscal year (July 1- June 30) beginning with FY 2008.		2007-2017			

[5] US Environmental Protection Agency. Guidance for Implementing the Clean Air Act Section 176(c)(8) Transportation Control Measure Substitution and Addition Provision. January 2009, page 5.
[6] Following TPAC action on May 31, 2013, DEQ lead a separate process to accept public comment on the preferred TCM substitution. The process ran from July 2013-August 2013.

Greater detail regarding the preferred transit TCM substitution analysis and the documentation for meeting the TCM substitution criteria can be found in **Attachment 1**. Documentation of methodology and assumptions to conduct the TCM substitution emissions reductions equivalency analysis can be found in **Attachment 2**.

At the May 31, 2013 meeting TPAC determined all the criteria were met for the preferred transit TCM substitution and approved the process continue to move forward for public comment and adoption by Metro, DEQ, and EPA.[7]

TRANSPORTATION CONTROL MEASURE (TCM) SUBSTITUTION – DEQ PROCESS
After approval by TPAC, the process moved forward with DEQ taking on the next steps to have the substitute transit TCM adopted by the Environmental Quality Commission (EQC). DEQ announced a formal public comment period from July 15, 2013 – August 19, 2013 and scheduled a public hearing on August 15, 2013. All public comments and staff recommendations in light of public comments were placed into a report to be sent to the EQC for consideration at the December 11, 2013 meeting. At the December 11, 2013 meeting, the EQC will decide whether the preferred transit TCM substitution.

FINAL ACTIONS
Upon EQC approval and adoption, the existing transit TCM will be rescinded. The preferred TCM substitution will return to JPACT and Metro Council for a concurrence action. Following JPACT, and Metro Council actions, DEQ and Metro will submit documentation to EPA for concurrence.

ANALYSIS/INFORMATION

1. **Known Opposition:** The proposed TCM substitution has received some opposing comments during the DEQ public comment period. See DEQ authored public comment report for full record of comments received.

   Legal Antecedents:

   Federal regulations include:
   - Clean Air Act, as amended [42 U.S. C. 7401 and 23 U.S.C. 109(j)], as amended].
   - US EPA transportation conformity rules (40 CFR, parts 51 and 93)
   - US EPA Guidance for Implementing the Clean Air Act Section 176(c)(8) Transportation Control Measure Substitution and Addition Provision.

   State regulations include:
   - Oregon Administrative Rules for Transportation Conformity, (OAR Chapter 340, Division 252).
   - 2006 State Implementation Plan (SIP).
   - 2006 Portland Area Carbon Monoxide Maintenance Plan and 2007 Portland Area Ozone Maintenance Plan.

2. **Anticipated Effects:** Adoption of this resolution allows for the substitute transit TCM to go into replace the existing transit TCM and go into effect immediately for implementing the region's air quality plan and conformity purposes. The funding of proposed transportation projects in the 2015-2018 MTIP and the update of the 2014 Regional Transportation Plan update will be able to continue as scheduled.

[7] Metro. "TPAC Meeting Summary." May 31, 2013. http://www.oregonmetro.gov/index.cfm/go/by.web/id=31965

3. **Budget Impacts**: None directly by this action. Upon approval of this action, projects included in the 2015-2018 Metropolitan Transportation Improvement Program and the 2014 RTP update will be able to move forward with implementation.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 13-4490.

Date: May 31, 2013

To: TPAC and Interested Parties

From: Tom Kloster, Transportation Planning Manager
Grace Cho, Assistant Transportation Planner

Subject: Air Quality Conformity - Transportation Control Measures (TCMs) Substitution – Analysis Results Summary

---

Introduction

As an EPA designated maintenance area for carbon monoxide (CO), the Portland Metropolitan region is required to develop and implement strategies to reduce the amount of criteria pollutants released from transportation sources. The Portland Area Carbon Monoxide Maintenance Plan has three strategies which are designated as transportation control measures (TCMs). Those measures entail: 1) Increasing transit service; 2) Expanding the bicycle network; and 3) Building pedestrian connections.[1]

Recent transit service cuts have endangered the region's ability to meet the performance standard of Transit Service Increase TCM. Under the existing method for evaluating the Transit Service Increase TCM the region is projected to fall short. Failure to meet a TCM performance standard can result in an air quality conformity lapse, which jeopardizes the region's ability to program federal transportation funds.

An EPA policy allows regions to substitute an equivalent or greater pollution reduction TCM to replace an existing TCM implemented by a region when a Metropolitan Planning Organization, relevant air quality agency and EPA determine that a change is appropriate.[2] The Oregon Department of Environmental Quality (DEQ), in conjunction with Metro, developed a TCM substitution process that was codified with the adoption of the Portland Area Carbon Monoxide Maintenance Plan.[3] In accordance with the DEQ and EPA rules for a TCM substitution, consultation was conducted with the Transportation Policy Advisory Committee (TPAC). Through consultation the region elected to undergo a TCM substitution for the Transit Service Increase TCM to prevent a conformity lapse.

[1] Oregon Department of Environmental Quality, "Portland Area Carbon Monoxide Maintenance Plan ." State Implementation Plan. Volume 2 Section 4.58 Appendix D9-3.
[2] U.S. Environmental Protection Agency, "Guidance for Implementing the Clean Air Act Section 176(c)(8) Transportation Control Measure Substitution and Addition Provision." Page 1.
[3] Oregon Department of Environmental Quality, "Portland Area Carbon Monoxide Maintenance Plan ." State Implementation Plan. Volume 2 Section 4.58 Appendix D9-2.

Per EPA and DEQ policy, Metro must demonstrate the proposed TCM substitution:

- Demonstrates a collaborative process that includes participation by all affected jurisdictions (state and local air pollution and state and local transportation agencies such as the MPO, state DOT, and transit providers); consultation with EPA; and reasonable notice and opportunity for public comment;
- Can be implemented on a schedule that is consistent with the schedule for the existing TCM being removed;
- Presents evidence of adequate personnel, funding and authority under state or local law to implement, monitor and enforce the TCM;
- Provides equal or greater carbon monoxide emissions reductions; and
- Is concurred by DEQ, Metro, and EPA. [4]

The following memorandum summarizes the analysis which demonstrates the proposed substitute TCM meets DEQ and EPA requirements.

Preferred TCM Substitution Demonstration

Process of Developing the Preferred Substitute TCM and Concurrence by Metro, DEQ, and EPA

Metro and DEQ identified the Transportation Policy Advisory Committee (TPAC) as the consultation body for TCM substitution process as the membership represents jurisdictions, regional and state partners, and community members affected by a conformity lapse. At the January 4, 2013 TPAC, DEQ and Metro staff raised the issue of the region potentially not meeting the performance standard for one of the transportation control measures (TCM) identified in the adopted regional air quality plan.[5] Under federal requirements, the region is expected to implement TCMs and demonstrate each MTIP and RTP conform to the provisions of the air quality plan or risk repercussions of violating federal mandates, which affect all local agencies and projects that receive federal transportation dollars.

Subsequently at the January 25, 2013 TPAC, members recommended Metro staff and DEQ undertake a TCM substitution process to resolve the potential issue of the region not meeting the Transit Service Increase TCM.[6] In giving approval to move forward, DEQ and Metro staff presented several different TCM substitution options at the February and April TPAC meetings. The following TCM substitutions were considered:

- Combining the three TCMs into a single TCM. This substitution would combine the projected emissions reductions associated with each separate TCM threshold together into a single threshold, and assess the collective result of the region's progress in meeting each TCM.
- Change the Calculation Method for the Transit Service Increase TCM. This substitution would change the calculation method for the performance standard of the Transit Service Increase TCM. As stated in the existing transit service TCM, a 5-year rolling average of actual transit service hours is used.

[4] U.S. Environmental Protection Agency, "Guidance for Implementing the Clean Air Act Section 176(c)(8) Transportation Control Measure Substitution and Addition Provision." Page 1. & Oregon Department of Environmental Quality, "Portland Area Carbon Monoxide Maintenance Plan ." State Implementation Plan. Volume 2 Section 4.58 Appendix D9-2.

[5] Metro. "TPAC Meeting Summary." January 4, 2013. http://www.oregonmetro.gov/index.cfm/go/by.web/id=31965

[6] Metro."TPAC Meeting Summary." January 25, 2013. http://www.oregonmetro.gov/index.cfm/go/by.web/id=31965

- Rewriting the Performance Metrics of the TCM. This substitution would modify the existing performance standards for the three TCMs.
- An alternative as proposed by TPAC. This substitution would explore a proposal identified by TPAC.

At the January 25, 2013 meeting, members of TPAC selected combining the three TCMs into a single TCM substitution. However, consultation with EPA recommended Metro, DEQ and TriMet pursue a different TCM substitution option. After several discussions, Metro, DEQ, and TriMet returned to TPAC at the April 26, 2013 meeting outlining the circumstances and recommended readjusting the calculation method for the Transit Service Increase TCM as the proposed substitution.[7] At the April 26, 2013 meeting, TPAC members agreed to move forward readjustment method and allowed staff to develop the preferred TCM substitution method identified below.

Table 1. Existing TCM and Preferred Substitute TCM

	Existing Transit Service Increase TCM	**Preferred Substitute Transit Service Increase TCM**
	"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 assessment conducted between 2006-2017. Assessments made for the period through 2008 shall include the 2004 opening of Interstate MAX."	"Regional transit service revenue hours (weighted by capacity) shall be increased 1.0% per year. The increase shall be assessed on the basis of cumulative average of actual hours for assessment conducted for the entire second ten-year Portland Area Carbon Monoxide Maintenance Plan (2007 – 2017). Transit service increase will be assessed on the basis of fiscal year (July 1- June 30) beginning with FY 2008."
Geography TCM is Applicable	Portland Metropolitan Region	Portland Metropolitan Region
Implementing Agency	TriMet	TriMet

With approval from TPAC, staff has undertaken an analysis to demonstrate the proposed TCM substitution will meet EPA and DEQ requirements. Upon approval by TPAC that the TCM substitution analysis satisfactorily meets the DEQ and EPA requirements, the TCM substitution process will move forward with DEQ taking on the process to have the substitute TCM adopted by the Environmental Quality Commission (EQC). Upon EQC adoption, the existing TCM will be rescinded. The adoption process entails public comment, which would occur through summer 2013. In fall 2013, the TCM substitution will return to Metro for TPAC, JPACT and Metro Council action. Following TPAC, JPACT, and Metro Council actions, the EQC will take action to adopt the substitute TCM. DEQ and Metro will submit documentation to EPA for concurrence. For more information, see **Attachment A** for the TCM substitution timeline.

Implementation Schedule

Under the existing Transit Service Increase TCM, the language identifies an annual implementation schedule from 2006-2017. The beginning year, 2006, of the annual implementation schedule is one year prior to the approved second ten-year Portland Area Carbon Monoxide Maintenance Plan. The

[7] Metro. "TPAC Meeting Summary." April 26, 2013. http://www.oregonmetro.gov/index.cfm/go/by.web/id=31965

preferred TCM substitution identifies an annual implementation schedule for the entire second ten-year Portland Area Carbon Monoxide Maintenance Plan. The second ten-year Portland Area Carbon Monoxide Maintenance Plan is in effect from November 2007 – October 2017. Since the time frame for existing and proposed substitute TCM overlap the same ten-year period, the implementation schedule of the proposed substitute TCM is consistent with the existing TCM.

Evidence of Financial Ability and Authority to Implement the Preferred TCM Substitution
TriMet is a municipal corporation of the State of Oregon. Through enabling legislation ORS 267, TriMet has broad powers to provide mass transportation on behalf of the district.[8] Therefore, TriMet, as a transit service provider, has the authority to implement the proposed TCM substitution.

TriMet staff has confirmed expansions to date, budget forecast, and financial projections from now through 2017 to determine the following year-to-year service changes.[9] Though TriMet expects to reduce structural costs and identify additional resources to increase service well beyond these levels in the long-term, the projections TriMet has used for these calculations are the more conservative financial plan projections underlying its approved FY2014 budget.[10] The following table showing the year-to-year change in transit service illustrates that under the proposed TCM substitution the Transit Service Increase TCM performance standard has been met in previous years and that the projected future years annual transit service increase is expected to meet the proposed TCM substitution performance standard.

Projected Cumulative Transit Increase (The uppermost figures in columns C - L show the cumulative average annual service increase).
Portland Area Carbon Monoxide Maintenance Plan Period is from November 1, 2007 - October 2, 2017

Percent Change year-to-year	Fiscal Year										
22.0%	1999										
5.3%	2000										
1.6%	2001										
4.8%	2002										
2.3%	2003										
0.9%	2004										
5.4%	2005										
-1.6%	2006										
1.4%	2007										
3.3%	2008	3.34%									
3.4%	2009	3.35%	3.35%								
3.3%	2010	3.32%	3.32%	3.32%							
-5.0%	2011	1.24%	1.24%	1.24%	1.24%						
1.0%	2012	1.20%	1.20%	1.20%	1.20%	1.20%					
1.0%	2013 PROJ	1.16%	1.16%	1.16%	1.16%	1.16%	1.16%				
1.0%	2014 PROJ	1.13%	1.13%	1.13%	1.13%	1.13%	1.13%	1.13%			
1.4%	2015 PROJ	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%	1.17%		
4.9%	2016 PROJ	1.58%	1.58%	1.58%	1.58%	1.58%	1.58%	1.58%	1.58%	1.58%	
1.0%	2017 PROJ	1.52%	1.52%	1.52%	1.52%	1.52%	1.52%	1.52%	1.52%	1.52%	1.52%

[8] State of Oregon. Oregon Statute Chapter 267 – Mass Transit.
[9] TriMet. Annual Budget and Financial Forecast, 2013.
[10] Ibid.

Additionally, see **Attachment B**, a letter of commitment from TriMet in support of the TCM substitution and the substitution process.

Demonstration of Equivalent Carbon Monoxide Emissions Reduction Benefit for Preferred TCM Substitution

To demonstrate the preferred substitute TCM provides equal or greater carbon monoxide emissions reduction benefit, the same methodology was applied in calculating the emissions reduction benefit for the existing TCM to the preferred substitute TCM. The inputs to calculate the existing and proposed substitute TCM reflect the latest planning assumptions and the new MOVES2010 carbon monoxide emissions rate. More details regarding TCM substitutions technical analysis methodology and assumptions can be found in **Attachment C**.

Table 2. Preferred TCM Substitution Demonstration of Equivalent or Greater Carbon Monoxide Emissions Reduction Benefits

Transportation Control Measure (TCM)	Performance Standard	Calculation of TCM Emissions Reduction Benefit	Original TCM Emissions Reduction Benefit
Increase transit service (Existing TCM)	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.	Additional Trips Generated Per Day: 3,221 Average Transit Trip Length: 6 miles 3,221 trips x 6 miles = 19,326 miles 19,326 miles x 9.546 grams per mile = 184,486 total grams 184,486 total grams/453.592 grams per pound = 406.7 pounds per day	406.7lb/day
Increase transit service (Proposed TCM Substitution)	Regional transit service revenue hours (weighted by capacity) shall be increased 1.0% per year. The increase shall be assessed on the basis of cumulative average of actual hours for assessment conducted for the entire Second Portland Area Carbon Monoxide Maintenance Plan (2007 – 2017). Transit service increase will be assessed on the basis of fiscal year (July 1-June 30) beginning with FY 2008.	Additional Trips Generated Per Day: 3,221 Average Transit Trip Length: 6 miles 3,221 trips x 6 miles = 19,326 miles 19,326 miles x 9.546 grams per mile = 184,486 total grams 184,486 total grams/453.592 grams per pound = 406.7 pounds per day	406.7 lb/day

Based on the results of the carbon monoxide emissions reduction benefit analysis, the proposed TCM substitution will provide equal carbon monoxide reduction benefit as the existing TCM.

Since the proposed TCM substitution is a minor adjustment to the method of calculating the annual transit service increase (from a rolling average to a cumulative average) to determine if the performance standard has been achieved no change is observed between the existing TCM and the proposed substitute TCM in carbon monoxide emissions reduction benefits. This is because the original methodology assumed a constant ratio between a 1.0 percent annual transit service increase and the resulting amount of vehicle trips diverted. If a 1.0 percent annual transit service increase occurred then the TCM and emissions reduction benefits has been achieved. Since the proposed TCM substitution does not change the performance standard of 1.0 percent annual transit service increase, but only the method of calculating the service increase, the number of vehicle trips diverted do not change. This does not end up changing the inputs in calculating the emissions reduction benefits.

More details regarding TCM substitutions technical analysis methodology can be found in **Attachment C**.

While the carbon monoxide emissions reduction benefit analysis complies with EPA's and DEQ's requirements for the analysis methods, the requirements applied to the methodology limits the region's ability to show the true nature of emissions reduction benefits gained since the implementation of the TCM in 2007. The recent economic downtown forced a significant cut to transit service after several years of high transit service growth. Nonetheless, ridership and therefore ultimately diverted trips have increased even during the recession. This demonstrates while transit service may fluctuate, air quality benefits are still gained. The cumulative average method more accurately reflects the lasting positive benefits and long-term investments the region has made towards transit, including a reduction of carbon monoxide emissions and overall improved air quality.

Request
Metro, DEQ, and TriMet recommend TPAC approve the proposed TCM substitution analysis satisfactorily meets all DEQ and EPA requirements and approve the TCM substitution process to move forward towards EQC adoption.

Next Steps
Metro, DEQ, and TriMet staff will provide an update on the status of the TCM substitution process at the June JPACT meeting. Following, DEQ will prepare the necessary documentation and undergo a public comment process to prepare for the EQC adoption. See **Attachment A** for the TCM substitution timeline.

Attachment B – Technical Analysis of Proposed Transit Service Increase TCM Substitution for the Portland Metropolitan Region

Background

Clean Air Act section 176(c)(8) allows regions to employ a "substitution," when air quality and transportation planning agencies find it appropriate to modify or replace the original transportation control measures (TCMs) in an air quality plan.[1] The Oregon Department of Environmental Quality (DEQ), in conjunction with Metro, developed a substitution policy and process that was codified with the adoption of the Portland Area Carbon Monoxide Maintenance Plan.[2] A TCM substitution allows an existing TCM to be replaced with another TCM of equal or greater emissions reduction. To undergo a TCM substitution, the process entails consultation with regional stakeholders, conducting technical analysis demonstrating equivalent or greater emissions reduction, public comment, and concurrence from Metro, Oregon State Department of Environmental Quality (DEQ), and the U.S. Environmental Protection Agency (EPA).[3]

The Portland Metropolitan region proposed undergoing a TCM substitution due to a potential shortfall in meeting the Transit Service Increase TCM. The following outlines the process undertaken to demonstrate the proposed substitute TCM will provide an equal or greater carbon monoxide emissions reduction benefit.

Portland Metropolitan Region's Transportation Control Measures

As an EPA designated maintenance area for carbon monoxide, the Portland Metropolitan region is required to develop and implement strategies to reduce the amount of criteria pollutants released from transportation sources.[4] The region identified and committed to three transportation control measures (TCMs) to help mitigate impacts of criteria pollutants from transportation sources.[5] Metro and regional partners are responsible for implementing all of its TCMs to meet federal and state requirements. The three TCMs are found in Table 1.

Table 1. Transportation Control Measures and Performance Standards

Transportation Control Measure (TCM)	Performance Standard	Emissions Reduction Benefit
Increase transit service	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.	246.3 lb/day
Program and construct bikeways and trails	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. A cumulative average of 5 miles of	170.1 lb/day

[1] U.S. Environmental Protection Agency, "Guidance for Implementing the Clean Air Act Section 176(c)(8) Transportation Control Measure Substitution and Addition Provision." Page 1.
[2]Oregon Department of Environmental Quality, "Portland Area Carbon Monoxide Maintenance Plan ." State Implementation Plan. Volume 2 Section 4.58 Appendix D9-2.
[3] Ibid.
[4] Oregon Department of Environmental Quality, "Portland Area Carbon Monoxide Maintenance Plan ." State Implementation Plan. Volume 2 Section 4.58 Page 21.
[5] Ibid.

	bikeways or trails per biennium must be funded from all sources from each MTIP.	
Program and construct 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 1 and 1/2 miles in each biennium from all sources in each MTIP.	.9 lb/day

Proposed TCM Substitutions

In anticipation the region may not meet the performance standard for the Transit Service Increase TCM, TPAC recommended Metro, DEQ and TriMet to undergo EPA's TCM substitution process. Through a collaborative process and in consultation with EPA, the following TCM substitution is proposed:

Existing Transit Service Increase TCM Language	Proposed Substitute Transit Service Increase TCM Language
"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 assessment conducted between 2006-2017. Assessments made for the period through 2008 shall include the 2004 opening of Interstate MAX."	"Regional transit service revenue hours (weighted by capacity) shall be increased 1.0% per year. The increase shall be assessed on the basis of cumulative average of actual hours for assessment conducted for the entire second ten-year Portland Area Carbon Monoxide Maintenance Plan (2007 – 2017). Transit service increase will be assessed on the basis of fiscal year (July 1- June 30) beginning with FY 2008."

The proposed substitute TCM uses a cumulative average to-date to determine whether a 1.0 percent annual transit service increase has been achieved. This is similar as the existing TCM, which requires a 1.0 percent annual transit service increase, but the existing TCM is based on a rolling five year average of past transit service. Using the new methodology of a cumulative average accounts for all years-to-date when calculating the whether 1.0 percent service increase has been achieved. The cumulative average method for the Transit Service Increase TCM provides a longitudinal look at whether the TCM is being met throughout the life of the maintenance plan rather than a five-year snapshot.

Methodology, Emissions Model Update, and Latest Planning Assumptions Update for Calculating the Carbon Monoxide Emissions Reductions Benefit

To employ a TCM substitution, EPA and DEQ requires the new TCM meet or exceed the emission reduction benefit of the replaced TCM. However, the process requires the demonstration of equivalent carbon monoxide emissions reductions to use updated planning assumptions.[6]

Methodology

Each TCM in the regional air quality plan was assigned a performance standard as a means of measuring and monitoring the region's commitment to reducing carbon monoxide emissions. The State Implementation Plan (SIP) which serves as the statewide air quality plan established the

[6] U.S. Environmental Protection Agency, "Guidance for Implementing the Clean Air Act Section 176(c)(8) Transportation Control Measure Substitution and Addition Provision." Page 6.

methodology to calculate the emission reduction benefits of TCMs.[7] Since of premise of the proposed TCM substitution is a modification to how the TCM annual transit service increase is calculated, the emissions reduction benefit methodology was not modified. The same emissions reduction methodology outlined in the SIP was used to calculate the carbon monoxide emissions reduction benefit for the updated existing TCM and proposed TCM substitution.

For the Transit Service Increase TCM, the methodology entails:

1) Estimating the number of vehicle trips which are diverted to transit by meeting the performance standard of the TCM; and
2) Identifying the average length of transit trip.[8]

Using the estimated number of diverted vehicle trips, the average transit trip length, and a carbon monoxide emissions reduction rate, the carbon monoxide emissions reduction benefit is calculated as follows:

1) X number of diverted vehicle trips from meeting transit performance standard (per day) x average length of transit trip (in miles) = X number miles diverted per day
2) X number miles diverted x CO rate (in grams per mile) = total CO grams per day
3) X total CO grams per day/453.592 grams per pound = X total CO pounds per day[9]

Assumptions

Per EPA and DEQ rules, the latest planning assumptions must be used to when conducting a TCM substitution analysis.[10] In the methodology of calculating the carbon monoxide emissions reduction benefit for the existing and the proposed substitute TCM, there are two areas where the latest planning assumptions can be reflected: the number of diverted vehicle trips and the average transit trip length.

In 2011, Metro conducted an update to the Oregon Household Activity Survey (OHAS). The OHAS provides information regarding the region's travel behavior and habits. The 2011 OHAS indicate the average transit trip length increased from 5.9 miles to 6 miles.[11] The updated average trip length was incorporated in the analysis of the carbon emissions reduction benefit for the proposed substitute TCM and the existing TCM.

The existing Transit Service Increase TCM used 2003 reported revenue hours to determine the diverted vehicle trips diverted by meeting the Transit Service Increase TCM performance standard of 1.0% annual service increase. The 2003 revenue hours were not weighted by capacity. TriMet provided 2012 revenue hours which were used to update and determine the number of vehicle trips.[12] The 2012 revenues were not weighted by capacity. Table 2 identifies the assumptions in the diverted vehicle trips and average length used in the analysis.

[7] Oregon Department of Environmental Quality, "Portland Area Carbon Monoxide Maintenance Plan ." State Implementation Plan. Volume 2 Section 4.58 Appendix D9-3.
[8] Ibid.
[9] Ibid.
[10] U.S. Environmental Protection Agency, "Guidance for Implementing the Clean Air Act Section 176(c)(8) Transportation Control Measure Substitution and Addition Provision." Page 6.
[11] Metro. Oregon Household Activity Survey, 2011.
Metro. Oregon Household Activity and Travel Survey, 1994.
[12] TriMet. Annual Budget and Financial Forecast, 2012.

Table 2. Transit Service Increase TCM Assumptions

Assumption	Existing Transit Service Increase TCM	Existing Transit Service Increase TCM (updated with latest planning assumptions) and Proposed Substitute Transit Service Increase TCM
Diverted Trips	TriMet reported 2003 total revenue hours was 1,677,156 resulted 88,863,600 boardings/trips. Assuming ratio of revenue hours to ridership is constant, one percent change in 2003 reported revenue hours results in an annual ridership of 89,751,153. Subtracting the difference results in an estimate of a one year increase of yearly ridership 888,553, which on a daily basis would be an increase of 2,843 riders. Assuming each rider equates to one diverted vehicle trip, the daily diverted trip for meeting the performance standard is 2,843.	TriMet reported 2012 total revenue hours was 1,600,132 resulted 101,210,444 boardings/trips. Assuming ratio of revenue hours to ridership is constant, one percent change in 2012 reported revenue hours results in an annual ridership of 102,2018,644. Subtracting the difference results in an estimate of a one year increase of yearly ridership 1,008,200, which on a daily basis would be an increase of 3,221 riders. Assuming each rider equates to one diverted vehicle trip, the daily diverted trip for meeting the performance standard is 3,221.
Average Trip Length	5.9 miles – 1994 Oregon Household Activity Survey	6.0 miles – 2011 Oregon Household Activity Survey

Model Assumptions

To ensure consistency between the carbon monoxide emissions reduction benefit established with MOBILE6.2, the MOVES2010 conversion incorporated the same base year assumptions used in MOBILE6.2. MOVES2010b was run in the emission rates mode at the county scale for the 24-hour January weekday in 2005 and was configured to produce CO rates for passenger cars and passenger trucks on urban roads. The County Data Manager was populated with inputs from Metro's most recent conformity-related MOBILE6.2 run, converted to the formats required by MOVES in accordance with EPA technical guidance. MOVES was run for three custom counties representing the various inspection and maintenance regimes that are represented by vehicles traveling in the Portland metro area: Oregon-inspected, Washington-inspected, and non-inspected. The rates produced by MOVES were stratified by hour, roadway type (restricted versus non-restricted access), average speed bin, and I/M area. Using VMT produced by the most recent conformity-related run of Metro's regional transportation model for 2005, weighted averages were applied to each of the above strata to arrive at a single CO rate (9.546 grams/mile).

Translating Performance Metrics into Emission Reduction Benefits

Prior to performing the analysis to compare the carbon monoxide emissions reduction benefit of the existing TCM and the proposed substitute TCM, Metro staff needed to update the emissions

reduction benefits of the existing TCM to reflect the latest approved EPA emissions model.[13] In March 2010, EPA implemented new rules requiring the use of the MOVES2010 emissions model for all regional air quality conformity and state implementation plan analyses.[14] The carbon monoxide emissions reduction benefits were derived from the previous carbon monoxide rate which came from the MOBILE 6.2 emissions model. Using the same methodology established in the SIP to calculate the emissions reduction benefit for the Transit Service Increase TCM, staff employed the MOVES2010 carbon monoxide rate to convert the carbon monoxide emissions reduction benefit for the existing Transit Service Increase TCM. Additionally, the emissions reduction benefit also employed the latest planning assumptions. Tables 3 - 5 illustrate the results of the conversion.

Table 3. Original Carbon Monoxide Emission Reduction Benefit Calculation – MOBILE6.2

Transportation Control Measure (TCM)	MOBILE6.2 Carbon Monoxide (CO) Emission Rate	Calculation of TCM Emissions Reduction Benefit	MOBILE6.2 Emissions Reduction Benefit
Increase transit service	6.66 CO grams per mile	Diverted Trips Per Day: 2,843 Average Transit Trip Length: 5.9 miles 2,843 trips x 5.9 miles = 16.773.7 miles 16,773.7 miles x 6.66 grams per mile = 11,712.842 total grams 11,712.842 total grams/453.592 grams per pound = 246.3 lb/day	246.3 lb/day

Table 4. Carbon Monoxide Emission Reduction Benefit Calculation – MOVES2010 Conversion without Updated Planning Assumptions

Transportation Control Measure (TCM)	MOVES2010 Carbon Monoxide (CO) Emission Rate	Calculation of TCM Emissions Reduction Benefit (unadjusted)	MOVES2010 Emissions Reduction Benefit
Increase transit service	9.546 CO grams per mile	Diverted Trips Per Day: 2,843 Average Transit Trip Length: 5.9 miles 2,843 trips x 5.9 miles = 16,773.7 miles 16,773.7 miles x 9.546 grams per mile = 160,121.740 total grams 160,121.740 total grams/453.592 grams per pound = 353.0 lb/day	353.0 lb/day

[13] U.S. Environmental Protection Agency, "Guidance for Implementing the Clean Air Act Section 176(c)(8) Transportation Control Measure Substitution and Addition Provision." Page 6.
[14] U.S. Environmental Protection Agency, Policy Guidance on the Use of MOVES2010 and Subsequent Minor Revisions for State Implementation Plan Development, Transportation Conformity, and Other Purposes."

Table 5. Carbon Monoxide Emission Reduction Benefit Calculation – MOVES2010 Conversion with Updated Planning Assumptions

Transportation Control Measure (TCM)	MOVES2010 Carbon Monoxide (CO) Emission Rate	Calculation of TCM Emissions Reduction Benefit (adjusted for updated planning assumptions)	MOVES2010 Emissions Reduction Benefit
Increase transit service	9.546 CO grams per mile	Diverted Trips Per Day: 3,221 Average Transit Trip Length: 6 miles 3,221 trips x 6 miles = 19,326 miles 19,326 miles x 9.546 grams per mile = 184,486 total grams 184,486 total grams/453.592 grams per pound = 406.7 lb/day	406.7 lb/day

TCM Substitution Demonstration of Equivalent Carbon Monoxide Emissions Reduction Benefit

Demonstration of Carbon Monoxide Emissions Reduction Benefits for Proposed TCM Substitution
Table 5 illustrates the results of the carbon monoxide emission reduction benefit analysis and compares the emissions reduction benefit for the existing TCM (with updated planning assumptions) and proposed substitute TCM.

Table 6. TCM Substitution Demonstration of Equivalent Carbon Monoxide Emissions Reduction Benefit

Transportation Control Measure (TCM)	Performance Standard	Calculation of TCM Emissions Reduction Benefit	TCM Emissions Reduction Benefit
Increase transit service (Existing TCM adjusted for MOVES and latest planning assumptions)	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.	Additional Trips Generated Per Day: 3,221 Average Transit Trip Length: 6 miles 3,221 trips x 6 miles = 19,326 miles 19,326 miles x 9.546 grams per mile = 184,486 total grams 184,486 total grams/453.592 grams per pound = 406.7 pounds per day	406.7 lb/day

Increase transit service (Proposed TCM Substitution)	Regional transit service revenue hours (weighted by capacity) shall be increased 1.0% per year. The increase shall be assessed on the basis of cumulative average of actual hours for assessment conducted for the entire Second Portland Area Carbon Monoxide Maintenance Plan (2007 – 2017). Transit service increase will be assessed on the basis of fiscal year (July 1- June 30) beginning with FY 2008.	Additional Trips Generated Per Day: 3,221 Average Transit Trip Length: 6 miles 3,221 trips x 6 miles = 19,326 miles 19,326 miles x 9.546 grams per mile = 184,486 total grams 184,486 total grams/453.592 grams per pound = 406.7 pounds per day	406.7 lb/day

Based on the results of the carbon monoxide emissions reduction benefit analysis, the proposed TCM substitution will provide equal carbon monoxide reduction benefit as the existing TCM.

Since the proposed TCM substitution is a minor adjustment to the method of calculating the annual transit service increase (from a rolling average to a cumulative average) to determine if the performance standard has been achieved no change is observed between the existing TCM and the proposed substitute TCM in carbon monoxide emissions reduction benefits. This is because in the original methodology assumed a constant ratio that if 1.0 percent annual transit service increase occurred, the result is a set amount of vehicle trips diverted. Since the proposed TCM substitution does not change the performance standard of 1.0 percent annual transit service increase, but only the method of calculating the service increase, then the vehicle trips diverted do not change. This does not end up changing the inputs in calculating the emissions reduction benefits. However, the cumulative average method more accurately reflects the lasting positive benefits and long-term investments the region has made towards transit. Subsequently this has led to a reduction of carbon monoxide emissions and overall improved air quality. The cumulative average method provides a more accurate reflection of the region's commitment to transit over the entire carbon monoxide maintenance plan.

APPENDIX L – *Federal Register Notice Designation of Portland Metropolitan Region as Attainment for Ozone*

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Parts 52 and 81

[WA 63–7138; WA58–7133; OR57–7272; FRL–5824–1]

Approval and Promulgation of State Implementation Plans and Redesignation of Areas for Air Quality; Planning Purposes: States of Washington and Oregon

AGENCY: Environmental Protection Agency.

ACTION: Final rule.

SUMMARY: The Environmental Protection Agency (EPA) is redesignating the Portland/Vancouver (Pdx/Van) interstate nonattainment area to attainment for the ozone (O_3) air quality standard and approving a Maintenance Plan that will insure that the area remains in attainment. Under the Clean Air Act, as amended in 1990 (the CAA), designations can be revised if sufficient data are available to warrant such revisions and the request to redesignate shows that all of the requirements of section 107(d)(E)(3) of the CAA have been met. EPA is approving the Washington and Oregon Maintenance Plans and other redesignation submittals because they meet the Maintenance Plan and redesignation requirements, and will ensure that the area remains in attainment. The approved Maintenance Plans will become a federally enforceable part of the Oregon and Washington State Implementation Plans (SIPs). In this action, EPA is also approving the Washington and Oregon 1990 baseline emission inventories for this area, revisions to the approved Inspection and Maintenance (I/M) SIPs of both States, and a number of other O_3 supporting revisions to both SIPs.

DATES: June 18, 1997.

ADDRESSES: Copies of the States' redesignation requests and other information supporting this action are available for inspection during normal business hours at the following locations: EPA, Office of Air Quality (OAQ–107), 1200 Sixth Avenue, Seattle, Washington 98101, and at the States' offices: Washington Department of Ecology, P.O. Box 47600, Olympia, WA 98504–7600, and Oregon Department of Environmental Quality, 811 SW Sixth Avenue, Portland, OR 97204–1390.

Documents which are incorporated by reference are available for public inspection at the Air and Radiation Docket and Information Center, EPA, 401 M Street, SW, Washington, D.C. 20460, as well as the above addresses.

FOR FURTHER INFORMATION CONTACT: Sue Ennes, Office of Air Quality (OAQ–107), EPA, Seattle, Washington, (206) 553–6249.

SUPPLEMENTARY INFORMATION:

I. Background

The Oregon Department of Environmental Quality (ODEQ) and the Washington Department of Ecology (WDOE) submitted Maintenance Plans and requested redesignation of the Pdx/Van interstate nonattainment area from nonattainment to attainment for O_3. The SIP revision requests were submitted by the WDOE on June 13, 1996, and by ODEQ on August 30, 1996. No tribal lands are within the Maintenance Plan area nor have any tribal lands been identified as being affected by the Maintenance Plans.

The Pdx/Van air quality maintenance area (AQMA) was designated an interstate O_3 nonattainment area in 1978 under the 1977 CAA. On November 15, 1990, the CAA Amendments of 1990 were enacted (Pub. L. 101–549, 104 Stat. 2399, codified at 42 U.S.C. 7401–7671q). Under section 181(a)(1) of the CAA, the area was further classified as a ''marginal'' O_3 nonattainment area, and an attainment deadline of November 15, 1993, was established. This interstate nonattainment area consists of the southern portion of Clark County, Washington, and portions of Multnomah, Clackamas, and Washington Counties in Oregon.

The AQMA has ambient monitoring data that show no violations of the O_3 national ambient air quality standards (NAAQS) during the period of 1991 to the present. The WDOE and ODEQ provided these monitoring data and modeling and emissions data to support their redesignation request. On March 7, 1997, EPA proposed to approve the WDOE's and ODEQ's requested redesignation. In its notice of proposed approval and redesignation, EPA reviewed in detail the submittals it was considering as the basis for its proposed actions.

II. Response To Comments

The following comments were received during the public comment period ending April 7, 1997. EPA's response follows each comment.

(1) *Comment:* The commenter asserted that, while the Maintenance Plan for Clark County relies heavily on expanding the automobile inspection area, there are no data on hand to support a theory that auto emissions from that expanded area are significant contributors to high ozone events.

Response: EPA has reviewed the Vancouver portion of the Pdx/Van O_3 Redesignation Request/Maintenance Plan and believes that the Southwest Air Pollution Control Authority (SWAPCA) has a reasonable basis for deciding to expand the maintenance area. EPA notes that the expansion of the automobile inspection testing into Northern Clark County is only one of several parts of the Vancouver Maintenance Plan. Emission reductions are also being obtained from the approximately 170,000 vehicles in southern Clark County by: switching to a more sophisticated emission test procedure (known as ASM) (setting ASM standards for exhaust emissions will result in an enhanced ability to identify polluting vehicles); gasoline cap leak checks; stage I and II vapor controls on gasoline vapors; application of the EPA national off-road engine rule; Volatile Organic Compound (VOC) Area Source rules targeting emissions from consumer products, architectural and industrial maintenance coatings, and autobody refinishing; and phase-out of open burning. Also, new industry or existing industry modifications will continue to be subject to Best Available Control Technology (BACT) and will still be subject to these controls under the O_3 Maintenance Plan.

SWAPCA has provided the following Census data to support the expanded boundary portion of the Vancouver Maintenance Plan. The 1990 U.S. Census commuter statistics outlined below demonstrate North Clark County motor vehicles are contributing to the air pollution problem:

—51.9% (5,046 citizens) of Battle Ground zipcode residents who are employed commute to the City of Vancouver and Portland for their work;

—65.3% (1,162 citizens) of Brush Prairie zipcode residents who are employed commute to the City of Vancouver and Portland for their work;

—58.4% (2,816) of Ridgefield zipcode residents who are employed commute to the City of Vancouver and Portland for their work; and

—42.5% (2,185) of La Center zipcode residents who are employed commute to the City of Vancouver and Portland for their work.

EPA also notes that SWAPCA's decision to expand the automobile maintenance area was made after SWAPCA had followed the public participation requirements that are established under State law and meet the requirements of the CAA.

(2) *Comment:* The same commenter on the Vancouver Maintenance Plan wrote that, when the vast amount of naturally occurring VOCs are taken into account, it should be obvious that nitrogen oxides (NO_X) are the critical factor and that the large industrial sources of that compound must be considered. Because the commenter believes it would cost less to equip industrial sources with NO_X controls than to extend the auto test area for an equal O_3 reduction, the commenter believes that the Maintenance Plan is designed to favor industry at public expense.

Response: Information provided by SWAPCA to EPA shows that cars make up about 35% of the VOC emissions and over 50% of the NO_X emissions in the nonattainment area. The portion of vehicle miles travelled (VMT) in the nonattainment area which comes from North Clark County cars is 15%, which is substantial. SWAPCA believes that targeting these emissions with an expansion of the I/M program will reduce emissions by approximately 180 tons/year of VOCs and 150 tons/year of NO_X, and will result in an additional 30,000 vehicles being tested every two years.

The documentation utilized by SWAPCA supports its views that additional NO_X controls on industry are not as cost effective as those being proposed in the Maintenance Plan ($2,500–$7,000/ton for industrial NO_X control versus $100–$2000/ton for a vehicle inspection program.) The CAA also targets larger industrial sources with new permitting requirements. Therefore, industry will still be required to complete BACT for any new sources or modification. Information submitted by SWAPCA also shows that emissions from naturally occurring VOCs were taken into account and that controlling NO_X emissions was considered. SWAPCA anticipates there will be NO_X reductions from the improved vehicle inspection program, from continuance of BACT for industrial sources, and from the EPA non-road engine rule for nonroad sources.

(3) *Comment:* A commenter requested that EPA not approve the Vancouver Maintenance Plan until SWAPCA modifies the emission inventory contained in the plan and EPA revises its guidance dealing with projection inventories contained in Section 3.2.3 of ''Emission Inventory Requirements for Ozone State Implementation Plans.'' This comment concerns SWAPCA's decision to not include future emissions from certain major emitters in the Longview area, although prior correspondence from EPA stated that those sources must be included because they are within 25 miles of the boundary of the nonattainment area. SWAPCA added them to the 1992 base inventory, but the commenter asserts SWAPCA did not include projections of those emissions through the 10 year maintenance period because it is not expressly required by EPA's guidance. The commenter wrote that the Weyerhaueser and Longview Fibre pulp mills in Longview, Washington, are the largest emitters of NOx and VOCs in the area, and their emissions are growing as their new expansions come on stream. In addition, the prevailing winds in the summer blow directly from these plants toward Vancouver. The commenter believes that it is a gross distortion of the projected inventories to exclude them and it has resulted in the application of controls to other much smaller emitters that are not equitable. The commenter also requested that EPA postpone reclassification of the Pdx/Van area until these changes are made.

Response: EPA believes the issue raised in this comment has been appropriately addressed by SWAPCA in the Vancouver portion of the O_3 Maintenance Plan. Furthermore, EPA does not believe there is any basis to delay action on these SIP revisions and reclassification of this area until revision of the applicable guidance.

For reclassification of the Pdx/Van area, a marginal O_3 nonattainment area, EPA requires completion of an emission inventory. The emission inventory approach is defined as calculating the emissions within the nonattainment area plus industrial source emissions (greater than 100 tons per year) that are within a 25 mile radius. The Longview sources were included in the 1992 emission inventory for point sources in Appendix D of the Vancouver portion of the O_3 Maintenance Plan.

EPA also requires that the Maintenance Plan project emissions to demonstrate the NAAQS for O_3 will be maintained for a 10 year period after redesignation. More detailed computer modeling required to justify redesignation decisions in severe O_3 nonattainment areas is not necessary to support redesignation of a marginal area.

In deciding to not include the sources cited by the commenter in the Maintenance Plan projections, SWAPCA reasonably relied on a preliminary screening model to conclude that these sources contribute between 1% to 10% of their emissions to the nonattainment area. SWAPCA decided to wait for the results of ''future studies'' before determining whether additional control measures are needed on these sources to maintain healthy air in Clark County. In reference to the wind direction issue, SWAPCA's information indicates that the closest meteorological station to Vancouver is the Portland International Airport. However, SWAPCA is concerned that the data from the Portland International Airport are not representative of the entire Vancouver area. A review of available windspeed data on high O_3 days by SWAPCA and ODEQ indicates wind speeds are not uniform throughout the day in the Pdx/Van area. Also, winds travel at different speeds and directions at different altitudes. Modeling of air pollution impacts would need to consider these factors as well as the height of the stacks and plumes from point sources. In the fall of 1996, a local meteorological station was installed in Vancouver which will better help SWAPCA to anticipate inversion conditions. In the Pdx/Van Redesignation Request/Maintenance Plan, SWAPCA committed to completing ''future studies'' to estimate the contribution of emissions from these sources to the Pdx/Van O_3 area. Additional O_3 and NOx monitors have been purchased which were to be operational by May 1, 1997. As these data are collected and additional funding is obtained for the modeling efforts, SWAPCA expects it will be possible to address the issue raised by this comment using sound scientific data.

EPA also notes that, if the Weyerhaeuser and Longview Fibre pulp mills in Longview expand, they will undergo Prevention of Significant Deterioration (PSD) review which evaluates BACT and also will conduct an ambient impact analysis to ensure that the NAAQS and PSD increment will not be violated.

EPA will not agree to delay the approval of the Maintenance Plan and the redesignation of this area to attainment. Under Title I of the CAA, Congress established a system of state and federal cooperation. EPA is required to establish the NAAQS, i.e., the level at which air quality is determined to be protective of human health. However, the States take the primary lead in determining the measures necessary to attain and maintain the NAAQS. These measures are incorporated into the SIP. The CAA requires EPA to approve a SIP submission that meets the requirements of the CAA. If the State fulfills its obligations in developing a SIP that meets the requirements of the CAA, EPA has no authority to supplement or revise that plan with a federal implementation plan. Because the States have submitted a Maintenance Plan that complies with the CAA, EPA must approve the

Maintenance Plan under section 110(k)(3). Furthermore, since the States have met the redesignation requirements to demonstrate that the air quality meets the NAAQS, EPA believes the air quality is sufficient to protect the public health and, therefore, EPA cannot reject the redesignation request on this basis. Since the States submitted Maintenance Plans and Redesignation Requests that comply with the Act, and there is no issue about whether the States have the authority to implement the measures included in the submission, EPA has no basis for modifying the State's selection of the measures in the Maintenance Plan.

(4) *Comment:* The United Associated of Fitters and Apprentices, Local #290 objected to the EPA approvals of the revisions to the Oregon SIP because, under Oregon law, Local #290 has no legal standing to represent the rights of their members in judicial proceedings involving ODEQ permits. This comment asserts that EPA's delegation of CAA enforcement, from EPA to Oregon ODEQ, ''is premised on ODEQ's allowing individuals to exercise their constitutionally-granted representational rights, for groups to which they belong, to appeal DEQ's decisions, including but not limited to DEQ permits issued under the Clean Air (and Clean Water) Acts.'' Because Local #290 believes that ODEQ does not allow a group such as Local #290 to seek judicial review of a permit issued by ODEQ, it vehemently objects to EPA granting any further delegated authority to enforce the CAA and Clean Water Act. Furthermore, Local ı290 asks that EPA rescind any existing delegations of CAA enforcement authority, unless and until ODEQ grants groups in Oregon the legal standing to represent the rights of their members in judicial proceedings involving ODEQ permits.

Response: This comment is not relevant to the actions EPA is taking in this notice. Title I of the CAA, which establishes requirements for SIPs and designation actions, contains no provisions governing judicial review of permits issued by a State. EPA finds that ODEQ has met the public participation requirements of Title I of the CAA. Therefore, EPA does not agree to delay its actions on the SIP revisions that are the subject of this notice or to delay its redesignation to attainment of the Pdx/Van O_3 area for the reason cited by the commenter. However, EPA is pursuing the matter of Oregon's judicial review in the context of Title V of the CAA, which requires that a State provide judicial review of its actions. For purposes of ODEQ's Title V program, which EPA has approved, EPA will evaluate whether State law meets the requirements of the CAA.

III. Final Action

EPA is redesignating to attainment the Portland, Oregon; and Vancouver, Washington, interstate O_3 area because ODEQ and WDOE have demonstrated compliance with the requirements of section 107(d)(3)(E) for redesignation. EPA is approving the Portland and Vancouver O_3 Maintenance Plans as meeting the requirements of the CAA, including the requirements set forth in EPA regulations and guidance.

EPA also is approving the 1990 O_3 Emission Inventories, changes to the New Source Review (NSR) programs, regulations implementing the hybrid low enhanced I/M programs, an expanded vehicle inspection boundary, minor Reasonably Available Control Technology (RACT) rule changes (Vancouver only), Employee Commute Options rule (Portland only), Voluntary Parking Ratio rule (Portland only), Plant Site Emission Limits (PSEL) management rules (Portland only), and local area source supporting rules.

EPA notes that, as part of its SIP submission, Oregon and Washington included adequate backup plans for contingencies to ensure continued attainment of the NAAQS and to meet the emission reduction targets of the submittals approved today. For example, the contingency plans for both states provide assurances that contingency measures will be adopted within 12 months after a violation of the NAAQS occurs and implemented within a specified period of time. Similarly, if Oregon's Voluntary Parking Ratio or the Public Education and Incentive programs fail to achieve emission reductions equal to the target set in the Maintenance Plan, ODEQ has furnished a commitment to adopt backup measures by a date certain. EPA finds that there is adequate assurance that the planned emission reductions will be achieved and they are therefore approved for credit in the Maintenance Plan. Additional regulations specific to Washington only and Oregon only are described below.

Washington

The regulations EPA is approving now for the Vancouver, Washington, portion are found in the following. EPA is approving only those changes to SWAPCA's NSR rules that relate to the new maintenance area NSR provisions and EPA will be taking action on the remaining portions of the December 11, 1996, NSR submittal in a separate action.

—SWAPCA 400 ''General Regulations for Air Pollution Sources'' 400–030 Definitions (except for the second sentence of subsections (14) and (49), and subsection (84)), –101 Sources Exempt from Registration Requirements, –109 Notice of Construction Application (except subsections (3)(b), (3)(c), (3)(g), (3)(h), and (3)(i)), –110 New Source Review, –111 Requirements for Sources in a Maintenance Area, –112 Requirements for new Sources in Nonattainment Areas, –113 Requirements for New Sources in Attainment or Nonclassifiable Areas, –114 Requirements for Replacement or Substantial Alteration of Emission Control Technology at an Existing Stationary Source, –116 Maintenance of Equipment, and –190 Requirements for Nonattainment Areas.

—SWAPCA 490 ''Emission Standards and Controls for Sources Emitting Volatile Organic Compounds'' 490–010 Policy and Purpose, –020 Definitions, –025 General Applicability, –030 Registration and Reporting, –040 Requirements, –080 Exceptions and Alternative Methods, –090 New Source Review, –200 Petroleum Refinery Equipment Leaks, –201 Petroleum Liquid Storage in External Floating Roof Tanks, –202 Leaks from Gasoline Transport Tanks and Vapor Collection Systems, –203 Perchloroethylene Dry Cleaning Systems, –204 Graphic Arts Systems, –205 Surface Coating of Miscellaneous Metal Parts and Products, –207 Surface Coating of Flatwood Paneling, –208 Aerospace Assembly and Component Coating.

—SWAPCA 491 ''Emission Standards and Controls for Sources Emitting Gasoline Vapors'' 491–010 Policy and Purpose, –015 Applicability, –020 Definitions, –030 Registration, –040 Gasoline Vapor Control Requirements (Stage I and II), –050 Failures, Certification, Testing and Recordkeeping, –060 Severability.

—SWAPCA 493 ''VOC Area Source Rules'' 493–100 Consumer Products (Reserved), –200–010 Applicability, –020 Definitions, –030 Spray Paint Standards and Exemptions, –040 Requirements for Manufacture, Sale and Use of Spray Paint, –050 Recordkeeping and Reporting Requirements, –060 Inspection and Testing Requirements, 493–300–010 Applicability, –020 Definitions, –030 Standards, –040 Requirements for Manufacture, Sale and Use of Architectural Coatings, –050 Recordkeeping and Reporting Requirements, –060 Inspection and Testing Requirements, –400–010

Applicability, –020 Definitions, –030 Coating Standards and Exemptions, –040 Requirements for Manufacture and Sale of Coatings, –050 Requirements for Motor Vehicle Refinishing in Vancouver AQMA, –060 Recordkeeping and Reporting Requirments, –070 Inspection and Testing Requirements, –500–010 Applicability, –020 Compliance Extensions, –030 Exemption From Disclosure to the Public, –040 Future Review.

The amendments to SWAPCA 400, 490, and 491 became State-effective on November 21, 1996. The amendments to SWAPCA 493 became State-effective on May 25, 1996.

EPA also approves the Washington I/M SIP revision (WAC 173–422, sections –030, –050, –060, –070, –170, and –190), which was adopted by the State on November 9, 1996.

Oregon

For the Portland, Oregon, portion, EPA approves the following regulations.

—OAR 340–028 ''New Source Review'' 340–020–0047 State of Oregon Clean Air Act Implementation Plan, –028–0110 Definitions, –1900 Applicability, –1910 Procedural Requirements, –1920 Review of New Sources and Modifications for Compliance with Regulations, –1930 Requirements for Sources in Nonattainment Areas, –1935 Requirements for Sources in Maintenance Areas, –1940 Prevention of Significant Deterioration Requirements for Sources in Attainment or Unclassified Areas, –1960 Baseline for Determining Credit for Offsets, –1970 Requirements for Net Air Quality Benefit, –2000 Visibility Impact, –030–0111 Emissions Offsets. State-effective date November 26, 1996.

—OAR 340–022 ''Stage II Vapor Recovery Regulations'' 022–0400 Purpose, –0401 Definitions, –0402 General Provisions, –0403 Compliance Schedules. State-effective date August 14, 1996.

—OAR 340–022 ''Area Source VOC Regulations'' 022–0700 Motor Vehicle Refinishing Applicability, –0710 Definitions, –0720 Coating Standards and Exemptions, –0730 Requirements for Manufacture and Sale of Coatings, –0740 Requirements for Motor Vehicle Refinishing in Portland AQMA, –0750 Recordkeeping and Reporting Requirements, –0760 Inspection and Testing Requirements, –0800 Consumer Products Applicability, –0810 Definitions, –0820 Consumer Products Standards and Exemptions, –0830 Requirements for Manufacture and Sale of Consumer Products, –0840 Innovative Products, –0850 Recordkeeping and Reporting Requirements, –0860 Inspection and Testing Requirements, –0900 Spray Paint Applicability, –0910 Definitions, –0920 Spray Paint Standards and Exemptions, –0930 Requirements for Manufacture, Sale and Use of Spray Paint, –0940 Recordkeeping and Reporting Requirements, –0950 Inspection and Testing Requirements, –1000 Architectural Coatings Applicability, –1010 Definitions, –1020 Standards, –1030 Requirements for Manufacture, Sale and Use of Architectural Coating, –1040 Recordkeeping and Reporting Requirements, –1050 Inspection and Testing Requirements, –1100 Area Source Common Provisions Applicability, –1110 Compliance Extensions, –1120 Exemption from Disclosure to the Public, –1130 Future Review. State-effective date August 14, 1996.

EPA also approves the Industrial Emissions Management Program Regulations (OAR 340–030–0700 through –340–030–0740); Employee Commute Options Program Regulations (OAR 340–030–0800 through –340–030–1080); Voluntary Maximum Parking Ratios Program Regulations (OAR 340–030–1100 through –340–030–1190). The above three amendments to the OAR became State-effective on August 14, 1996. The following three amendments became State-effective on August 19, 1996: Definitions of Boundaries (OAR 340–031–0500); Nonattainment Areas (OAR 340–031–0520); Maintenance Areas (OAR 340–031–0530).

EPA approves the amendment to Oregon's Motor Vehicle Inspection and Maintenance Area Boundary (OAR 340–024–0301), effective August 12, 1996. EPA approves the Oregon I/M revisions to OAR 340–24–0100, –0300, –0305, –0306, –0307, –0308, –0309, –0312, –0314 (with the exception of all language in (4)(a) referring to a ''sixth hill extrapolation''), –0318, –0320, –0325, –0330, –0332, –0335, –0337, –0340, –0355, –0357, and –0360, State effective on November 26, 1996. EPA also approves the deletion of OAR 340–24–0310, –0315, and –0350, State effective on November 26, 1996.

During EPA's review of a SIP revision involving Oregon's statutory authority, a problem was detected which affected the enforceability of point source permit limitations. Even though the SIP does not contain additional point source controls to attain the standard, existing and federally approved point source emission limitations are relied upon to maintain and demonstrate attainment with the O_3 NAAQS. EPA determined that, because the five-day advance notice provision required by ORS.126(1) (1991) bars civil penalties from being imposed for certain permit violations, ORS 468 fails to provide the adequate enforcement authority the State must demonstrate to obtain SIP approval, as specified in Section 110 of the CAA and 40 CFR 51.230. Accordingly, the requirement to provide such notice would preclude federal approval of a O_3 nonattainment area SIP revision. EPA notified Oregon of the deficiency. To correct the problem, the Governor of Oregon signed into law new legislation amending ORS 468.126 on September 3, 1993. This amendment added paragraph 468.126(2)(e) which provides that the five-day advance notice required by ORS 468.126(1) does not apply if the notice requirement will disqualify the State's program from federal approval or delegation. ODEQ responded to EPA's understanding of the application of 468.126(2)(e) and agreed that, if federal statutory requirements preclude the use of the five-day advance notice provision, no advance notice will be required for violations of SIP requirements contained in permits.

Nothing in this action should be construed as permitting or allowing or establishing a precedent for any future request for revision to any SIP. Each request for revision to any SIP shall be considered separately in light of specific technical, economic, and environmental factors and in relation to relevant statutory and regulatory requirements.

IV. Administrative Requirements

A. Executive Order 12866

This action has been classified as a Table 3 action for signature by the Regional Administrator under the procedures published in the **Federal Register** on January 19, 1989, (54 FR 2214–2225), as revised by a July 10, 1995, memorandum from Mary Nichols, Assistant Administrator for Air and Radiation. The Office of Management and Budget (OMB) has exempted this regulatory action from E.O. 12866 review.

B. Regulatory Flexibility Act

Under the Regulatory Flexibility Act, 5 U.S.C. 600 *et seq.*, EPA must prepare a regulatory flexibility analysis assessing the impact of any proposed or final rule on small entities. 5 U.S.C. 603 and 604. Alternatively, EPA may certify that the rule will not have a significant impact on a substantial number of small entities. Small entities include small businesses, small not-for-profit

enterprises, and government entities with jurisdiction over populations of less than 50,000.

SIP approvals under section 110 and subchapter I, part D, of the Clean Air Act do not create any new requirements but simply approve requirements that the State is already imposing. Therefore, because the Federal SIP approval does not impose any new requirements, the Administrator certifies that it does not have a significant impact on any small entities affected. Moreover, due to the nature of the Federal-State relationship under the CAA, preparation of a flexibility analysis would constitute Federal inquiry into the economic reasonableness of State action. The Clean Air Act forbids EPA to base its actions concerning SIPs on such grounds. *Union Electric Co.* v. *U.S. EPA*, 427 U.S. 246, 255–66 (1976); 42 U.S.C. 7410(a)(2).

Redesignation of an area to attainment under section 107(d)(3)(E) of the CAA does not impose any new requirements on small entities. Redesignation is an action that affects the status of a geographical area and does not impose any regulatory requirements on sources. The Administrator certifies that the approval of the redesignation request will not affect a substantial number of small entities.

C. Unfunded Mandates

Under Section 202 of the Unfunded Mandates Reform Act of 1995 (''Unfunded Mandates Act''), signed into law on March 22, 1995, EPA must prepare a budgetary impact statement to accompany any proposed or final rule that includes a Federal mandate that may result in estimated costs to State, local, or tribal governments in the aggregate; or to private sector, of $100 million or more. Under Section 205, EPA must select the most cost-effective and least burdensome alternative that achieves the objectives of the rule and is consistent with statutory requirements. Section 203 requires EPA to establish a plan for informing and advising any small governments that may be significantly or uniquely impacted on by the rule.

EPA has determined that the approval action promulgated does not include a Federal mandate that may result in estimated costs of $100 million or more to either State, local, or tribal governments in the aggregate, or to the private sector. This Federal action approves pre-existing requirements under State or local law, and imposes no new requirements. Accordingly, no additional costs to State, local, or tribal governments, or to the private sector, result from this action.

D. Submission to Congress and the General Accounting Office

Under 5 U.S.C. 801(a)(1)(A), as added by the Small Business Regulatory Enforcement Fairness Act of 1996, EPA submitted 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 General Accounting Office prior to publication of the rule in today's **Federal Register**. This rule is not a ''major rule'' as defined by 5 U.S.C. 804(2).

E. Petitions for Judicial Review

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 July 18, 1997. 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

40 CFR Part 52

Environmental protection, Air pollution control, Hydrocarbons, Incorporation by reference, Intergovernmental relations, Nitrogen dioxide, Ozone, Reporting and recordkeeping requirements, Volatile organic compounds.

40 CFR Part 81

Air pollution control, National parks, Wilderness areas.

Dated: April 30, 1997.

Chuck Clarke,

Regional Administrator.

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. 7401–7671q.

Subpart MM—Oregon

2. Section 52.1970 is amended by adding paragraph (c)(120) to read as follows:

§ 52.1970 Identification of plan.

* * * * *

(c) * * *

(120) The Oregon Department of Environmental Quality (ODEQ) and the Washington Department of Ecology (WDOE) submitted Maintenance Plans that demonstrate continued attainment of the NAAQS for O_3 and requested redesignation of the Pdx/Van interstate nonattainment area from nonattainment to attainment for O_3. The SIP revision requests were submitted by the WDOE on June 13, 1996, and by ODEQ on August 30, 1996. A number of other O_3 supporting revisions were included in this submittal, such as: the 1990 O_3 Emission Inventories; changes to the NSR programs; regulations implementing the hybrid low enhanced I/M programs; an expanded vehicle inspection boundary; minor RACT rule changes (Vancouver only); Employee Commute Options rule (Portland only); Voluntary Parking Ratio rule (Portland only); PSEL management rules (Portland only); and local area source supporting rules.

(i) Incorporation by reference.

(A) Ozone Maintenance Plan and Redesignation Request for the Portland/Vancouver AQMA (Oregon Portion) effective August 14, 1996.

(B) Oregon Inspection and Maintenance SIP revision to Section 5.4; OAR 340–024–0100, –0300, –0305, –0306, –0307, –0308, –0309, –0312 (with the exception of all language in (4)(a) referring to a ''sixth hill extrapolation''), –0314 , –0318, –0320, –0325, –0330, –0332, –0335, –0337, –0340, –0355, –0357, and –0360, State effective on November 26, 1996.

(C) New Source Review: OAR 340–020–0047; OAR 340–028–0110, 1900 through 1940, 1960, 1970, and 2000; OAR 340–030–0111, State effective on November 26, 1996.

(D) Supporting Regulations approved as part of the Ozone non-attainment redesignation package: OAR 340–022–0400, –0401, –0402, –0403, –0700, –0710, –0720, –0730, –0740, –0750, –0760, –0800, –0810, –0820, –0830, –0840, –0850, –0860, –0900, –0910, –0920, –0930, –0940, –0950, –1000, –1010, –1020, –1030, –1040, –1050, –1100, –1110, –1120, –1130, State effective on 8/14/96; OAR 340–024–0301, State effective on 8/12/96; OAR 340–030–0700, –0710, –0720, –0730, –0740, –0800, –0810, –0820, –0830, –0840, –0850, –0860, –0870, –0880, –0890, –0900, –0910, –0920, –0930, –0940, –0950, –0960, –0970, –0980, –0990, –1000, –1010, –1020, –1030, –1040, –1050, –1060, –1070, –1080, –1100, –1110, –1120, –1130, –1140, –1150, –1160, –1170, –1180, –1190, State effective on 8/14/96; and OAR 340–031–0500, –0520, –0530, State effective on 8/19/96.

Subpart WW—Washington

3. Section 52.2470 is amended by adding paragraph (c) (72) to read as follows:

§ 52.2470 Identification of plan.

* * * * *

(c) * * *

(73) The Washington Department of Ecology (WDOE) and the Oregon Department of Environmental Quality (ODEQ) submitted Maintenance Plans that demonstrate continued attainment of the NAAQS for O_3 and requested redesignation of the Pdx/Van interstate nonattainment area from nonattainment to attainment for O_3. The SIP revision requests were submitted by the WDOE on June 13, 1996, and by ODEQ on August 30, 1996. A number of other O_3 supporting revisions are included in this submittal they are: the 1990 O_3 Emission Inventories; changes to the NSR programs; regulations implementing the hybrid low enhanced I/M programs; an expanded vehicle inspection boundary; minor RACT rule changes (Vancouver only); Employee Commute Options rule (Portland only); Voluntary Parking Ratio rule (Portland only); PSEL management rules (Portland only); and local area source supporting rules.

(i) Incorporation by reference.

(A) Vancouver, Washington Ozone Maintenance Plan and Redesignation Request—state adopted June, 17, 1996.

(B) Washington Inspection and Maintenance SIP revision WAC 173 422–030, –050, –060, –070, –170, –190—State adopted November 9, 1996.

(C) NSR: SWAPCA 400–030 (except for the second sentence of subsections (14) and (49), and subsection (84)), 101, 109 (except subsections (3)(b), (3)(c), (3)(g), (3)(h), and (3)(i)), 110, 111, 112, 113, 114, 116, and 190, effective November 21, 1996.

(D) Supporting Rules.

(*1*) SWAPCA 491–010, –015, –020, –030, –040, –050, –060,—State-effective on November 1, 1996.

(*2*) SWAPCA 490–010, –020, –025, –030, –040, –080, –090, –200, –201, –202, –203, –204, –205, –207, –208—State effective November 21, 1996.

(*3*) SWAPCA 493–100, 493–200–010, –020, –030, –040, –050, –060, 493–300–010, –020, –030, –040, –050, –060, 493–400–010, –020, –030, –040, –050, –060, –070, 493–500–010, –020, –030, –040,—State effective May 26, 1996.

PART 81—[AMENDED]

1. The authority citation for part 81 continues to read as follows:

Authority: 42 U.S.C. 7401–7671q.

2. In § 81.338, the table entitled ''Oregon-Ozone'' is amended by revising the entry for the ''Portland-Vancouver AQMA Area'' to read as follows:

§ 81.338 Oregon.

* * * * *

OREGON—OZONE

Designated area	Designation		Classification	
	Date [1]	Type	Date [1]	Type
Portland-Vancouver AQMA Area Air Quality Maintenance Area Clackamas County (part) Multnomah County (part) Washington County (part)	.....	Attainment	.....	
* * * * * * *				

[1]This date is November 15, 1990, unless otherwise noted.

* * * * * *

3. In § 81.348 the table entitled, ''Washington-Ozone'' is amended by revising the entry for the ''Portland—Vancouver AQMA Area'' to read as follows:

§ 81.348 Washington.

* * * * *

WASHINGTON—OZONE

Designated area	Designation		Classification	
	Date [1]	Type	Date [1]	Type
Portland-Vancouver AQMA Area Clark County (part) Air Quality Maintenance Area	.....	Attainment	.....	
* * * * * * *				

[1]This date is November 15, 1990, unless otherwise noted.

* * * * *

[FR Doc. 97–12919 Filed 5–16–97; 8:45 am]

BILLING CODE 6560–50–P

APPENDIX M – *Ozone*

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."

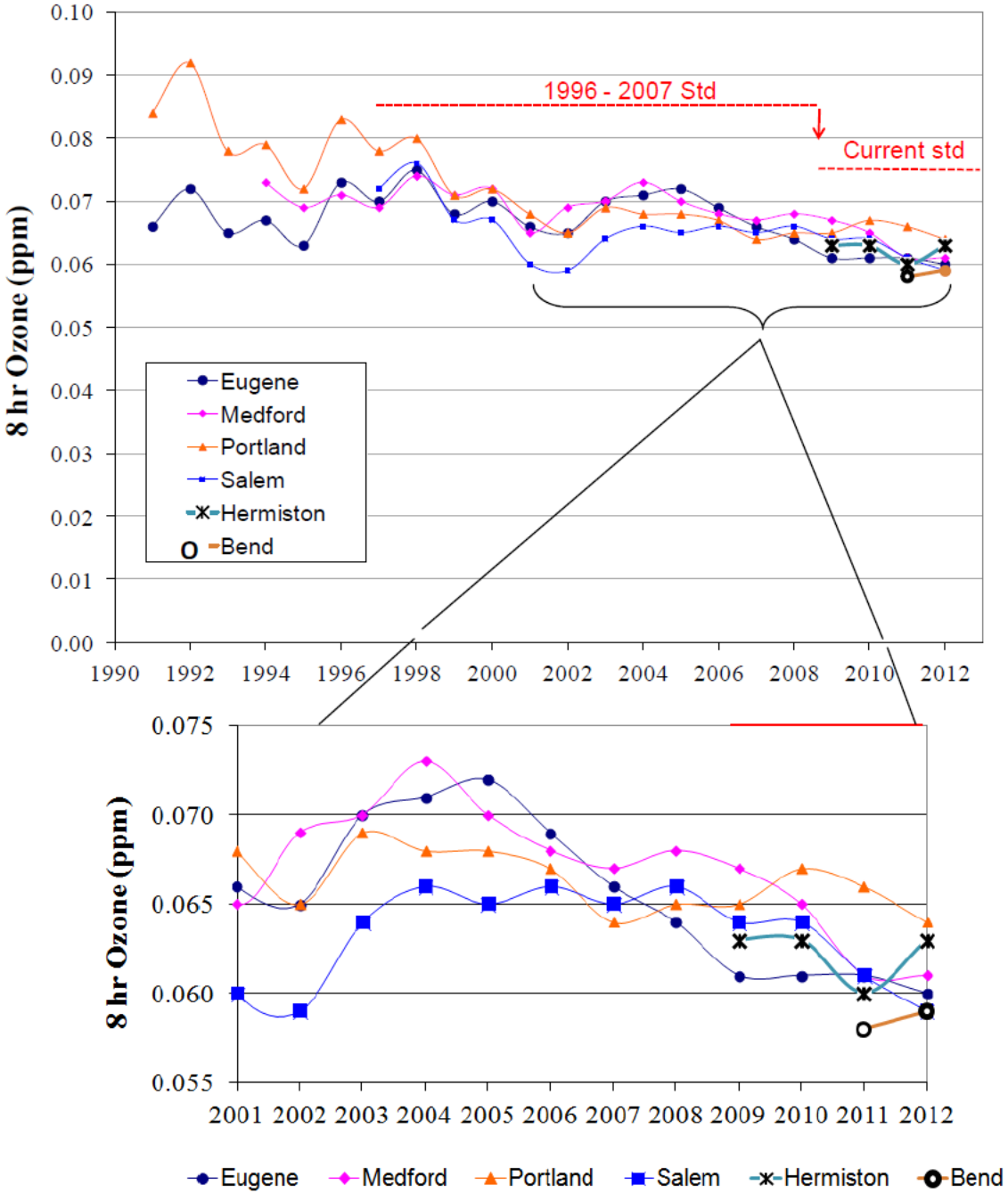
The 1996 Portland Ozone Maintenance Plan included the following MOBILE5 based motor vehicle emission budgets:

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.
Previously EPA announced it is considering a reduction in the ozone standard – with a range of between 0.6 and 0.7 ppm. If a new ozone standard is promulgated, then the Metro region could have a compliance issue to address.

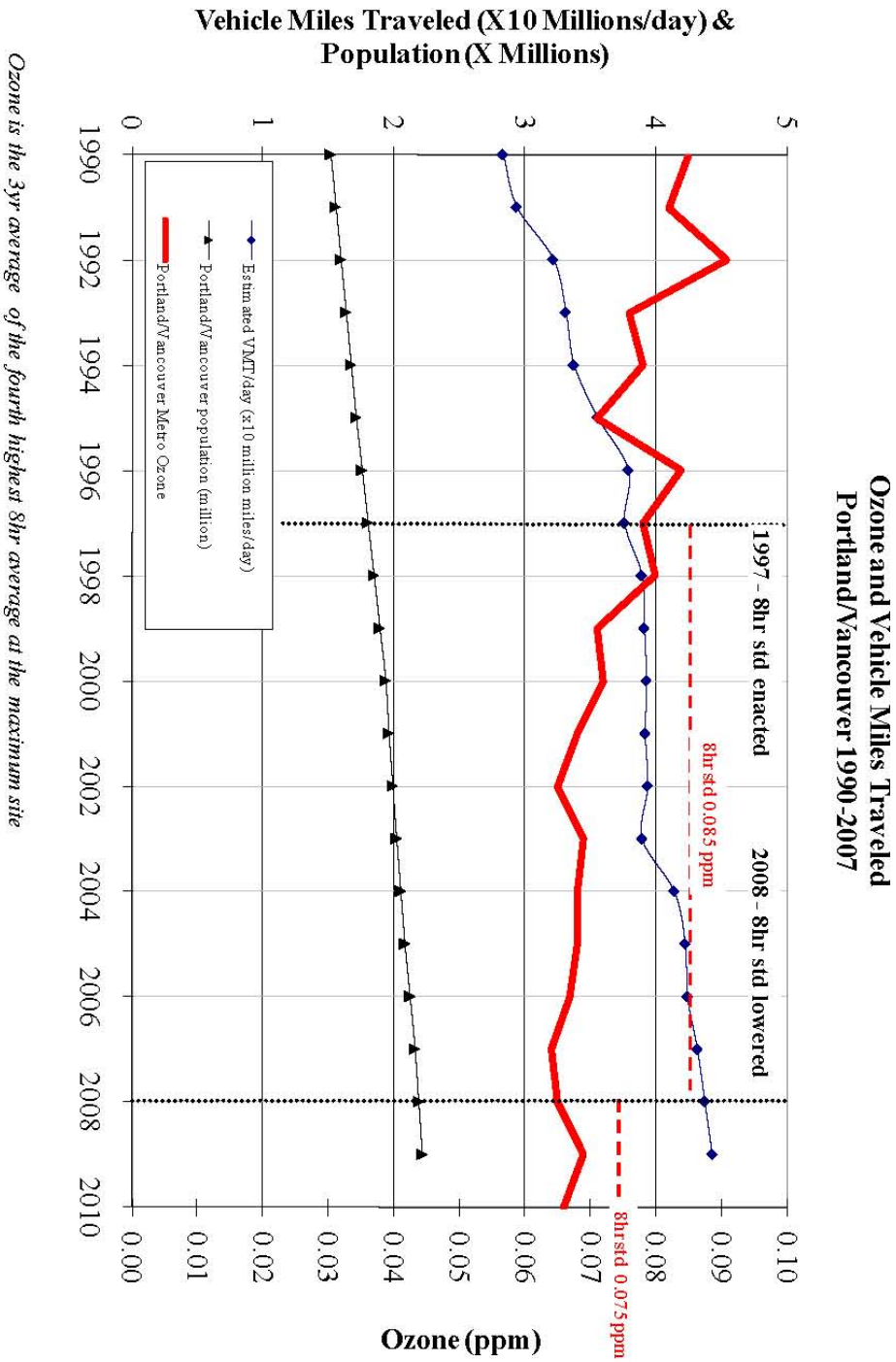
Below is a chart showing the historic rates of ozone levels in the Metro region as compared with the federal and state standards.

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



Source: 2012 Oregon Air Quality Data Summaries, Oregon Department of Environmental Quality.

Figure G-2. Ozone and Vehicle Miles Traveled



Ozone is the 3yr average of the fourth highest 8hr average at the maximum site

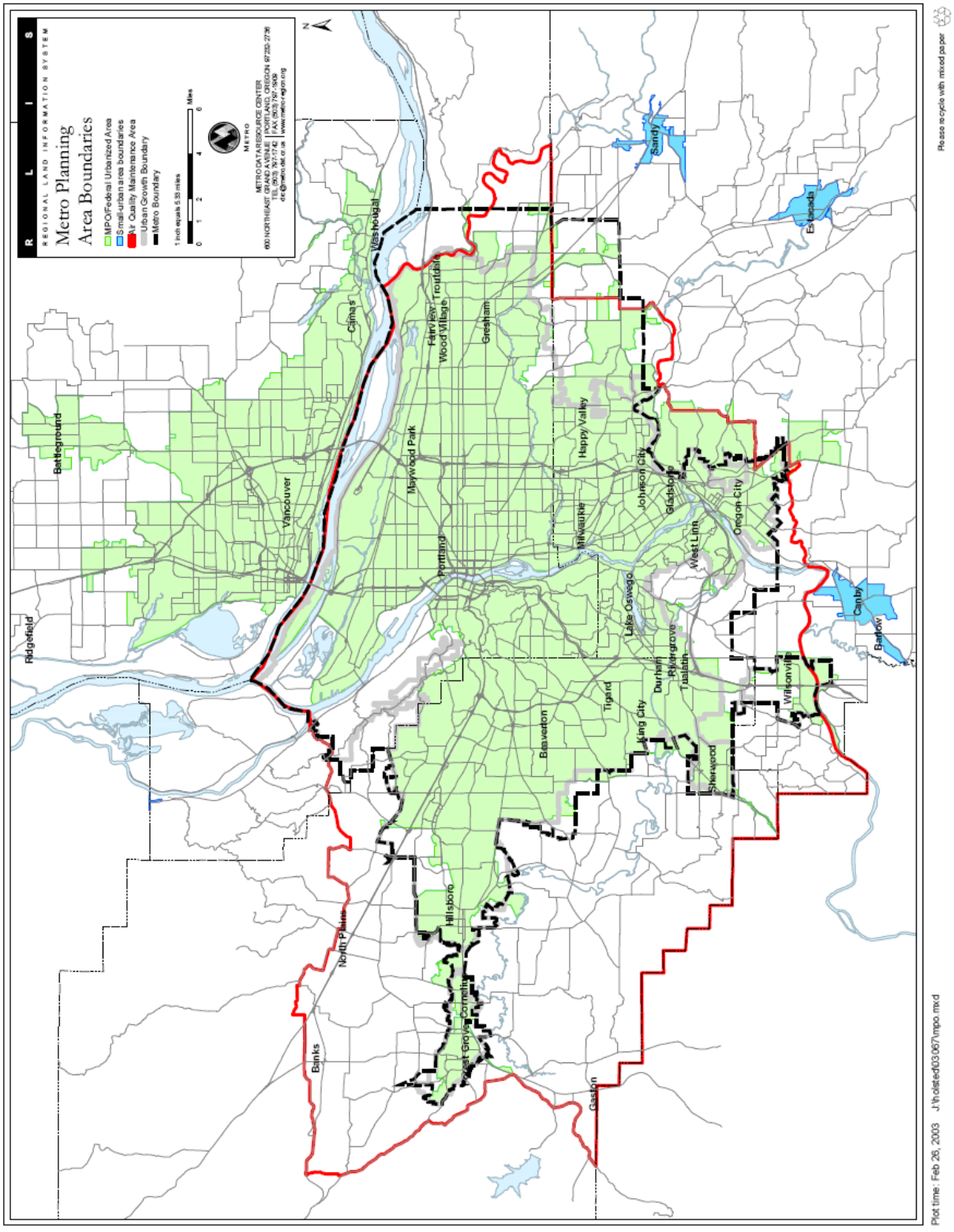


Figure G-3. Metro Air Quality Maintenance Area (for ozone)

APPENDIX N – Air Toxics and Greenhouse Gas Emissions Information

Air Toxics and Greenhouse Gas Emissions Information

Metro and Oregon Department of Environmental Quality have a Memorandum of Understanding (2014) containing agreements concerning air quality in the region and the responsibilities each entity will carry out. Among Metro's responsibilities, Metro will report emissions for the following air toxics: Carbon Dioxide (CO_2) Equivalent, Volatile Organic Compounds (VOC), Oxides of Nitrogen (NOx), Benzene, Acetaldehyde, Acrolein, Formaldehyde, 1,3-Butadiene, Chromium 6, Arsenic, $PM_{2.5}$ from Diesel Exhaust (Particulate Matter 2.5 microns and smaller in diameter), and 15 PAH (both particle and gas): Acenapthene, Acenaphthylene, Anthracene, Benz(a)anthracene; Benzo(a)pyrene, Benzo(b)fluoranthene, Benzo(g,h,i)perylene, Benzo(k)fluoranthene, Chrysene, Dibenzo (a,h)anthracene, Fluoranthene, Fluorene, Indeno(1,2,3-cd)pyrene, Phenanthrene, Pyrene.

Following are the estimates from MOVES2010b computer model run as the carbon monoxide analysis reported as part of the formal conformity determination, required by EPA and USDOT.

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

		Summer			Winter		
Pollutant	**Unit**	**2010**	**2017**	**2040**	**2010**	**2017**	**2040**
Greenhouse Gases							
CO2 Equivalent	metric tons	13,703	14,125	15,013			
Air Toxics							
1,3-Butadiene	pounds	83	37	20	68	30	15
Acetaldehyde	pounds	206	96	47	243	115	59
Acrolein	pounds	22	10	4	21	9	3
Arsenic Compounds	grams	63	69	85	58	63	78
Benzene	pounds	741	335	192	487	215	109
Chromium 6+	grams	25	26	32	23	24	29
Formaldehyde	pounds	338	165	84	291	141	69
Oxides of Nitrogen (NOx)	pounds	96,229	45,343	20,631	84,813	39,398	17,329
Primary Exhaust PM2.5 - Total	pounds	2,788	1,255	611	3,140	1,603	1,034
Primary PM2.5 - Brakewear Particulate	pounds	306	346	457	265	297	387
Primary PM2.5 - Elemental Carbon	pounds	1,748	606	74	1,651	605	130
Primary PM2.5 - Organic Carbon	pounds	1,035	643	531	1,477	985	891
Primary PM2.5 - Sulfate Particulate	pounds	6	6	6	12	12	14
Primary PM2.5 - Tirewear Particulate	pounds	104	116	149	93	102	130
Volatile Organic Compounds	pounds	21,077	9,961	6,017	20,044	9,410	5,421
PAHs							
Acenaphthene gas	grams	417	166	30	384	154	28
Acenaphthene particle	grams	0	0	0	0	0	0

		Summer			Winter		
Pollutant	**Unit**	**2010**	**2017**	**2040**	**2010**	**2017**	**2040**
Acenaphthylene gas	grams	1,058	446	152	1,008	428	141
Acenaphthylene particle	grams	0	0	0	0	0	0
Anthracene gas	grams	294	116	19	270	107	17
Anthracene particle	grams	179	114	99	286	196	184
Benz(a)anthracene gas	grams	48	18	1	43	16	1
Benz(a)anthracene particle	grams	122	52	18	131	63	34
Benzo(a)pyrene gas	grams	0	0	0	0	0	0
Benzo(a)pyrene particle	grams	70	38	26	95	58	48
Benzo(b)fluoranthene gas	grams	0	0	0	0	0	0
Benzo(b)fluoranthene particle	grams	51	33	30	85	59	56
Benzo(g,h,i)perylene gas	grams	35	14	2	32	13	2
Benzo(g,h,i)perylene particle	grams	67	49	49	124	91	92
Benzo(k)fluoranthene gas	grams	0	0	0	0	0	0
Benzo(k)fluoranthene particle	grams	41	30	30	76	56	56
Chrysene gas	grams	26	10	1	23	9	1
Chrysene particle	grams	89	42	21	106	57	39
Dibenzo(a,h)anthracene gas	grams	0	0	0	0	0	0
Dibenzo(a,h)anthracene particle	grams	1	1	0	1	0	0
Fluoranthene gas	grams	663	254	19	599	230	18
Fluoranthene particle	grams	343	181	119	455	273	220
Fluorene gas	grams	749	303	59	686	279	54
Fluorene particle	grams	192	110	84	275	176	153
Indeno(1,2,3,c,d)pyrene gas	grams	0	0	0	0	0	0
Indeno(1,2,3,c,d)pyrene particle	grams	28	20	19	50	36	36
Phenanthrene gas	grams	2,163	868	133	1,956	787	123
Phenanthrene particle	grams	477	290	235	699	461	415
Pyrene gas	grams	824	315	23	744	285	21
Pyrene particle	grams	498	263	173	663	397	320

The data shows the following:

- A majority of the air toxics are forecast to decrease in the period 2014-2040, some quite dramatically.
- Of those air toxics projected to increase are: Arsenic Compounds, Chromium 6+, Primary $PM_{2.5}$ (breakware, tireware, and sulfate particulate), and Benzo(g,h,i)perylene particle.
- Greenhouse Gas (carbon dioxide, or CO_2) is forecast to increase – by nearly 10%.
- Metro is in the middle of the Climate Smart Communities project which is assessing the implementation strategies the region may pursue to reduce greenhouse gas emissions from cars and light duty vehicles.

APPENDIX O – *Vehicle Miles Traveled per Capita Information*

Vehicle Miles Traveled per Capita Information

Metro and Oregon Department of Environmental Quality have a Memorandum of Understanding (2014) that contains agreements concerning air quality in the region and the responsibilities that each entity will carry out. Among the memorandum of understanding responsibilities, Metro will assess and report to DEQ vehicle miles traveled (VMT)/capita trends 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.*

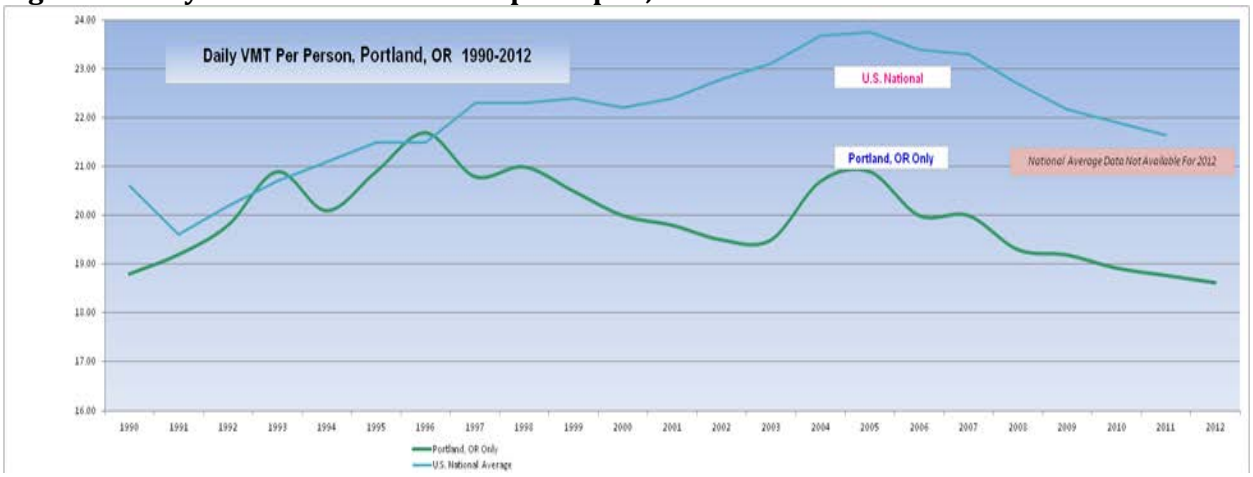
a. *Metro will review the vehicle miles traveled per capita (vmt/capita) based on the most recent estimates of population and daily vehicle miles traveled from Federal, State sources, as reviewed and verified by Metro.*

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 (2011) show a rate of 18.62 vmt/capita - less than either TCM "triggers". Daily vehicles miles traveled per person 1990 to 2012

Figure X: Daily Vehicle Miles traveled per capita, 1990 to 2012



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 P – *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 current transportation law: Moving Ahead for Progress in the 21st Century or MAP-21 and 23 CFR 450.314 (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 current, valid estimates 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 of regionally significant projects to enable the Transportation Policy Alternatives Committee to determine if projects have changed significantly since the previous RTP and MTIP conformity determination.
5. Coordinate with DEQ on the operation of the U.S. Environmental Protection Agency's air quality vehicle emissions model, called Motor Vehicle Emission Simulator (MOVES), used for air quality analyses.

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, Chromium 6, Arsenic, PM2.5 from Diesel Exhaust (Particulate Matter 2.5 microns and smaller in diameter), and 15 PAH (both particle and gas): Acenapthene, Acenaphthylene, Anthracene, Benz(a)anthracene, Benzo(a)pyrene, Benzo(b)fluoranthene, Benzo(g,h,i)perylene, Benzo(k)fluoranthene, Chrysene, Dibenzo(a,h)anthracene, Fluoranthene, Fluorene, Indeno(1,2,3-cd)pyrene, Phenanthrene, Pyrene. The expanded assessment of transportation pollutants will be limited to those addressed by EPA's approved emission factor model. The expanded assessment of transportation pollutants will be calculated for both financially constrained and illustrative RTPs as well as Metropolitan Transportation Improvement Programs.

8. Annually assess and report to DEQ VMT/Capita trends 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 complete a list of needed data and analyses 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 with input from Metro 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. Coordinate with Metro in conducting air quality conformity determinations or other air quality analyses through interagency consultation and modeling support, including providing the appropriate model input parameters for 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 and analyses for inclusion in the following fiscal year's Unified Work Plan.

IT IS MUTUALLY AGREED:

The undersigned agencies in the State of Oregon, in accordance with Part 450 Subsection 450.314 (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 MAP-21 as they relate to regional transportation planning, mobile source emissions for the SIP and air quality conformity determinations.

DEQ and Metro will review this MEMORANDUM OF UNDERSTANDING every three years and amend or reaffirm it as necessary to reflect changing conditions and responsibilities.

Martha Bennett
Chief Operating Officer
METRO

1/15/14
Date

David Livengood
Interim AQ & Operations Administrator
Oregon DEQ

2/5/14
Date

2014 Regional Transportation Plan (MTIP) and 2015-2018 Metropolitan Transportation Improvement Program (MTIP) Joint Air Quality Conformity Determination
Public Comments Summary and Response to Major Themes

On Friday May 16, 2014, Metro released a public review draft of the 2014 Regional Transportation Plan (RTP) and 2015-2018 Metropolitan Transportation Improvement Program (MTIP) Joint Air Quality Conformity Determination for a 30-day public comment period. The opportunity to comment was advertised in the Beaverton Valley Times, Gresham Outlook, Portland Observer, Portland Skanner, Asian Reporter and El Hispanic News. Each of these advertisements had translated text stating the purpose of the notice and providing contact information for more information. Additionally, advertising of the public comment was placed on the Metro newsfeed and an update went to Metro's planning enews list.

The public comment period was closed on Monday June 16, 2014. The public review draft received a total of eight public comments. Below is a summary of the major themes to emerge from the public comments. The individual comments can be found appended to this summary.

Summary of Major Themes and Corresponding Response

1. *The region is on track with its work to reduce pollution from vehicle emissions.*

There were three comments which were supportive of the outcomes of the 2014 Regional Transportation Plan (RTP) and 2015-2018 Metropolitan Transportation Improvement Program (MTIP) Joint Air Quality Conformity Determination. These commenters felt the region is implementing progressive strategies, including active transportation projects, to reduce emissions pollutants. However, one comment also expressed concern the region may not be addressing some serious localized air quality issues in the region.

Staff Response: The recognition of Metro's work to help promote clean air for the region is appreciated. Staff also recognizes there are a number of areas which are not currently regulated, but the region can take a proactive stance. As a result, Metro has a memorandum of understanding (MOU) with the Oregon State Department of Environmental Quality (DEQ) to work in partnership to address the transportation sector contribution to air quality issues in the region. Through the MOU, Metro voluntarily conducts emissions modeling of air toxics to provide general monitoring information to DEQ.

2. *The region is not addressing the more critical concern: carbon dioxide emissions.*

There were two comments which expressed concern the joint air quality conformity determination is not addressing the impact of carbon dioxide (CO_2) from vehicle emissions. The comments state the region has a role to play in reducing carbon dioxide emissions. An example stated is for the region to champion legislation which curb carbon dioxide emissions. The comments also expressed the impact of fuels, particularly diesel, and its impact on carbon dioxide and other pollutants.

Staff Response: Metro is currently looking at addressing carbon dioxide emissions through a separate planning effort slated to be completed in early 2015. In 2009 the Oregon legislature passed legislation directing Metro to develop a strategy which will reduce per capita greenhouse gas emissions from cars and small trucks by 20 percent below 2005 levels by 2035. As a result, Metro has been leading a process and engaging stakeholders throughout the region from elected officials, local jurisdictions, private sector, advocacy organizations, and communities to develop a preferred land use and transportation investment strategy which, once implemented, would achieve the greenhouse gas target. This effort is known as the Climate Smart Communities project.

Until recently, federal requirements from the Clean Air Act did not place regulatory standards for greenhouse gas emissions for regions to comply. Ultimately since the 2014 RTP and 2015-2018 MTIP Joint Air Quality Conformity Determination is intended to demonstrate the region continues to meet the standards of regulated pollutants (e.g. criteria pollutants including carbon monoxide, ozone, lead, particulate matter, etc.) the emphasis of the report has focused on demonstrating federal regulatory compliance.

More information regarding the Climate Smart Communities project can be found on Metro's website at: http://www.oregonmetro.gov/public-projects/climate-smart-communities-scenarios

3. *The region is not addressing the root cause of air pollution: vehicle miles traveled (vmt).*

There is concern that the air quality analysis is not doing enough towards addressing the root cause of pollutant emissions from vehicles. The comment expressed looking into strategies which curb or reduce vehicle miles traveled.

Staff Response: The Portland metropolitan region has reduced its daily vehicle miles traveled per capita over the past seven years (ending with 2012 data, the most recent available). At a per capita average of 18.62 vehicle miles traveled, this is less than the U.S. national average of 21.64 (as of 2011). Monitoring by the Federal Highway Administration (FHWA) illustrates the Portland metropolitan area per capita vehicle miles traveled has consistently remained under the U.S. national average since 1996.

Additionally, Metro has and continues to support planning and implementation efforts which provide travel options and ultimately curb vehicle miles traveled. Metro has led a two-year effort to develop a regional active transportation plan which identifies a vision, policies and actions to complete a seamless green network of on- and off-street pathways and districts connecting the region and integrating walking, biking and public transit. The region has also invested in local travel options programs through the regional travel options program, which has provided grants to organizations to market and promote commute options.

The FHWA compiled data can be found on Metro's website at:
http://www.oregonmetro.gov/transportation-system-monitoring-daily-vehicle-miles-travel

2014 Regional Transportation Plan and 2015-2018 Metropolitan Transportation Improvement Program (MTIP) Joint Air Quality Conformity Determination
Web Questionnaire Comments

#	Comment	Source(s)	Date
1	I support the conformity review and am happy to live in a region that has taken such strides to reduce CO levels. As a Milwaukie, OR resident I want to voice support for the Active Transportation projects identified and encourage continued review for expediting funding to improve ped/bike safety as our area continues to grow and more families are taking to these transportation modes.	Bryan Trotter	6/3/2014
2	What about CO2 and greenhouse gas emissions? Shouldn't that be a significant driver of regional transportation policy?	Joanna Malaczynsji	5/28/2014
3	We know more vehicles = more pollution. Your report mentions no incentives or taxes to reduce vehicle miles traveled? China has such a plan. http://www.reuters.com/article/2014/05/26/us-china-pollution-idINKBN0E60AZ20140526?feedType=RSS&feedName=worldNews	Randy Richmond	5/28/2014
4	While this report says that all projects meet federal and state air quality standards, there are still some serious air quality issues within various areas of our metropolitan boundaries. I'm pleased that our public transportation and pedestrian routes are making a difference to the cleaner air we all breath. Keep up the good work.	Duane Hunting	5/27/2014
5	going in the right direction	Constance Kosuda	5/27/2014

2014 Regional Transportation Plan and 2015-2018 Metropolitan Transportation Improvement Program (MTIP) Joint Air Quality Conformity Determination
Web Questionnaire Comments

#	Comment	Source(s)	Date
6	First the error that should be fixed: Carbon dioxide is CO2; CO is carbon monoxide. Please fix this, it detracts from the quality report. Second I suggest that you address CO2 from dirty (and cleaner) diesel and for starters measure emissions of diesels as California and Washington do. Since as a rule poorer people (like me) live near diesel bus routes, construction zones where antique vehicles are used or at school bus queueing areas, dirty diesel which is far deadlier and unhealthy than CO2 but goes along with it, is disproportionately targeting the health of poorer Oregonians. In general I would like to see Metro champion legislation at the state level to match up with adjacent states on the coast so that Oregon is not a dumping ground for old diesel trucks that don't meet our neighbors standards. Trimet is trying to catch up to every other major city to get rid of dirty diesel but as yet has not even contemplating natural gas or hybrid or fully electronic even though Oregon is unique in having no refineries. Every drop of fuel is imported. But we do have electric energy and we have a populace that would support such an effort with financial backing. At least lets kick out First Student and use stimulus monies to get clean school buses that meet the 2007 federal air quality standards. Metro could be part of the solution instead of part of the problem.	Craig Stephens	5/26/2014

2014 Regional Transportation Plan and 2015-2018 Metropolitan Transportation Improvement Program (MTIP) Joint Air Quality Conformity Determination
Web Questionnaire Comments

#	Comment	Source(s)	Date
7	See attached letter from David Collier, Air Quality Planning Manager at the Oregon State Department of Environmental Quality	David Collier	6/11/2014
8	Whatever we can do to ensure we meet or exceed air quality standards should be the goal.	Colleen Elings	6/14/2014

Oregon
John A. Kitzhaber, MD, Governor

Department of Environmental Quality
Headquarters
811 SW Sixth Avenue
Portland, OR 97204-1390
(503) 229-5696
FAX (503) 229-6124
TTY: 711

June 11, 2014

Tom Kloster, Metro
Transportation Planning Manager
600 NE Grand Ave.
Portland, OR 97232

Re: Air Quality Conformity Determination dated May 16, 2014

Dear Mr. Kloster:

The Oregon Department of Environmental Quality reviewed Metro's Air Quality Conformity Determination dated May 16, 2014. DEQ finds the projected carbon monoxide emission requirements to be well within the applicable Motor Vehicle Emissions Budget and recognizes the remaining aspects of the determination meet rule requirements. We approve of Metro's use of the streamlining provisions in 40 CFR 93.106(d)(3) which allow the regional emissions analysis to avoid unnecessary years. Further, DEQ strongly approves of Metro's confirmation that the region's air quality will continue to improve over the long term by analyzing emissions in the distant future (2040). We also note that the streamlining provision in section 93.106(d)(3) requires consultation with the state air quality agency and that DEQ's agreement with using the streamlining provision is contingent on analyzing the last year of the transportation plan. This contingent approval applies to both current and future conformity determinations.

DEQ gratefully acknowledges Metro's analysis of additional hazardous air pollutants not required by rule as reported in Appendix N. This optional information provides a better understanding of the region's air quality successes and areas of potential improvement.

Respectfully,

David Collier
Air Quality Planning Manager

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

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together, we're making a great place, now and for generations to come.

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www.oregonmetro.gov/connect

MAKING A GREAT PLACE

Metro

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 14-4534, FOR THE PURPOSE OF APPROVING THE JOINT AIR QUALITY CONFORMITY DETERMINATION FOR THE 2014 REGIONAL TRANSPORTATION PLAN AND THE 2015-2018 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

Date: July 2, 2012 Prepared by: Grace Cho

Background

To comply with federal mandates, Metro is required to conduct an air quality analysis with the update of each Regional Transportation Plan (RTP) and development of a new Metropolitan Transportation Improvement Program (MTIP). The air quality conformity determination must demonstrate compliance with all federal and state determined air pollutants for the area to allow the region to be eligible to receive federal funds for transportation projects. Compliance with all applicable air quality standards for both the 2014 RTP and the 2015-2018 MTIP is addressed in the Joint Air Quality Conformity Determination proposed for adoption by the Metro Council ("Joint AQC Determination").

Metro's region air quality is currently in a "maintenance" status for carbon monoxide. This means, while the region has greatly reduced carbon monoxide levels and has not exceeded maximum levels since 1989, it must continue to monitor on-road carbon monoxide emissions levels and complete air quality conformity determinations until 2017.

For the region to demonstrate compliance with air quality regulations, the region must:

- Demonstrate the projected carbon monoxide emissions from transportation sources are equal to or less than the motor vehicle emissions budget(s) established for each analysis year (OAR 340-252-0190(b)(A)); and
- Demonstrate the region is meeting performance standards for any adopted transportation control measures (TCMs).

To demonstrate compliance, an air quality analysis is conducted using Metro's travel forecasting model and the U.S. Environmental Protection Agency's (EPA) approved MOVES2010b emissions model. The travel model, using the assumptions from region's projected population and employment growth to the transportation plan horizon year (2040) produces a set of results for different years of interest. The travel model results are then fed into the MOVES2010b emissions model to determine air pollutant emissions from on-road sources. The emissions are assessed against Oregon Department of Environmental Quality (DEQ) established emissions "budgets," or maximum permitted carbon monoxide levels from on-road transportation sources. The projected carbon monoxide emissions must be equal to or less than the region's "budgets" in order for the region to demonstrate compliance.

Additionally, the region must demonstrate it has met performance standards for all adopted TCMs. Demonstration of compliance of the TCMs involves off-model assessments. The region has three TCMs: 1) increasing transit service; 2) building bicycle infrastructure; and 3) building pedestrian infrastructure. Progress is tracked with each Regional Flexible Fund Allocation cycle.

Once the region has demonstrated air quality conformity compliance, the air quality conformity determination is adopted by Metro Council and approved by the Federal Highways Administration (FHWA) and Federal Transit Administration (FTA) (after conferring with the U.S. EPA).

Joint AQC Determination - Process

Prior to conducting the analysis, the region must conduct technical consultation with local, regional, state, and federal partners to address and agree to the air quality conformity analysis approach, methodology, inputs, and assumptions. On March 14, 2014, representatives of FHWA, FTA EPA, DEQ, and Oregon Department of Transportation (ODOT) and Metro were contacted via email concerning the upcoming 2014 RTP update and 2015-2018 MTIP conformity analysis. A Pre-Conformity Plan (Appendix I of Exhibit A) outlining the approach and methodology to conducting the air quality analysis, was provided for review. Interagency consultation was held on March 20, 2013. At the interagency consultation, state and federal indicated support for the plan and gave approval to move forward with the air quality analysis. Additionally, the Transportation Policy Alternatives Committee (TPAC), as the official consultation body for the Metro region on air quality issues related to transportation, were provided the Pre-Conformity Plan and consultation was held at the March 28, 2013 meeting. Members of TPAC approved the technical approach to the conformity determination. Table 1 summarizes the method and approach to the air quality conformity analysis.

Table 1. Summary of Approach and Methods for the Joint AQC Analysis

Factor for Analysis	Method/Approach
Travel Model	Metro's travel demand model iteration Joan.
Emissions Model	EPA approved emissions model, MOVES2010b
Analysis Years	2010 (base year), 2017 (Final year of maintenance plan/attainment year), 2040 (horizon year)
Criteria Pollutants for Evaluation	Carbon Monoxide (CO)
Emissions budgets (CO)	2010 – 1,033,578; 2017 – 1,181,341; 2040 – 1,181,341
Inputs for Transportation Networks	Regionally significant projects from the financially constrained 2014 RTP (of which the 2015-2018 MTIP is a subset), as defined federal transportation conformity rules (40 CFR 93.101). Exhibit A Appendix A of the Draft 2014 RTP and 2015-2018 MTIP Joint Air Quality Conformity Determination identifies a list of regionally significant, exempt, and not regionally significant projects included in the analysis.
Inputs for Transportation Control Measures	Transit revenue hours for years 2007-2014; miles of bicycle infrastructure built through Metro's Regional Flexible Fund Allocation for years 2016-2018; miles of pedestrian infrastructure built in centers through Metro's Regional Flexible Fund Allocation

Recently approved changes to the State Implementation Plan (SIP) related to the TCMs were also incorporated into the Joint AQC Determination. In 2013, the increase in transit service TCM was revised to account for cumulative growth in transit service to prevent the potential for a conformity lapse. The substitute TCM was adopted in January 2014 and concurred by EPA in April 2014. The substitute Transit Service Increase TCM is reflected in the 2014 RTP and 2015-2018 MTIP joint air quality conformity determination.

Joint AQC Determination Results

Exhibit A to Resolution No. 14- 4534, "For the Purpose of Approving the Joint Air Quality Conformity Determination for the 2014 Regional Transportation Plan and the 2015-2018 Metropolitan Transportation Improvement Program," is the air quality analysis that demonstrates the projected carbon monoxide emission from on-road transportation sources is equal or less than state approved budgets. The emissions results compared to approved budgets are listed below in the Table 2.

Table 2. Carbon Monoxide Motor Vehicle Emissions Compared to SIP Approved 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	448,398
2017	1,181,341	324,234
2040	1,181,341	290,007

The analysis illustrates federal and state air quality standards for carbon monoxide can easily be met now and in the future in the Metro region considering the combined emissions generated from on-road vehicles using: (1) the existing transportation system, (2) the projects included in the 2015-2018 Metropolitan Transportation Improvement Program, (3) all of the other improvements included in the financially constrained system of the 2014 Regional Transportation Plan; and (4) all other local transportation projects considered regionally significant.

The transportation projects in the financially constrained 2014 RTP and the 2015-2018 MTIP were also analyzed to determine whether the performance standards of the region's transportation control measures (TCMs) are being met. The analysis demonstrates the projects identified in the 2014 RTP and the 2015-2018 MTIP meet the performance standards and remain in compliance.

Public Comment Summary and Responses/Recommendation Actions to Comments Received
A public review draft of the Joint Air Quality Conformity Determination was released for public and technical comment from May 16 through June 16, 2014. The public comment period was advertised placed in the Beaverton Valley Times, Gresham Outlook, Portland Observer, Portland Skanner, Asian Reporter and El Hispanic News. The advertisements had translated text stating the purpose of the notice and providing contact information for more information. Additionally, the public comment was advertised on Metro's newsfeed and emails were sent to Metro's planning enews list. A total of eight technical and public comments were received. Exhibit A Appendix Q provides a summary and lists the individual comments received as well as the action taken by Metro in response to the comments.

The public and technical comments were shared with TPAC recommended adoption of this resolution at the June 27, 2014 meeting.

ANALYSIS/INFORMATION

1. **Known Opposition** Some public comments stated the region is not implementing aggressive enough strategies to reduce pollution from transportation sources. Some comments also state the region is not addressing other air quality issues, such as carbon dioxide. Responses to the public comments address these comments.

2. Legal Antecedents

- Resolution 10-150A, "For the Purpose of Approving the Air Quality Conformity Determination for the 2035 Regional Transportation Plan and the 2010-13 Metropolitan Transportation Improvement Program."
- Resolution 12-4333, "For the Purpose of Adopting the 2012-15 Metropolitan Transportation Improvement Program."
- Resolution 13-4490, "For the Purpose of Adopting the Substitute Transit Transportation Control Measure (TCM) as part of the State Air Quality Strategy and Regional Air Quality Conformity Determination."

- Resolution 14-4493, "For the Purpose of Approving the Use of Federal Streamlining Provisions for Regional Air Quality Conformity Determinations."
- Resolution 14-4527, "For the Purpose of Accepting the 2014 Regional Transportation Plan Project List for the Purpose of Air Quality Conformity Determination."

3. **Anticipated Effects**: Approval of this resolution allows for funding proposed for transportation projects in the 2015-2018 MTIP and advancing the goals of the 2014 RTP. With approval by JPACT and adoption by Metro Council, staff will submit the Joint AQC Determination for review by the U.S. Environmental Protection Agency and to the Federal Highway Administration and the Federal Transit Administration for approval.

4. **Budget Impacts:** None directly by this action.

RECOMMENDED ACTION
Staff recommends approval of Resolution No. 14-4534.

Appendix Q – Public Comment Report for the 2014 Regional Transportation Plan and 2015-2018 Metropolitan Transportation Improvement Program Joint Air Quality Conformity Determination

2014 Regional Transportation Plan (MTIP) and 2015-2018 Metropolitan Transportation Improvement Program (MTIP) Joint Air Quality Conformity Determination
Public Comments Summary and Response to Major Themes

On Friday May 16, 2014, Metro released a public review draft of the 2014 Regional Transportation Plan (RTP) and 2015-2018 Metropolitan Transportation Improvement Program (MTIP) Joint Air Quality Conformity Determination for a 30-day public comment period. The opportunity to comment was advertised in the Beaverton Valley Times, Gresham Outlook, Portland Observer, Portland Skanner, Asian Reporter and El Hispanic News. Each of these advertisements had translated text stating the purpose of the notice and providing contact information for more information. Additionally, advertising of the public comment was placed on the Metro newsfeed and an update went to Metro's planning enews list.

The public comment period was closed on Monday June 16, 2014. The public review draft received a total of eight public comments. Below is a summary of the major themes to emerge from the public comments. The individual comments can be found appended to this summary.

Summary of Major Themes and Corresponding Response

1. *The region is on track with its work to reduce pollution from vehicle emissions.*

There were three comments which were supportive of the outcomes of the 2014 Regional Transportation Plan (RTP) and 2015-2018 Metropolitan Transportation Improvement Program (MTIP) Joint Air Quality Conformity Determination. These commenters felt the region is implementing progressive strategies, including active transportation projects, to reduce emissions pollutants. However, one comment also expressed concern the region may not be addressing some serious localized air quality issues in the region.

Staff Response: The recognition of Metro's work to help promote clean air for the region is appreciated. Staff also recognizes there are a number of areas which are not currently regulated, but the region can take a proactive stance. As a result, Metro has a memorandum of understanding (MOU) with the Oregon State Department of Environmental Quality (DEQ) to work in partnership to address the transportation sector contribution to air quality issues in the region. Through the MOU, Metro voluntarily conducts emissions modeling of air toxics to provide general monitoring information to DEQ.

2. *The region is not addressing the more critical concern: carbon dioxide emissions.*

There were two comments which expressed concern the joint air quality conformity determination is not addressing the impact of carbon dioxide (CO_2) from vehicle emissions. The comments state the region has a role to play in reducing carbon dioxide emissions. An example stated is for the region to champion legislation which curb carbon dioxide emissions. The comments also expressed the impact of fuels, particularly diesel, and its impact on carbon dioxide and other pollutants.

Staff Response: Metro is currently looking at addressing carbon dioxide emissions through a separate planning effort slated to be completed in early 2015. In 2009 the Oregon legislature passed legislation directing Metro to develop a strategy which will reduce per capita greenhouse gas emissions from cars and small trucks by 20 percent below 2005 levels by 2035. As a result, Metro has been leading a process and engaging stakeholders throughout the region from elected officials, local jurisdictions, private sector, advocacy organizations, and communities to develop a preferred land use and transportation investment strategy which, once implemented, would achieve the greenhouse gas target. This effort is known as the Climate Smart Communities project.

Until recently, federal requirements from the Clean Air Act did not place regulatory standards for greenhouse gas emissions for regions to comply. Ultimately since the 2014 RTP and 2015-2018 MTIP Joint Air Quality Conformity Determination is intended to demonstrate the region continues to meet the standards of regulated pollutants (e.g. criteria pollutants including carbon monoxide, ozone, lead, particulate matter, etc.) the emphasis of the report has focused on demonstrating federal regulatory compliance.

More information regarding the Climate Smart Communities project can be found on Metro's website at: http://www.oregonmetro.gov/public-projects/climate-smart-communities-scenarios

3. *The region is not addressing the root cause of air pollution: vehicle miles traveled (vmt).*

There is concern that the air quality analysis is not doing enough towards addressing the root cause of pollutant emissions from vehicles. The comment expressed looking into strategies which curb or reduce vehicle miles traveled.

Staff Response: The Portland metropolitan region has reduced its daily vehicle miles traveled per capita over the past seven years (ending with 2012 data, the most recent available). At a per capita average of 18.62 vehicle miles traveled, this is less than the U.S. national average of 21.64 (as of 2011). Monitoring by the Federal Highway Administration (FHWA) illustrates the Portland metropolitan area per capita vehicle miles traveled has consistently remained under the U.S. national average since 1996.

Additionally, Metro has and continues to support planning and implementation efforts which provide travel options and ultimately curb vehicle miles traveled. Metro has led a two-year effort to develop a regional active transportation plan which identifies a vision, policies and actions to complete a seamless green network of on- and off-street pathways and districts connecting the region and integrating walking, biking and public transit. The region has also invested in local travel options programs through the regional travel options program, which has provided grants to organizations to market and promote commute options.

The FHWA compiled data can be found on Metro's website at:
http://www.oregonmetro.gov/transportation-system-monitoring-daily-vehicle-miles-travel