

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING)	RESOLUTION NO. 98-2686
THE AIR QUALITY CONFORMITY)	
DETERMINATION FOR THE 1995)	Introduced by
REGIONAL TRANSPORTATION PLAN)	Councilor Washington, Chair
	JPACT

WHEREAS, The Clean Air Act as amended and companion state regulations require Metro to prepare a determination of conformity of the Portland area Regional Transportation Plan with the State (Air Quality) Implementation Plan; and

WHEREAS, The current Conformity Determination lapsed in July 1998; and

WHEREAS, Federal authorities are prohibited from approving obligation of federal transportation funds or issuing permits for regionally significant transportation projects that do not derive from a conforming RTP; and

WHEREAS, The Port of Portland is negotiating to secure a non-federally funded extension of MAX light rail to the airport; and

WHEREAS, The project requires issuance of federal permits; and

WHEREAS, The extension of light rail to the airport is identified as an element of the region's long-range transitway program; and

WHEREAS, The proposed funding for the project enables a finding that construction within the 20-year horizon of the RTP is financially feasible (e.g., the project is a part of the RTP financially constrained network); and

WHEREAS, Metro has consulted with local, state and federal

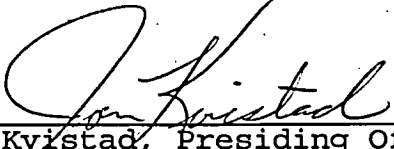
officials regarding preparation of a new Conformity Determination; and

WHEREAS, Quantitative analysis shows that emissions resulting from the 1995 RTP financially-constrained network, including light rail to the airport, are consistent with motor vehicle emissions budgets adopted in the State Implementation Plan; now, therefore,

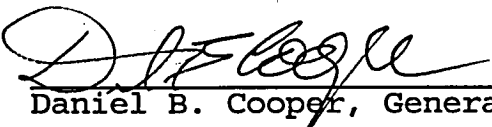
BE IT RESOLVED:

That the re-determination of conformity of the 1995 Regional Transportation Plan with the State Implementation Plan, included as Exhibit A, is approved.

ADOPTED by the Metro Council on this 17th day of September, 1998.


Jon Kvistad, Presiding Officer

Approved as to Form:


Daniel B. Cooper, General Counsel

**Re-Determination of Conformity
for the
Portland Metropolitan Area 1995 Regional Transportation Plan
and the
FY 1998 Through Post-2001 Transportation Improvement Program**

I. SUMMARY AND HIGHLIGHT OF MAJOR CHANGES IN THE SYSTEM AND METHODOLOGY USED IN THIS DETERMINATION VERSUS THAT USED IN 1995.

Reason for Determination. This Conformity Determination is for the Portland Area FY 1998 through FY-2001 Transportation Improvement Program (TIP) and the 1995 (federal) Regional Transportation Plan (RTP), as amended. It has been prepared because the current Determination lapses July 12, 1998, two years after the Oregon Environmental Quality Commission adopted maintenance plan revisions to the State Implementation Plan (SIP) for ozone and carbon monoxide standards in the Portland-Vancouver AQMA. As provided in the State conformity rule (OAR 340 Division 20), adoption of the maintenance plan provisions triggered a two-year "clock" for preparation of a new conformity determination analysis of the Portland-area RTP and Transportation Improvement Program (TIP). Except for this requirement, the current Determination would be valid until December 11, 1998.

Metro had anticipated adoption of a major revision to the RTP in late spring of 1998. This date has slipped to December, 1998. Unless a new determination is approved prior to July 12, the region will not be able to obligate federal transportation funds except on exempt projects from the previously conforming RTP and TIP. To avoid this sanction, the region proposes to re-conform the 1995 RTP which will serve as a basis to obligate federal transportation funds for six months until adoption of the 1998 RTP in December, and subsequent demonstration of conformity of the new RTP.

Amendment of the 1995 Determination Travel Network. No new regionally significant projects have been approved for obligation of federal funds since adoption of the 1995 RTP. All federal funds allocated in the FY 1998 TIP were to projects whose scope and concept were previously analyzed in the 1995 Determination. Correspondingly, the travel network used herein, to demonstrate RTP conformity with the SIP, is also unchanged at this time.

The Port of Portland is, however, negotiating with private parties to construct an extension of the MAX light rail system to the Portland International Airport (PDX). Although no federal funds will be used for this project, three federal permits will be needed that cannot be issued until completion of all NEPA requirements, including demonstration of project conformity with the SIP. The Port has therefore requested amendment of the RTP and the modeled transportation network, to demonstrate conformity of the LRT extension. Metro has conceptually endorsed this request. Formal amendment of the RTP will occur simultaneous with approval of this Determination.

Quantitative Results. The Determination's quantitative analysis shows that the 1995 Financially Constrained RTP, as amended to include extension of LRT to the Airport produces fewer emissions than would occur without the

project. Total regional emissions with the amended RTP network fall within the maintenance plan emissions budgets established in 2003, 2010 and 2015, which are also the analysis years of the Determination.

Quantitative Analysis Methodology. Analysis years of 2003, 2010 and 2015 were selected in consultation with DEQ staff. The first analysis year is within 10 years of the 1994 base year of Metro's regional travel demand model and is also a budget year in the maintenance plan for both CO and Ozone precursor compounds. The 2010 analysis year is within 10 years of 2003, is also a double budget year and is the horizon year of the maintenance plan. The 2015 analysis year is also a double budget year and was selected per the State Rule guidance that the Determination's horizon year must be the last year of the RTP. The RTP forecasts transportation conditions for the 20-year period of 1995 through 2015 and is based on Metro's most current approved projection of population and employment (i.e., the 2015 pop/em projections).

This Determination is only intended to bridge the six month period between lapse of the current RTP/TIP Determination in July and adoption of the 1998 RTP Update in December. To conserve agency resources two sets of trip tables developed for previous analytic efforts were used, with some modification, in this Determination. The "borrowed" analyses include 1) the emission analyses used to support the Portland Area maintenance plan amendments of the SIP, that were reviewed and approved by EPA, FHWA and FTA, and 2) travel forecasts used to analyze 2015 ridership potential of the proposed Airport LRT.

Use of these prior modeling efforts means that the Determination's quantitative analysis deviates somewhat from ideal modeling practice and from current planning assumptions in some cases. In the professional judgment of Metro's modeling staff, these discrepancies are not significant. These issues are described below.

Use of Maintenance Plan Emission Calculations for 2003 and 2010 Conformity Analysis. The 2003 trip table used in this determination is an interpolation of the tables used in the maintenance plan to develop 2001 and 2006 emissions and budgets, with one modification that is discussed below. The maintenance plan also prepared a 2010 trip table which is used in this determination to show conformity with the 2010 budgets, also with one modification discussed below.

A fundamental variation from the maintenance plan quantitative methodology and that used in this Determination concerns calculation of travel demand and trip assignment to and from PDX and the Portland International Center (PIC). Since approval of the maintenance plan in 1996:

1. Output of a more refined travel demand module has been integrated by Metro into the EMME/2 travel model for calculation of Airport related trip activity. Airport activity is also now represented in two, rather than one, transportation analysis zones.
2. Refined analysis of PIC buildout and trip generation rates has occurred in conjunction with plans to privately finance extension of light rail to the PIC and the Airport. For instance, the PIC is now represented in 8 zones rather than 1 zone. The new trip rates are higher than those modeled in the maintenance plan.
3. Light rail, after 2001, is a travel mode option to these locations that was not available during preparation of the maintenance plan trip tables.

For this Determination, Metro has "spliced" results of these quantitative refinements into the master trip tables prepared for the maintenance plan. In brief, trip generation associated *only* with the Airport and PIC zones was first recalculated. Then, a revised master trip table was prepared that reflected light rail as a mode choice option available to accommodate the recalculated Airport/PIC-related travel demand. All other travel demand assumptions used in the maintenance plan, which is to say, treatment of all trips throughout the 1250 zones *that did not have an end in one of the 10 Airport/PIC zones*, remains identical to that reviewed and approved for the maintenance plan.

Scope of the 2003 and 2010 Travel Networks. There are two issues of some concern.

1. The 2003 transportation network was unchanged from that assumed in the maintenance plan 2001 network, i.e., an additional two years of economic development and consequent travel demand was assigned on the 2001 network. The 2001 network does not account for capacity improvements that would -- arguably -- be operational by 2003. On the other hand, project start dates can easily slip by up to two years. It should be noted that the maintenance plan 2001 network was derived from the 2005 network used in the 1995 Determination. Metro reviewed project start dates associated with each of the "2005 Action" network projects and culled those with start dates of 2001 or earlier. The later projects were then aggregated to the 2006 and 2010 networks. This table is shown in Appendix A of this Determination.
2. The 2010 transportation network used in the maintenance plan was the 1995 RTP's financially constrained 2015 network (the maintenance plan horizon is 2010). The result is that 2010 travel demand is accommodated on a more robust 2015 system. Start dates of fifteen regionally significant projects -- four percent of the 364 projects itemized in the 2015 buildout network -- are "advanced" in this manner:
 - i. One four mile freeway lane plus an intermittent auxiliary lane (Hwy 217)
 - ii. An additional auxiliary freeway lane of approximately 1¼ miles (I-205)
 - iii. Six new arterial segments of three to five lanes; and
 - iv. Eight additions of two or three lanes of capacity to existing arterials.

The projects are marked with an "X" in Appendix A. Still, *the 2010 analysis in this Determination is the same used in the maintenance plan 2010 analysis reviewed and approved by EPA, FHWA and FTA* (with the exception that Airport/PIC travel demand is more refined, as discussed above).

2015 Analysis of Extension of LRT to PDX/PIC. As requested by the Port of Portland, Metro prepared trip tables for 2015 to test ridership potential of the proposed extension of LRT to the Airport/Portland International Center. The travel network assumed in the PDX LRT analysis was the 1995 Financially Constrained RTP 2015 network as amended to include Airport/PIC light rail service. The Determination uses the travel demand and distribution from that exercise to calculate 2015 regional emissions pursuant to the maintenance plan methodology. The Determination uses the trip table from this ridership exercise because the maintenance plan did not develop a trip table to establish the 2015 motor vehicle emissions budgets.

Newly Approved South/North IOS (Interim Operating System) Service Assumptions. The prior conformity

determination and the maintenance plan modeling made assumptions about the implementation schedule and ridership potential of the South/North LRT project. These assumptions were derived from the unpublished South/North Draft EIS then being developed. The Draft EIS has since been published and production of the Final EIS is underway. A Locally Preferred Implementation Strategy was recently adopted by Metro Resolution which identifies three Interim Operating Systems (IOS). The scope and concept of these systems differ in two key respects from the South/North system modeled in the maintenance plan. The discrepancies concern mostly timing of project phases rather than significant alignment or ridership assumptions.

1. The 2003 travel demand modeled in this Determination interpolates trip tables prepared for 2001 and 2006 in the maintenance plan. The 2006 table assumed South/North LRT Phase 1 service (Clackamas Town Center to Rose Quarter). The recently approved South/North IOS 1 includes most of the Phase 1 alignment and is assumed to be operational by 2004. However, IOS 1 will extend only to the Linwood Park & Ride lot, some eight blocks short of the Phase 1 terminus at Clackamas Town Center assumed in the maintenance plan modeling. IOS 2, expected to be operational in 2008, will implement the easterly extension. In short, the 2003 analysis benefits because the interpolation back from 2006 reflects a proportion of LRT ridership not expected until 2004 and with coverage eight blocks more extensive than is currently anticipated.
2. The 2010 maintenance plan network reflects startup of South/North Phase 2 by 2010. Phase 2 was expected to extend LRT from the Rose Quarter to Clark County in a single project. The newly approved IOS 2, operational in 2008, will extend the alignment from the Rose Quarter to the North Portland Kenton neighborhood, half way to Clark County. Therefore, approximately a third of the service anticipated by extending the LRT system to Clark County would be realized by 2008. IOS 3, operational in 2012, will complete the balance of extension to Clark County, two years later than assumed in the maintenance plan modeling.

Between the calculation of travel demand, mode choice and distribution used in the maintenance plan and this Determination, there are:

- ☐ discrepancies between modeled networks,
- ☐ more precise -- but different -- calculations of Airport/PIC travel demand and mode choice; and
- ☐ discrepancies between recently adopted strategies and Determination and maintenance plan assumptions regarding South/North LRT phasing and coverage.

These differences have been discussed above. In the professional judgment of Metro's modeling staff, none of these factors contribute significantly to calculated regional emissions meeting the 2003 and 2010 emission budgets. The full South/North project has always been assumed to be operational by 2015 and this has not changed. The 2015 regional emissions fall within the 2015 budget established in the maintenance plan.

Key Qualitative Issues. The maintenance plan adopted a number of Transportation Control Measures (TCMs).

Some TCMs are regulatory, three are funding based. The 1995 RTP, as amended, and FY 98 TIP do not interfere with their timely implementation. The 1995 RTP, as amended, and the FY 98 TIP do assure priority implementation of the funding based TCMs. These issues are more thoroughly analyzed in Appendix B.

[The following is primarily text derived from the 1995 Determination. Significant new textual additions are indicated by underline]

II. QUALITATIVE ANALYSIS

A. Background

Basis of Conformity Requirement. The Clean Air Act Amendments of 1990 (the Act) required EPA to promulgate a rule containing criteria and procedures for determining conformity of regional transportation plans (RTP) and transportation improvement programs (TIP) with State Implementation Plans (SIP) for attainment and maintenance of federal air quality standards. This rule was adopted by EPA on November 24, 1993. The rule required Oregon's Department of Environmental Quality (DEQ) to submit a revision of Oregon's SIP detailing new criteria and procedures for assuring conformity of transportation projects and plans with the SIP. DEQ adopted these revisions as OAR 340-20-710 through 340-20-1080. Both the DEQ and EPA rules require that qualitative and quantitative analyses support Metro's Conformity Determinations.

RTP/TIP Relationship. The region's current RTP was adopted in July 1995. It is the "umbrella document" which integrates the various aspects of regional transportation planning into a consistent coordinated process. It identifies the long-range (20-year) regional transportation improvement strategy and 10-year project priorities established by Metro. It defines regional policies, goals, objectives and projects needed to maintain mobility and economic and environmental health of the region through 2015. The Plan is "constrained" to federal, state, local and private revenue sources that are considered "reasonably available" within the 20-year time frame of the Plan. The Plan demonstrates dedication of adequate resources to preserve and maintain the system as well as resources for expansion.

All projects are retained in the RTP until implemented or until a "no-build" decision is reached, thereby providing a permanent record of proposed improvements. Projects may also be eliminated from the RTP in the course of overall amendment or update of the document. The 1995 RTP was last conformed with the SIP in December, 1995.

It is from proposed improvements found to be consistent with the RTP that projects appearing in the TIP and its three-year Approved Program are drawn. The TIP relates to the RTP as an implementing document, identifying improvement projects consistent with the RTP that are authorized to spend federal and state funds within a three-year time frame. Metro approves a fourth year of project funding that is recognized by federal agencies for informational purposes only.

Projects are allocated funding in the TIP at Metro's initiative and at the request of local jurisdictions and state and regional partners such as the Port of Portland, Tri-Met and ODOT. Metro must approve all project additions to the TIP. Among other things, Metro must find that proposed capital improvements are consistent with RTP policies, system element plans and identified criteria in order to be eligible for inclusion in the TIP for funding.

The State Rule also specifies that regionally significant local projects must be assessed for conformity with the SIP consistent with the Clean Air Act requirement that no transportation project -- not simply federally funded ones -- may interfere with achieving national air quality goals. Locally funded projects identified in the RTP financially constrained network are included in the TIP for information purposes only at a level sufficient to describe scope and concept for conformity purposes but not including financial detail. Therefore, the network used to analyze transportation system effects on air quality in the Portland region includes projects programmed in the TIP to receive federal and state funds and all other projects -- regardless of funding source -- reasonably anticipated within the next 20 years.

The TIP was last assessed for conformity with the SIP in December 1995. The TIP was amended to allocate federal and state funds expected in the region between FY 98 and 2001. All funds were allocated to projects previously described in the 1995 Conformity Determination (see Appendix B). The State Conformity Regulations specify that a *qualitative* analysis be prepared showing that both the Region's Plan and TIP address four broad planning and technical requirements, including a fiscally constrained basis, reliance on the latest planning assumptions, use of the latest emissions models and estimates and that both the RTP and TIP - generally enhance or expedite implementation of transportation control measures (TCMs) identified in the SIP. It must also be documented that preparation of these documents conformed with interagency consultation procedures described in the Rule. The Qualitative Analysis portion of the Determination is provided, below.

C. Analysis

1. Consistency with the Latest Planning Assumptions (OAR 340-20-810).

- a. Requirement: *The State Rule requires that Conformity Determinations be based "on the most recent planning assumptions" derived from Metro's approved "estimates of current and future population, employment, travel and congestion."*

Finding: The *quantitative* analysis (see Section E, below) employs a 1994 base year that reflects Metro's official estimates of population and employment calibrated to 1990 Census data. Metro has officially adopted a pop/em projection for 2015. The 2015 pop/em numbers are the foundation for all analysis years used in this Determination.

Travel and congestion forecasts in the analysis years of 2003, 2010 and 2015 are derived from the pop/em data using Metro's regional travel demand model and the EMME/2 transportation planning software. As discussed in the Summary section above, the quantitative analysis has incorporated results of a refined Airport travel demand module, revised land use and trip generation assumptions for the Portland International Center and inclusion of privately financed extension of light rail to the Airport.

Within subroutines of the model, Metro calculates the bike/walk mode split for calculated travel demand based on variables of trip distance, car per worker relationship, total employment within

one mile, intersection density and a zone-based mixed use index of the ratio of total employment to total population. Both the population and employment estimates and the methodology employed by the EMME/2 model have been the subject of extensive interagency consultation and agreement (discussed further in Section C, below).

The resulting estimates of future year travel and congestion are then used with the outputs of the EPA approved MOBILE 5a-h emissions model to determine regional emissions. In all respects, the model outputs reflect input of the latest approved planning assumptions and estimates of population, employment, travel and congestion.

- b. Requirement: *The State Rule requires that changes in transit policies and ridership estimates assumed in the previous conformity determination must be discussed.*

Finding: The Summary section provides this discussion with respect to South/North startup issues. South/North ridership assumptions have not changed between the current and prior Determinations. Timing assumptions about South/North startup and completion have changed because new analysis years are used and construction phasing has been refined.

Modelling conducted for FTA as part of the South/North Major Investment Study (MIS) projects approximately 30,000 new riders in the corridor by 2015 due to full project implementation (an approximate one percent increase of total regional transit ridership). The MIS does not project 2010 ridership. As discussed in the Summary, the Maintenance Plan assumed full system deployment by 2010, or two years before current estimates. Ridership is calibrated to 2010 population and employment as part of the regional travel demand and distribution calculations, based on the service assumptions discussed below in item "c," below.

The *transit policies* which guide modeled implementation of the new South/North service are consistent with previous Conformity modeling of the Westside and Hillsboro LRT service starts: bus resources providing downtown radial service are replaced with LRT service and previous short-haul service between former radial trunk routes is reconfigured to support new LRT stations and surrounding neighborhoods. This represents continuation of *existing transit policy* and its extension to the expanded LRT system.

Another new transit issue in this Determination is the planned extension of light rail to the Airport discussed in the Summary. Project analysis indicates a potential for 8,180 daily boarding in 2015. This 2015 ridership factor is interpolated to derive 2010 and 2003 ridership assumptions in the regional travel demand and distribution calculations.

Although Metro supports the project, a condition of the Region's acceptance is that the Airport extension not interfere with execution of a South/North Full Funding Grant Agreement nor result in disruption of current Eastside MAX operations.

- c. Requirement: *The State Conformity Regulations require that reasonable assumptions be used*

regarding transit service and increases in fares and road and bridge tolls over time.

Finding: There are no road or bridge tolls in place in the metropolitan area and none are assumed in either the TIP, the RTP, or consequently, in the conformity determination, over time. The region is exploring feasibility of a Congestion Pricing Demonstration project. No decision to deploy such a project has been made and the Determination does not model evaluation of such a program.

Auto operating costs are factored into the mode choice subroutines of the regional travel model. These costs are held constant to 1985 dollars. Parking costs are assumed to increase one percent above inflation in the Central Business and Lloyd Districts as a reflection of parking control strategies; costs are held to inflation in all other districts. The three zone transit fare structure adopted in 1992 is held constant through 2015. User costs (for both automobile and transit) are assumed to keep pace with inflation and are calculated in 1985 dollars.

Service assumptions (i.e., transit vehicle headways) also affect trip assignment to transit. South/North LRT service increase, and the distribution of supporting bus service, is discussed above. An annual 1.5 percent "usual and customary" service hour increase is assumed for regional bus service until startup of IOS 1 South/North LRT service. At 2004, this increment of new bus service is slightly reallocated throughout the region and feeder service within the LRT Corridor is reinforced. Thereafter, non-LRT service hours remain flat through 2015, and the Convention Center to Clark County LRT service is added. This increase of transit service levels is consistent with the RTP's constrained revenue assumptions. (Tri-Met has recently indicated an expectation that the Tri-Met employer tax will permit system expansion of 1.5 percent through 2020. This revised revenue assumption will be dealt with in the upcoming RTP Update.)

- d. Requirement: *The State Conformity Regulations require that the latest existing information be used regarding the effectiveness of TCMs that have already been implemented.*

Finding: As discussed in Appendix B, all funding based TCMs have been prioritized in the 1998 TIP and adequate resources are identified in the 1995 RTP Fiscal Constraint analysis to assure ongoing implementation of these TCMs. Effectiveness of implemented and planned TCMs is reflected in emission credits approved by DEQ for use in this Determination's calculation of daily regional emissions. Credits were assumed for compact land form called for in the Region 2040 Growth Concept, expansion of the I/M Boundary; implementation of enhanced I/M; the region's Voluntary Parking Ratio program and implementation of the Employee Commute Option (ECO) program.

2. Latest Emissions Model (OAR 340-20-820)

- a. Requirement: *The State Conformity Regulations require that the conformity determination must be based on the most current emission estimation model available.*

Finding: As discussed in greater detail in item 5(d) of this Section and in Section III of this

Determination, Metro employed EPA's recommended Mobile 5a-h emission estimation model in preparation of this conformity determination. Additionally, Metro uses EPA's recommended EMMÉ/2 transportation planning software to estimate vehicle flows of individual roadway segments. These model elements are fully consistent with the methodologies specified in OAR 340-20-1010.

3. Consultation (OAR 340-20-830)

- a. Requirement: *The State Conformity Regulations require the MPO to consult with the state air quality agency, local transportation agencies, DOT and EPA regarding enumerated items. TPAC is specifically identified as the standing consultative body. (OAR 340-20-760(2)(b)).*

Finding: Fifteen specific topics are identified in the Regulations which require consultation. TPAC is identified as the Standing Committee for Interagency Consultation. TPAC, as allowed by the Rule, has deferred administration of the consultation requirements to a subcommittee, specifically, the TIP Subcommittee, augmented with Metro modeling staff. This committee has met on several occasions since adoption of the Rule and has consulted as required on the enumerated topics. The subcommittee recommendations are reflected within this Determination qualitative analysis -- *which has been submitted for full TPAC review and approval* -- and address the following issues.

- i. *Determination of which Minor Arterial and other transportation projects should be deemed "regionally significant."*

Metro models virtually all proposed enhancements of the regional transportation network proposed in the TIP, the RTP and by local and state transportation agencies. This level of detail far exceeds the minimum criteria specified in both the State Rule and the Metropolitan Planning Regulations for determination of a regionally significant facility. This detail is provided to ensure the greatest possible accuracy of the region's transportation system predictive capability. The model captures improvements to all principal, major and minor arterial and most major collectors. Left turn pocket and continuous protection projects are also represented. Professional judgement is used to identify and exclude from the model those proposed intersection and signal modifications, and other miscellaneous proposed system modifications, (including bicycle system improvements) whose effects cannot be meaningfully represented in the model. The results of this consultation were used to construct the analysis year networks identified in Appendix A of this Determination

- ii. *Determine which projects have undergone significant changes in design concept and scope since the regional emissions analysis was performed.*

The only significant scope change concerns the South/North LRT alignment. These issues were addressed in the Summary section. All other travel links remain as modeled in the maintenance

plan analysis. Introduction of Airport LRT represents an *addition* to the regional network and is also discussed fully in the Summary.

iii. Analysis of projects otherwise exempt from regional analysis.

All projects capable of being modeled have been included in the Conformity Analysis quantitative networks. ODOT will begin operation of a six month demonstration of HOV operation in the I-5 North Corridor in the fall. This project was determined to be insignificant after consultation between the Metro, ODOT, DEQ, FHWA and DEQ.

iv. Advancement of TCMs.

All past and present TCMs have been implemented on schedule. There exist no obstacles to implementation to overcome. See Appendix B with respect to TIP implementation of funding based TCMs.

v. PM₁₀ Issues.

The region is in attainment status for PM₁₀ pollutants.

vi. forecasting vehicle miles traveled and any amendments thereto.

The Summary section addressed changed forecast of PDX/PIC travel demand. All other VMT estimates are consistent with those employed in the maintenance plan.

vii. determining whether projects not strictly "included" in the TIP have been included in the regional emission analysis and that their design concept and scope remain unchanged.

The 1995 RTP Financially Constrained network includes all locally and privately funded projects reasonably anticipated within the 2015 horizon year.

viii. project sponsor satisfaction of CO and PM₁₀ "hot-spot" analyses.

The MPO defers to ODOT staff expertise regarding project-level compliance with localized CO conformity requirements and potential mitigation measures. There exist no known PM₁₀ hot spot locations of concern. The Airport LRT project is the subject of a NEPA assessment and appropriate project level mitigation will be addressed in that process.

ix. evaluation of events that will trigger new conformity determinations other than those specifically enumerated in the rule.

The Port's request to amend the RTP to include extension of LRT to the Airport was submitted to the Conformity subcommittee of TPAC for determination of its regional significance. The

subcommittee recommended that the amendment requires a new conformity determination. At the same time, the subcommittee reviewed ODOT's proposal for a six month demonstration of p.m. peak period HOV operation on I-5 between the Lombard and Delta Park interchanges. It was determined, after further consultation with EPA that this project did not warrant preparation of a new determination but that identification of the final scope and concept for revised I-5 operation upon conclusion of the demonstration project, if different from the existing condition, would require a new determination.

- x. evaluation of emissions analysis for transportation activities which cross borders of MPOs or nonattainment or maintenance areas or basins.*

The Portland-Vancouver Interstate Maintenance Area (ozone) boundaries are geographically isolated from all other MPO and nonattainment and maintenance areas and basins. Emissions assumed to originate within the Portland-area (versus the Washington State) component of the Maintenance Area are independently calculated by Metro. The Clark County Regional Transportation Commission (RTC) is the designated MPO for the Washington State portion of the Maintenance area. Metro and RTC coordinate in development of the population, employment and VMT assumptions prepared by Metro for the entire Maintenance Area. RTC then performs an independent Conformity Determination for projects originating in the Washington State portion of the Maintenance Area.

Conformity of projects occurring outside the Metro boundary but within the Portland-area portion of the Interstate Maintenance Area were assessed by Metro under terms of a Memorandum of Understanding between Metro and all potentially affected state and local agencies. The Region 1 STIP has not included any funding for new modernization projects since adoption of the prior Determination and no projects affecting state facilities nor any local projects in the area's subject to the MOU were declared to the MPO for this determination.

- xi. disclosure to the MPO of regionally significant projects, or changes to design scope and concept of such projects that are not FHWA/FTA projects.*

No amendment of the Financially Constrained network, except for the extension of LRT to the Airport has been declared to the MPO. ODOT Headquarters environmental staff consult with the MPO regarding potentially significant modification of scope and concept of approved projects moving through the design pipeline.

- xii. the design schedule, and funding of research and data collection efforts and regional transportation model development by the MPO.*

This consultation occurs in the course of MPO development and adoption of the Unified Planning Work Program.

- xiii. development of the TIP.*

TIP development is routinely undertaken and approved by TPAC which includes membership by all consultative bodies identified in the Rule.

xiv. development of RTPs.

RTP development is routinely undertaken and approved by TPAC.

xv. establishing appropriate public participation opportunities for project level conformity determinations.

The subcommittee has not yet discussed this issue either with respect to current practices, or desirable alternatives, if any. However, Metro and DEQ staff have discussed the issue. In line with other project-level aspects of conformity determinations, it would appear most appropriate that project management staff of the state and local operating agencies be responsible for any public involvement activities that may be deemed necessary in making project-level conformity determinations.

4. Timely Implementation of TCMs (OAR 340-20-840).

- a. Requirement: *The State Conformity Regulations require MPO assurance that "the transportation plan, [and] TIP... must provide for the timely implementation of TCMs from the applicable implementation plan."*

Finding: See Appendix B.

5. Other Qualitative Conformity Determinations and Major Assumptions

- a. Findings: The Regional Transportation Plan (RTP) is prepared by Metro. SIP provisions are integrated into the RTP as described below, and by extension into subsequent TIPs which implement the RTP.

The scope of the RTP requires that it possess a guiding vision which recognizes the inter-relationship among (a) encouraging and facilitating economic growth through improved accessibility to services and markets; (b) ensuring that the allocation of increasingly limited fiscal resources is driven by both land use and transportation benefits; and (c) protecting the region's natural environment in all aspects of transportation planning process. As such, the RTP sets forth three major goals:

No. 1 - Provide adequate levels of accessibility within the region;

No. 2 - Provide accessibility at a reasonable cost; and

No. 3 - Provide adequate accessibility with minimal environmental impact and energy consumption.

Three objectives of Goal No. 3 directly support achievement of National Ambient Air Quality Standards (NAAQS):

- 1. To ensure consideration of applicable environmental impact analyses and practicable mitigation measures in the federal RTP decision-making process.**
- 2. To minimize, as much as practical, the region's transportation-related energy consumption through improved auto efficiencies resulting from aggressive implementation of Transportation System Management (TSM) measures (including freeway ramp metering, incident response and arterial signal optimization programs) and increased use of transit, carpools, vanpools, bicycles, walking and TDM [Transportation Demand Management] programs such as telecommuting and flexible working hours.**
- 3. To maintain the region's air quality.**

Performance Criteria: Emissions of hydrocarbon and oxides of nitrogen by transportation-related sources, in combination with stationary and area source emissions, may not result in the federal eight hour ozone standard of .08 ppm being exceeded. Emissions of Carbon Monoxide from transportation-related sources may not, in combination with other sources, contribute to violation of the federal standard of 9 ppm. The three-year Approved Program Element of the region's Transportation Improvement Program (TIP) should be consistent with the SIP for air quality.

These objectives are achieved through a variety of measures affecting transportation system design and operation. The plan sets forth objectives and performance criteria for the highway and transit systems and for transportation demand management (TDM).

The highway system is functionally classified to ensure a consistent, integrated, regional highway system of principal routes, arterial and collectors. Acceptable level-of-service standards are set for maintaining an efficient flow of traffic. The RTP also identifies regional bicycle and pedestrian systems for accommodation and encouragement of non-vehicular travel. System performance is emphasized in the RTP and priority is established for implementation of transportation system management (TSM) measures.

The transit system is similarly designed in a hierarchical form of regional transitways, radial trunk routes and feeder bus lines. Standards for service accessibility and system performance are set. Park-and-ride lots are emphasized to increase transit use in suburban areas. The RTP also sets forth an aggressive demand management program to reduce the number of automobile and person trips being made during peak travel periods and to help achieve the region's goals of reducing air pollution and conserving energy.

In conclusion, review by Metro and the Oregon Department of Transportation of the 1995 Interim Federal RTP and the ozone and carbon monoxide portions of the SIP, has determined that the RTP is in conformance with the SIP in its support for achieving the NAAQS. Moreover, the RTP provides adequate statements of guiding policies and goals with which to determine whether projects not specifically included in the RTP at this time may be found consistent with the RTP in the future. Conformity of such projects with the SIP would require interagency consultation.

- b. Findings: As described in the Summary, this Determination relies heavily on validity of the maintenance plan's quantitative analysis of regional emissions. Minor modifications were made to the analysis to account for Airport LRT, improved travel demand modeling associated with airport travel and refinement of land use and travel demand assumptions associated with buildout of the Portland International Center.
- c. Findings: As described in the Summary, this Determination also relies on the prior travel demand modeling performed for analysis of 2015 Airport LRT ridership potential.
- d. Findings: It is assumed that this Determination will only provide a bridge to the RTP update expected in December, 1998. A complete quantitative analysis will be conducted specifically based on the revised RTP network at that time.
- e. Findings: The 2003 analysis year assumes the 2005 network shown in Appendix A. Some of these projects might not in fact be in operation by 2003. This is not considered a significant issue.
- f. Findings: The maintenance plan assumed the 2015 network for its 2010 horizon year analysis. As described in the Summary, some 15 projects are not expected to be in operation until after 2010. This is not considered a significant issue.

III. QUANTITATIVE ANALYSIS

A. Background

Under OAR 340-20-890, a finding of TIP and RTP conformity requires that a quantitative analysis be conducted. This must demonstrate that emissions resulting from the entire transportation system, including all regionally significant projects expected within the time frame of the plan and TIP, must fall within budgets established in the maintenance plan for criteria pollutants. In the Portland-Vancouver AQMA these include ozone precursors (VOC and NOx) and carbon monoxide (CO). A specified methodology must be used to calculate travel demand, distribution and consequent emissions (OAR 340-20-1010). The Portland metropolitan area has the capability to perform such a quantitative analysis.

B. Analysis

1. Determine Analysis Years.

- a. Requirement: The State Conformity Regulations) require the first analysis year to be no later than 10 years from the base year used to validate the transportation demand planning mode I (340-20-770), that subsequent analysis years be no greater than 10 years apart and that the last year of the RTP must be an analysis year (340-20-890).

Finding: Pursuant to OAR 340-20-770 and -890 and after consultation with DEQ and the federal EPA, Metro has adopted 2003, 2010 and 2015, as analysis years, as described in the Summary. The year 2003 is within 10 years of the 1994 base year of the model. It is also a double budget year (ozone and carbon monoxide). The year 2010 is within 10 years of the first analysis year and is also a double budget year and the final year of the maintenance plan. The year 2015 is the RTP horizon year and budgets were established for this year in the maintenance plan in order to accommodate the 20 year horizon of the plan.

2. Demonstrate TIP Adherence to Motor Vehicle Emissions Budget.

- a. Requirement: OAR 340-20-900 require that the TIP must meet four tests to demonstrate that it is consistent with maintenance plan emissions budgets.
 - i. each program year of the TIP is consistent with reasonably anticipated revenue.

Finding: The FY 98 MTIP is consistent with expected federal revenue through FY 2000. Projected revenue programmed in the FY 98 TIP is below the TEA 21 authorizations and expected appropriations. The higher authorization/appropriations will allow the Region to "pull forward" the approximate \$5 million of over-programming committed in the fourth year of the TIP that is not recognized by federal DOT.

- - ii) the TIP is consistent with the RTP(so that plan analysis shall also cover TIP emissions).

Finding:

- ii-a) The travel network used in the emissions analysis(see Appendix A) comprises both the TIP and RTP networks, as well as both significant and insignificant local and/or privately financed projects expected in the time-frame of the plan. The network table is comprehensive; regionally significant TIP projects are captured in the travel network used to analyze RTP emissions.
 - ii-b) Appendix A identifies the year in which operation of the TIP funded projects is expected. This demonstrates that the TIP contains the projects which must be started to achieve the system envisioned in the RTP in relation to analysis years of the Determination.
 - ii-c) The scope and concept of the TIP projects is consistent with that assumed in the RTP.
- b. Requirement: Emissions from the Airport LRT must be consistent with the motor vehicle emissions budget(OAR 340-20-910).

Finding: As described in the Summary, effects of extending light rail to the Airport are fully integrated into this Determination quantitative analysis pursuant to requirements of this rule.

Note: Numerous projects in all analysis years are incapable of representation within the EMME/2 model. The vast majority of these projects are bicycle and pedestrian projects/programs and other TSM activities. (This class of projects is identified in Appendix A with "no" entered in the "Can Be Modeled" column.) Virtually all of these projects would be expected to decrease emissions as they support non-auto and/or non-SOV travel modes, or otherwise *marginally* enhance the efficiency of the highway network, reducing emissions of CO and Ozone precursor compounds).

Historically, the region has not taken credit for benefits theoretically attributable to this class of projects. This has been mostly because the region's past quantitative analyses have not needed emission reductions in excess of those provided by projects capable of representation within the model. Given the lack of need, and because the ad hoc methodologies for calculating such off-model benefits are very labor intensive, are in most cases not well established and/or accepted and thus are subject to controversy when employed to demonstrate reductions of automotive emissions, Metro has chosen not to seek emission reduction credit for these types of projects. However, in future years, as nation-wide monitoring of CMAQ projects provides more reliable data about benefits of such projects, or should this year's analysis require supplemental emission reductions, the region may take credit for these activities.

3. Perform the Emissions Impact Analysis.

Finding: Calculations were prepared, pursuant to the methods specified at OAR 340-20-1010, of CO and Ozone precursor pollutant emissions assuming travel in each analysis year on networks that have been previously described. A technical summary of the regional travel demand model, the EMME/2 planning software and the Mobile 5a methodologies is available from Metro upon request. The methodologies were reviewed by the consultation subcommittee and by TPAC.

4. Determine Conformity.

- a. Requirement: Emissions in each analysis year must be consistent with (i.e., must not exceed) the budgets established in the maintenance plan for the appropriate criteria pollutants (OAR 340-20-890).

Finding: Emissions in each analysis year resulting from projects identified in the FY 98 TIP and the 1995 RTP, including those attributable to Airport LRT, fall within the motor vehicle emissions budgets established for those years in the maintenance plan. Tables 1, 2 and 3, below, provide a summary of these emissions and shows that both the TIP and RTP, conform with the SIP.

TABLE 1

Emissions Summary (kg/day)

1995 RTP EMISSIONS COMPARED TO CO AND OZONE BUDGETS

		Lbs/day		
		Winter CO	Summer HC	Summer NOx
Budget	2003	825,000	88,000	104,000
RTP		823,600	87,900	103,840
Difference		-1,400	-100	-160
Budget	2010	772,000	80,000	104,000
RTP		769,260	79,820	103,640
Difference		-2,740	-180	-360
Budget	2015	801,000	80,000	110,000
RTP		796,060	79,680	109,360
Difference		-4,940	-320	-640

*1995 financially constrained network including PDX LRT.

TABLE 2

**1995 RTP EMISSIONS
COMPARED TO CCTMP
SUB-AREA CO BUDGET**

Lbs/day

Winter CO

Budget	2003	154,000
RTP		152,614
Difference		-1,386
Budget	2010	134,000
RTP		132,794
Difference		-1,206
Budget	2015	140,000
RTP		139,020
Difference		-980

TABLE 3

**1995 RTP EMISSIONS
COMPARED TO 82ND AVENUE
SUB-AREA CO BUDGET**

Lbs/day

Winter CO

Budget	2003	8,000
RTP		7,972
Difference		-28
Budget	2010	8,000
RTP		7,920
Difference		-80
Budget	2015	8,000
RTP		7,520
Difference		-480

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APPENDIX A: NETWORK FOR 1995 RTP CONFORMITY RE-DETERMINATION

SPONSOR	RTP NO.	PROJECT NAME	PROJECT DESCRIPTION	In Model	EXISTING LANES		PROPOSED LANES		Start Date	Funds
					No.	Capacity	No.	Capacity		
Clack Co	0	Reg. Facilities Preservation	throughout Clack Co	no						
Clack Co	1	Beavercreek Road	Beavercreek/Molalla Intersect'n	yes	0/3	0/900	3/5	900/1800	1998	TIP
Clack Co	2	Highway 212	SPRR to 135th frontage	no	n/a		n/a			RTP
Clack Co	3	I-205 Frontage Road	Sunnyside to 82nd east of I-205	yes	0	0	3/5	900/1800	1998	RTP
Clack Co	4	Monterey overpass	Over I-205 to frontage road	yes	0	0	5	1800	1998	RTP
Clack Co	5	Johnson Creek Boulevard	Johnson Creek/Linwood Intersect'n	yes	2	900	3	1000	1998	TIP
Clack Co	6	Sunnybrook extension	83rd (I-205) to Sunnyside@108th	yes	0	0	5	1800	1998	TIP
Clack Co	7	Road Rehab Program	County-wide	no	n/a		n/a	ongoing		RTP
Clack Co	8	Signal Rehab Program	County-wide	no	n/a		n/a	ongoing		RTP
Clack Co	9	82nd Avenue	Idleman to Multnomah Co. line	yes	2	700	3	900	2000	TIP
Clack Co	10	122nd Avenue	Sunnyside to Hubbard	yes	2	700	3	900	2000	RTP
Clack Co	11	Stafford Road	Stafford/Borland Road Intersect'n	yes	2	1000	4	1200	2000	RTP
Clack Co	12	Johnson Creek Blvd	45th to 82nd Avenue	yes	2	900	3	1000	2000	RTP
Clack Co	14	Sunnyside Road	122nd to 152nd	yes	3	900	5	1800	2005	TIP
Clack Co	14	Sunnyside Road	108th to 122nd	yes	3	900	5	1800	2000	TIP
Clack Co	39	122nd/129th Avenue	Sunnyside to King Road	yes	2	700	3	900	2005	RTP
Clack Co	50	Linwood Ave. Bike Lanes	King Road to County Line	no	n/a		n/a		2000	RTP
Clack Co	53	CTC Connector	Clack Reg. Park to Mather Road	no	n/a		n/a		2005	RTP
Clack Co	55	82nd Drive Bikeway	Hwy 212/224 to Jennifer St.	no						RTP
Clack Co	58	SE Johnson Creek Blvd	SE 38th to 45th	no	n/a		n/a	900	1998	RTP
Clack Co	59	Kruse Way Intersect'n Imp.	Westlake	yes		1800		1800	2005	RTP
Clack Co	81	Boones Ferry Sig. Interconnect	I-5 to Country Club	yes				+ 50	2000	RTP
Clack Co	82	Hwy 43 Signal Interconnect	Terwilliger to McVey	yes				+ 50	2000	RTP
Clack Co	84	McVey Intersect'n Imp	South Shore	yes		1000/1800		1200/2000	2005	RTP
ODOT/Clack	83	Hwy 43 Intersect'n	Terwilliger Intersect'n - 50%	yes	2	1200	3	1300	2000	RTP
ODOT/Clack	84	Hwy 43 Intersect'n	A Avenue Intersect'n - 50%	no	n/a		n/a		2000	RTP
ODOT/Clack	85	Hwy 43 Intersect'n	McVey/Green St Intersect'n - 50%	yes	NB/SB	1200/1800	NB/SB	1300/1850	2000	RTP
ODOT/Clack	86	Hwy 43 Realignment	West 'A' Street Realign - 50%	yes	n/a		n/a		2000	RTP
ODOT/Clack	87	Hwy 43	Willamette Falls Drive - 50%	no					2000	RTP
ODOT/Clack	88	Hwy 43	Failing Street - 50%	yes				+ 50	2000	RTP
ODOT/Clack	89	Hwy 43	Pimlico Street - 50%	no	n/a		n/a		2000	RTP
ODOT/Clack	90	Hwy 43 Signal Imp.	Jolie Point Traffic Signal - 50%	yes		1200		1250	1995	TIP
Clack Co	*	Boones Ferry Road	Jean to Madrona	yes		1400/1800		1800		
Clack Co	*	Evelyn Overpass	82nd to Evelyn/Jennifer St	yes		0		900		
Clack Co	*	King Rd/Linwood Ave	add turn lanes, reduce from 4 to 3	yes		1400		1200		
Clack Co	*	Sunnyside Rd/132nd Ave	signalize, add turn lanes	yes		900		1100		
Clack Co	*	Sunnyside Rd	Stevens to I-205 NB ramp	yes		2400		2400		

* Projects w/ TIP funds not listed in future RTP network **Part of larger program ***Not in RTP - insignificant to reg. sys.

APPENDIX A: NETWORK FOR 1995 RTP CONFORMITY RE-DETERMINATION

SPONSOR	RTP NO.	PROJECT NAME	PROJECT DESCRIPTION	In Model	EXISTING LANES		PROPOSED LANES		Start Date	Funds
					No.	Capacity	No.	Capacity		
Clack Co	*	82nd Drive	Gladstone Intrchg - Evelyn/Jennifer	yes	2	900	3	1200	1995	TIP
Clack Co	*	82nd Drive	Evelyn/Jennifer to Hwy 212	yes	2	900	3	1200	2000	TIP
Clack Co	*	I-205/Sunnybrook	Split diamond Intrchg	yes	-	-	-	-	1998	TIP
Clack Co	*	Webster/Theiseen	add turn lane to Webster Street	yes	2	900	3	1100	1995	RTP

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					No.	Capacity	No.	Capacity		
Mult Co	0	Reg. Facilities Preservation	Throughout Mult. Co	no						
Mult Co	1	NE Halsey St	207th Ave to 223rd Ave	yes	2	900	3/5	1100/1800	1995	RTP
Mult Co	2	Stark St	257th Ave. to Troutdale Rd	yes	2	900	5	1800	1995	RTP
Mult Co	3	207th Ave Connector	Halsey St to Glisan St/223rd Ave	yes	0	0	5	1800	1996	TIP
Mult Co	4	NE Halsey St	190th Ave to 207th Ave	yes	2	900	5	1800	1996	RTP
Mult Co	6	223rd Ave	Glisan St to Halsey St	yes	3	900	5	1800	1996	RTP
Mult Co	7	Road Rehab Program	County-wide	no	n/a		n/a			RTP
Mult Co	8	Signal Rehab Program	County-wide	no	n/a		n/a			RTP
Mult Co	11	Jenne Rd	2050' N of Foster/800' S of Powell	yes	2	700	2	750	1997	RTP
Mult Co	13	Cherry Park Rd	242nd Dr. to 257th Ave	yes	3	1000	5	1800		
Mult Co	32	Division Street	198th Avenue to Wallula Avenue	no	n/a		n/a			RTP
Gresham	38	Civic N'hd Central Collector	Burnside to Division	yes	0	0	2	500		RTP
Gresham	39	Civic N'hd Station Plaza	By Gresh City Hall LRT Station	no	n/a		n/a			RTP
Mult Co	47	181st/I-84 Intrchg Imprvmnts	Improve ramps	yes	0	0	1	1200		
Mult Co	48	181st Widening	I-84 EB ramp to Halsey Street	yes	2	1800	3	2400		
Mult Co	52	181st Intrsect'n Imprvmnt	San Rafael Street	no						
Mult Co	53	181st Intrsect'n Imprvmnt	Halsey Street: add turn lanes	yes				add 100 capacity		
Mult Co	54	181st Intrsect'n Imprvmnt	Glisan Street: add turn lanes	yes				add 200 capacity		
Mult Co	55	181st Intrsect'n Imprvmnt	Burnside Street: trn lns/sig upgrade	yes				add 150 capacity		
Mult Co	56	181st Intrsect'n Imprvmnt	Stark Street: add turn lanes	yes				add 100 capacity		
Mult Co	57	182nd Intrsect'n Imprvmnt	Division Street: add turn lanes	yes				add 100 capacity		
Mult Co	58	185th Intrsect'n Imprvmnt	Sandy Boulevard:realign/RR OXing	yes				add 100 capacity		
Mult Co	59	202nd/Birdsdele Intrsect'n Imp	Powell Boulevard: add left turn lanes	yes				add 100 capacity		
Mult Co	60	223rd/Fairview Intrsect'n Imp	Glisan Street: add turn lanes	yes				add 300 capacity		
Mult Co	61	Regner Road Intrsect'n Imp	Roberts Avenue: add turn lanes	yes				add 100 capacity		
Mult Co	62	Burnside Street Intrsect'n Imp	Division Street: add right turn lanes	yes				add 100 capacity		
Mult Co	63	242nd/Hogan Intrsect'n Imp	Stark Street: add turn lanes	yes				add 100 capacity		
Mult Co	64	242nd/Hogan Intrsect'n Imp	Palmquist Road: signal interconnect	yes				add 50 capacity		
Mult Co	65	257th Ave/Kane Intrsect'n Imp	Stark Street: add turn lanes	yes				add 100 capacity		
Mult Co	66	257th Ave/Kane Intrsect'n Imp	Powell Valley Rd: signal intercon'ct	yes				add 50 capacity		
Mult Co	67	282nd Ave/Barnes Intrsect'n Imp	Orient Drive	yes						
Mult Co	68	Halsey St Intrsect'n Imprvmnt	238th Ave: trn lns on all approaches	yes		900/1400		1200/1800	1997	
Mult Co	**	Traffic signal optimization	181st: I-84 to Glisan	yes				add 50 capacity		
Mult Co	**	Traffic signal optimization	Burnside: Eastman Pkwy/Powell	yes				add 50 capacity		
Mult Co	**	Traffic signal optimization	Division: 60th to 174th	yes				add 50 capacity		RTP
Mult Co	**	Traffic signal optimization	Sandy: Burnside to 82nd	yes				add 50 capacity		RTP
Mult Co	**	Traffic signal optimization	Powell: 11th to 98th	yes				add 50 capacity		RTP

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					No.	Capacity	No.	Capacity		
Mult Co	**	Traffic signal optimization	Division: 182nd to 257th	yes			add 50 capacity			RTP
ODOT/Mult	2	US 28	Palmquist/Orient Intersect'n realign	yes			no cap change		1997	RTP
Mult Co	***	Orient Drive & 282nd	turn lanes on approaches	yes	2	700	3	900	1995	TIP
Mult Co	***	257th/1st (Bull Run) Intersect'n	left turn lanes on 3 approaches	yes	2	700	3	900	1998	CIP
Mult Co	***	Cherry Park Road	242nd to 257th	yes	2	900	3	1000	1995	CIP
Mult Co	***	Columbia Hwy	Halsey to east of Kibling	yes	2	700	3	900	1995	CIP
Gresham	***	1st (Bull Run)	Burnside to 257th	yes	2	700	3	900	1998	CIP
Mult Co	***	Halsey/223rd Intersect'n	left turn lanes on approaches	yes	2	900	3	1000	1995	CIP
Mult Co	***	Orient/Kane (257th) Intersect'n	add SB left turn lane on Kane	yes	2	700	3	800	1997	CIP
Mult Co	1	Sellwood Bridge	Sellwood to Highway 43	no						RTP
Mult Co	2	Mult Co Bridges - Seismic	Central City	no						RTP
Mult Co	3	Mult Co Bridges - Preservation	Central City	no						RTP
Mult Co	5	Hawthorne Bridge Sidewalks & Phase I Overruns		no						RTP
Mult Co	4	Willamette River Bridges Accessibility Projects - see itemized								
Mult Co		St. John's Bridge	Syracuse/Philadelphia Intersect'n	no						RTP
Mult Co		St. John's Bridge	St. Helens/Bridge Ave Intersect'n	no						RTP
Mult Co		Broadway Bridge	Brdway/Flint/Wheeler Intersect'n	no						RTP
Mult Co		Broadway Bridge	Lift Span Sidewalks	no						RTP
Mult Co		Broadway Bridge	Ped Xing at Lovejoy/Broadway	no						RTP
Mult Co		Broadway Bridge	Broadway Viaduct Bikelanes	yes	2	1400	1	700	1995	RTP
Mult Co		Broadway Bridge	Broadway/Hoyt Intersect'n	no						RTP
Mult Co		Broadway Bridge	10th Avenue Viaduct Bikelanes	yes	2	1400	1	700	1995	RTP
Mult Co		Broadway Bridge	Ped Xing at Lovejoy/10th Ave	no						RTP
Mult Co		Broadway Bridge	Lovejoy Viaduct Bikelanes	yes	2	1400	1	700	1995	RTP
Mult Co		Burnside Bridge	Bikelanes from MLK to 8th Ave	yes	2/3	2100/2700	1/2	1400/1800	1995	RTP
Mult Co		Burnside Bridge	Burnside/MLK Intersect'n	no						RTP
Mult Co		Burnside Bridge	WB Bikelane West of MLK	no						RTP
Mult Co		Burnside Bridge	EB Bikelane East of 2nd Avenue	no						RTP
Mult Co		Burnside Bridge	Burnside/2nd Avenue Intersect'n	no						RTP
Mult Co		Morrison Bridge	Water Avenue/Yamhill Intersect'n	no						RTP
Mult Co		Morrison Bridge	Front Avenue Ramp Sidewalk	no						RTP
Mult Co		Morrison Bridge	2nd Avenue Crosswalks	no						RTP
Mult Co		Hawthorne Bridge	Hawthorne Viaduct	yes	3	2100	2	1400	1995	RTP
Mult Co		Hawthorne Bridge	Clay Ramp Sidewalk	no						RTP
Mult Co		Hawthorne Bridge	Westside Improvements	yes	1		0		1998	RTP
Mult Co		Hawthorne Bridge	Madison Viaduct Sidewalk	no						RTP
Mult Co		Ross Island Bridge	Kelly Ramp Modification	no						RTP
Mult Co		Ross Island Bridge	Ped. Xing at Front Ave Ramp	no						RTP
Mult Co		Sellwood Bridge	Greenway Trail Crossing	no						RTP
Mult Co		Light Rail Extension to PDX	Gateway TC/Sandy/PIC/PDX	no						RTP

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SPONSOR	RTP NO.	PROJECT NAME	PROJECT DESCRIPTION	In Model	EXISTING LANES		PROPOSED LANES		Start Date	Funds
					No.	Capacity	No.	Capacity		
ODOT	0	Preserve Existing Reg. Facilities	Reg. Facilities Thruout Region	no						
ODOT/Mult	2	US 26 (realign/remove near Orient)	Palmquist/Orient Intersect'n	yes			1997 as per Mult. Co		2005	RTP
ODOT	4	I-5 Ramp Metering	Metro area	yes					2005	RTP
ODOT	7	I-5 Intrchg Recon.	Wilsonville Intrchg (Unit 2)	yes		800		1800/2200	2005	TIP
ODOT	8	I-5 Exit Imprvmt	Northbound I-205 exit	yes	1 (1W)	2000	2 (1W)	3700	2005	RTP
ODOT	8	I-5 Ramp Reconstruction	At Hwy 217 (Unit 2)	yes	varies		varies	+ 1000	2005	TIP
ODOT	16	I-5 Widening & Recon.	Greeley to N. Banfield	yes		varies		varies	2005	
ODOT	21	I-84 Ramp Metering	East Portland	yes					2005	RTP
ODOT	28	I-84 Widening	Troutdale intchg-Jordan intchg	yes	2 (1W)		2 + aux	+ 1000	2005	RTP
ODOT	29	I-205 Ramp Metering	East Portland	yes					2005	RTP
ODOT	37	I-205 / Hwy 224	Clackamas (Sunrise) Intrchg	yes	n/a	n/a	n/a	n/a	2005	RTP
ODOT	38	I-205 Auxiliary Lanes	Powell to Foster	yes	3	6800	3 + aux	7800		RTP
ODOT	40	Interstate-205	I-205 Trail (several crossings)	no					2005	RTP
ODOT	41	I-405 Ramp Metering	Central City						2005	
ODOT	43	Sunset Ramp Metering	Jefferson to Cornelius Pass Rd	yes					2005	RTP
ODOT	47	Sunset Interconnect	Cornell to Bethany	yes				+ 50	2005	RTP
ODOT	48	Sunset Widening/Ramps	Murray Road to Hwy 217	yes	2	4500/4400	3 (1W)	6000/7000	2005	TIP
ODOT	49	Sunset Widening/Recon.	Highway 217 to Camelot	yes	2 (EB)	4100	3(EB)	6800	2005	TIP
ODOT	50	Sunset Reconstruction	Camelot to Sylvan (Phase 3)	yes	EB/WB	6800/6000	EB/WB	6800 + cd/4400		TIP
ODOT	58	US 30 Bypass Realign	NE 60th Avenue realignment	yes	0	0	4	1400	2005	RTP
ODOT	59	US 30 Bypass Widening	Killingsworth at Columbia	yes				+ 200	2005	RTP
ODOT	65	Canyon Road Bicycle Imp.	110th to Canyon Dr.	no					2015	RTP
ODOT	69	TV Hwy Interconnect	209th to Brookwood	yes		2100		2150	2005	RTP
ODOT/Wash	71	TV Highway	209th/219th	yes	0	0	3	900	2015	RTP
ODOT	72	BH Hwy BkwrPed Imp.	65th to Hwy 217	no					2005	RTP
ODOT/Wash	77	BH Highway	Scholls Ferry/Oleson	yes		500		550	2015	RTP
ODOT/Wash	78	Farmington Road Widening	209th Ave to 172nd Ave	yes	2	900	3	1200	2015	RTP
ODOT/Clack	82	Hwy 43 Interconnect	Cedar Oak to Hidden Spring	yes				+ 50		RTP
ODOT/Clack	83	Hwy 43 Intersect'n	Terwilliger Intersect'n	yes	2	1200	3	1300		RTP
ODOT/Clack	84	Hwy 43 Intersect'n	A' Avenue Intersect'n	no						RTP
ODOT/Clack	85	Hwy 43 Intersect'n	McVey/Green Street Intersect'n	yes	NB/SB	1200/1800	NB/SB	1300/1850		RTP
ODOT/Clack	86	Hwy 43 Realignment	West 'A' Street Realignment	yes						RTP
ODOT/Clack	87	Hwy 43	Willamette Falls Drive	no						RTP
ODOT/Clack	88	Hwy 43	Failing Street	yes				+ 50		RTP
ODOT/Clack	89	Hwy 43	Pimlico Street	no						RTP
ODOT/Clack	90	Hwy 43 Signal Imp.	Jolie Point Traffic Signal	yes		1200		1250	1995	TIP
ODOT	94	McLoughlin Pedestrian Imp.	Harrison St. to Oregon City	no					2005	RTP

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APPENDIX A: NETWORK FOR 1995 RTP CONFORMITY RE-DETERMINATION

SPONSOR	RTP NO.	PROJECT NAME	PROJECT DESCRIPTION	In Model	EXISTING LANES		PROPOSED LANES		Start Date	Funds
					No.	Capacity	No.	Capacity		
ODOT	98	Barbur Bk/Ped Improv.	Front to Hamilton St.	no					2005	RTP
ODOT	102	Barbur Bk/Ped Improv.	Terwilliger to Multnomah St.	no					2005	RTP
ODOT	113	Hwy 217 Widening, Ramps	Sunset to TV Hwy. NB (Canyon)	yes	3 (1W)	5500	3 + aux	7200	2005	TIP
ODOT	114	Hwy 217 Widening, Aux.	TV Hwy to 72nd Ave Intrchg	yes	2 (1W)	4500	3 + aux	8000/7000	2015	RTP
ODOT	115	Hwy 217 Ramp Meter	Allen	yes					2005	RTP
ODOT	118	Hwy 217 Ramp Improv.	Hwy 217 NB off-ramp at Scholls	yes	2 (1W)	1400	3	1800	2005	RTP
ODOT	117	Hwy 217 Ramp Meter	Greenburg	yes					2005	RTP
ODOT	121	Hall Bk/Ped Improv.	Oak St to Pacific Hwy West	no					2005	RTP
ODOT	127	Hardware & Software	Traffic Mngt Ops Center	no					2005	RTP
ODOT	128	Enhance	Traffic Mngt Ops Center	no					2005	RTP
ODOT	129	TSO&TDM, 17Cs, Surf.St.	Metro region	no					2005	RTP
ODOT	131	CCTV	Metro region	no					2005	RTP
ODOT	140	99W Signal Interconnect	I-5 to Durham Road	yes				+ 50	2005	RTP
ODOT	*	99E	Clatsop to Hwy 224	yes		1800		3800	1995	TIP
ODOT	*	207th Connector	Halsey to Sandy	yes		0		1800	1997	TIP
ODOT	*	Barnes Extension	Hwy 217 to Cedar Hills	yes		0	WB	2800	1994	TIP
ODOT	*	Boones Ferry Connector	Boones Ferry to SW Ridder Rd	yes		0		900	1998	TIP
ODOT	*	Canyon Road	110th to 117th	yes		1800		2400	1997	TIP
ODOT	*	US 28	Cedar Hills/Sunset Intrchg	yes		-		-	1994	TIP
ODOT		Farmington Road	172nd to Murray	yes		900		1800	2000	RTP
ODOT	*	I-5	Multnomah to Terwilliger	yes		-		-	1995	TIP
ODOT	*	I-5/Stafford Intrchg		yes		-		-	2000	TIP
ODOT	*	I-84	181st to 223rd	yes		3700		8000	1998	TIP
ODOT	*	Sunset Hwy	Zoo Intrchg/Vista Rdg Tunnel	no		-		-	1995	TIP
ODOT	*	Sunset Hwy	Zoo to Scholls	yes		8000	WB	7000	1997	TIP
ODOT	*	Sunset Hwy - braided ramps	Cedar Hills Intrchg to 78th	yes		-		-	1998	TIP
ODOT	*	Tacoma St	17th to 32nd	yes		700		900	1995	TIP
ODOT	*	TV Hwy	Shute Park to 21st (Hillsboro)	yes		2100		2200	1998	TIP
ODOT	*	Forest Grove N. Arterial	Hwy 47 to Quince	yes		0		1200	2000	TIP
ODOT		Old Scholls	New Scholls to 175th	yes		700		1200	1998	

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					No.	Capacity	No.	Capacity		
Port	0	Preserve Exist. Reg Facilities	Reg. Facilities	no						
Port	1	North Marine Dr	North Rivergate Section	yes	3	1200	5	2400	2000	
Port	3	North Marine Drive	T-B Entrance	no	n/a		n/a		1998	
Port	4	Going Street	Going Street Rail Crossing	yes	4	1800	5	2100	2005	
Port	5	Airport Way eastbound	PDX to I-205 Phase I	yes	2	2400	3	3000	1999	
Port	8	Alderwood Street	Alderwood Street to Clark Road	yes	0	0	3	900	1999	
Port	10	Hayden Is Bridge	Rivergate to Hayden Island	yes	0	0	4	1800	2004	prelim eng
Port	27	Airport Way Westbound	PDX to I-205 Phase 2	yes	2	2400	3	3000	1999	
Port	28	Industrial area TMAs	Swan Island	no	n/a		n/a		1998	
Port/Portland	29	Burgard/Columbia	Intrsect'n	no					1997	
Port/Portland	30	Columbia Blvd	Alderwood Dr Intrsect'n	no					1998	
Port/Portland	31	Columbia/Lombard	South Rivergate Rail O'Xing	yes		900		1000	1998	
Port	45	PDX Enplaning Roadway	PDX Terminal	no						
Port/Portland	48	Columbia Blvd Signal Imprvmnts	South Rivergate to I-5 Intertie	yes				+ 50	1998	
Portland	0	Reg. Facilities Preservation	Throughout City	no						
Portland	7	St Johns Business District	Burlington to	no	varies		varies		2010	RTP
Portland	15	NE 148th	Marine Dr to Sandy	yes	2	700	3	900	1997	RTP
Portland	18	SE Foster Bv	138th to City Limits	yes	2	900	3	1100	2010	RTP
Portland	20	SE Lents Business District	*90th to 98th, Foster/Woodstock	no	varies		varies		2000	RTP
Portland	21	57th/Cully Bv	NE Sandy to Lombard	no	2		2		2000	RTP
Portland	22	NE Sandy Bv	NE 39th to 82nd Ave	no	4		4		2015	RTP
Portland	23	NE Sandy Bv	NE 12th to 39th Ave	no	4		4		2005	RTP
Portland	24	Broadway/Weidler Corridor	I-5 to NE 28th	yes	varies		varies		2000	RTP
Portland	25	Lower Albina RR Xing	Interstate to Russell	under review	0		2		2000	RTP
Portland	28	River Dist/ Lovejoy Ramp	Broadway Br to NW 14th	yes	4	1400	5	1800	2005	RTP
Portland	28	SW Front Avenue	Steel Br to I-405	no	5		5		2000	RTP
Portland	29	S. Portland Imprvmnts	SW Front I-405 to Barbur	no	varies		varies		2010	RTP
Portland	32	Water Avenue Extension	SE Division Place to OMSI	yes	0	0	2	700	1998	RTP
Portland	33	SE 11th/12th SP Rail Xing	SE Division to Milwaukie	no	4		4		2015	RTP
Portland	34	Hillsdale Town Ctr Ped Dist	SW Capital Hwy Bertha/Sunset	no	5		5		2000	RTP
Portland	35	SW Garden Home Rd	SW Multnomah to Capital Hwy	no	2		2		2010	RTP
Portland	38	SW Garden Home Signal	Garden Home at Multnomah	yes	2	700	3	900	2004	RTP
Portland	37	Capital Hwy	SW Bertha bv to Barbur	no	2		2		2004	RTP
Portland	42	17th-Milwaukie Connector	S. McLoughlin/17th-Milwaukie	yes	0	0	2	700	2010	RTP
Portland	43	Woodstock Business Dist	SE 39th to SE 50th	no	varies		varies		2010	RTP
Portland	44	SE Tacoma	SE 28th to 32nd	no	2		2		2005	RTP
Portland	48	Road Rehabilitation Program	City wide	no	varies		varies		ongoing	RTP

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SPONSOR	RTP NO.	PROJECT NAME	PROJECT DESCRIPTION	In Model	EXISTING LANES		PROPOSED LANES		Start Date	Funds
					No.	Capacity	No.	Capacity		
Portland	47	Signal Rehabilitation Prog.	City wide	no	n/a		n/a		ongoing	RTP
Portland	48	Burnside Bk Lanes	33rd St. to 74th Ave.	no	4		4		2000	RTP
Portland	50	41st-42nd Bicycle Blvd.	Columbia Blvd./Springwater Trail	no	2		2		2000	RTP
Portland	52	Gracely/Interstate Bkeway	Killingsworth to Broadway Bridge	no	n/a		n/a		2005	RTP
Portland	53	Bertha Blvd. Bk Lanes	Vermont St. to Capital Hwy.	no	n/a		n/a		2005	RTP
Portland	54	Cornell Road Bk Lanes	NW 30th Ave to NW 53rd Ave.	no	n/a		n/a		2005	RTP
Portland	56	Division Corridor Bkeway	SE 39th Ave. to SE 82nd Ave.	no	n/a		n/a		2000	RTP
Portland	57	Holgate Corridor Bkeway	SE 39th Ave. to SE 82nd Ave.	no	n/a		n/a		2000	RTP
Portland	58	112th Corridor Bkeway	Springwater Trail to Sandy Blvd	no	n/a		n/a		2000	RTP
Portland	59	Halsey Street Bk Lanes	Sandy Blvd. to 148th St.	no	5		5		2000	RTP
Portland	64	Central City TMA	Central City employment dist.	no	n/a		n/a		1998	RTP
Portland	66	Intelligent Transportation Systems	Not yet determined	no	n/a		n/a		ongoing	RTP
Portland	67	Vancouver/Williams Bk Lanes	Broadway to MLK	no	n/a		n/a		2000	RTP
Portland		Beaverton-Hillsdale Hwy	Barbur Blvd to Terwilliger	yes	WB	1400	WB	2100	2010	
Portland		Lombard/Burgard	Philadelphia to Columbia Blvd	yes	3	800	3 or 5 **	800/1800	2010	
Portland		River District Access	Northwest Triangle	yes		varies		varies	1999	
Portland		South Waterfront Access	Harrison-Moody connect'n	yes		varies		varies	2005	

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SPONSOR	RTP NO.	PROJECT NAME	PROJECT DESCRIPTION	In Model	EXISTING LANES		PROPOSED LANES		Start Date	Funds
					No.	Capacity	No.	Capacity		
Wash Co	0	Reg. Facilities Preservation	Throughout Wash Co	no						
Wash Co	3	112th	Cedar Hills Intrchg to Cornell	yes	0	0	3	1200	1997	RTP
Wash Co	4	143rd	West Union to Kaiser	yes	0	0	3	900	1998	RTP
Wash Co	5	124th	99W to Tualatin-Sherwood	yes	0	0	3	900	2008	RTP/2040
Wash Co	7	Old Scholls Ferry	Murray to Beef Bend	yes	2	900/1800	5	1800	2010	RTP
Wash Co	8	Cornell	179th to Bethany	yes	3	900	5	1800	2010	RTP
Wash Co	9	Cornelius Pass	Sunset Hwy. to West Union	yes	2	900/1200/15	5	2400	2010	TIP
Wash Co	10	Murray	Milliken to Terman	yes	2	900	4	2400	1997	RTP
Wash Co	11	Cornell	Arrington to Baseline/Main	yes	2	1400	5	1800	2015	RTP
Wash Co	12	Cornell	185th to Shute	yes	5	2100	7	2900	2015	RTP
Wash Co	13	Barnes	Hwy. 217 to 117th	yes	2 (1w)	2800	5(2w)	1800	2010	TIP
Wash Co	15	Barnes	Miller to Mult. Co. Line	yes	2	900	5	1800	2015	RTP
Wash Co	16	218th	Baseline to Cornell	yes	2	900	5	2100	2010	RTP
Wash Co	17	Barnes	Saltzman @ Cornell/New 118th	yes			5	1800	2000	MSTIP
Wash Co	18	Brookwood	Airport to Baseline	yes	0/3	0/1200	3/5	900/1800	2005	MSTIP
Wash Co	19	Barnes	Miller to Leahy	yes	2	900	5	1800	2015	RTP
Wash Co	20	Cornell	Saltzman to Mult. Co. Line	yes	2	900	3	1200	2015	RTP
Wash Co	21	Jenkins	Murray to 158th	yes	3	700	5	1800	2008	RTP
Wash Co	22	Baseline	177th to 231st	yes	2	900	3	1200	2000	MSTIP
Wash Co	24	Baseline	Lisa to 218th	yes	2	900	5	1800	2015	RTP
Wash Co	25	Cornell	Hwy. 28 to Saltzman	yes	2	900	5	1800	2015	RTP
Wash Co	26	Murray	Science Park Drive to Cornell	yes	3	900	5	2100	1998	RTP
Wash Co	29	Beef Bend Ext	Scholls Ferry to 99W	yes	2	500/700/900	2	900	2005	MSTIP
Wash Co	30	219th	TV Highway to Baseline	yes	2	900	3	1200	2000	MSTIP
Wash Co	34	Bethany	Bronson to W. Union	yes	2		5	1800	2010	RTP
Wash Co	35	Walker	Murray to 185th	yes	2	900	5	1800	2010	RTP/2040
Wash Co	37	Cornell	Murray to Saltzman	yes	2	900	3	1200	2000	MSTIP
Wash Co	38	158th	Jenkins to Baseline	yes	3	900	5	1800	2008	RTP
Wash Co	40	Allen	217 to Western	yes	4	1800	5	1800	2015	RTP
Wash Co	41	Greenway/Hall	Greenway/Hall Intersect'n	yes	NB	900	NB	1000	2000	RTP
Wash Co	46	Allen	Menlo to Main	yes	3	1400	5	1800	2008	RTP
Wash Co	47	Allen	Murray to Menlo	yes	3	1400	5	1800	2008	RTP
Wash Co	48	E/W Arterial	117th to 110th	yes	0	0	5	1800	2015	RTP
Wash Co	50	E/W Arterial	Hall to 117th	yes	0	0	5	1800	2015	RTP
Wash Co	51	Greenburg	Shady Lane to Locust	yes	3	900	5	1800	2000	RTP/2040
Wash Co	52	E/W Arterial	Hocken to Murray	yes	2	700	5	1800	2015	RTP
Wash Co	59	Hall Intersect'n Imprvmnt	99W	no	n/a		n/a		2000	MSTIP

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					No.	Capacity	No.	Capacity		
Wash Co	80	E/W Arterial	Cedar Hills to Watson/Hall	yes	0	0	5	1800	2015	RTP
Wash Co	82	Milliken Extension	Cedar Hills to Hocken	yes	0	0	3		2015	MSTIP
Wash Co	88	Jenkins	Cedar Hills to Murray	yes	2	700	3	900	2010	RTP
Wash Co	73	185th	T.V. Hwy. to Farmington	yes	2	900	3	1200	2015	RTP
Wash Co	75	170th Avenue	Rigert to Alexander	yes	2	700	3/5	900/1800	2000	MSTIP
Wash Co	78	Martin/Cornelius Schefflin	realignment	yes	2	700	2	800	2000	MSTIP
Wash Co	78	Evergreen	25th to Glencoe	yes	2	900	3	1200	2000	MSTIP
Wash Co	80	Glencoe	Lincoln to Evergreen	yes	2	900	3	1100	2010	RTP
Wash Co	83	170th	Alexander to Baseline	yes	2	700	3	900	2010	RTP
Wash Co	84	Wilsonville/Sunset Ext.	Hwy. 89w to Murdock	yes	0/2	0/900	3	1100	2015	RTP
Wash Co	85	Sunset Drive (Hwy 47)	University to Beal	yes	2	700	3	900	2005	MSTIP
Wash Co	88	Tualatin Rd. Bike Lanes	Hwy 99 to Boones Ferry Rd.	no	n/a		n/a			RTP
Wash Co	89	Farmington Rd. Bike Lanes	OR217 to Murray Blvd.	no	n/a		n/a			RTP
Wash Co	90	Ground Level Retail space	Hillsboro Criminal Justice Fac.	no	n/a		n/a			2040
Wash Co	91	Beaverton Creek TOD	"SW 153rd, Murray to Jenkins"	no	n/a		n/a			2040
Wash Co	92	Evergreen	Shute to 25th	yes	2	900	3	1200	2015	RTP
Wash Co	95	Walker Road Bike/Ped Imp	173rd to 185th	no						
Wash Co	98	Oleson Road Bike/Ped Imp	Fanno Creek to Garden Home	no						MSTIP
Wash Co	97	Oleson Road Bike/Ped Imp	Garden Home to Hall Blvd	no						MSTIP
Wash Co	98	Tualatin	Teton to 115th	yes		700		900	2000	MSTIP
Wash Co	99	TV Hwy Signals	Locations in Cornelius	no						MSTIP
Wash Co	100	Milliken Way	Purchase and Development	no						2040
Wash Co	101	Signal Interconnections	Barnes, Cornell, Scholls Ferry	yes				+ 50	???	2040
Wash Co	102	Walker	Westfield to Murray	yes	2	800	3	900	2010	2040
Wash Co	103	BPA Easement Bike/Ped Imp	East of 158th, Division/Laidlaw	no						RTP
Wash Co	104	Scholls Ferry Ped Imp	Hall to BH Hwy	no						RTP
Wash Co	105	185th	West Union to Springville	yes	2	700	3	900	2010	RTP
ODOT/Wash	71	TV Highway	209th/219th						2015	RTP
ODOT/Wash	77	BH Highway	Scholls Ferry/Oleson						2015	RTP
ODOT/Wash	78	Farmington Road Widening	209th to 172nd						2015	RTP
Wash Co	*	Barnes Road Extension	117th to Future 119th	yes		0	4	1200	1998	TIP
Wash Co	23	Baseline	Brookwood to 231st	yes	2	900	3	1200	1998	MSTIP
Wash Co	85	Durham	Hall to Boones Ferry	yes	2	700	3	900	1998	TIP
Wash Co	***	Lombard	Broadway to Farmington Rd	yes		700		900	2000	MSTIP
Wash Co	***	229th/231st	Evergreen to Cornell	yes		700/900		1200	1995	RTP
Wash Co	***	Cornell Rd	158th to Bethany Blvd	yes		1200		2100	1995	RTP
Wash Co	***	Davis Rd	Murray to 170th	yes		700		900	2000	MSTIP

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					No.	Capacity	No.	Capacity		
Wash Co	***	Hart Rd	Murray to 185th	yes		700		900	2000	MSTIP
Wash Co	2	Lombard	Canyon to Center Street	yes	0	0	3	900	2000	CIP
Wash Co	***	Nora	155th to Weir	yes		500		700	2010	RTP
Wash Co	***	Taylor's Ferry	Oleson to Washington Drive	yes		0		900	2010	RTP
Wash Co	***	170th/173rd	Baseline to Walker Rd	yes		500/700		900	2000	MSTIP
Wash Co	***	Amberglen Pkwy	Quatama/208th to Stucki	yes		0		900	2000	MSTIP
Wash Co	***	Beef Bend Road	131st to 150th	yes		500		900	2015	MSTIP
Wash Co	***	Beef Bend Road	King Arthur to 131st	yes		500		900	2000	MSTIP
Wash Co	31	Bethany	West Union to Kaiser	yes	0	0	3	900	1998	MSTIP
Wash Co	14	East Main	10th to Brookwood	yes	2	700	3	1200	1997	MSTIP
Wash Co	42	Evergreen Pky Ext.	Cornelius Pass to Shute Road	yes	0	0	5	1800	1998	MSTIP
Wash Co	1	Laidlaw Rd Extension	west from Kaiser Rd to 188th	yes		0		900	2000	MSTIP
Wash Co	***	Sexton Mountain Drive	155th to Murray	yes		0		900	1995	
Wash Co	***	Springville Rd	185th to PCC access	yes		500		700	1995	MSTIP
Wash Co	***	Tualatin Rd	Boones Ferry to 115th	yes		500/700		900	2000	MSTIP
Wash Co	***	Millikan Extension	Cedar Hills to Hocken	yes		0		900	2005	MSTIP
Wash Co	***	Nyberg Road Extension	85th to 50th	yes		0		700	1997	CIP
Wash Co	***	Ibach	Boones Ferry/Graham Ferry Rds	yes	2	700	3	900	1999	
Wash Co	***	Boones Ferry Rd	at Alsea/Blake	yes	2	900	3	1100	1997	
Wash Co	***	Davies Extension	Scholls to Old Scholls	yes	0	0	3	700	2015	CIP
Wash Co	***	Lombard	Broadway to Canyon	yes	0	0	3	700	1997	CIP
Wash Co	***	Oregon Street	Tualatin Sherwood to Murdock	yes	2	900	3	1000	2005	CIP
Wash Co	***	Walnut	121st to 135th	yes	2	500	3	700	2005	CIP
Wash Co	**	Cornelius Pass Rd. Bike Lanes	West Union Rd. to Sunset Hwy.	no	n/a		n/a			
Wash Co	**	185th Ave. Bike Lanes	TV Hwy. to Farmington Rd.	no	n/a		n/a			
Wash Co	**	Oleson Rd. Bike Lanes	Vermont St. to 1st St.	no	n/a		n/a			
Wash Co	**	Garden Home Rd. Bike Lanes	Scholls Ferry Rd. to MCL	no	n/a		n/a			
Wash Co	**	Barnes Rd. Bike Lanes	Miller Rd. to U.S. 26	no	n/a		n/a			
Wash Co	**	158th Ave. Bike Lanes	U.S. 26 to West Union Rd.	no	n/a		n/a			
Wash Co	**	Cornell Rd. Bike Lanes	158th Ave. to 185th Ave.	no	n/a		n/a			
Wash Co	**	Scholls Fy. Interconnect	Nimbus to Highway 217	yes				+ 50		
Wash Co	**	Barnes Rd Interconnect	Suntek to Miller	yes				+ 50		
Wash Co	**	Murray Blvd Signal Interconnect	Hwy 26 to Cornell	yes				+ 50		
Wash Co	**	Murray Blvd Signal Interconnect	Farmington to Millikan	yes				+ 50		
Wash Co	**	Traffic signal optimization	TV Hwy: BV W Limit/Baseline	yes			add 50 capacity			RTP

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					No.	Capacity	No.	Capacity		
Tri-Met	0	Added Bus/LRT Srvce (1.5% to 2005)	Throughout Tri-Met service area	tr yes	n/a		n/a			RTP
Tri-Met	1a	Added Bus/LRT Srvce (.5% 05 to 15)	Throughout Tri-Met service area	tr yes	n/a		n/a			RTP
Tri-Met	1b	South/North LRT capital costs	Clack Co. to Clark Co., WA	no	n/a		n/a			RTP
Tri-Met	31	Civic N'hd MAX Station	New LRT Station @ Civic N'hd	yes	n/a		n/a			RTP
Tri-Met	***	Baseline	170th to 177th	yes	2	900	3	1200	1998	
Tri-Met	*	Westside LRT		tr yes						
Metro	5	TOD Fund Program	Purchase TOD devel. sites	no	n/a		n/a			RTP
Various	6	Major Ped Upgrade (39 mi)	Central City/Regional Centers	no	n/a		n/a			RTP
Various	7	Major Ped Upgrade (13 mi)	Town Centers	no	n/a		n/a			RTP
Various	8	Major Ped Upgrade (53 mi)	Corridors & Stet'n Communities	no	n/a		n/a			RTP
Shared	9	Major Ped Upgrade (9 mi)	Main Streets	no	n/a		n/a			RTP
Shared	10	TDM Education/Promotion	Metro region	no	n/a		n/a			RTP
Shared	11	Regional Center TMA's	Gresham/Hills/Milw/O.C.	no	n/a		n/a			RTP
ODOE	1	Regional Telecommute Proj.	Employers in region	no	n/a		n/a			RTP

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EVALUATION OF CONFORMITY REQUIREMENTS
FOR THE FY 1998 - 2001
PORTLAND AREA
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

Basis of Conformity Determination

Since 1972, federal clean air legislation has mandated that agencies of the federal government must ensure that no federally funded activities will interfere with maintenance of air quality standards. Both the Clean Air Act Amendments and the Oregon State (air quality) Implementation Plan specify that this prohibition applies to funding of transportation projects: auto emissions resulting from transportation system improvements may not interfere with maintenance of federal air quality standards.

This requirement means that FHWA and FTA must affirm that all regionally significant transportation projects programmed for construction within the time frame of the TIP, whether or not they are expected to use federal funds, must be identified in the MTIP and must be demonstrated, with both qualitative and quantitative means, to conform with all pertinent provisions of the Oregon State (Air Quality) Implementation Plan (SIP). This demonstration is referred to as a Conformity Determination.

A Conformity Determination for the 1996 Portland Metropolitan Area Transportation Improvement Program (MTIP) was submitted and jointly approved by FHWA, FTA and EPA on December 11, 1995. The Determination was prepared pursuant to the Interim (Phase II) Conformity Determination procedures described in OAR 340-20-710 et. seq. (adopted pursuant to 40 CFR Parts 51 (FHWA) and 93 (FTA), November 24, 1993).

Normally, this Determination would be valid for three years and would expire December 11, 1998. However, on July 11, 1996, the EQC approved amendments to the State Implementation Plan adding TCMs. Per OAR 340-20-750(2)(c) the RTP and MTIP must be re-conformed within two years of this action.

In March, 1997, Metro Resolution No. 97-2467 allocated modernization funds anticipated by the region between FY 1998 and FY 2001. Resolution No. 97-2487, adopted in May, 1997, allocated expected Operations, Maintenance and Preservation funds. To obligate these funds, it is necessary to determine the conformity status of the projects allocated the funds.

Maintenance Plan Approval and Continued Validity of 1995 Conformity Determination

The Portland metropolitan area has not posted a violation of federal carbon monoxide or ozone air quality standards since 1993. In 1996, the Oregon Department of Environmental Quality (DEQ) submitted a Portland area Maintenance Plan revision of the SIP which EPA approved in 1997. The Maintenance Plan describes estimates of future pollution emissions and the means for assuring the region will maintain adherence to national standards for a period of 10 years.

The 1995 Determination was approved prior to EPA approval of the Maintenance Plan revision of the SIP. Nevertheless, it remains valid until July 1998. This is because all program activity approved by Metro since approval of the Conformity Determination in December, 1995 is regionally insignificant with respect to air quality. All program actions merely furthered phases of projects whose scope and concept were previously described and analyzed in the 1995 Determination or were exempt by rule from regional analysis.

It should be noted that Metro will adopt a new 20-year Regional Transportation Plan in late spring of 1998. The Conformity Regulations require preparation of a new Conformity Determination within six months of adopting a new RTP. The FY 98 MTIP will be fully analyzed as part of that process.

In the interim, Metro plans to re-conform the current 1995 RTP. No significant revision of the RTP has been approved at this time, either concerning policies or constituents of the regional travel network. The Port of Portland has requested amendment of the RTP to include the proposed, privately financed extension of MAX light rail to the Portland International Airport. The quantitative analysis that Metro has performed for this project, to determine ridership potential, complies with the quantitative modeling procedures described at OAR 340-20-1010. Therefore, Metro proposes to submit these data together with the other quantitative and qualitative analyses described in the State Rule, to re-conform the Plan and TIP by July, 1998.

Projects Derived From a Conforming MTIP

Table A, below, shows the projects listed in Metro Resolution No. 97-2467 which received approval of new modernization funding in the FY 98 MTIP. As one example, construction funds are allocated for the Lovejoy Ramp project in the City of Portland. The FY 96 MTIP allocated Preliminary Engineering funds for this project. Pursuant to the conformity regulations, allocation of the PE funds required that the scope and concept of the full Lovejoy project be modeled in the Determination prepared for the FY 96 MTIP. Therefore, allocation of construction funding for the project in the FY 98 MTIP does not constitute "addition" of a new regionally significant transportation project. No additional proof of regional conformity is required for this type of project funding authorization. All modernization projects allocated funding in the new MTIP meet this test.

TABLE A

NEW PROJECT FUNDING IN THE
 FY 1998 - 2001 MTIP

PROJECTS	Funds
METRO PLANNING	2.40
TDM PROGRAM	1.46
COLUMBIA/BURGARD COMPLETION	0.15
SO. RIVERGATE OVERCROSSING	0.84
PED TO MAX/TRANSIT PROGRAM	0.15
LOVEJOY RAMP REPLACEMENT (PED CREDIT)	3.00
LOVEJOY RAMP REPLACEMENT (ROAD CREDIT)	3.00
SCHOLLS FERRY SIGNAL INTERCONNECT	0.11
TV HWY SIGNAL INTERCONNECT	0.28
GRESHAM/MULT CO SIGNAL INTERCONNECT PROGRAM	1.00
CIVIC NEIGHBORHOOD LRT STATION COMPLETION	0.26
SUNNYSIDE RD: I-205/122 ND	0.80
JOHNSON CREEK BLVD PHASE 2	0.80
HAWTHORNE BIKE/PEDESTRIAN LANES	1.50
SOUTH/NORTH LRT SYSEM EXPANSION	13.50
ALLOCATION GRAND TOTAL	28.29

Of the projects receiving newly approved funds, only six are regionally significant with respect to their potential to effect -- to degrade *or* improve -- air quality of the region. The six projects are:

1. Columbia/Burgard Intersection Completion
2. South Rivergate (Lombard) Rail Road Over Crossing
3. Lovejoy Ramp Replacement
4. Gresham Civic Neighborhood LRT Station Completion
5. Sunnyside Road Widening: I-205/122nd
6. South/North LRT System Expansion

Each project was the actual or anticipated recipient of federal design and/or construction funding in the FY 96 MTIP. The full scope and concept of each project was evaluated in the 1995 Conformity Determination quantitative analysis. All the other projects are exempt from regional conformity analysis as they are regionally insignificant with respect to air quality, i.e., they could not significantly improve or adversely effect the region's air quality.

Metro Resolution 97-2487 approved the Region's FY 98 - 01 development program. Six projects were approved for completion of Final Plans (e.g., Preliminary Engineering beyond environmental review). The scope and concept of these projects were also described in the

1995 Determination. One project was deferred and one was dropped from the planned development program in response to fiscal constraints imposed on the program by the Oregon Transportation Commission. However, the projects were not deleted from the financially constrained RTP system which was also the subject of the 1995 Determination. Therefore, this action was exempt as it did not remove projects from the analyzed Conformity network. It has merely deferred the anticipated implementation date of two projects beyond 2003 relative to their 2005 milestone network assumptions.

- *The Governor has requested that the OTC eliminate all development of modernization projects during the FY 98 - 01 time period pending identification of new transportation funding sources. The OTC has acted on this request pending outcome of the 1998 legislative session. If an increase in transportation revenue is enacted by the legislature this session, no substantive change to the financially constrained network assumptions would be likely. A more lengthy delay affecting the timing of anticipated project start dates could conceivably trigger need for a new quantitative analysis.*

Preservation, Bridge Maintenance and Safety Projects Exempt From Regional Analysis

Metro Resolution 97-2487 also approved addition of numerous road preservation, bridge maintenance and safety projects in the FY 98 MTIP. These projects accounted for over half of newly allocated funds. However, this class of projects are exempt from regional analysis requirements under the conformity regulations (i.e., they are "categorically exempt" projects). They do not add capacity to the regional transportation system and therefore are not considered "regionally significant" transportation projects.

New Maintenance Plan Transportation Control Measures (TCMs)

The new Maintenance Plan includes provisions that will affect conduct of the region's next Conformity Determination. Its approval though, does not require preparation of a new Determination in and of itself. The Plan includes two new funding based Transportation Control Measures (TCMs) that were not part of the previous SIP Attainment Plan. To meet the spirit of the Conformity Rule, these new measures are addressed below.

Transit TCM. First, the region has committed to priority financing of a 1.5 percent annual increase of transit service hours through 2007. (The financially constrained RTP network anticipates a 0.5 percent increase thereafter, through 2014, all of which is beyond the Maintenance Plan horizon). The allocation of FY 98 - 01 funds in the new TIP meets this commitment. The Maintenance Plan stipulates a compound total increase of 6.14 percent by FY 2000. In the first year of the Maintenance Plan (April 1997 through March 1998) Tri-Met service hours increased 3.3 percent above the comparable 1996 baseline period. Service hours will increase another 5.5 percent in 1998 (with Westside LRT startup), or a compound total of 8.98 percent above 1996 levels.

The TIP is constrained annually to appropriated revenue and allocates only a portion of Tri-Met bus purchase and bus and LRT maintenance funds. Operating revenue is supplied almost wholly by Tri-Met general funds. Tri-Met files Section 15 reports annually with FTA to document prior year service levels and annually self certifies financial capacity for

upcoming fiscal year operations. Self certification is backed by annual auditing and FTA triennial review. Tri-Met also annually updates a five year Transit Development Program per FTA regulation. The TDP provides analysis of combined capital and operating capacity under conservative revenue assumptions. The TDP is the best "early warning" documentation of future anticipated service levels. It reflects service level increases of at least 1.5 percent through 2002. Finally, Metro's 20-year Regional Transportation Plan identifies a 1996 base of 36,000 weekly service hours raising to approximately 40,000 hours in 2007 (i.e., 1.5 percent annual increase) and 44,000 hours in 2014. Revenue appropriate to these service levels is accounted for in the financially constrained RTP system network.

Bike/Ped System TCM. The second TCM requires priority financing for construction of 1.5 miles of pedestrian improvements within Region 2040 priority land use designations (e.g., Downtown/Regional Centers, Town Centers, Main Streets/Corridors, etc.) and 5 miles of bike routes identified in the Regional Bike Network of the 1995 RTP, or its successors, each biennium (i.e., FY 98-99). The FY 98 MTIP more than meets this requirement. The following is a partial list of pedestrian improvements funded by the MTIP for construction in the FY 98-99 biennium:

Peninsula Trail Crossing:	2.00 miles
Lovejoy Ramp Replacement	1.00
Woodstock Pedestrian Imp	0.75
OR 47 Bypass	2.50
Steel Bridge Ped Xing	0.25
Steel Bridge to OMSI Ped/Bike Path	2.00
TOTAL PEDESTRIAN PROJECTS	8.5 miles

In addition to pedestrian improvements the projects listed above will also provide 7.50 miles of new bicycle routes. Additional and exclusively bike-oriented projects that have been programmed in the new MTIP include:

Barbur Bike Lanes: Front/Hamilton	2.00 miles
Front Avenue Reconstruction	2.00
Hall Blvd: SPRR to Ridgecrest	2.00
I-5/Hwy 217/Kruse Way Interchange	0.50
SUBTOTAL	6.50 miles
SUPPLEMENTAL MIXED USE PROJECTS	7.50
GRAND TOTAL BIKE ROUTES	14.00 miles

Again, this is only a partial list of regionally funded projects. It does not account for several projects completed in FY 97 and also omits locally funded initiatives such as the City of Portland's extensive bike striping program. The complete list of regional bike and pedestrian projects initiated in FY 97 and/or programmed for construction in the FY 98 MTIP satisfies the Maintenance Plan TCM through the 2006 horizon of the Plan.

Conclusion

The FY 98 MTIP does not add or delete any regionally significant transportation projects. Therefore, the 1995 Conformity Determination remains valid but will expire in July, 1998. The new Portland area Maintenance Plan includes new funding-based TCMs. While the region need not demonstrate conformity with the TCMs at this time, funding priorities of the FY 98 MTIP more than satisfy the letter and spirit of the new measures. Metro will re-conform the 1995 Plan and the FY 1998 MTIP prior to the Conformity Determination's lapse. Metro will then Conform the 1998 RTP upon its adoption in winter of 1998.

TRANSPORTATION PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 98-2686, FOR THE PURPOSE OF APPROVING THE AIR QUALITY CONFORMITY DETERMINATION FOR THE 1995 REGIONAL TRANSPORTATION PLAN.

Date: September 10, 1998

Presented by: Councilor Washington

Committee Action: At its September 8, 1998 meeting, the Transportation Planning Committee voted 2-0 to recommend Council adoption of Resolution No. 98-2686. Voting in favor: Councilors McLain and Washington.

Council Issues/Discussion: Andy Cotugno, director for the transportation department, made the staff presentation. He explained that the conformity determination demonstrates to the federal government that Metro's transportation plan and funding allocations conform with federal air quality standards. Due to intervening state DEQ action, Metro is now, with this resolution, reconfirming the current Regional Transportation Plan (RTP) with regard to air quality conformity. This conformity will be good for a three year period, or until a new RTP is approved by the Metro Council. When that happens a new conformity determination will be required.

This conformity plan contains data related to the light rail extension to the airport. Mr. cotugno also noted that standards related to air quality are being revised, and that a Department of Environmental Quality representative would be making a presentation to the next JPACT meeting.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 98-2686 FOR THE PURPOSE OF APPROVING THE AIR QUALITY CONFORMITY DETERMINATION FOR THE 1995 REGIONAL TRANSPORTATION PLAN

Date: July 31, 1998

Presented by: Andrew Cotugno

PROPOSED ACTION

Approval of this resolution would adopt a re-determination of conformity for the 1995 Regional Transportation Plan (RTP). The prior determination lapsed in July, two years after state adoption of the region's Air Quality Maintenance Plan amendments. No federal transportation funds may be obligated until the new determination is approved by federal authorities. The determination incorporates effects of extension of light rail to the Portland International Airport and previous findings regarding the air quality conformity of projects approved in the FY 1998-2001 Metropolitan Transportation Improvement Program.

TPAC and JPACT have reviewed the proposed conformity determination and recommend approval of Resolution No. 98-2686.

BACKGROUND AND ANALYSIS

The Clean Air Act and its amendments and corresponding state regulations developed by DEQ require Metro to perform qualitative and quantitative analyses of both the MTIP and the RTP to demonstrate that projects approved for funding or which are anticipated as additions to the regional transportation system over a 20-year period will not adversely affect efforts detailed in the State Implementation Plan (SIP) to maintain federal air quality standards. This is a Conformity Determination. Normally, an approved determination is valid for three years after federal approval. Unless the region's determination is valid, neither FHWA nor FTA may permit obligation of federal funds to regionally significant (i.e., capacity expansion) projects.

The 1995 RTP was last conformed in December 1995 and would normally be valid until December of this year. However, in July 1996, the Oregon Environmental Quality Commission approved maintenance plan amendments to the SIP. This triggered a two-year "clock." The validity of the region's determination lapsed on July 12 of this year. The original schedule for completion of the 1998 RTP called for its adoption by this time. However, the schedule has now slipped to winter. All but one of the regionally significant projects scheduled to obligate funds this fiscal year have already gone to bid, so the conformity lapse has not impacted federal obligations in the region yet. However, significant projects are scheduled for bid letting after September and these will be delayed unless a new determination is approved.

Additionally, the Port of Portland is negotiating with private parties to seek a non-federally funded extension of MAX light rail to the Portland International Center and to the Airport. Although no federal funds are being requested, the project requires three federal permits which cannot be issued unless the project is demonstrated to conform with the SIP.

The Airport MAX extension is identified in the 1995 RTP as an element of the long-range regional transitway program (see RTP, p. 4-11), contingent on identification of funding. The current proposal addresses funding; a mix of private funds to be provided by Bechtel, Tri-Met general funds and contributions by other government agencies. The project now falls within the federal definition of financially constrained, i.e., there exists a reasonably anticipated revenue stream. As such, the project must be part of the air quality conformity analysis of the fiscally-constrained portion of the RTP. This analysis has been conducted. The project is consistent with the motor vehicle emissions budgets established in the SIP for ozone and carbon monoxide, i.e., emissions of the regional system including operation of the Airport light rail extension do not exceed the budgets. (There are, in fact, fewer emissions than would occur without the project). The Conformity Determination is Exhibit A of the Resolution.

Methodology Issues. Because the region anticipates adoption of a new RTP in less than a year, efforts were made to reduce the degree of staff time and expense associated with this effort. In consultation with DEQ, EPA and FHWA, trip tables from two prior analyses of regional travel demand were adapted to prepare this determination, including those used for the maintenance plan amendments that established the region's motor vehicle emissions budgets, and tables used to analyze ridership potential of the proposed light rail extension. The adaptation of these tables introduced several insignificant methodological anomalies into the analysis that would not arise if entirely new trip tables had been prepared. These issues are discussed in detail at the outset of the determination.

Relationship to the FY 98 MTIP. The SIP maintenance plan amendments introduced new regulatory and funding-based transportation control measures that include biennial commitments to fund transit service hour increases, and expansion of the regionally significant bicycle and pedestrian systems. The FY 98 MTIP more than satisfies these commitments. Additionally, all regionally significant projects allocated funds in the MTIP are addressed in the conformity determination. An analysis of the MTIP relationship to the maintenance plan requirements is included as Appendix B of Exhibit A of the Resolution.