



# 2018-21 MTIP Air Quality Conformity Determination

*Adoption Draft, June 30, 2017*



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

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds.

**Project web site:** [oregonmetro.gov/mtip](http://oregonmetro.gov/mtip)

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## **1.0 OVERVIEW**

### **1.1 What is Transportation Conformity/Report Purpose**

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

This report analyzes Metro’s 2018-2021 Metropolitan Transportation Improvement Program (MTIP). The report includes a bundle of proposed transportation investments in the form of projects and estimates the future air quality conditions based on those projects. The report compares the emissions results with the motor vehicle emission budgets, or maximum amounts of regulated pollutants generated by on road vehicles. This analysis, using best available information and approved methods by Environmental Protection Agency (EPA), USDOT and Oregon Department of Environmental Quality (DEQ) to determine whether proposed transportation improvements conform with federal and state air quality laws.

### **1.2 Results/Conclusions**

All the projects in the 2018-2021 MTIP were modeled for conformity or are considered exempt. The previous joint air quality conformity determination for the 2014 RTP and 2015-2018 MTIP was last approved by the USDOT approved on May 20, 2015. A list of projects in the financially constrained 2018-2021 MTIP can be found in Appendix A.

The 2018-2021 MTIP utilized provision Code of Federal Regulations 40 93.122(g) in the transportation conformity rules, which allows a region to utilize the results of the previous emissions analysis if certain conditions have been met. Throughout the process of developing the 2018-2021 MTIP, efforts have been undertaken to ensure 2018-2021 MTIP transportation investments continue to meet the conditions set forth by 40 93.122(g) to allow the region to rely on the results of the previous emissions analysis.

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

The 2018-2021 MTIP air quality conformity analysis uses the EPA and DEQ approved MOVES2010b air quality model (as the 2014 RTP air quality conformity determination was conducted prior to October 1, 2016). The 2018-2021 MTIP have been analyzed for compliance with air quality standards for carbon monoxide as established by the EPA, USDOT and Oregon DEQ as follows:

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

<b>Year</b>	<b>Carbon Monoxide Motor Vehicle Emission Budgets (Budgets are Maximum Allowed Emissions) (pounds/ winter day)</b>	<b>Forecast Carbon Monoxide Motor Vehicle Emissions (pounds/ winter day)</b>
<b>2010</b>	1,033,578	448,398
<b>2017</b>	1,181,341	324,234
<b>2040</b>	1,181,341	290,007

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

The data demonstrates the projects included in the financially constrained 2014 RTP and by extension the 2018-2021 MTIP, meets federal and state air quality standards. The region is in compliance with all other air pollutant regulations.

### **1.3 Regulatory and Process Background**

#### **Federal framework**

The federal Clean Air Act is the primary regulatory framework for national, state and local efforts to protect air quality (see <http://www.epa.gov/air/caa/> for more information). Under the Clean Air Act, the EPA is responsible for setting standards, known as national ambient air quality standards (NAAQS), for pollutants considered harmful to people and the environment. These standards are set at levels that are meant to protect the health of the most sensitive population groups, including the elderly, children and people with respiratory illnesses. Air quality planning is focused on meeting the deadlines set by EPA and DEQ for meeting the NAAQS standards. In partnership with federal partners, USDOT requires areas to demonstrate on-road transportation sources are making progress towards the motor vehicle emissions budgets established by state implementation plans which work towards attaining and maintaining the NAAQS standards. This is known as the conformity determination. Failing to conform restricts an area's ability to receive federal transportation funds during any period for which the air quality approval has lapsed.

More specifically, federal air quality conformity requirements come from the integration of requirements in the Clean Air Act Amendments of 1990 and the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and are codified at 40 CFR Part 93. These requirements are also included in federal transportation policy the Transportation Equity Act for the 21st Century (TEA21), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Moving Ahead for Progress in the 21st Century (MAP-21), and most recently Fixing America's Surface Transportation (FAST). The relevant

requirements of the FAST Act are included in the analysis. (These regulations have been compiled by EPA, Office of Transportation and Air Quality in a document entitled: "Transportation Conformity Regulations Updated April 2012 and may be found at: <http://www.epa.gov/otaq/stateresources/transconf/regs/420b12013.pdf>)

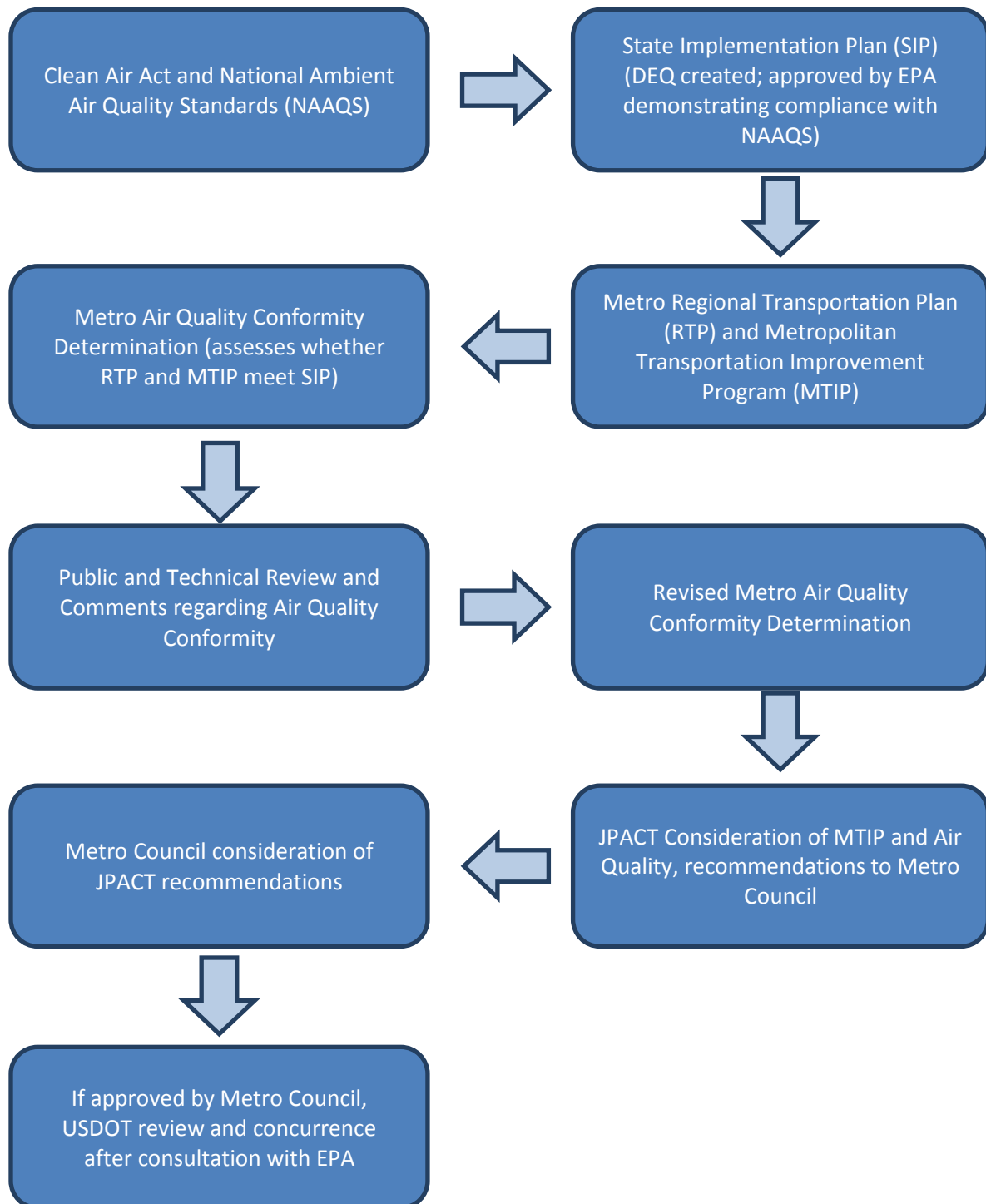
### **State regulations**

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

### **Metro's role**

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

**Figure 1. Air Quality Conformity Determination Process**



## **Air Quality Conformity Determination Process**

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

In order to demonstrate the 2018-2021 MTIP meet federal and state air quality planning requirements, Metro must complete a technical analysis, consult with local, state, and federal partners and provide opportunity for public comment on the public review draft of the air quality conformity determination. As part of the package for adoption, the draft conformity determination report is brought to the Transportation Policy Alternatives Committee and Joint Policy Advisory Committee on Transportation (see <http://www.oregonmetro.gov/> for more information about these committees) for consideration, and then to the Metro Council.

The Metro Council (<http://www.oregonmetro.gov/council>) approves air quality conformity determination for the Portland metropolitan region. Once approved, the conformity determination is submitted to the U.S. Department of Transportation (U.S. DOT). In practice, this means review by the Federal Highway Administration and Federal Transit Administration. These U.S.DOT agencies approve or reject the conformity determination after consultation with the EPA. Upon U.S. DOT approval, federal funding of transportation projects may commence.

The 2014 RTP and the 2015-2018 MTIP air quality conformity were last assessed in spring through early summer 2014. The U.S. DOT approved the conformity determination on May 20, 2015.

For the 2018-2021 MTIP, the schedule of the analysis and approval process is outlined in Appendix C.

### **1.4 Status of Pollutants in the Region**

The National Ambient Air Quality Standards (NAAQS) adopted by both the EPA and DEQ identify six air pollutants for which seven standards are established and regulations are in place to address areas that violate or have violated the standards in the past. These air pollutants are:

- carbon monoxide;
- lead;
- nitrogen dioxide;
- ozone;
- particulate matter, 2.5 micrometers and smaller diameter (PM<sub>2.5</sub>);
- particulate matter, 10 micrometers and smaller diameter (PM<sub>10</sub>); and,
- sulfur dioxide.



The Portland/Vancouver area has one interconnected air shed. However, given the state boundary along the Columbia River and the differing jurisdictions and state laws, the Federal government approved in 1997 for Portland and Vancouver to take responsibility of its side of the air shed. For the Oregon side, a Metro area air shed was established. See Appendix L for further information.

The Metro region has not exceeded the standards for five criteria air pollutants – lead, nitrogen dioxide, PM<sub>10</sub>, PM<sub>2.5</sub> and sulfur dioxide. However, in the past, the Metro region has exceeded carbon monoxide and ozone standards.

The region is no longer subject to the 1-hour ozone standard and no longer has a requirement to complete transportation conformity for ozone. The region, however, must still comply with certain monitoring requirements with regard to ozone as part of anti-backsliding measures. These were adopted in a maintenance SIP. For the region's ozone status see: <https://www.epa.gov/green-book>. In 2015, EPA lowered the 8-hour ozone standard. As a result, Oregon DEQ conducted an assessment to determine if any area in Oregon is in violation of the new 8-hour ozone standard. This assessment was completed at the end of 2016. Based on the results of the assessment, the Oregon Department of Environmental Quality does not believe any area in Oregon is in violation of the newly lowered ozone standard. Appendix P provides detail of the region's ozone air quality status and Appendix R provides more information about the region's ozone conditions.

As of 1997, the Metro area is a maintenance area for carbon monoxide (CO). While the region meets federal CO standards, it must continue to demonstrate CO levels will remain under the standard under future population and economic conditions. This demonstration is done through a regional emissions analysis in an air quality conformity determination. The analysis for the determination compares forecast levels of pollutant emissions assuming proposed transportation investments with motor vehicle emission budgets or maximum allowed levels of the pollutant from the on-road and transit elements of the region's transportation system for different years into the future. In 2006, the EPA approved a new CO State Implementation Plan (SIP) finding new CO motor vehicle emission budgets adequate for transportation conformity purposes in the second 10-Year Portland Area Carbon Monoxide Maintenance Plan. The transportation conformity demonstration requirements as part of this second CO maintenance plan is effective through October 2, 2017, after which a transportation conformity demonstration will no longer be necessary if the area does not violate the CO NAAQS, but the remaining elements of the maintenance plan remain in effect in perpetuity.

## **Carbon Monoxide**

The Oregon DEQ describes carbon monoxide as:

*“A colorless, odorless gas. In the body, CO binds tightly to hemoglobin (the red pigment in blood which transports oxygen from the lungs to the rest of the body). Once hemoglobin is bound to CO, it can no longer carry oxygen. In this way, CO reduces the oxygen-carrying capacity of the blood and can result in adverse health effects. High concentrations of CO strongly impair the functions of oxygen-dependent tissues,*

including brain, heart, and muscle. Prolonged exposure to low levels of CO aggravates existing conditions in people with heart disease or circulatory disorders. There is a correlation between CO exposure and increased hospitalization and death among such patients. Even in otherwise healthy adults, carbon monoxide has been linked to increased heart disease, decreased athletic performance, and diminished mental capacity. Carbon monoxide also affects newborn and unborn children. High CO levels have been associated with low birth weights and increased infant mortality.”

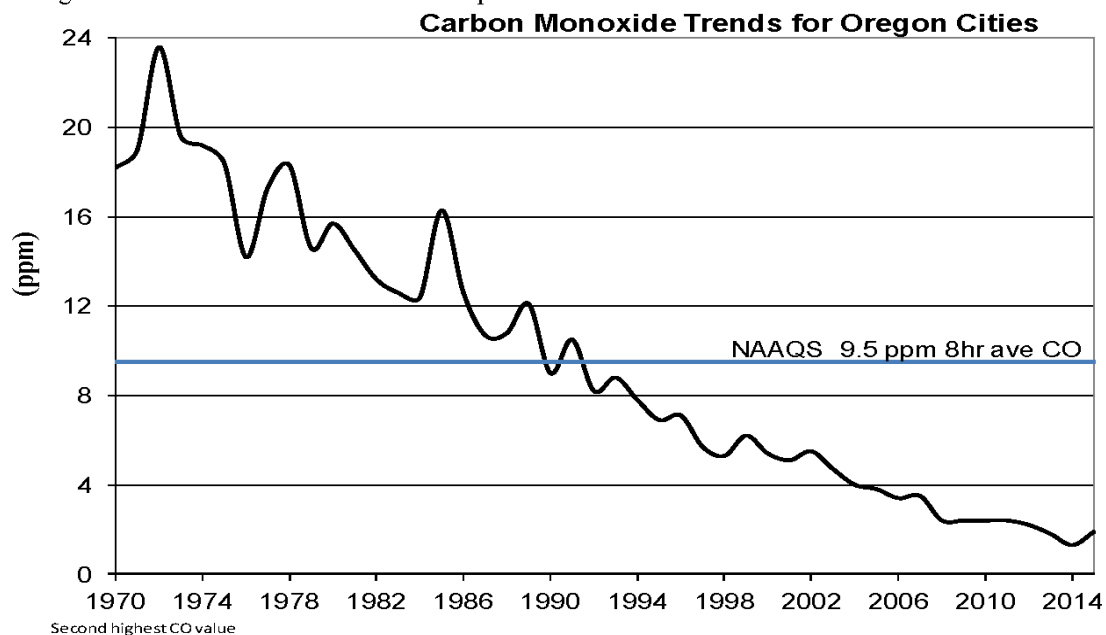
“A major natural source of CO is spontaneous oxidation of naturally occurring methane (swamp gas). The major human-caused source is incomplete combustion of carbon-based fuels, primarily from gasoline-powered motor vehicles. Other important sources are wood stoves and slash burns. How a motor vehicle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

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

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

### Carbon Monoxide Trends

The figure below shows the CO trend in comparison to the federal standard.



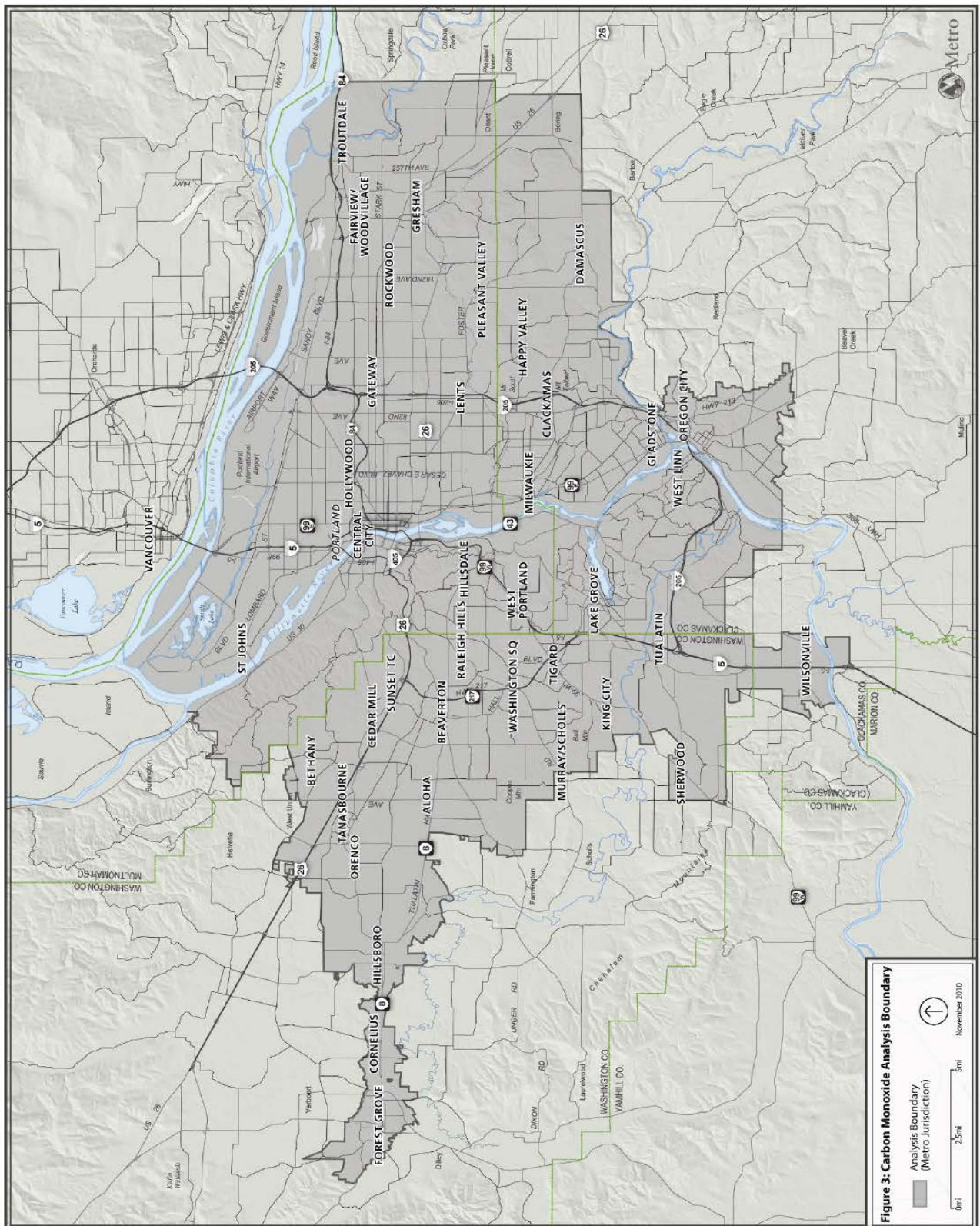
**Figure 68. Carbon monoxide Trend.**

Trend chart uses the second highest annual, eight hour average. ppm = parts per million.

Source: 2015 Oregon Air Quality Data Summaries, Oregon Department of Environmental Quality see <http://www.deq.state.or.us/aq/forms/annrpt.htm>

For carbon monoxide, a combined interstate air shed with Southwest Washington (including Vancouver and Clark County, Washington) was established when the region was designated as a non-attainment region in 1991. However, EPA satisfied a request by the two metropolitan regions to separate the air sheds in 1995. (See Appendix K for more detail.) As a result, the Metro jurisdictional boundary was established as the geographic extent of concern for which emission budgets (maximum pollutant levels) were created to demonstrate attainment and long-term maintenance. Below is a map of the Metro jurisdictional boundary used for the air quality analysis.

**Figure 3. Carbon Monoxide Analysis Boundary**  
*(coincides with Metro Jurisdictional Boundary)*



## **2.0 DEMONSTRATION OF CONFORMITY FOR CO**

This air quality analysis addresses those sections of the federal statutes and state administrative rule that are applicable to the 2018-2021 MTIP conformity determination. Accordingly, each subsection will cite a subject (e.g. “Consultation”) and describe how the requirement was addressed. Federal statutes concerning transportation air quality conformity begin at 40 CFR 93.100 and end at 40 CFR 93.128. Oregon administrative rules for transportation conformity follow federal statute and begin at OAR 340-252-0010 and end at OAR 340-252-0290. Each section is address in numerical order, except as noted in Appendix G.

### **2.1 General requirements**

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

This conformity rule applies to the 2018-2021 MTIP as the Metro area has a carbon monoxide maintenance status and the actions being proposed are regionally significant as confirmed through consultation with agencies including the DEQ, EPA, Federal Highway Administration, Federal Transit Administration and regional partners in spring 2016 and with TPAC on September 30, 2016. A “Pre-Conformity Plan” which contains the proposed methods, assumptions and schedule was developed in compliance with the conformity rule. The Pre-Conformity Plan can be found in Appendix C.

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

Federal regulations call for a new conformity determination prior to acceptance of a new or updated regional transportation plan (RTP), a metropolitan transportation improvement program (MTIP), and with certain RTP/MTIP amendments, and no less frequently than every four years. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) last approved the joint 2014 RTP and 2015-2018 MTIP air quality conformity determination on May 20, 2015. .

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

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

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

In May 2016, representatives of the FHWA, FTA, EPA, DEQ, and ODOT and Metro were contacted via email concerning the upcoming 2018-2021 MTIP air quality conformity determination. A copy of the Pre-Conformity Plan was provided for review and interagency consultation was held in May and June 2016. After some lengthy discussion, the interagency consultation representatives of each agency indicated support for the plan and gave approval to move forward with the air quality analysis. Additionally, TPAC members were provided a copy of the Pre-Conformity Plan and consultation was held at the September 30, 2016 meeting. Members of TPAC approved the technical approach to the conformity determination.



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

Metro made this document available on its website for a 30-day public comment period starting on April 24, 2017 so that it may be accessed for free at any public library via the internet or from a resident's home, if they have a computer and internet access. In addition, a telephone number was advertised so that the public may call should they have questions. Metro also arranged to mail hard copies of this report to those who may wish to use this method of inspecting the document. Metro provided a telephone number for the hearing impaired so that questions may be answered using TTY technology, so that text messages may be conveyed back and forth. Public comments received by May 23, 2017, were compiled and written responses addressing thematic comments were completed and made available to the Transportation Policy Alternatives Committee, Joint Policy Advisory Committee on Transportation and the Metro Council as part of the full air quality conformity determination package seeking approval and adoption in late June (TPAC), July (JPACT and Metro Council) 2017.

#### **2.1.4 Content of Transportation Plans (OAR 340-252-0070, 40 CFR 93.106, 40 CFR 93.106(d)(3), and 40 CFR 93.106(d)(4))**

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

However, federal conformity provision 93.106(d)(3) allows areas with an approved maintenance plan to shorten the conformity timeframe to the final year of the maintenance plan and provision 93.106(d)(4) areas to utilized the shortened timeframe for subsequent conformity determinations. Shortening the conformity timeframe can result in a reduced number of analysis years to evaluate. In order to utilize the conformity shortening provision, the region must undergo consultation, public comment, and the governing body of the metropolitan planning organization must approve the shortened conformity timeframe. In 2014, Metro elected to undertake the process to utilize the federal conformity provision to shorten the conformity timeframe to apply it to the 2014 RTP and 2015-2018 MTIP joint air quality conformity determination and subsequent conformity determinations, including the 2018-2021 MTIP air quality conformity determination. Appendix E provides further detail of the federal requirements and process undertaken to permit the region to utilize the provision.

As a result of utilizing provision 93.106(d)(3), the air quality analysis years for the 2018-2021 MTIP include 2010 as the base year, 2017 as the final year of the maintenance plan, and 2040 the final year of the long-range transportation plan.<sup>1</sup> The transportation conditions and resulting projected emissions of these three analysis years were compared to the carbon monoxide budgets established by the SIP to determine whether the RTP and by extension the MTIP, conform to federal air quality regulations. Further, the 2014 RTP includes and describes the Metro region's transportation policies, requirements, services, and including intermodal activities.

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*1 The base year of 2010 is being used (and not being updated to 2015) because the 2018-2021 MTIP air quality conformity determination is utilizing a provision with transportation conformity rules to rely on the results of the previous emissions analysis.*  
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### 2.1.5 Relationship of Transportation Plan and TIP Conformity with the NEPA Process (OAR 340-252-0080 and 40 CFR 93.107)

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

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

**Table 2. Major Transportation Project Assumptions**

<b>Project</b>	<b>Project Description and Extent</b>	<b>2014 Financially Constrained System Modeling and Project Assumption</b>
<b>Columbia River Crossing</b>	Replace I-5/Columbia River bridge and improve interchanges on I-5.	Modeling assumed a replacement bridge with 10,000 vehicles per hour each direction with \$2 peak period tolls and light rail transit to Clark College. The ODOT Director and the Bi-State Coordination Committee have directed JPACT and the Metro Council to keep the Columbia River Crossing (CRC) in the RTP financially constrained project list despite recent events, since the need for a replacement bridge still exists, and the CRC is still the identified solution for the long range plan. The project will be revisited as part of the 2018 RTP update.
<b>Sunrise (I-205 to 172<sup>nd</sup> Avenue)</b>	Limited-access highway from I-205 to Rock Creek Junction in Clackamas	Assumes improvement consistent with EIS. Reflects Phase 2 and 3 assumptions. Construction funding through 122 <sup>nd</sup> has been committed.
<b>I-5 from I-405 to I-84 (Rose Quarter/Lloyd District)</b>	Interchange and surrounding local street improvements.	Includes southbound braided ramps, added capacity on I-5 and improvements to surrounding neighborhood streets to facilitate circulation.
<b>I-5 to 99W Replacement Projects</b>	Improves connectivity from I-5 to 99W in Southern Washington County.	Construct improvements consistent with recommendations from I-5/99W connector process. Includes improvements to existing arterial streets and a new southern arterial connection.
<b>High Capacity Transit: Southwest Corridor (Portland to Tualatin via Tigard)</b>	Bus Rapid Transit from Tualatin to downtown Portland via Tigard, PCC, with connections to OHSU.	Bus Rapid Transit (BRT) was assumed in the modeling work. It was modeled in exclusive right of way with fixed speeds similar to Light Rail Transit (LRT). The modeling assumptions are intended to be a placeholder with characteristics of both types of High Capacity Transit. A policy decision on the specific mode and alignment has not been determined as of the conformity determination.
<b>Powell / Division Transit Project</b>	Bus Rapid Transit from downtown Portland to Gresham Transit Center.	Bus Rapid Transit in mixed traffic on Powell/Division was assumed in the modeling work. A policy decision on the specific mode and alignment has not been determined as of the conformity determination.
<b>John's Landing Streetcar</b>	Streetcar extension from existing Lowell terminus to Willamette Park.	Extend existing streetcar line to John's Landing. Temporary alignment along Macadam Boulevard. Subject to refinement.

*Note: Major project assumptions seen are representative of what was assumed as part of the regional emissions analysis for the 2014 RTP and 2015-2018 MTIP Joint Air Quality Conformity Determination.*

When a project hasn't been adequately defined through the NEPA process, conformity allows coding of the transportation network be based upon a placeholder project as best as can be defined at the time. For purposes of this air quality conformity determination, a specific configuration to these projects has

been made. If the final project configuration is substantially different than what has been assumed, consultation will determine whether additional conformity analysis will be needed at that time.

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

This section requires that regional transportation plans and transportation improvement programs be fiscally constrained. This means the total cost of the RTP and the MTIP be equal or less than the total of identified transportation resources. The 2014 RTP includes a list of projects which comprises the fiscally constrained system. The list of projects encompasses those projects included in the 2018-2021 MTIP. Likewise, the 2018-2021 MTIP was created based on the availability of funds, the project list starting from one that vastly exceeded available dollars, to the proposed project list consistent with foreseeable revenues during the program period. Each project included in the Metropolitan Transportation Improvement Program has identified funding source(s) that can be reasonably expected to be available over the planning period. A list of the financially constrained projects from the 2014 RTP is included as Appendix A.

### **2.2 Criteria and procedures for determining conformity**

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

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

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

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

As MetroScope provides a population, housing, and jobs forecast to the year 2040, the outputs are the latest planning assumptions. The MetroScope results provide a long enough time horizon to understand the forecast demographic and employment changes and how the combination of the existing transportation system and improvements included in the financially constrained system will operate. The air quality analysis is based on the forecast data and the proposed transportation system.

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

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

Because the 2018-2021 MTIP received approval to utilize the provision in the transportation conformity rules to rely on the previous regional emissions analysis (see 2.3.2 Procedures for Determining Regional Transportation-Related Emissions for further discussion), the 2018-2021 MTIP air quality conformity determination results illustrates the results from the previous 2014 RTP and 2015-2018 MTIP joint air quality conformity determination.



At the time of the joint 2014 RTP and 2015-2018 MTIP air quality conformity determination, MOVES2010b, was the latest version of the EPA approved model and employed using the latest planning assumptions cited in Section 2.2.2, above for carbon monoxide, but also all of the other pollutants specified an agreement between Metro and DEQ in Appendix Q. Metro's implementation of MOVES was developed in accordance with all pertinent EPA guidance included in the document, *Using MOVES to Prepare Emission Inventories in State Implementation Plans and Transportation Conformity: Technical Guidance for MOVES2010, 2010a and 2010b (April 2012)*. Since then EPA has issued MOVES2014a.

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

This section refers back to the earlier section on consultation and provides for the state implementation plans (SIP) to have additional consultation requirements if appropriate. The second 10-Year Portland Area CO Maintenance Plan and both the second ozone Maintenance Plan has no further consultation requirements beyond those already addressed in the earlier consultation section.

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

The State and Federal conformity regulations require the air quality conformity determination demonstrates compliance with Transportation Control Measures (TCMs) included in the CO Maintenance Plan by providing for the timely implementation of all TCMs. The air quality conformity determination must also demonstrate activities in the MTIP program or RTP amendments which interfere with the implementation of TCMs.

The Second 10-Year Portland Area CO Maintenance Plan, approved by the Oregon Environmental Quality Commission and US EPA, includes three TCMs: 1) Transit Service Increase; 2) Bicycle Paths; and 3) Pedestrian Paths.

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

Federal and State conformity regulations allow regions to replace an existing Transportation Control Measure (TCM) with a new TCM which provides an equivalent or greater pollution reduction. For a region to employ a substitution of a TCM substitution, the Metropolitan Planning Organization, relevant air quality agency and EPA determine a TCM substitution is an appropriate course of action. The Oregon Department of Environmental Quality (DEQ), in conjunction with Metro, developed a TCM substitution process that was codified with the adoption of the second Portland Area Carbon Monoxide Maintenance Plan. In 2013 the region elected to undergo the TCM substitution process for the Transit Service Increase TCM to prevent a conformity lapse. The substitute TCM was adopted in January and concurred in April 2014. The substitute Transit Service Increase TCM is reflected in the 2018-2021 MTIP joint air quality conformity determination. The process and adoption package undertaken to perform the TCM substitution can be found in Appendix F.

##### **TCM 1. Transit Service Increase**

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

### Compliance Actions - Transit Service Increase

This transit service TCM calls for a calculation of actual transit service revenue hours for assessments conducted between fiscal year 2008 through 2017. This means only the final annual total of revenue hours for the previous years from fiscal year 2008 through the time the conformity analysis conducted can be assessed. At the time of this public comment draft of the air quality conformity analysis, the latest year to report finalized annual revenue hours is 2016. Presented below are actual transit revenue service hours weighted by capacity from 2002 through 2016.

**Table 3. Revenue Hours – Weighted by Capacity**

Fiscal Year (July - June)	Bus	MAX Rail (bus equivalency)	Streetcar (bus equivalency)	Commuter Rail (bus equivalency)	Total	Percent Change year-to-year
2001	1,467,660	642,531	N/A	N/A	2,077,529	
2002	1,497,564	712,922	37,781	N/A	2,110,191	
2003	1,515,648	745,502	37,444	N/A	2,210,486	
2004	1,527,228	754,804	40,065	N/A	2,261,150	
2005	1,516,296	889,851	46,723	N/A	2,282,032	
2006	1,458,564	857,752	50,827	N/A	2,406,147	
2007	1,481,460	862,843	55,604	N/A	2,367,114	
2008	1,511,880	900,884	67,220	N/A	2,399,907	1.39
2009	1,534,068	955,377	68,307	N/A	2,479,983	2.36
2010	1,461,396	1,104,526	67,385	5,754	2,563,506	2.70
2011	1,336,572	1,097,353	66,745	13,892	2,647,199	2.84
2012	1,342,296	1,117,717	66,416	13,938	2,514,608	1.27
2013	1,348,524	1,111,054	93,940	13,846	2,540,275	1.23
2014	1,387,056	1,128,553	103,042	14,110	2,632,761	1.37
2015	1,455,432	1,130,110	102,824	14,110	2,702,475	1.53
2016	1,516,836	1,267,551	129,882	21,601	2,935,871	2.32
Average annual change						<b>1.89</b>

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

**Findings.** As illustrated in Table 3, the transit service increase TCM has been met because the cumulative average of transit revenue houses, after weighting by capacity, is 1.89 percent, which exceeds the TCM requirement of 1.0 percent.

### TCM 2. Bicycle Paths

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

Bikeways shall be consistent with state and regional bikeway standards. A cumulative average of 5 miles of bikeways or trails per biennium must be funded from all sources in each Metropolitan Transportation Improvement Program (MTIP). Facilities subject to this TCM must be in addition to those required for expansion or reconstruction projects under ORS 366.514.

### Compliance Actions - Bicycle Paths

As shown in Table 4, the region has allocated funding for at least 52.68 miles of bicycle lanes, bicycle boulevards and multi-use paths for fiscal years 2006-2018.<sup>[1]</sup>

[1]. Mileage counts are derived from project descriptions and/or GIS measurements.  
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**Table 4. MTIP Bicycle Projects allocated for funding between 2006 and 2018**

2006-2007 Funding	Length (mi)	2014-2015 Funding	Length (mi)
Beaverton Powerline Trail	1.95	Cedar Creek Greenway Trail	3.9
Washington SQ RC multi-use trail	0.57	East Portland Active Transportation to Transit	0.9
McLoughlin: I-205 to Hwy 43 bridge	0.1	Burgard Rd at N Time Oil Rd	0.6
102nd Ave Blvd improvements	0.8	Arata Rd-Wood Village Blvd to 238th Ave	0.34
Hwy 99E: River Rd to Park Ave bike lanes	0.57	Sandy Blvd: 230th - 238th Dr	0.21
<b>Total</b>	<b>3.99</b>	17th Ave/Trolley Trail Connector: Andover Place to Lava Drive	0.97
		<b>Total</b>	<b>15.02</b>
2008-2009 Funding	Length (mi)		Length (mi)
Springwater Trail	0.9	2016-2018 Funding	
Marine Dr bike lanes	1.5	Fanno Creek Trail: Woodard Park to Bonita Rd and 85 <sup>th</sup> Ave to Tualatin River Bridge	1.75
Gresham-Fairview Trail	1.9	Beaverton Creek Trail Crescent Connection: Westside Trail to SW Hocken Ave	1.52
Gresham MAX trail	1.9	OR 99W: SW 19 <sup>th</sup> Ave to 26 <sup>th</sup> Ave – Barbur Blvd Demonstration	.57
Rock Creek Trail	0.8	Foster Rd: SE Powell 90 <sup>th</sup> Pedestrian/Bicycle/Safety	2.3
Trolley Trail	6.0	Jennings Ave: OR 99E to Oatfield Rd Sidewalk and Bicycle Lane	.69
SE 92 <sup>nd</sup> Ave bike lanes	0.38	SE 129 <sup>th</sup> Ave Bikelane and Sidewalk	.20
Waud Bluff Trail	0.25	<b>Total</b>	<b>6.46</b>
<b>Total</b>	<b>13.63</b>	<b>Total miles, 2006-2018:</b>	<b>52.68</b>
	Length (mi)		
2010-2011 Funding		Beaverton Creek Trail	1.5
NE/SE 50s Bikeway	4.3	Brentwood-Darlington Safe Routes to School	1.9
East Baseline St, Cornelius bike lanes	0.54	Complete Cleveland Street	.86
East Burnside bike lanes	0.55	Cully Walking and Biking Parkway	1
<b>Total</b>	<b>5.39</b>	Halsey Street Safety and Access to Transit	2.1
	Length (mi)	Jade and Montavilla Connected Centers	1.7
2012-2013 Funding		Molalla Avenue Walking and Biking Improvements	.87
NE/SE 20s Bikeway	5.5	Highway 43 Walking and Biking Improvements	1.1
Westside Trail	0.75	<b>Total</b>	<b>11.03</b>
40 Mile Loop	1.7		
Red Electric Trail	0.24		
<b>Total</b>	<b>8.19</b>	<b>Total miles. 2006-2021:</b>	<b>63.71</b>

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

- Over 63 miles of bicycle paths have been programmed to be built for the years 2006-2021; which substantially exceeds the TCM target of 28 miles to be built by the year 2017.
- On average, 9.1 miles of bicycle infrastructure projects are being funded per biennium, which is 82% above the 5 mile per biennium target for new bicycle/trail improvements.

### **TCM 3. Pedestrian Paths**

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

### **Compliance Actions - Pedestrian Projects**

As shown in Table 5, the region has allocated funding for at least 13.57 miles of new pedestrian improvements in mixed-use centers for 2006-2018. <sup>[2]</sup>

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*[2] "Mixed-use centers" include the Central City, Regional Centers, Town Centers, and Station Communities. Mileage counts are derived from project descriptions and/or GIS measurements*  
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**Table 5. MTIP 2006-18 Pedestrian Projects<sup>[3]</sup>**

2006-2007 Funding	Length (mi)	2014-2015 Funding	Length (mi)
St John's Ped/Freight Improvement	0.45	Arata Rd: 223rd - 238th and Wood	0.2
Hillsboro Regional Center Ped Project	1.77	Village Blvd trail	
Central Eastside Bridgeheads	0.1	17th Ave/Trolley Trail Connector:	
Hwy 224 Preservation (99E to I-205)	0.15	Andover Place to Lava Drive	0.34
<b>Total</b>	<b>2.47</b>	<b>Total</b>	<b>0.54</b>
			Length (mi)
2008-2009 Funding	Length (mi)	2016-2018 Funding	
Forest Grove TC*	0.65	Fanno Creek Trail: Woodard Park to Bonita Rd and 85 <sup>th</sup> Ave to Tualatin River Bridge	1.75
Milwaukie TC	0.26	OR 99W: SW 19 <sup>th</sup> Ave to 26 <sup>th</sup> Ave – Barbur Blvd Demonstration	.57
92 <sup>nd</sup> Ave	0.38	Foster Rd: SE Powell 90 <sup>th</sup> Pedestrian/Bicycle/Safety Phase II	2.3
Gresham MAX trail	0.4	<b>Total</b>	<b>4.62</b>
<b>Total</b>	<b>1.69</b>	<b>Total miles, 2006-2018:</b>	<b>13.57</b>
			Length (mi)
2010-2011 Funding	Length (mi)	2019-2021 Funding	
Hood Street: Se Division to SE Powell	0.18	Beaverton Creek Trail	.85
Foster-Woodstock: SE 87 <sup>th</sup> to SE 101 <sup>st</sup>	1.13	Complete Cleveland Street	.11
E. Baseline, Cornelius: 10 <sup>th</sup> to 19 <sup>th</sup>	0.18	Halsey Street Safety and Access to Transit	.34
Burnside: 3 <sup>rd</sup> Ave to 14 <sup>th</sup> Ave	1.1	<b>Total</b>	<b>1.3</b>
<b>Total</b>	<b>2.59</b>		
2012-2013 Funding	Length (mi)		
Red Electric Trail	0.5		
McLoughlin (Ph 2)	0.5		
Rose Biggi	0.16		
102 <sup>nd</sup> Ave	0.5		
<b>Total</b>	<b>1.66</b>	<b>Total miles, 2006-2021:</b>	<b>14.87</b>

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

[3] The MAX multi-use path project is 2.32 miles total, with 1.90 miles being applied to the bike/trail TCM target, and .40 miles counting toward TCM pedestrian target, as it is located in the Gresham regional and Rockwood town centers. The Red electric trail project is 0.75 mi. with 0.24 miles applied to Bicycle TCM and 0.51 applied toward Pedestrian TCM. The project is located partially within the Hillsdale Town Center.

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

- A total of 14.87 miles of pedestrian paths in mixed-use centers are programmed for the period 2006-2021; which exceeds the TCM of 9 miles by the year 2017.
- This represents an average of 2.12 miles per biennium, 41% above the TCM 1.5 mile per biennium target for new pedestrian improvements.

### **Overall TCM findings**

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

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

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

This section states only one conforming transportation plan or TIP may exist at any one time. The existing conforming transportation plan for the Metro region is the 2014 RTP and 2015-2018 MTIP joint air quality conformity determination. (See Appendix H for approval letter.) The previous conformity determination for a transportation plan or TIP expires once the new one is approved. Potentially a project could lose its conformity determination if not completed and not carried over to the new conformity determination.

### **2.2.8 Motor Vehicle Emissions Budget (OAR 340-252-0190 and 40 CFR 93.118)**

This section requires the projected emissions from the entire transportation system not exceed the approved motor vehicle emission budget for each year an emission budget has been established. The EPA found the motor vehicle emission budgets in the Second 10-Year Portland Area Carbon Monoxide Maintenance Plan adequate for transportation conformity purposes. The EPA approved budgets for wintertime carbon monoxide levels from all on-road transportation sources. The emissions budgets are as follows:

2010 – 1,003,578 pounds per day

2017 – 1,181,341 pounds per day (2017 is the final year of the Maintenance Plan)

2040 – same as 2017

As part of utilizing the provision with the transportation conformity rules to rely on the previous regional emissions analysis, the following table (Table 10) shows the comparison between the motor vehicle emission budgets and the forecast vehicle emissions of the financially constrained 2014 RTP illustrates none of the budgets has been exceeded.

**Table 6. Carbon Monoxide Emission Results Compared with Budgets**

<b>Year</b>	<b>Carbon Monoxide Motor Vehicle Emission Budgets (Budgets are Maximum Allowed Emissions) (pounds/ winter day)</b>	<b>Forecast Carbon Monoxide Motor Vehicle Emissions (pounds/ winter day)</b>
<b>2010</b>	1,033,578	448,398
<b>2017</b>	1,181,341	324,234
<b>2040</b>	1,181,341	290,007

Accordingly, based on these model results, the other data provided in this document and on documents in the appendices, it is concluded the 2018-2021 MTIP meet the transportation air quality conformity determination requirements and standards.

## **2.3 Regional emissions analysis and methodology**

### **2.3.1 Transportation Networks**

The projects listed in Appendix A are those in the financially constrained 2014 RTP and assumed for the region. The list includes the project name, location, project description, the estimated completion year of the project, and whether the project is considered regionally significant therefore it was included in the regional emissions analysis. Exempt projects are also identified in Appendix A.

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

During the May and June 2016 interagency consultation meetings, Metro proposed to utilize a provision 93.122(g), which allows for a region to rely on the previous regional emissions analysis if certain conditions are met. Through consultation, Metro was approved to move forward with utilizing the provision as long Metro monitored throughout the process it can meet all the conditions. The conditions to utilize the previous emissions analysis are:

- 1) The new plan and/or TIP contain all projects which must be started in the plan and TIP's timeframes in order to achieve the highway and transit system envisioned by the transportation plan;
- 2) All plan and TIP projects which are regionally significant are included in the transportation plan with design concept and scope adequate to determine their contribution to the transportation plan's and/or TIP's regional emissions at the time of the previous conformity determination;
- 3) The design concept and scope of each regionally significant project in the new plan and/or TIP are not significantly different from that described in the previous transportation plan; and
- 4) The previous regional emissions analysis is consistent with the requirements of §§93.118 (including that conformity to all currently applicable budgets is demonstrated) and/or 93.119, as applicable.

The Portland metropolitan region last conducted a regional emissions analysis for the 2014 RTP and the 2015-2018 MTIP in 2014 and the joint 2014 RTP and 2015-2018 MTIP air quality conformity determination received FHWA and FTA approval the on May 20, 2015. The timing satisfies section 4 of the conditions that the regional emissions analysis is consistent with the requirements of §§93.118 (including that conformity to all currently applicable budgets is demonstrated) and/or 93.119.

Throughout the development of the 2018-2021 MTIP, Metro staff worked with MTIP partners to ensure the projects being submitted as part of the 2018-2021 MTIP were being drawn from the 2014 RTP and/or an exempt project per transportation conformity rules. Metro worked with partners to gather a defined scope for the projects to determine consistency with the originally conformed project. Only one project, the Division Bus Rapid Transit project, raised questions around consistency with what had been conformed for the project in the 2014 RTP. Through interagency consultation conducted in November 2016, approval was given by federal, state, regional, and local partners that the change in scope would not impact air quality conformity determination and that it is unnecessary to run a new regional emissions analysis for the minor scope change.

Appendix B illustrates the list of the 2018-2021 MTIP projects and the associated 2014 RTP financially constrained project ID and/or the air quality status. (e.g. identifying whether the project is considered exempt from conformity, regionally significant, or not regionally significant.)

This section also requires the air quality conformity analysis be performed for all “regionally significant” projects. Metro took a conservative approach in identifying regionally significant projects attempts to model any improvement that can be modeled. This approach helped to ensure any capacity increases or decreases involved in an improvement are included in the analysis and all possible consideration of improvements were made. Regionally significant projects in the financially constrained 2014 RTP are identified in Appendix A.

However, at times, there are number of projects seeking eligibility for federal funds which would not be considered regionally significant, but are not identified in OAR 340-252-0270 and 40 CFR 93.126 as exempt projects. These projects remain on the 2014 RTP project list, but are identified as not regionally significant projects in Appendix A.

This section also addresses the model assumptions and methods employed for conducting the air quality conformity analysis. Because the region is utilizing the provision to rely on the previous emissions analysis, the details of Metro’s travel demand model used in the 2014 RTP and 2015-2018 Joint Air Quality Conformity Determination are being provided. At the time, Metro’s travel demand model was used in the first step of the conformity analysis. Transportation networks are built for each conformity analysis year with assumptions about the transportation network improvements and capacities, transit service levels and fares, jobs, housing and demographic characteristics, the miles traveled and the speeds at which the miles are traveled. Based on the listed inputs, miles traveled are estimated. Once the travel demand model has been run for a particular year, the application of emission rates generated by MOVES2010b, the air quality model is used to estimate air pollutant emissions for the analysis year that the transportation model was run.

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



**Table 7. MOVES2010b Input Assumptions**

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

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

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

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

This section addresses a provision within the transportation conformity rules which regions can elect to use to shorten the timeframe of the conformity determination. The timeframe of the conformity determination must meet a number of requirements as addressed in section 2.1.4 Content of Transportation Plan, but regions with an adequate or approved maintenance plan can elect to shorten the timeframe of the conformity determination through the final year of the maintenance plan. To utilize the provision, the metropolitan planning organization must consult with state and local air quality agencies, solicit public comments, and consider such comments. In 2014, Metro elected to utilize the provision for the 2014 RTP and 2015-2018 MTIP joint air quality conformity determination

and subsequent determinations. The adopted legislation to utilize the provision can be found in Appendix E.

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

This section addresses certain transportation projects, including certain safety (railroad/highway crossings, hazard elimination program, etc.), mass transit (operating assistance to transit agencies, purchase of support vehicles, etc.) air quality (ride-sharing and van pooling promotion, bicycle and pedestrian facilities, etc.), which are exempt from regional and project-level air quality conformity, unless through consultation, a specific project or project type is deemed to have potentially adverse emission impacts.

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

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

In addition to the list of exempt projects, certain projects are exempt from regional air quality conformity analyses. These include intersection channelization projects, intersection signalization at individual intersections, changes in vertical and horizontal alignments and other projects that do not significantly affect the regional emission analysis. These projects remain subject to project level analysis because the project have adverse localized emissions impacts and must undergo local hot spot analysis to check on potential impact to the area directly around the project's location.

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

#### **2.3.6 Traffic Signal Synchronization Projects (OAR 340-252-0290 and 40 CFR 93.128)**

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

- New signal controls for up to 200 intersections (ODOT, ARRA 2009 - RTP project number 11104)
- Adaptive control on U.S. 26 (Powell Boulevard, Mt. Hood Highway), from the Ross Island Bridge to SE 52<sup>nd</sup> Avenue, approximately 2.5 miles in length, including up to adaptive signal control at all ten signalized intersections (2008)
- A joint City of Gresham/Multnomah County adaptive (real-time) traffic signal control system on Burnside Road between Eastman Parkway and Powell Boulevard; (2006) (An assessment of effectiveness of this project is underway)
- A Portland Central City signal re-timing of 150 intersections (2005)

- An incidence responsive (for example an accident on I-205) traffic signal system on 82<sup>nd</sup> Avenue (being completed). This approach was also completed for Barbur Boulevard.

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

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### PROJECT LISTS

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Appendix B-2018-2021 MTIP Project List

### AIR QUALITY CONFORMITY DETERMINATION PROCESS

Appendix C-Pre-Conformity Plan

Appendix D-Approval to Utilize Code of Federal Regulations 40 93.122(g) Latest Planning Assumptions

Appendix E- Approval to Utilize Code of Federal Regulations 40 93.122(d)(3) Shortening Timeframe of Conformity Analysis

Appendix F-Transit Service Increase Transportation Control Measures (TCM) Substitution Process and Approval

Appendix G-Summary of Non-Application State and Federal Regulations and Why They Are Not Addressed

Appendix H – Federal Approval Letter for 2014 RTP and 2015-2018 MTIP Joint Air Quality Conformity Determination

### PUBLIC INVOLVEMENT

Appendix I-Notice of Public Comment Opportunity for the 2018-2021 MTIP Joint Air Quality Conformity Determination

Appendix J-2018-2021 Metropolitan Transportation Improvement Program Air Quality Conformity Determination Public Comment Report, Summary, and Responses

### FEDERAL DESIGNATIONS

Appendix K-Federal Register Notice Designation of Portland Metropolitan Region as a Non-attainment for Carbon Monoxide

Appendix L-Federal Register Notice Separation of the Portland, Oregon-Vancouver, Washington State Interstate Carbon Monoxide (CO) Non-Attainment Area

Appendix M-Federal Register Notice Designation of Portland Metropolitan Region as Attainment Area for Carbon Monoxide

Appendix N-Federal Register Notice of Proposed Approval of State Implementation Plan for Portland, Oregon – Portland Carbon Monoxide Second 10 Year Maintenance Plan

Appendix O-EPA approval of the Portland Carbon Monoxide Second 10 Year Maintenance Plan

Appendix P-Federal Register Notice of Portland Metropolitan Region as Attainment for Ozone

### ADDITIONAL SIP REQUIREMENTS

Appendix Q-Memorandum of Understanding Between Metro and Oregon DEQ Concerning Air Quality

Appendix R-Ozone Monitoring Trends

Appendix S-Vehicle Miles Traveled per Capita Information

Appendix T-Air Toxics and Greenhouse Gas Emissions Information

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

RTP ID	Nominating Agency	Facility Owner	Project/Program Name	Project Start Location	Project End Location	Project Purpose	Description	Estimated Cost (\$2014)	Time Period	Regionally Significant, Exempt, or Not Regionally Significant	Financial Constrained	Metro Investment Category	Subregion
10616	Beaverton	Beaverton	Rose Biggi Ave.: Crescent Street to Hall Blvd. Complete right-of-way and construction of multimodal street extension with Boulevard Design	Crescent St.	Hall Blvd.	Completes a gap.	Extend 2-lane Rose Biggi Ave. to Hall Blvd. (via Westgate Drive) to fill a gap; boulevard design; add sidewalks, bikeway (PE funded STIP Key #14400).	3,500,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
10617	Beaverton	Beaverton/ Washington Co.	Farmington Rd.	Murray Blvd.	Hocken Ave.	Safety (high crash location), fill gaps in bike/ped system, and congestion relief at intersections of Murray and Hocken.	Construct turn lanes and intersection improvements; signalize where warranted; add bike lanes and sidewalks in gaps. Includes multi-modal improvements to Murray: TV HWY to Farmington.	10,700,000	2014-2017	Regionally Significant	Y	Active Transportation	Washington County
10618	Beaverton	Beaverton	Dawson/Westgate multimodal extension from Rose Biggi Ave. to Hocken Ave.	Rose Biggi Avenue	Hocken Ave. via Dawson to Westgate at Rose Biggi	Complete a gap.	Extend 2 lane street from Hocken via Dawson and Westgate at Rose Biggi to fill a gap; realign Dawson/Westgate at Cedar Hills; add turn lanes at intersections, sidewalks, bikeway.	8,900,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
10619	Beaverton	Beaverton	Crescent St. multimodal extension to Cedar Hills Blvd.	Rose Biggi Ave.	Westgate Dr.	Complete a gap.	Extend 2 lane Crescent from Cedar Hills to Rose Biggi Ave. to fill a gap; add sidewalks, bikeway.	3,500,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
10620	Beaverton	Beaverton	Millikan Way multimodal extension from Watson Ave. to 114th Ave.	Watson Ave.	114th Ave.	Complete a gap.	Extend 2 lane Millikan Way to 114th to fill a gap; add turn lanes at intersections, sidewalks, bikeway.	13,800,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10621	Beaverton	Beaverton	New street connection from Broadway to 115th Ave.	Broadway	115th Ave.	Complete a gap.	Construct new 2 lane street with bikeway and sidewalks.	4,500,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10622	Beaverton	Beaverton	Electric to Whitney to Carousel to 144th multimodal street connections	Electric	144th Ave.	Complete a gap.	Connect existing streets and improve to standard with bikeways and sidewalks.	7,200,000	2018-2024	Not Regionally Significant	Y	Roads and Bridges	Washington County
10623	Beaverton	Beaverton	Hall Blvd. multimodal street extension to Jenkins Rd.	Hall Blvd.	Jenkins Rd.	Congestion relief and connects to Regional Center.	Construct new 4 lane street (2 lane boulevard design if all other Regional Center street connections are complete) with bike lanes and sidewalks.	14,400,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10624	Beaverton	Beaverton	120th Ave.: new 2 lane multimodal street	Center St.	Canyon Rd.	Complete a gap.	Construct new multimodal street with bikeways and sidewalks; turn lanes and signals as needed.	8,900,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10625	Beaverton	Beaverton	Rose Biggi Ave.: 2 lane multimodal street extension	Tualatin Valley Hwy	Broadway	Complete a gap.	Construct 2 lane boulevard extension with bikeways and sidewalks.	3,000,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
10626	Beaverton	Beaverton	114th Ave./115th Ave. 2 lane multimodal street	LRT	Beaverton Hillsdale Hwy/Griffith Drive	Complete a gap.	Construct 2 lane street with bike and pedestrian improvements.	10,000,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
10627	Beaverton	Beaverton	Tualaway 2 lane multimodal street extension	Electric	Millikan	Complete a gap.	Extend existing street to Millikan with bikeways and sidewalks.	3,900,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10628	Beaverton	Beaverton	Center Street and 113th Ave. safety, bike, and pedestrian improvements	Hall Blvd.	Cabot Street	Complete a gap.	Add sidewalks and bikelanes; add turn lanes where needed.	5,800,000	2014-2017	Regionally Significant	Y	Active Transportation	Washington County
10629	Beaverton	Beaverton	Hocken Ave. multimodal improvements	Tualatin Valley Hwy	Farmington Rd.	Complete a gap.	Widen existing street from 3 to 5 lanes, add bike lanes and sidewalks.	1,600,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10630	Beaverton	Beaverton	Hall Blvd. multimodal extension from Cedar Hills Blvd. to Hocken Ave.	Hocken Ave.	Cedar Hills Blvd.	Complete a gap.	Extend Hall Blvd. from Cedar Hills to Hocken to fill a gap; add turn lanes at intersections, sidewalks and bikeway.	5,500,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
10631	Beaverton	Beaverton	141st/142nd/144th multimodal street extension connections	141st Ave.	144th Ave.	Complete a gap.	Connect streets, add bikeways, sidewalks, turns lanes and signalize as warranted.	6,700,000	2014-2017	Regionally Significant	Y	Active Transportation	Washington County

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10633	Beaverton	Beaverton	Allen Blvd. safety, bicycle and pedestrian improvements	Highway 217	Western Ave.	Complete a gap.	Widen street to 4/5 lanes adding turn lanes and signals where needed, construct bike lanes and sidewalks.	6,300,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10634	Beaverton	Beaverton	Cedar Hills Blvd. safety, bicycle and pedestrian improvements	Farmington Rd.	Walker Rd.	Complete a gap.	Add turn lanes, bike lanes and sidewalks.	19,000,000	2018-2024	Regionally Significant	Y	Active Transportation	Washington County
10635	Beaverton	Beaverton	125th Ave. multimodal extension Brockman to Hall Blvd.	Brockman St.	Hall Blvd.	Complete a gap.	Construct new multimodal street with bike lanes and sidewalks.	13,900,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
10636	Beaverton	Beaverton	Millikan Way safety, bike and pedestrian improvements	141st Ave.	Hocken Ave.	Complete a gap.	Add turn lanes as needed, bike lanes and sidewalks, signalize as warranted.	2,600,000	2018-2024	Regionally Significant	Y	Active Transportation	Washington County
10637	Beaverton	Beaverton	Millikan Way safety, bicycle and pedestrian improvements and 4/5 lanes from Murray to 141st	Tualatin Valley Hwy	141st Ave.	Complete a gap.	Add bikelanes in gaps, vehicle and turn lanes as needed, and signals as warranted.	17,100,000	2018-2024	Regionally Significant	Y	Active Transportation	Washington County
10638	Beaverton	Beaverton	Davies Rd. multimodal street extension	Scholls Ferry Rd.	Barrows Rd.	Complete a gap.	Extend 2 lane street with turn lanes, bike lanes and sidewalks.	4,900,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
10639	Beaverton	Beaverton	Weir Rd. safety, bicycle and pedestrian improvements	155th Ave.	175th Ave.	Complete a gap.	Add turn lanes, bikelanes and sidewalks in gaps, turn lanes. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	4,100,000	2014-2017	Regionally Significant	Y	Active Transportation	Washington County
10642	Beaverton	Beaverton	Adaptive Traffic Signal Systems				New signals and signal upgrades. Locations include, Allen Blvd., Cedar Hills Blvd., Hall Blvd., and Farmington Road/Beaverton-Hillsdale Hwy.	10,000,000	2018-2024	Exempt	Y	TSMO/TDM	Washington County
10644	Beaverton	Washington Co.	110th Ave. sidewalk gaps	Beaverton Hillsdale Hwy	Canyon Rd.	Complete a gap.	Construct sidewalks.	1,400,000	2018-2024	Exempt	Y	Active Transportation	Washington County
10646	Beaverton	Beaverton	Hall Blvd. / Watson Ave. pedestrian improvements	Cedar Hills Blvd..	Allen Blvd.	Economic development.	Add pedestrian improvements at intersections and amenities (lighting, plazas).	2,400,000	2014-2017	Exempt	Y	Active Transportation	Washington County
10648	Beaverton	Beaverton	Denney Rd. sidewalks	Nimbus Rd.	Scholls Ferry Rd.	Complete a gap.	Construct sidewalks.	2,200,000	2025-2032	Exempt	Y	Active Transportation	Washington County
10649	Beaverton	Beaverton	Allen Blvd sidewalks	Western Ave.	Arctic Dr.	Complete a gap.	Construct sidewalks.	200,000	2018-2024	Exempt	Y	Active Transportation	Washington County
10653	Beaverton	Beaverton	Sexton Mountain Drive multimodal street extension from 155th Ave. to Sexton Mtn. across the Powerline	155th Ave.	Sexton Mountain Drive	Complete a gap.	Extend 2 lane street with bikelanes and sidewalks	2,500,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10654	Beaverton	Beaverton	Nora Road sidewalks and bike lanes	175th Ave.	155th Ave.	Complete a gap.	Construct sidewalks and bike lanes. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	2,000,000	2018-2024	Exempt	Y	Active Transportation	Washington County
10656	Beaverton	Beaverton	Jamieson Rd. sidewalks	Pinehurst/Cypress	Woodlands Dr.	Complete a gap.	Construct sidewalks.	1,100,000	2018-2024	Exempt	Y	Active Transportation	Washington County
10661	Beaverton	Beaverton	155th Ave. sidewalks	Beard Rd.	Weir Rd.	Complete a gap.	Construct sidewalks.	2,700,000	2014-2017	Exempt	Y	Active Transportation	Washington County
10662	Beaverton	Beaverton	155th Ave. sidewalks	Davis Rd.	Beverly Beach Ct	Complete a gap.	Construct sidewalks.	1,800,000	2014-2017	Exempt	Y	Active Transportation	Washington County
10663	Beaverton	Beaverton	Hall Blvd. bike lanes & turn lanes to Cedar Hills	Farmington Road	Cedar Hills Blvd.	Complete a gap.	Construct bike lanes and turn lanes.	5,200,000	2018-2024	Exempt	Y	Active Transportation	Washington County

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

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10019	Clackamas County	Clackamas County	Multi-use Path connection to NC Aquatic Park	82nd Ave.	North Clackamas Aquatic Center access road	Improve multi-modal access within the Clackamas Regional Center.	Construct multiuse path connection to Aquatic Park	2,000,000	2014-2017	Exempt	Y	Active Transportation	Clackamas County
10020	Clackamas County	Clackamas County	Clackamas County ITS Plan	Countywide		Improve flow and reduces delay on existing route throughout the urban area.	Deploy traffic responsive signal timing, ramp metering, traffic management equipment for better routing of traffic during incidents along the three key ODOT corridors - I-205, I-5, 99E. Install signal controller upgrades and update county ITS plan.	21,300,000	2014-2040	Exempt	Y	TSMO/TDM	Clackamas County
10022	Clackamas County	Clackamas County	82nd Dr.	Evelyn	Lawnfield Rd.	Complete a gap in the bike/ped network.	Fill in bikeways and pedestrian facilities gaps.	660,000	2018-2024	Exempt	Y	Active Transportation	Clackamas County
10024	Clackamas County	ODOT	McLoughlin Blvd. Improvement	Milwaukie	Gladstone	Improve pedestrian and bicycle access to transit along McLoughlin Blvd.	Add bikeways, pedestrian facilities ways, median enhancements, crosswalks and pedestrian facilities refuges	42,600,000	2014-2017	Exempt	Y	Active Transportation	Clackamas County
10029	Clackamas County	Clackamas County	Stafford Rd Improvements	I-205	Rosemont Rd.	Relieve congestion, address safety and improve access to Lake Oswego and West Linn.	Add paved shoulders and turn lanes at major intersections. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	8,400,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Clackamas County
10042	Clackamas County	Clackamas County	Lawnfield realignment (Sunrise JTA)	Lawnfield Rd.	Sunnybrook Blvd.	Relieve congestion and provide better access to the Clackamas Industrial Area.	Realign the existing Lawnfield Rd. Road from 98th to 97th, reduce the grade from 18% to 8%.	25,650,000	2014-2017	Regionally Significant	Y	Freight	Clackamas County
10050	Clackamas County	Clackamas County	Johnson Rd., Clackamas Rd., McKinley Rd.	Lake Rd.	Hwy 212	Improve access to I-205 and add multi-modal connections.	Bikeway and pedestrian facilities infill	1,800,000	2025-2032	Exempt	Y	Active Transportation	Clackamas County
10052	Clackamas County	Clackamas County	Tolbert Road (Sunrise JTA)	SE 82nd Dr.	Industrial Way	Improve access to the Clackamas Industrial Area - Lawnfield Rd. road area.	Extend Mather Rd. across railroad to SE 82nd Dr.	17,500,000	2014-2017	Not Regionally Significant	Y	Roads and Bridges	Clackamas County
10054	Clackamas County	Clackamas County	Oatfield Rd.	Oatfield /Park Intersection		Address safety and provide congestion relief.	Signal, left turn lanes.	1,358,150	2014-2017	Regionally Significant	Y	Roads and Bridges	Clackamas County
10055	Clackamas County	Clackamas County	Oatfield Rd.	Oatfield / Hill Intersection		Address safety and provide congestion relief.	Left turn lanes, signal if warranted.	1,653,700	2025-2032	Regionally Significant	Y	Roads and Bridges	Clackamas County
10056	Clackamas County	Clackamas County	Oatfield Rd.	Oatfield/McNary Intersection		Address safety and provide congestion relief.	Add turn lanes.	1,043,510	2025-2032	Regionally Significant	Y	Roads and Bridges	Clackamas County
10063	Clackamas County	Clackamas County	Thiessen Rd.	Thiessen/Hill Intersection		Address safety and provide congestion relief.	Widen, add left turn lane on Thiessen Rd.	1,248,210	2033-2040	Regionally Significant	Y	Roads and Bridges	Clackamas County
10064	Clackamas County	Clackamas County	Webster Rd.	Webster/Jennings and Roots intersection		Address safety and provide congestion relief.	Construct traffic signals, turn lanes.	3,722,090	2018-2024	Regionally Significant	Y	Roads and Bridges	Clackamas County
10065	Clackamas County	Clackamas County	Webster Rd.	Webster/Strawberry Ln. intersection		Address safety and provide congestion relief.	Traffic signal.	1,102,850	2033-2040	Exempt	Y	TSMO/TDM	Clackamas County
10066	Clackamas County	Clackamas County	92nd/Johnson Creek Blvd. intersection	92nd/JCB intersection		Address safety, provide congestion relief, improve freight access to I-205 and access to the Fuller Park and ride station.	Add turn lanes on 92nd (northbound left at JCB, and northbound right at Idleman).	1,000,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Clackamas County
10102	Clackamas County	Clackamas County	Linwood Ave	King Road	Johnson Creek Blvd	Address mulit- modal needs and to address gaps	Add bikeways. Linwood Ave / Monroe St intersection improvements. Add curbs/sidewalks, improve horizontal alignments	11,020,000	2025-2032	Exempt	Y	Roads and Bridges	Clackamas County
10136	Clackamas County	Clackamas County	Kellogg Creek (Oatfield Rd.) Bridge Replacement	Kellogg Creek	n/a	Replace a deficienct bridge.	Construct two lane bridge with sidewalks and bike lanes.	4,702,881	2033-2040	Exempt	Y	Roads and Bridges	Clackamas County
10157	Clackamas County	Clackamas County	Carver (Springwater Rd.) Bridge	Hattan Rd.	Hwy 224	Provide congestion relief and remove existing bottleneck.	Reconstruct Carver bridge at 2 lanes with bikelanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	23,600,000	2014-2017	Exempt	Y	Roads and Bridges	Clackamas County
11132	Clackamas County	Clackamas County	Clackamas Industrial area multi-modal improvements	area wide improvements		Address mulit- modal needs and to address gaps	Complete bike and pedestrian connections within the Clackamas Industrial area.	5,000,000	2018-2024	Exempt	Y	Active Transportation	Clackamas County
11347	Clackamas County	ODOT	Sunrise Multi- use path (Sunrise JTA)	I-205	122nd Ave	Address gaps in regional bike and pedestrian system.	Construct new multi use path from I-205 paralleling the Sunrise project.	6,000,000	2014-2017	Exempt	Y	Active Transportation	Clackamas County
11491	Clackamas County	Clackamas County	Flavel Dr	Alberta Ave	County boundary	Address mulit- modal needs and to address gaps	Add bikeways	2,410,000	2014-2017	Exempt	Y	Active Transportation	Clackamas County
11492	Clackamas County	Clackamas County	Sunnyside Rd	Sunnyside Rd / Stevens Rd intersection		Address safety and provide congestion relief.	Intersection improvements, such as additional turn lanes, turn lane extensions, and/or signal timing modifications	2,000,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Clackamas County
11493	Clackamas County	Clackamas County	Otty St	Otty St / OR 213 / Otty Rd Intersection		Address safety and provide congestion relief.	Realign Otty St with Otty Rd at OR 213; install dual westbound left-turn lanes; install flashing yellow arrow for left-turns on northbound and southbound approaches.	1,600,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Clackamas County



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

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11516	Clackamas County	Clackamas County	Evelyn St / Mangan Dr	Jennifer St	Water Ave	Address mulit- modal needs and to address gaps	Add bikeways	50,000	2025-2032	Exempt	Y	Active Transportation	Clackamas County
11517	Clackamas County	Clackamas County	Jennings Ave	Oatfield Road	Webster Road	Address mulit- modal needs and to address gaps and provide congestion relief.	Widen to 2-lane urban minor arterial standard with bikeway and pedestrian facilities infill	13,340,000	2033-2040	Not Regionally Significant	Y	Roads and Bridges	Clackamas County
11518	Clackamas County	Clackamas County	Webster Rd	OR 224	Gladstone	Address mulit- modal needs and to address gaps	Fill gaps in bikeways and pedestrian facilities	19,010,000	2033-2040	Exempt	Y	Active Transportation	Clackamas County
11519	Clackamas County	Clackamas County	Thiessen Rd	Oatfield Road	Webster Road	Address mulit- modal needs and to address gaps	Add bikeways and pedestrian facilities	23,830,000	2033-2040	Exempt	Y	Active Transportation	Clackamas County
11520	Clackamas County	Clackamas County	Courtney Ave	OR 99E	Oatfield Rd	Address mulit- modal needs and to address gaps	Fill gaps in pedways and bikeways	1,860,000	2033 -2040	Exempt	Y	Active Transportation	Clackamas County
11521	Clackamas County	Clackamas County	132nd Ave	Sunnyside Rd	Hubbard Rd	Address mulit- modal needs and to address gaps	Add bikeways, pedways, traffic calming and turn lanes at major intersections	1,680,000	2033 -2040	Regionally Significant	Y	Active Transportation	Clackamas County
11522	Clackamas County	Clackamas County	97th Ave / Mather Rd	Lawnfield Rd	Summers Lane	Address mulit- modal needs and to address gaps	Add bikeways, pedways and eastbound left turn lanes at Mather Rd / Summers Ln	4,560,000	2033 -2040	Not Regionally Significant	Y	Roads and Bridges	Clackamas County
11523	Clackamas County	Clackamas County	Rosemont Rd	Stafford Rd	West Linn City Limits	Address mulit- modal needs and to address gaps	Add paved shoulders and turn lanes at major intersections. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	8,570,000	2033 -2040	Regionally Significant	Y	Roads and Bridges	Clackamas County
11524	Clackamas County	Clackamas County	Monroe St	Linwood Ave	72nd Ave	Address mulit- modal needs and to address gaps	Add bikeways and traffic calming	5,330,000	2033 -2040	Exempt	Y	Active Transportation	Clackamas County
11525	Clackamas County	Clackamas County	Courtney Ave	River Rd	McLoughlin Blvd	Address mulit- modal needs and to address gaps	Construct pedway / complete gaps on the south side; add bikeways	5,010,000	2033 -2040	Exempt	Y	Active Transportation	Clackamas County
11526	Clackamas County	Clackamas County	Harold Ave	Concord Rd	Rothe Rd	Address mulit- modal needs and to address gaps	Add pedways and traffic calming	3,310,000	2033 -2040	Exempt	Y	Active Transportation	Clackamas County
11527	Clackamas County	Clackamas County	Johnson Creek Blvd	OR 213	92nd Ave.	Address mulit- modal needs and to address gaps	Add pedways, restripe for bikeways	1,400,000	2033 -2040	Exempt	Y	Active Transportation	Clackamas County
11528	Clackamas County	Clackamas County	Transportation Safety Action Plan Program	Countywide		Multiple projects as part of an over all program to address safety for all travel modes.	Develop a program to support the implementation of the County's TSAP and support the County's efforts to make improvements based on the outcomes of the road safety audits and other safety studies.	17,700,000	2014-2040	Exempt	Y	Roads and Bridges	Clackamas County
11668	Clackamas County	Clackamas County	Sunrise Multi- use path	122nd Ave	Rock Creek Junction	Address gaps in regional bike and pedestrian system.	Construct new multi use path from 122nd Ave to 172nd paralleling the Sunrise project.	6,000,000	2018-2024	Exempt	Y	Active Transportation	Clackamas County
10085	Clackamas County and Lake Oswego	NCPRD	Lake Oswego Milwaukie Bike Ped Bridge Over the Willamette River	Willamette Shoreline	Trolley Trail	Provide east/west connection and overcome river barrier.	Construct bike/pedestrian crossing over the Willamette River	10,130,000	2033-2040	Exempt	Y	Active Transportation	Clackamas County
10788	Cornelius	Cornelius	10th Ave	Holladay St.	Golf Course Rd	Improve urban/rural access to US 26.	Improve to urban standard w/in City (sidewalks & bike lanes); widen rural road with shoulder bike lane, increase turning radii at Adair. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	5,300,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
10795	Cornelius	Cornelius / Forest Grove	Holladay St Extension	4th	Yew	Local system connectivity.	Construct new collector.	2,500,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10796	Cornelius	Cornelius	Holladay St Extension	10th	Gray	Local system connectivity.	Construct new collector.	3,022,306	2033-2040	Not Regionally Significant	Y	Roads and Bridges	Washington County
10797	Cornelius	Cornelius	Holladay St Extension	Gray	19th	Local system connectivity.	Construct new collector.	3,221,579	2033-2040	Not Regionally Significant	Y	Roads and Bridges	Washington County
10798	Cornelius	Cornelius	Davis St. Extension	4th Ave	10th Ave	Local system connectivity.	Construct new collector.	3,885,822	2033-2040	Not Regionally Significant	Y	Roads and Bridges	Washington County
10799	Cornelius	Cornelius	Davis St. Extension	19th Ave	29th Ave	Local system connectivity.	Construct new collector.	9,905,382	2033-2040	Not Regionally Significant	Y	Roads and Bridges	Washington County
10802	Cornelius	Cornelius	29th Ave	TV Hwy		Address intersection safety and capacity.	Intersection improvements	600,000	2033-2040	Not Regionally Significant	Y	Roads and Bridges	Washington County

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10804	Cornelius	Cornelius	Collector Bike Lanes			Paint & sign bike lanes.	Sign & stripe about 50 blocks of collectors.	305,568	2018-2024	Exempt	Y	Active Transportation	Washington County
10805	Cornelius	ODOT	TV Hwy Ped Infill	East City Limits	West City Limits	Sidewalk infill.	Build out sidewalk gaps on TV Hwy. in Cornelius.	2,567,952	2025-2032	Exempt	Y	Active Transportation	Washington County
10807	Cornelius	Cornelius	Park & Ride	10th Ave	26th Ave	Build transit support facilities.	Build park & ride facilities at 10th and 26th Avenue.	1,700,000	2033-2040	Not Regionally Significant	Y	Transit	Washington County
11095	Cornelius	Cornelius	17th Avenue	Baseline	Adair	Main Street improvements	Ped improvement of Main Street Dist local streets	349,564	2018-2024	Exempt	Y	Active Transportation	Washington County
11245	Cornelius	Cornelius	Davis St.	10th Ave	19th Ave	Local system connectivity.	Widen street and add sidewalks	3,106,663	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
11246	Cornelius	Cornelius	Cornelius Citywide Sidewalk Infill			Sidewalk infill.	Sidewalk infill on Dogwood St (12th Ave - 20th Ave); Heather St (8th Ave - 10th Ave); 4th Ave (3F Railroad - Barlow); 26th Ave (Holladay - S. City Limits)	1,466,273	2033-2040	Exempt	Y	Active Transportation	Washington County
11249	Cornelius	Cornelius	19th/20th Avenue	N. City Limits	S. City Limits	Sidewalk infill & local system connectivity	Build out sidewalk gaps & improve to collector standards. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	4,651,458	2025-2032	Regionally Significant	Y	Active Transportation	Washington County
11251	Cornelius	Cornelius	29th Ave	3F Railroad	Baseline	Local system connectivity.	Improve to collector standards including sidewalks.	4,234,436	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10035	Damascus	Clackamas County	Foster Rd. Improvements	County Line	172nd 190th Connector	Improve access to and within Damascus, and add bike lanes and sidewalks	Widen to three lanes Project Segment Length 4,500 feet	5,900,000	2033-2040	Not Regionally Significant	Y	Roads and Bridges	Clackamas County
10078	Damascus	ODOT	OR 224	Sunrise End	Carver Bridge	Modify an existing roadway to meet future traffic needs and provide a transit route.	Widen Highway 224 to four lanes with turn pockets at intersections to Carver bridge. The Damascus/Boring Concept Plan identifies Highway 224 as a community bus transit classification. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	41,500,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Clackamas County
10033	Damascus Happy Valley	Damascus Happy Valley	172nd Ave - 190th Connector - adopted alignment	190th	172nd Ave.	Extend east-west arterial to developable lands within the Urban Growth Boundary to the east	Widen to five lanes using the adopted alignment for the connection between 172nd and 190th. Project Segment Length 8,000 feet	37,480,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Clackamas County
10076	Damascus Happy Valley	Damascus Happy Valley	SE Sunnyside Rd East Extension	SE 172nd Ave.	Foster Road	Provide an east-west arterial connection to create a well-connected street network that provides multiple routes to local and regional destinations.	Construct a new 5-lane roadway with sidewalks, bike lanes and traffic signals	15,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Clackamas County
10138	Damascus Happy Valley	ODOT	Hwy 212 widening to 5 lane boulevard	Rock Creek Junction	172nd	Modify an existing roadway to meet future traffic needs and create a well-connected street network of arterials.	Widen Highway 212 to a 5 lane boulevard section to 172nd. Implement intersection improvements where needed. Segment Length 5,500 Feet	30,000,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Clackamas County
10771	Forest Grove	TriMet	High Capacity Transit: Blue Line west : Hwy. 8 extension	Hillsboro	Forest Grove	Improve transit access to West Washington Co., connect the Pacific University campuses in Hillsboro and Forest Grove, accommodate growth with less traffic, encourage transit oriented development, supplement and relieve Hwy. 8, and reduce oil dependency.	Planning study to examine the potential of extending from Hillsboro to downtown Forest Grove. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	2,290,000	2025-2032	Exempt	Y	Transit	Washington County
10772	Forest Grove	Forest Grove	David Hill	HWY 47	Brook St.	Improve connectivity and balance circulation.	Extend easterly from east terminus (just east of Brook) to Sunset Drive (Highway 47) as a arterial facility with left-turn lanes at major intersections, traffic signal and turn lanes at Hwy47. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	13,610,000	2014-2017	Not Regionally Significant	Y	Roads and Bridges	Washington County
10773	Forest Grove	Forest Grove	Thatcher Road Realignment	Thatcher	Gales Creek	Eliminate substandard angles and improve intersection spacing. Improve access to labor markets and trade areas.	Re-align Thatcher Road at its intersection with Gales Creek Road and add traffic signal.	3,710,000	2014-2017	Exempt	Y	Roads and Bridges	Washington County
10774	Forest Grove	Forest Grove	23rd Avenue Extension	Hawthorne	Hwy 47	Improve connectivity and balance circulation. Improve access to industrial areas.	Extend from Hawthorne Avenue east to Highway 47 and refine intersection design.	15,424,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10775	Forest Grove	Forest Grove	E Street/Pacific Avenue-19th Avenue Intersection	E	19th	Improve connectivity and balance circulation.	Extend 19th west and connect up to E Street and Pacific Avenue with a round-about.	4,940,000	2018-2024	Not Regionally Significant	Y	Roads and Bridges	Washington County
10778	Forest Grove	Forest Grove	Heather Industrial Connector	Mountain View	HWY 47	Improve connectivity and balance circulation.	Construct new 2-lane industrial collector from west terminus of Heather to Poplar Street	4,930,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10779	Forest Grove	Forest Grove/ODOT	Hwy 8/Pacific/19th	Cornelius City Limits	B	Improve safety and modernization.	Retrofit the street with a boulevard design from B Street to Cornelius City Limits including wider sidewalks, curb extensions, safer street crossings, bus shelters and benches.	9,630,000	2018-2024	Regionally Significant	Y	Active Transportation	Washington County
10780	Forest Grove	ODOT	Hwy 47/ Pacific Avenue Intersection Improvements	HWY 47	Hwy 8	Improve safety and modernization.	Intersection Improvement. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	4,100,000	2014-2017	Not Regionally Significant	Y	Roads and Bridges	Washington County

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10781	Forest Grove	Forest Grove	West UGB Trail	B Street	Gales Creek Rd	Complete gap in system and improve safety and access to town center.	Multi-use trail. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	4,270,000	2018-2024	Exempt	Y	Active Transportation	Washington County
10782	Forest Grove	Forest Grove	Thatcher (Gales Ck-David Hill), Willamina (Gales Ck Sunset), B Street (26th-Willamina) Ped and Bike Improvements	Gales Creek-David Hill /Gales Creek - Sunset / 26th-Willamina	Gales Creek-David Hill /Gales Creek - Sunset / 26th-Willamina	Complete gap in system and improve safety and access to town center.	Bike lanes and sidewalks.	4,470,000	2014-2017	Exempt	Y	Active Transportation	Washington County
10784	Forest Grove	Forest Grove	David Hill Trail	HWY 47	Forest Gale Dr.	Complete gap in system and improve safety and access to town center.	Multi-use trail. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	5,910,000	2018-2024	Exempt	Y	Active Transportation	Washington County
10806	Forest Grove	Forest Grove	Council Creek Regional Trail	Banks	Hillsboro	Complete gap in system and improve safety and access to Cities.	PE: multi-use trail from the end of the Westside MAX light-rail line in Hillsboro, through Washington County, the City of Cornelius, the City of Forest Grove, the City of Banks, connecting to the Banks-Vernonia State Trail, with an additional short trail. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	5,200,000	2018-2024	Exempt	Y	Active Transportation	Washington County
11380	Forest Grove	Forest Grove	Yew St / Adair St Intersection Improvements	Yew St	Adair St	Improve safety and modernization.	Intersection Improvement	1,390,000	2014-2017	Not Regionally Significant	Y	Roads and Bridges	Washington County
11605	Forest Grove	Forest Grove	Taylor Way Extension	Elm	Poplar	Improve connectivity and balance circulation	Construct 2-lane industrial road to complete gaps between Elm and Poplar Street	7,840,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11606	Forest Grove	Forest Grove	26th Avenue Improvements & Extension	Sunset Drive	Oak	Improve connectivity and balance circulation.	Construct new 2-lane collector from Boyd Lane to Oak Street and improve to City standards from Hawthorne to Sunset Drive	9,800,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11661	Forest Grove	ODOT	Hwy 47/ Martin Road Intersection Improvements	HWY 47	Martin Road	Improve connectivity and balance circulation	Intersection Improvement (e.g. roundabout) with connections to extensions of Holladay Street and 23rd Avenue	4,230,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11662	Forest Grove	ODOT	Hwy 47/ B St. Intersection Improvements	HWY 47	B Street	Improve safety and modernization.	Intersection Improvement	1,790,000	2014-2017	Not Regionally Significant	Y	Roads and Bridges	Washington County
11663	Forest Grove	ODOT	Hwy 47/ Purdin Rd. Intersection Improvements	HWY 47	Purdin Road	Improve safety and modernization.	Intersection Improvement (e.g. roundabout)	3,320,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11667	Forest Grove	ODOT	Hwy 47/ Fernhill-Maple St. Intersection Improvements	HWY 47	Fernhill-Maple	Improve safety and modernization.	Intersection Improvement	1,300,000	2014-2017	Not Regionally Significant	Y	Roads and Bridges	Washington County
11672	Forest Grove	Forest Grove	Holladay Ext (west)	HWY 47	East City Limits	Improve connectivity and balance circulation.	Construct new 2-lane industrial collector from City Limit to Martin Road/Highway 47 intersection. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	\$ 12,080,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10069	Gresham	Gresham	East Buttes Powerline Trail	Springwater/Gresham-Fairview trail	Clackamas Greenway	Address transportation needs due to growth in Happy Valley, Pleasant Valley and Damascus; link Gresham to the Clackamas River. Build portion of trail within Gresham City Limits.	Build trail linking Gresham and the Clackamas River.	1,900,000	2018-2024	Exempt	Y	Active Transportation	E. Multnomah County
10421	Gresham	Gresham	Burnside Rd. Blvd Improvements	181st	197th	Provide congestion relief, economic development.	Complete boulevard improvements.	7,873,990	2018-2024	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10423	Gresham	Gresham	Cleveland St. Reconstruction.	Powell	Burnside	Reconstruct street.	Reconstructs street from Burnside to Powell.	1,100,000	2014-2017	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10424	Gresham	Gresham	Reconstruction, + intersections	Division	Stark	Address safety issue.	Widen road, add curb/gutter, sidewalks. At Burnside, add northbound, southbound, left turn lanes. Signalize Stark.	8,347,988	2025-2032	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10425	Gresham	Gresham	1st Street/Bull Run. Reconstruction	242nd Ave.	257th Ave.	Bring to standard Collector standard	Brings to standards, adds pedestrian, bicycle facilities.	4,466,312	2018-2024	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10427	Gresham	Gresham	Regner Rd. Reconstruction	Roberts	Southern City Limits	Bring to Minor Arterial Standards	Brings to standards, adds pedestrian, bicycle facilities, improves Regner/Butler intersection by adding NB left-turn pocket and signalizing intersection.	29,265,570	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10429	Gresham	Gresham	Powell Valley Imps.	Burnside	282nd. Ave.	Provide multimodal improvements.	Improve Powell Valley w. ped and bike facilities.	14,645,408	2018-2024	Exempt	Y	Active Transportation	E. Multnomah County
10430	Gresham	Gresham	Orient Dr. Imps.	South City Limits	257th Ave.	Improve to arterial 4 lane standards.	Upgrades to arterial 4 lane standards.	9,000,000	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County

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10431	Gresham	Gresham	Highland/190th Rd. Widening	200' south of SW 11th	Ending at the intersection of Pleasant View Dr./SE 190th and Butler	Bring to arterial 5 lane standards.	Reconstruct and widen street to five lanes with sidewalks and bike lanes. Widen and determine the appropriate cross-section for Highland Drive and Pleasant View Drive from Powell Boulevard to 190th Ave.	19,646,521	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10434	Gresham	Gresham	Burnside St. Improvements	NE Wallula St.	Hogan	Bring to boulevard standards.	Complete boulevard design improvements Wallula to Hogan (2004 RTP 2048), also improve intersection of Burnside at Division (2002 TSP #15) by adding eastbound RT and signal, and also improve the intersection of Burnside and Hogan (2004 RTP #2032).	32,545,601	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10436	Gresham	Gresham	Max Trail	Cleveland	Hogan	Expand shared use path network.	Construct new shared use path.	2,500,000	2014-2017	Exempt	Y	Active Transportation	E. Multnomah County
10437	Gresham	Gresham	Gresham/Fairview Trail	Halsey	Marine Dr.	Address gaps in Springwater Trail.	Springwater trail connect. incl. Trailhead @ Marine Dr.	4,608,799	2018-2024	Exempt	Y	Active Transportation	E. Multnomah County
10438	Gresham	Gresham	Springwater Trail Connections	Pl. View/190th	N/A	Provide access to trail.	Provide ped, bike and equestrian access to regional trail.	271,562	2018-2024	Exempt	Y	Active Transportation	E. Multnomah County
10440	Gresham	Gresham	Division St. Multimodal Improvements	Wallula	west city limits	Improve multimodal use.	Retrofit street to add bicylce facilities, sidewalks, and explore other multimodal facilities and connections.	4,939,693	2018-2024	Exempt	Y	Active Transportation	E. Multnomah County
10441	Gresham	Gresham	Gresham RC Ped and Ped to Max	all stations		Improve access to Max line.	Improve sidewalks, lighting, crossings, bus shelters, benches.	584,820	2018-2024	Exempt	Y	Active Transportation	E. Multnomah County
10442	Gresham	Gresham	Phase 3 Signal Optimization	System Wide		Improve functioning of signals, add signboards.	Optimize signals, provide message boards.	6,227,280	2018-2024	Exempt	Y	TSMO/TDM	E. Multnomah County
10443	Gresham	Gresham	Sandy Blvd. Widening	181st Ave.	202nd	Address congestion, promote economic development.	Widens Sandy Blvd. to 5 lanes with sidewalks, bikelanes from 181st to 202nd Ave.	10,000,000	2014-2017	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10445	Gresham	Gresham	181st Ave. Intersection Improvement (181st/Glisan)	181st/Glisan		Optimize intersection operation.	Improve Intersection.	1,041,867	2018-2024	Not Regionally Significant	Y	Freight	E. Multnomah County
10446	Gresham	Gresham	181st Ave. Intersection Improvement (181st/Burnside)	181st/Burnside		Optimize intersection operation.	Improve Intersection.	831,210	2018-2024	Not Regionally Significant	Y	Freight	E. Multnomah County
10447	Gresham	Gresham	162nd Ave. Imps. Plus TIF project	Glisan	Halsey	Provide congestion relief.	Reconstruct, widen to 5 lanes, plus EB RT at Glisan.	7,915,303	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10449	Gresham	Gresham	201st: Halsey to Sandy	Halsey	Sandy	Provide congestion relief.	Improve to collector standards, signalize 201st/Sandy Blvd.	8,335,400	2025-2032	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10450	Gresham	Gresham	2 Birdsdale Projects, at Division	at Division	at Stark	Provide congestion relief.	Division: SB, EB turn lanes. At Stark: add 2nd NB LT lane and exclusive RT lane.	1,375,500	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10454	Gresham	Gresham	181st Ave. Improvements	Glisan	Yamhill	Provide congestion relief and improve multimodal facilities.	Complete boulevard design improvements.	11,440,061	2018-2024	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10455	Gresham	Gresham	Rockwood TC Ped and Ped to Max:188th LRT Stations and Ped to Max			Complete gaps in pedestrian/transit system.	Improve sidewalks, lighting, crossings, bus shelters, benches.	8,919,615	2018-2024	Exempt	Y	Active Transportation	E. Multnomah County
10458	Gresham		Halsey St. Improvements	181st	201st	Provide congestion relief and multimodal improvements.	Widen to 4 lanes w. sidewalks and bikelanes.	8,118,008	2025-2032	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10459	Gresham	Gresham	Burnside SC Pedestrian Imps.	172nd, 197th, Glisan, Stark & intersecting streets		Complete gaps in bicycle/pedestrian system.	Improve sidewalks, lighting, crossings, bus shelters, benches.	1,192,669	2018-2024	Exempt	Y	Active Transportation	E. Multnomah County
10460	Gresham	Gresham	SE 174th N/S Improvements	Giese	174th/Jenne	New roadway	Construction of new roadway that adds n/s capacity in vicinity of 174/Jenne. This facility will have two travel lanes in each direction (total 4 travel lanes), and a median/turn lane which will be primarily a median, with left turn pockets at the intersection of the New Road/Giese, and also New Road/McKinley.	27,498,638	2033-2040	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10462	Gresham	Gresham	Butler Rd. Improvements	190th	Towle Rd.	Improve road to collector standards and improve Towle/Butler intersection.	Improve Butler Rd. in new alignment to collector standards, at intersection, add northbound and westbound turn pockets and signalize.	13,166,455	2025-2032	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10463	Gresham	Portland/Gresham	Foster Rd. Extension (north)	Jenne	172nd	Provide congestion relief and facilitate Pleasant Valley economic development.	New north extension of Foster.	15,417,627	2033-2040	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10464	Gresham	N/A	Giese Rd. Extension	182nd	172nd	Provide congestion relief and facilitate Pleasant Valley economic development.	New ext. of Giese Rd. to Foster Road.	17,987,232	2025-2032	Regionally Significant	Y	Roads and Bridges	E. Multnomah County

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10465	Gresham	N/A	172nd Ave. Improvements	Giese Rd.	Foster Rd.	Provide congestion relief and facilitate Pleasant Valley economic development.	Upgrade street to urban standards w. sidewalks, bikelanes.	11,520,364	2025-2032	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10466	Gresham	N/A	172nd Ave. Improvements	Butler Rd.	Cheldelin Rd.	Provide congestion relief and facilitate Pleasant Valley economic development.	Upgrade street to urban standards w. sidewalks, bikelanes, and add roundabout or traffic signal at 172nd/Foster.	7,112,978	2025-2032	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10468	Gresham	Gresham	Giese Rd. Improvements	182nd Ave.	190th Ave.	Provide congestion relief and facilitate Pleasant Valley economic development.	Upgrade street to urban standards w. sidewalks, bikelanes.	5,430,469	2025-2032	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10469	Gresham	N/A	Foster Rd. Bridge	Foster Rd.		Provide congestion relief and facilitate Pleasant Valley economic development.	Construct bridge crossing.	2,642,220	2025-2032	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10471	Gresham	N/A	Butler Rd. Extension and Bridge	Binford	Rodlun	Provide congestion relief and facilitate Pleasant Valley economic development.	Construct new Butler road extension and bridge crossing.	12,268,899	2025-2032	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10472	Gresham	Gresham	Eastman at Division			Improve functioning of intersection and reduce congestion.	Add 2nd NB and SB LT lanes.	912,928	2025-2032	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10473	Gresham	Gresham	Eastman at Stark			Improve functioning of intersection and reduce congestion.	Add EB and NB RT lanes and 2nd NB and SB LT lanes.	1,196,756	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10474	Gresham	N/A	Rugg Rd. Ext.	Orient Dr.	US 26	Provide congestion relief and facilitate Springwater Industrial economic development.	Construction of new roadway that adds e/w capacity in vicinity Rugg Rd and connects Springwater Industrial area to Highway 26.	30,672,208	2033-2040	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10475	Gresham	N/A	Rugg Rd. Ext.	US 26	252nd Ave.	Provide congestion relief and facilitate Springwater Industrial economic development.	Construction of new roadway that adds e/w capacity in vicinity Rugg Rd and connects Springwater Industrial area to Highway 26.	39,329,973	2033-2040	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10476	Gresham	N/A	Rugg Rd.	252nd Ave.	242nd. Ave.	Provide congestion relief and facilitate Springwater Industrial economic development.	Construction of new roadway that adds e/w capacity in vicinity Rugg Rd and connects Springwater Industrial area to Highway 26.	12,770,187	2033-2040	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10477	Gresham	Gresham	Springwater Road Section 4	19h Ave/Springwater Rd Section 4	Palmblad/252nd	Economic development and implementation of Springwater Plan.	Construction of new street for implementation of Springwater Plan.	13,148,679	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10478	Gresham	Gresham	Palmblad/252nd/Palmquist Rd	Hillyard Rd/10	10	Economic development and implementation of Springwater Plan.	Construction of new street for implementation of Springwater Plan.	26,162,462	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10479	Gresham	Gresham	252nd/Palmblad	Hillyard Rd/10	Rugg Rd.	Economic development and implementation of Springwater Plan.	Construction of new street for implementation of Springwater Plan.	9,808,690	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10480	Gresham	Gresham	Springwater Plan Road/Springwater Road Section 7	Hogan Road 2900 feet north of Rugg Road	McNutt Road/9	Economic development and implementation of Springwater Plan.	Construction of new street for implementation of Springwater Plan.	8,008,421	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10481	Gresham	Gresham	Springwater Planned Road/Springwater Road 8	Hogan Road 1300 feet north of Rugg Road	McNutt Road	Economic development and implementation of Springwater Plan.	Construction of new street for implementation of Springwater Plan.	5,519,551	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10482	Gresham	Gresham	McNutt Road/Springwater Road 9,10,11	Intersection of project 10480/10481	Planned Rugg Road ext	Economic development and implementation of Springwater Plan.	Construction of new street for implementation of Springwater Plan.	41,242,122	2018-2024	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10485	Gresham	Gresham	Hogan	Palmquist Rd.	Rugg Rd.	Economic development and implementation of Springwater Plan.	Improvement of existing roadway to arterial 4 lane standards.	47,291,190	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10486	Gresham	Gresham	Telford Rd.	Springwater Boundary	252nd Ave.	Economic development and implementation of Springwater Plan.	Improvement of existing roadway to Minor Arterial standards, add bike and ped facilities, intersection improvements.	29,419,888	2024-2032	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10488	Gresham	Gresham	282nd Ave.	Springwater Boundary	Powell Valley Road	Economic development and implementation of Springwater Plan.	Improvement of existing roadway to Minor Arterial standards, add bike and ped facilities, intersection improvements.	7,146,436	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10490	Gresham	Gresham	201st RR Bridge at I-84	201st/I-84	"	Remove a bottleneck in multi-modal system and facilitate implementation of Gresham Fairview Trail.	Construct new RR bridge to accommodate alternative modes.	2,359,125	2018-2024	Exempt	Y	Freight	E. Multnomah County
10493	Gresham	Gresham	181st Ave. Sandy to I-84	Sandy	I-84	Reduce congestion and facilitate freight movement.	Add southbound aux lane & widen RR overcrossing.	827,659	2033-2040	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10494	Gresham	Gresham	162nd	Stark Street		Reduce congestion.	Exclusive southbound and eastbound right turns at Stark.	888,209	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10495	Gresham	Gresham	181st Ave	Halsey St.		Reduce congestion.	add 2nd LT lane to N & S legs, add RT lane to EB WB SB.	1,025,038	2018-2024	Regionally Significant	Y	Freight	E. Multnomah County
10496	Gresham	Gresham	181st at I-84	181st/I-84		Reduce congestion.	Freight mobility improvements subject to refinement study.	250,000	2025-2032	Exempt	Y	Freight	E. Multnomah County
10497	Gresham	Gresham	181st	At Sandy	At Stark	Reduce congestion.	At Sandy: Northbound right turn, 2nd westbound left turn. Overlap eastbound right turn. At Stark, add 2nd left turn lane on east and west legs.	1,884,390	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10498	Gresham	Gresham	181st (182nd) at Division/Powell Intersections	181st at Division, Powell		Reduce congestion.	At Division: add second westbound left turn lane (TIF P1). At Powell, add northbound and southbound double left turn lanes (TIF P2 and TSP8).At Powell add SB and NB lanes.	1,682,670	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10499	Gresham	Gresham	192nd Ave	Wilkes Road	Halsey Street	Reduce congestion.	Improve to Minor Arterial street standards.	3,833,031	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10501	Gresham	Gresham	Barnes Rd	Powell Valley	Hillyard	Reduce congestion and facilitate access to Springwater community.	Widen road and add improvements.	7,135,229	2025-2032	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County

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10502	Gresham	Gresham	Bike signs	various locations		Enhance bike travel by adding directional signs.	Add directional signs to bike network.	1,400,000	2014-2017	Exempt	Y	Active Transportation	E. Multnomah County
10503	Gresham	Gresham	Burnside	Powell		Reduce congestion.	At Powell: eliminate EB and WB left turn lanes.	683,517	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10504	Gresham	Gresham	Ped to Max: Hood St.	Powell	Division	Eliminate barriers to multi-modal use of Hood Street.	Improve ped access/multi-modal on Hood St.	1,000,000	2018-2024	Exempt	Y	Active Transportation	E. Multnomah County
10505	Gresham	Gresham	Civic Neighborhood TOD	16th and NW Norman		Improve Civic Neighborhood connectivity.	Support construction of street infrastructure improvements.	4,765,219	2018-2024	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10506	Gresham	Gresham	Transit: Columbia Corridor TMA			Enhance mass transit multi-modal opportunities.	Transit/bus service improvements, 2 locations.	185,258	2018-2024	Exempt	Y	TSMO/TDM	E. Multnomah County
10509	Gresham	Gresham	Safe walking routes, missing links	various locations		Eliminate gaps in connectivity in system.	Construct missing links and safe routes to school.	4,089,150	2018-2024	Exempt	Y	Active Transportation	E. Multnomah County
10511	Gresham	Gresham	Hogan Road	Stark		Improve functioning of Hogan.	Add right turn lanes on all approaches and second northbound and southbound left turns.	1,908,431	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10512	Gresham	Gresham	Hogan: Powell to Burnside boulevard improvements plus three intersection improvements	Powell	Burnside	Improve multimodal options and reduce congestion at intersections.	Improve to boulevard standards, and intersection improvements at Burnside, Division and Powell.	8,739,328	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10516	Gresham	Gresham	San Rafael	181st	201st	Eliminate system gap.	Construct to Minor Arterial cross section	9,990,952	2033-2040	Regionally Significant	Y	Freight	E. Multnomah County
10518	Gresham	Gresham	Wilkes Street	181st	192nd	Improve industrial area circulation and freight mobility.	Improve Wilkes to collector standards	6,781,698	2033-2040	Regionally Significant	Y	Freight	E. Multnomah County
10519	Gresham	Gresham	Pedestrian enhancements	162nd/Bside, and	181st Burnside	Improve pedestrian facilities.	Pedestrian enhancements.	75,492	2018-2024	Exempt	Y	Active Transportation	E. Multnomah County
10521	Gresham	Gresham	Signalize intersections			Improve circulation on arterials to enhance safety.	Signalize intersections.	768,590	2018-2024	Exempt	Y	TSMO/TDM	E. Multnomah County
10527	Gresham	Gresham	Hogan	Powell	Palmquist	Improve function of Hogan.	Improve to arterial standards.	12,444,619	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10530	Gresham	Gresham	Towle Ave. Butler Rd. to Binford Lake	Butler Rd.	Eastman Parkway	Improve area circulation and address congestion likely to result from Pleasant Valley development.	Improve to collector standards. Add roundabout at Towle/Binford.	11,897,840	2025-2032	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10533	Gresham	Gresham	190th	30th	Cheldelin	Provide access to Pleasant Valley.	Improve existing road to major arterial standards, signalize 190th @ Giese, Butler, Richey, Cheldelin.	28,644,245	2025-2032	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10534	Gresham	Gresham	Cheldelin	Western Pleasant Valley Limits	190th	Provide access to Pleasant Valley.	Improve existing road to minor arterial standards, signalize Cheldelin at 172nd, 182nd, and Foster.	19,795,513	2033-2040	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10537	Gresham	Gresham	Richey	182nd	190th	Provide access to Pleasant Valley.	Improve to collector standards, and signalize 190th/Richey.	7,925,735	2025-2032	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10541	Gresham	Gresham	182nd	Giese	Cheldelin	Provide access to Pleasant Valley.	Improve 182nd to collector standards.	11,797,690	2033-2040	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10543	Gresham	Gresham	172nd	Cheldelin	Northern boundary of Pleasant Valley	Provide access to Pleasant Valley.	Improve 172nd Ave. to major arterial standards.	8,651,396	2033-2040	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10544	Gresham	Gresham	Butler Rd. Bike and Ped Improvements	Towle	Regner	Eliminate gaps in bike and pedestrian system.	Construct bikelanes and sidewalks.	5,705,413	2025-2032	Exempt	Y	Active Transportation	E. Multnomah County
10856	Gresham		Richey/Foster Connection	Intersection Richey/Foster		Connects Richey and Foster.	Construct roundabout and related improvements to Foster.	656,452	2033-2040	Exempt	Y	Roads and Bridges	E. Multnomah County
10860	Gresham	Gresham	Knapp Street/Collector 72	172nd	182nd	Build new road to green street collector standards.	Build new road to green street collector standards.	10,703,002	2033-2040	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10861	Gresham	Gresham	Knapp Street/Collector 72	182nd	190th	Build new road to green street collector standards.	Build new road to green street collector standards.	10,368,393	2025-2032	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County

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10862	Gresham	Gresham	Knapp Street/Community Street 72	190th	Binford Parkway	Build new road to green street collector standards	Build new road to green street community standards.	9,991,393	2018-2024	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11099	Gresham	Gresham	Barnes	Orient	Hillyard	Reduce congestion and facilitate access to Springwater community.	Widen road and add improvements.	7,135,229	2033-2040	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11675	Gresham	Gresham	US 26 Multimodal Improvements	Burnside	Palmquist	Completes System Gaps	US 26 multimodal improvements (Burnside to Palmquist: sidewalks)	\$1,328,319	2018-2024	Exempt	Y	Active Transportation	E. Multnomah County
11676	Gresham	Gresham	181st Pedestrian Improvements	I-84	San Rafael	Completes System Gaps	Complete sidewalk connections (181st: I-84-San Rafael)	\$1,000,000	2018-2024	Exempt	Y	Active Transportation	E. Multnomah County
11677	Gresham	Gresham	Division Ped Improvements	212th	242nd	Completes System Gaps	Division pedimps - widen sidewalks, improve crossings 212th-242nd	\$1,000,000	2018-2024	Exempt	Y	Active Transportation	E. Multnomah County
11678	Gresham	Gresham	Powell Pedestrian Improvements between Eastman and Main	Eastman	Main	Completes System Gaps	Powell pedimps - widen sidewalks, improve crossings (Eastman - Main)	\$1,000,000	2018-2024	Exempt	Y	Active Transportation	E. Multnomah County
11679	Gresham	Gresham	Powell Pedestrian Improvements between Hood and Hogan	Hood	Hogan	Completes System Gaps	Powell pedimps - widen sidewalks, improve crossings (Hood - Hogan)	\$1,000,000	2018-2024	Exempt	Y	Active Transportation	E. Multnomah County
11680	Gresham	Gresham	17th Ave	Kane	East City Limit Boundary	Completes System Gaps	17th Ave: Kane to Gresham east city boundary Bike/Ped Improvements	\$2,000,000	2025-2032	Exempt	Y	Active Transportation	E. Multnomah County
11682	Gresham	Gresham	181st/Rockwood Safety Corridor	I-84	Stark	Improve safety for all travel modes.	Safety corridor: 181st/Rockwood (I-84 - Stark)	\$1,900,000	2018-2024	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11683	Gresham	Gresham	Safety corridor: Halsey (162nd-181st)	162nd	181st	Improve safety for all travel modes.	Safety corridor: Halsey (162nd-181st)	\$2,400,000	2018-2024	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11685	Gresham	Gresham	Safety Corridor: Hogan/Burnside/Powell (Division - Palmquist)	Division	Palmquist	Improve safety for all travel modes.	Safety Corridor: Hogan/Burnside/Powell (Division - Palmquist)	\$1,200,000	2018-2024	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11687	Gresham	Gresham	Powell and Eastman	Intersection at Powell and Eastman		Reduce Congestion	Powell and Eastman (additional southbound left turn)	\$908,431	2025-2032	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11689	Gresham	Gresham	Eastman	Division	Powell	Completes System Gaps	Eastman & 25th pedestrian crossing and Eastman bikelane/stormwater improvements (Division - Powell)	\$4,780,000	2018-2024	Exempt	Y	Active Transportation	E. Multnomah County
11691	Gresham	Gresham	Hogan/Butler Signal	Hogan/Butler Intersection		Reduce Congestion	Hogan/Butler new signal	\$2,343,000	2025-2032	Exempt	Y	Roads and Bridges	E. Multnomah County
11693	Gresham	Gresham	169th Avenue	Wilkes Road	Halsey Street	Complete pedestrian system gaps	Complete pedestrian system gaps by constructing sidewalks and improve to collector standard.	\$ 1,000,000	2025-2032	Not Regionally Significant	Y	Active Transportation	E. Multnomah County
11694	Gresham	Gresham	190th Avenue	Division Street	Yamhill Street	Complete pedestrian system gaps	Complete pedestrian system gaps by constructing sidewalks and improve to collector standard.	\$ 1,000,000	2025-2032	Not Regionally Significant	Y	Active Transportation	E. Multnomah County
11695	Gresham	Gresham	192nd Avenue	Glisan Street	Stark Street	Complete pedestrian system gaps	Complete pedestrian system gaps by constructing sidewalks and improve to collector standard.	\$ 4,432,624	2025-2032	Not Regionally Significant	Y	Active Transportation	E. Multnomah County
11696	Gresham	Gresham	Main Street	Western City limits	SE 182nd Avenue	Complete pedestrian system gaps	Complete pedestrian system gaps by constructing sidewalks and improve to collector standard.	\$ 2,350,226	2025-2032	Not Regionally Significant	Y	Active Transportation	E. Multnomah County
11697	Gresham	Gresham	Yamhill Street	181st Avenue	197th Avenue	Improve to collector standards	Construct to collector cross section with one motor vehicle travel lane in each direction and pedestrian facilities.	\$ 2,600,000	2025-2032	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11698	Gresham	Gresham	5th Street	Main Avenue	Cleveland Avenue	Complete pedestrian system gaps and implementation of Downtown Plan	Construct to collector cross section consistent with the Green Shared Street designation per the Downtown Plan	\$ 1,000,000	2018-2024	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11699	Gresham	Gresham	Main Avenue	Divison Street	5th Street	Improve pedestrian access to transit	Ped to MAX project, improve pedestrian access to light rail transit	\$ 2,500,000	2018-2024	Exempt	Y	Active Transportation	E. Multnomah County
11700	Gresham	Gresham	Walters Drive	Springwater Corridor Trail	7th Street	Improve to collector standards	Construct to collector cross section with one motor vehicle travel lane in each direction and pedestrian facilities.	\$ 2,519,478	2025-2032	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County



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

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10041	Happy Valley	Clackamas County	162nd Ave. Extension South Phase 1	Rock Creek Blvd.	Hwy. 212	Provide connectivity between Rock Creek Employment Center (RCEC) and HVTC and provide congestion relief to 172nd Ave	Construct a new 2 - 3 lane roadway with sidewalks, bike lanes, and intersection improvements at Hwy-212/162nd on all 4 approaches. The second phase is Project #11346.	5,000,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Clackamas County
10060	Happy Valley	Clackamas County	SE 132nd Ave.	King Rd.	Clatsop Rd.	Addresses safety, provide congestion relief and improves north-south connectivity.	Widen to 3 lanes with sidewalks and bike lanes.	3,047,500	2025-2032	Regionally Significant	Y	Roads and Bridges	Clackamas County
10081	Happy Valley	Happy Valley	122nd/129th Improvements	Sunnyside Rd.	King Rd.	Improve pedestrian and bicycle access between the SE Sunnyside Rd commercial area and schools, police and fire stations, and neighborhoods.	Add a sidewalk and bike lanes.	3,500,000	2014-2017	Exempt	Y	Active Transportation	Clackamas County
10084	Happy Valley	Happy Valley	King Rd.	King Rd./145th Ave. intersection		Address safety and provide congestion relief.	Traffic signal, realign, turn lanes.	1,150,000	2025-2032	Exempt	Y	Roads and Bridges	Clackamas County
11135	Happy Valley	Happy Valley	Rock Creek Blvd. improvements	Hwy. 212/224 (planned Sunrise Corridor Rock Creek Interchange)	177th Ave.	Provide an east-west arterial connection for local and regional destinations, including a 35 acre regional park, a middle school, an elementary school; industrial/employment lands in the RCEC and developable lands in the UGB to the east. In addition, provide congestion relief to OR Hwy 212	Complete final construction of a new 5-lane roadway with sidewalks, bike lanes and traffic signals	22,270,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Clackamas County
11271	Happy Valley	Happy Valley	Misty Drive	162nd Ave.	177th Ave.	Provide and extend an east-west collector serving the Happy Valley Town Center (HVTC) and developable lands within the Urban Growth Boundary to the east. In addition, provide congestion relief to Sunnyside Rd. and 172nd Ave.	Construct a new 3 lane roadway with sidewalks, bike lanes, traffic signals and a bridge over Rock Creek	27,850,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Clackamas County
11346	Happy Valley	Clackamas County	162nd Ave. Extension South Phase 2	157th Ave.	Rock Creek Blvd.	Provide connectivity between RCEC and HVTC and provide congestion relief to 172nd Ave	Construct a new 3 lane roadway with sidewalks, bike lanes, traffic signals and bridge over Rock Creek. The first phase is Project #10041.	15,600,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Clackamas County
11529	Happy Valley	Happy Valley	Armstrong Extension	162nd Ave	172nd Ave	Provide and extend an east-west collector to Industrial/Employment lands in the RCEC and to developable lands within the Urban Growth Boundary to the east. In addition, provide congestion relief to OR Hwy 212	Construct a new 3-lane roadway with sidewalks, bike lanes and traffic signals	14,300,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Clackamas County
11530	Happy Valley	Happy Valley	Troge Extension We	162nd Ave.	172nd Ave	Provide and extend an east-west collector serving the HV Town Center (HVTC) and developable lands within the Urban Growth Boundary to the east. In addition, provide congestion relief to Sunnyside Rd and 172nd Ave	Construct a new 3 lane roadway with sidewalks, bike lanes, traffic signals and a bridge over Rock Creek	23,200,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Clackamas County
10553	Hillsboro	Washington Co.	209th Improvements	T.V. Hwy.	Farmington Rd.	Address recurring safety issue.	Widen roadway to 4 lanes with left turn lanes at major intersections, access management, sidewalks, and bike lanes or buffered bike lanes.	\$ 27,391,000	2018-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10817	Hillsboro	Hillsboro	Aloclek	Amberwood	Cornelius Pass	Complete gap in road/bike/pedestrian system.	Extend 3 lane road with bike lanes/sidewalks.	2,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10818	Hillsboro	Hillsboro	231st Ave./Century Blvd	Baseline	Lois	Provide congestion relief.	Bridge and 3 lanes with bike lanes and sidewalks.	16,500,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10819	Hillsboro	Hillsboro	231st Ave./Century Blvd	Baseline	Cornell Rd. Light Rail	Provide congestion relief.	Widen to 3 lanes with bike lanes and sidewalks.	5,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10820	Hillsboro	Hillsboro	Brookwood (247th)	Alexander	South UGB	Provide congestion relief.	Widen to two lanes with onstreet parking and sidewalks Alexander to Davis; widen to 3 lanes with bike lanes and sidewalks Davis to South UGB. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	1,700,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
10821	Hillsboro	Hillsboro	Huffman	Shute	West UGB (Sewell)	Access to industrial lands	Build 3 lane with bike lanes and sidewalks.	7,890,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
10822	Hillsboro	Hillsboro	253rd	Evergreen	Huffman Extn	Access to industrial lands	Build 3 lane with bike lanes and sidewalks.	5,000,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
10823	Hillsboro	Hillsboro	Amberwood	206th	Cornelius Pass	Provide congestion relief.	Complete gap and Improve to 3 lane with bike lanes and sidewalks. Modify signal phasing at Corn Pass	1,500,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10825	Hillsboro	Hillsboro	Amberglen Parkway	Wilkins	Stucki Extn	Provide congestion relief.	Extend 3 lane road with bike lanes/sidewalks.	1,800,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10826	Hillsboro	Hillsboro	Jackson School Road	Evergreen Rd.	Grant	Provide congestion relief.	Improve to 3 lanes with bike/ped facilities, storm drainage, street lighting	7,000,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10827	Hillsboro	Hillsboro	Quatama Road	LRT	Cornelius Pass	Bike/pedestrian access to LRT and provide congestion relief.	Widen to 3 lane with bike lanes/sidewalks.	1,800,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10828	Hillsboro	Hillsboro	Edgeway	Holly St.	Walker Rd	Bike/pedestrian access to LRT and provide congestion relief.	Extend as 2/3 lane with bike/sidewalks.	4,000,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10829	Hillsboro	Hillsboro	Wilkins Extension	206th	185th Ave.	Provide congestion relief.	Extend as 2/3 lane with bike/sidewalks.	16,000,000	2018-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10830	Hillsboro	Hillsboro	Johnson	Cornelius Pass	Century Blvd	Provide congestion relief.	Widen to 3 lanes with bike/sidewalks.	8,000,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County

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10831	Hillsboro	Hillsboro	Century Blvd	Bennett	West Union Rd	Provide congestion relief.	Extend 2/3 lane with US 26 Overpass, connect existing segments. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	12,920,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10834	Hillsboro	Hillsboro	28th Ave.	Main St	Light Rail	Bike/pedestrian access to LRT, provide congestion relief and connect segments.	Widen to three lanes with bike/sidewalks.	3,750,000	2014-2017	Not Regionally Significant	Y	Roads and Bridges	Washington County
10836	Hillsboro	Washington Co.	Evergreen Rd	Glencoe Rd	25th	Provide congestion relief.	Widen to 5 lanes with bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	5,440,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10837	Hillsboro	Hillsboro	Campus Court Extension	W. end Campus Ct	Ray Circle	Provide congestion relief.	Extend 3 lane road with bike lanes/sidewalks.	1,500,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
10838	Hillsboro	Hillsboro	Davis Road	Brookwood	234th (Century)	Serve UGB Expansion Area.	Extend 3 lane road with bike lanes/sidewalks.	2,700,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
10839	Hillsboro	Hillsboro	Century Blvd (234th)	Alexander	South UGB	Serve UGB Expansion Area.	Extend 3 lane road with bike lanes/sidewalks.	4,000,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
10844	Hillsboro	Hillsboro/ Wa.Co.	Cornelius Pass Road	TV Hwy.	Rosedale Rd	Provide congestion relief.	Extend as a 5 lane facility with buffered bike lanes/sidewalks	26,500,000	2014-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10846	Hillsboro	ODOT	TV Hwy.	196th Ave.	Maple	Provide congestion relief; provide transit	Add westbound "Busines Access and Transit (BAT)" lane; provide bike lane, sidewalk, transit, and signal improvements. Add EB bus pull-out, shelter and ped improvements	25,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10848	Hillsboro	Hillsboro	Tanasbourne/Amber glen Ped and Bike Improvements	N/A	N/A	Provide connectivity to transit and mixed use and jobs	Infill missing pedestrian sidewalks, bike lanes, bike/ped trail	5,000,000	2033-2040	Exempt	Y	Active Transportation	Washington County
10849	Hillsboro	Hillsboro	Regional Center-Bike and Ped Improvement	N/A	N/A	Provide connectivity to transit, schools and jobs. Improve storage capacity.	Infill missing bike lane connections.	5,000,000	2018-2024	Exempt	Y	Active Transportation	Washington County
10850	Hillsboro	Hillsboro	Beaverton Ck Trail, Bronson Ck Trail,	Baseline Rd, 185th	Rock Creek Trail	Provide connectivity to transit, jobs, and recreation.	Construct bike/ped trail. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	1,000,000	2033-2040	Exempt	Y	Active Transportation	Washington County
10851	Hillsboro	Hillsboro	Rock Ck Trail - Multi Use	River Road	Orchard Park (East of Cornelius Pass Rd) Wilkins	Provide connectivity to transit, jobs, and recreation.	Construct bike/ped trail.	5,520,000	2033-2040	Exempt	Y	Active Transportation	Washington County
11136	Hillsboro	ODOT	TV Hwy/209th Intersection	N/A	N/A	Provide congestion relief and address safety issues.	Add eastbound right turn lane, widen crossing for second northbound to westbound left turn lane, add second southbound lane, protected N-S turn phasing	3,800,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11137	Hillsboro	ODOT/Hillsboro	TV Hwy/Century Blvd Intersection	N/A	N/A	Provide congestion relief and address safety issues.	Add second southbound lane, Add northbound left turn lane, widen rail crossing, add offroad bike lanes on Century from TV Hwy to Alexander	1,800,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
11138	Hillsboro	Hillsboro	206th Ave	LRT	Von Neumann Rd.	Complete bike/ped gaps	Widen roadway to add sidewalks and bike lanes	1,200,000	2018-2024	Regionally Significant	Y	Active Transportation	Washington County
11140	Hillsboro	Washington Co.	Brookwood Parkway	lhly Way	Cornell Rd.	Improve capacity and safety	Widen to five lanes with offstreet sidewalk and bikeway	9,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11141	Hillsboro	Hillsboro	Brogden Ave	28th Ave	Brookwood Ave.	Improve capacty for Main Street and Cornell thru local connectivity	Widen to provide sidewalks and Bikeway network signage access to LRT and parks. New traffic signal at Brookwood.	3,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11142	Hillsboro	Hillsboro	37th Ave	Main St	Brogden Ave	Provide bike/ped access to LRT station	Widen to provide sidewalks and Bikeway Network signage access to LRT and Fairgrounds	1,000,000	2014-2017	Regionally Significant	Y	Active Transportation	Washington County
11145	Hillsboro	Hillsboro	Airport Rd	48th Ave	Brookwood Pkwy	Improve capacity and safety	Widen to 2/3 lanes with bike lanes and sidewalks	1,500,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
11147	Hillsboro	Hillsboro	Schaaf Rd	Pinefarm PI Helvetia Rd	Century	Improve capacity and safety, support Shute/US26 interchange relocation of Jacobson	Construct 3 lane roadway with bike lanes and sidewalks.	4,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11148	Hillsboro	Hillsboro	Westmark Dr.	Croeni Rd.	West Union Rd.	Improve capacity and safety, support Shute/US26 interchange relocate of Jacobson	Construct 3 lane roadway with bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	1,700,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11149	Hillsboro	Washington Co.	Helvetia Rd.	Schaaf Rd	West Union Rd.	Improve capacity and safety	Construct 3 lane roadwy with bike lanes and sidewalks	4,000,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
11150	Hillsboro	Hillsboro	Jacobson Rd.	Century Blvd	Helvetia Rd	Improve safety, bike/ped, transit access	Complete 3 lane roadway with bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	2,500,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11151	Hillsboro	Hillsboro	Bentley St.	32nd Ave.	Brookwood Ave.	Improve safety, bike/ped, transit	Construct sidewalks and bike lanes.	3,000,000	2033-2040	Exempt	Y	Active Transportation	Washington County
11152	Hillsboro	Hillsboro	Cedar St.	32nd Ave.	Brookwood Ave.	Improve safety, ped/bike access to school, park, transit	Construct sidewalks	1,000,000	2014-2017	Exempt	Y	Active Transportation	Washington County
11153	Hillsboro	Hillsboro	Golden Rd.	Brookwood Ave.	Imlay Ave.	Improve safety, bike/ped, transit access	Widen to provide bike lanes and sidewalks	2,000,000	2014-2017	Exempt	Y	Active Transportation	Washington County

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11157	Hillsboro	Hillsboro	Imlay Ave.	TV Hwy	Lois St.	Improve safety, bike/ped, school, transit access	Widen to provide bike lanes and sidewalks	2,000,000	2033-2040	Exempt	Y	Active Transportation	Washington County
11158	Hillsboro	Hillsboro/ Wa.Co.	206th Ave.	Baseline	Rock Rd.	Improve safety, bike/ped, school, transit access	Widen to provide bike lanes and sidewalks	3,000,000	2025-2032	Exempt	Y	Active Transportation	Washington County
11159	Hillsboro	Hillsboro	Alexander St.	Brookwood (247th)	56th Ct.	Improve safety, bike/ped, school, transit access	Widen to provide bike lanes and sidewalks	1,000,000	2018-2024	Exempt	Y	Active Transportation	Washington County
11160	Hillsboro	Hillsboro	Witch Hazel Rd.	River Road	Brookwood (247th)	Improve safety, bike/ped, school, transit access	Widen to provide sidewalks	1,000,000	2033-2040	Exempt	Y	Active Transportation	Washington County
11161	Hillsboro	Hillsboro	Rood Bridge Rd	River Road	South UGB	Improve safety, bike/ped, school, recreation, transit access	Widen to provide bike lanes and sidewalks	2,500,000	2033-2040	Exempt	Y	Active Transportation	Washington County
11162	Hillsboro	Hillsboro	24th Ave	Maple	Main Street	Improve safety, bike/ped, school, transit access	Widen to provide bike lanes and sidewalks, bridge over Dawson Creek	4,000,000	2025-2032	Regionally Significant	Y	Active Transportation	Washington County
11163	Hillsboro	Hillsboro	Sunrise Lane	Jackson School	25th	Improve safety, ped, and access to transit/parks	Widen to provide sidewalks	1,700,000	2025-2032	Exempt	Y	Active Transportation	Washington County
11164	Hillsboro	Hillsboro	17th Ave	Cornell Rd	Sunrise Ln	Improve safety, ped, and access to transit/parks	Widen to provide sidewalks	1,000,000	2025-2032	Exempt	Y	Active Transportation	Washington County
11165	Hillsboro	Hillsboro	15th Ave.	Sunrise Ln	Evergreen Rd	Improve safety, ped/bike, and access to transit/parks and schools	Widen to provide bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	1,500,000	2025-2032	Exempt	Y	Active Transportation	Washington County
11166	Hillsboro	Hillsboro	25th Ave.	Intel Jones Farm (north end)	Evergreen	Improve safety, ped, and bike access to employment	Widen to provide bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	1,500,000	2025-2032	Exempt	Y	Active Transportation	Washington County
11167	Hillsboro	Hillsboro	Garibaldi	Ebberts	1st Avenue	Improve safety, ped, bike access to schools/parks	Widen to provide sidewalks. Bike network Wayfinding signage	500,000	2014-2017	Exempt	Y	Active Transportation	Washington County
11168	Hillsboro	Hillsboro	Connell	Garibaldi	Darnielle	Improve safety, ped, bike access to schools/parks and transit	Widen to provide sidewalks. Bike boulevard Wayfinding signage	500,000	2014-2017	Exempt	Y	Active Transportation	Washington County
11169	Hillsboro	Hillsboro	Cornell/25th Ave Intersection Improvements	N/A	N/A	Improve capacity, safety, access management	Widen 25th Ave for double southbound to eastbound left turn lanes, second northbound lane within 500 feet of intersection	6,000,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11170	Hillsboro	Hillsboro	Cornell/Brookwood Prkwy Intersection Improvements	N/A	N/A	Improve capacity and safety	Widen Cornell Rd to provide double left turn lanes eastbound and westbound	3,300,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11272	Hillsboro	Hillsboro	Kinnaman Rd. Extension	209th	Century Blvd. Extension	Provide corridor capacity for TV Hwy	Construct 3 lane with bike lanes and sidewalks	7,900,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11273	Hillsboro	Hillsboro	Alexander St. Extension	229th	209th at Blanton	Provide corridor capacity for TV Hwy	Construct 3 lane with bike lanes and sidewalks	7,000,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
11274	Hillsboro	Hillsboro	Century Blvd Extension	Area 71 UGB	229th	Provide congestion relief	Construct 3 lane with bike lanes and sidewalks	3,000,000	2014-2017	Not Regionally Significant	Y	Roads and Bridges	Washington County
11275	Hillsboro	Hillsboro	Walker Rd. Extension	Stucki	Amberwood Dr.	Provide congestion relief and Hwy 26 mobility corridor capacity	Construct 3 5 lane with bike lanes and sidewalks	2,500,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11276	Hillsboro	Hillsboro	Stucki Ave. Extension	Walker Rd	206th/LRT	Provide parallel capacity to 185th Ave. and N-S access thru Amberglen	Construct 3 lane with off-street bike lanes and sidewalks, Realign intersection of Walker and Stucki	10,000,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11277	Hillsboro	Hillsboro	194th Ave. Extension	Cornell Rd	Amberglen Pkwy	Provide congestion relief and LRT corridor mixed use roadway	Construct 2/3 lane with sidewalks and LRT in part or all of new segment	3,000,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11278	Hillsboro	TriMet	Red Line LRT Extension	Quatama LRT	Evergreen TC	Extend HCT into Amberglen/Tanasbourne future Regional Center	Provide local match funding to leverage federal funds for LRT extension thru Amberglen. Continue work as part of the HCT System Expansion Policy. Next phase corridor as identified in the HCT System plan and adopted by JPACT and Metro Council.	25,000,000	2025-2032	Regionally Significant	Y	Transit	Washington County
11280	Hillsboro	Hillsboro	East-West Connector Ronler Dr	229th/Century Cornelius Pass Rd	Aloclek	Improve east-west capacity within industrial area to relieve Cornell and Evergreen	Construct 2/3 lane roadway with sidewalks	2,000,000	2018-2024	Not Regionally Significant	Y	Roads and Bridges	Washington County
11282	Hillsboro	Hillsboro	Minter Bridge Rd	River Road	South UGB	Improve safety, bike/ped and access to transit	Widen to provide sidewalks and bike lanes. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	2,000,000	2018-2024	Exempt	Y	Active Transportation	Washington County
11284	Hillsboro	Hillsboro/ ODOT/ Wa. Co.	Farmington Rd	185th	198th	Improve capacity and safety, bike/ped and transit access	Widen to 5 lanes with bike lanes and sidewalks.	24,000,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County

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

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

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

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



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11541	Milwaukie	Milwaukie	Group 7--Bicycle Infrastructure Improvements	Various locations	Various locations	Address gaps in bicycle system and enhance connections to Tacoma Station area	<p>Oatfield Rd Bike Lanes = Fill in gaps in existing bicycle network with bike lanes. (\$380,000)</p> <p>Harrison St Bike Lanes = Fill in gaps in existing bicycle network with bike lanes (cost included with Harrison St road widening project). (\$300,000)</p> <p>International Way Bicycle Facilities = Construct bike lanes or other bike facilities. (\$400,000)</p> <p>Bicycle/Pedestrian Improvements to Main St = Construct multiuse path or other improved bike/ped facilities on Main St to provide safer connection between downtown and Tacoma station. (TSAP) (\$2,900,000)</p> <p>Bicycle/Pedestrian Connection over Johnson Creek = Construct bike/ped bridge over Johnson Creek along Clatsop St at 23rd Ave to connect Tacoma station area with adjacent neighborhood. (TSAP) (\$400,000)</p> <p>Improved Bicycle/Pedestrian Connections on West Side of Tacoma Station Area = Improve bike/ped connections to adjacent neighborhood to west of Tacoma station area at Ochoco St and Milport Rd. (TSAP) (\$500,000)</p>	4,880,000	2025-2032	Exempt	Y	Active Transportation	Clackamas County
11542	Milwaukie	Milwaukie	Harrison St Capacity Improvements	32nd Ave	42nd Ave	Expand auto capacity along high-volume segment of road	Widen to standard three lane cross section.	2,800,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Clackamas County
11671	Milwaukie	Milwaukie	Linwood Ave Sidewalks (south)	King Rd	Railroad Ave	Address gaps in pedestrian system	Fill in sidewalk gaps on both sides of street.	2,150,000	2014-2017	Exempt	Y	Active Transportation	Clackamas County
10382	Multnomah Co.	Multnomah Co.	Reconstruct Stark St. to arterial standards	257th Ave.	Troutdale Rd.	Address system deficiency. Upgrade road from rural 2 lane facility to urban standards.	Reconstruct Stark St. to minor arterial standards by widening the existing 2 lanes to provide for 4 traffic lanes, a continuous left-turn lane, bike lanes, sidewalks, and intersection improvements.	3,150,000	2014-2017	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10384	Multnomah Co.	Multnomah Co.	Reconstruct Scholls Ferry Rd.	US 26	Washington County	Provide multi-modal facilities.	Reconstruct Scholls Ferry Rd. to provide for bicycle and pedestrian travel; includes SW Patton intersection improvements.	5,800,000	2018-2024	Exempt	Y	Roads and Bridges	E. Multnomah County
10385	Multnomah Co.	Multnomah Co.	Reconstruct Halsey St. with Improvements	238th Ave.	Historic Columbia River Hwy	Address system deficiency.	Widen Halsey St to 3 lane minor arterial with center turn lane/median, sidewalk and bicycle lanes, consistent with Halsey Street Conceptual Design Plan	1,080,900	2014-2017	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10387	Multnomah Co.	Multnomah Co.	Reconstruct Arata Rd.	223rd Ave.	238th Ave.	Address system deficiency.	Construct to 3 lane collector standards with center turn lane/median, sidewalks, bicycle lanes.	4,500,000	2014-2017	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10388	Multnomah Co.	Multnomah Co.	Reconstruct 223rd Ave.	Halsey St.	Fairview Creek	Address system deficiency.	Reconstruct 223rd Ave to major collector standards with 2 travel lanes, center turn lane/median, sidewalks and bicycle lanes. Context sensitive design through area known as Old Town Fairview.	2,098,768	2014-2017	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10389	Multnomah Co.	Multnomah Co.	Reconstruct 223rd Ave.	Fairview Creek	40-mile loop	Address system deficiency.	Improve 223rd Ave to major collector standards including 2 travel lanes, center turn lane/median, sidewalks, bicycle lanes. Replacement of RR bridge not included in this proposal (10394)	2,076,029	2014-2017	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10390	Multnomah Co.	Multnomah Co.	Reconstruct Troutdale Rd.	Stark St.	Division Dr.	Address system deficiency.	Reconstruct with 2 travel lanes; construct center turn lane/median, sidewalks, bicycle lanes between Stark and Strebin. Reconstruct Troutdale Rd/Division Dr. intersection including new fish culverts. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	8,297,000	2025-2032	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10391	Multnomah Co.	Multnomah Co.	Reconstruct Historic Columbia River Hwy.	244th Ave.	Halsey St.	Address system deficiency.	Reconstruct Historic Columbia River Hwy and NE 244th Ave to minor arterial standards with 2 travel lanes, center turn lane/median, bicycle lanes and sidewalk. Reconstruction of railroad bridge on HCRH is not included in this project.	6,151,000	2025-2032	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10394	Multnomah Co.	Multnomah Co.	Replace RR Over-crossing on 223rd Ave.	2000' north of I-84		Address safety issue.	Reconstruct railroad bridge on 223rd Ave, 2000' north of I-84 to accommodate wider travel lanes, sidewalks and bike lanes.	7,000,000	2018-2024	Exempt	Y	Freight	E. Multnomah County
10395	Multnomah Co.	Multnomah Co.	Replace RR over crossing at Historic Columbia River Hwy	Half mile east of 244th Ave.		Address safety issue.	Reconstruct railroad bridge to accommodate wider travel lanes, sidewalks and bike lanes.	7,000,000	2025-2032	Exempt	Y	Roads and Bridges	E. Multnomah County
10396	Multnomah Co.	Multnomah Co.	Reconstruct Cornelius Pass Rd.	Mile Post 2.8	Mile Post 3.5	Address safety/freight issues; implement recommendation of FHWA Safety Audit.	Reconstruct Cornelius Pass Road including passing lane, safety, shoulder and drainage improvements. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	45,000,000	2018-2024	Exempt	Y	Freight	E. Multnomah County
10398	Multnomah Co.	Multnomah Co.	Wood Village Blvd Extension	Arata Rd.	Halsey St.	Complete gap in system.	Construct new extension of Wood Village Blvd as a major collector with 2 travel lanes, center turn lane/median, sidewalks and bicycle lanes.	1,573,000	2014-2017	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10399	Multnomah Co.	Multnomah Co.	Reconstruct Sandy Blvd.	201st Ave.	230th	Address system deficiency.	Reconstruct Sandy Blvd to minor arterial standards with bike lanes, sidewalks and drainage improvements, utilizing recommendations from TGM grant.	7,438,000	2014-2017	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10401	Multnomah Co.	Multnomah Co.	Reconstruct Marine Dr.	Interlachen	I-84	Address system deficiency.	Reconstruct Marine Drive between Intelachen and the frontage roads in Troutdale.	14,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	E. Multnomah County

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10403	Multnomah Co.	Multnomah Co.	257th Ave. Pedestrian improvements at intersections and mid-block crossings	Stark St.	Cherry Park Rd. north	Provide safe pedestrian access.	Improve sidewalks, crossings, lighting and bus stops.	1,600,000	2014-2017	Exempt	Y	Active Transportation	E. Multnomah County
10404	Multnomah Co.	Multnomah Co.	Beaver Creek Culvert Replacement	Troutdale Rd.	Cochran Rd.	Remove culverts and replace with fish friendly structures.	Replace culverts with fish friendly structures allowing for passage to federally endangered species.	2,500,000	2014-2017	Exempt	Y	Roads and Bridges	E. Multnomah County
10405	Multnomah Co.	Multnomah Co.	Pedestrian Improvements	Various streets		Gap in pedestrian system.	Install pedestrian improvements--crossings, lighting, sidewalks.	1,940,000	2018-2024	Exempt	Y	Active Transportation	E. Multnomah County
10406	Multnomah Co.	Multnomah Co.	Reconstruct Stark St. to arterial standards	Troutdale Rd.	Hampton Rd.	Address system deficiency.	Reconstruct road to arterial standards with 1 travel lanes in each direction, center turn lane/median, sidewalks and bicycle lanes.	1,810,000	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10410	Multnomah Co.	Multnomah Co.	Broadway Bridge Rehabilitation			Rehabilitation and maintenance.	Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic.	22,700,000	2014-2017	Exempt	Y	Roads and Bridges	E. Multnomah County
10411	Multnomah Co.	Multnomah Co.	Burnside Bridge Rehabilitation - Phase 1			Rehabilitation and maintenance.	Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic. Phase 1.	25,000,000	2014-2017	Exempt	Y	Roads and Bridges	E. Multnomah County
10412	Multnomah Co.	Multnomah Co.	Morrison Bridge Rehabilitation - Phase 1			Rehabilitation and maintenance.	Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic. (Phase 1)	25,700,000	2014-2017	Exempt	Y	Roads and Bridges	E. Multnomah County
10413	Multnomah Co.	Multnomah Co.	Hawthorne Bridge Rehabilitation			Rehabilitation and maintenance.	Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic.	13,300,000	2018-2024	Exempt	Y	Roads and Bridges	E. Multnomah County
10414	Multnomah Co.	Multnomah Co.	Sellwood Bridge Replacement	S.E. Tacoma St.	Hwy. 43	Bridge replacement - Final Engineering and ROW acquisition.	Final Engineering and ROW acquisition phase of bridge replacement.	58,000,000	2014-2017	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11128	Multnomah Co.	Multnomah Co.	Morrison Bridge Rehabilitation - Phase 2			Rehabilitation and maintenance.	Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic. (Phase 2)	19,300,000	2018-2024	Exempt	Y	Roads and Bridges	E. Multnomah County
11295	Multnomah Co.	Multnomah Co.	Cornelius Pass Road Reconstuction (north)	US 30	Mile Post 2.8	Safety improvement	Widen road segments to provide shoulder, new box culvert, possible passing lane segments. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	22,000,000	2018-2024	Exempt	Y	Roads and Bridges	E. Multnomah County
11296	Multnomah Co.	Multnomah Co.	Cornelius Pass Road Reconstuction (south)	Skyline Rd	Washington County line (MP 4.9)	Safety improvement	Widen road segments to provide shoulder, possible passing lane, improve intersection of CPR/Skyline. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	20,000,000	2018-2024	Exempt	Y	Roads and Bridges	E. Multnomah County
10386	Multnomah Co./Gresham	Multnomah Co./Gresham	Glisan St. Multi-modal Improvements	202nd Ave./Gresham-Fairview Trail	207th Ave./Salish Ponds Natural Area	Address system deficiency; provide multi-modal connection between Regional Trail and Greenspace.	Reconstruct Glisan Street to provide multimodal connection between Gresham-Fairview Trail and Salish Ponds Natural Area. Include bike lanes, sidewalks, two travel lanes in each direction, and on-street parking. 4 lanes. Design green-street treatment for drainage improvements, including Fairview Creek culvert replacement. South side of Glisan St is in Gresham, north is City of Fairview.	11,500,000	2018-2024	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10409	Multnomah County	Multnomah Co.	Beaver Creek Trail	Mt. Hood Community College	Historic Columbia River Hwy	Construct new trail	Construct new trail adjacent to Beaver Creek	1,400,000	2014-2017	Exempt	Y	Active Transportation	E. Multnomah County
11360	Multnomah County	Multnomah County	Sellwood Bridge Replacement	SE Tacoma St.	OR 43	Bridge replacement - Construction	Construction phase of bridge replacement.	263,800,000	2014-2017	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11373	Multnomah County	Multnomah County	NE 238th Drive Freight and Multimodal Improvements	Halsey St.	Glisan St		Construct southbound travel lanes with passing lane and northbound travel lane. Add bike and pedestrian facilities on both northbound and southbound sides.	9,000,000	2014-2017	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11375	Multnomah County	Multnomah County	Stark Street Bridge	Stark Street Bridge at Sandy River				15,000,000	2018-2024	Exempt	Y	Roads and Bridges	E. Multnomah County
11673	Multnomah County	Multnomah County	Troutdale Road Pedestrian Improvement	Stark Street	21st	Address pedestrian gaps	Troutdale Road improvements {ped btwn 21st - Stark}	\$1,300,000	2018-2024	Exempt	Y	Active Transportation	E. Multnomah County
11674	Multnomah County	Multnomah County	Troutdale Road Bike Improvements	Buxton	Stark	Address Bike gaps	Troutdale Road improvements {bike btwn Buxton-Stark}	\$1,753,381	2018-2024	Exempt	Y	Active Transportation	E. Multnomah County
11681	Multnomah County	Multnomah County	17th Ave: Multnomah County	East City Limit Boundary	Troutdale Road	Completes System Gaps	17th Ave: Troutdale to Gresham east city boundary Bike/Ped Improvements	\$2,000,000	2025-2032	Exempt	Y	Active Transportation	E. Multnomah County
11684	Multnomah County	Multnomah County	Safety corridor: Cherry Park/257th {Cherry Park - Division}	Cherry Park	Divison	Improve safety for all travel modes.	Safety corridor: Cherry Park/257th {Cherry Park - Division}	\$2,600,000	2018-2024	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County

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11690	Multnomah County	Multnomah County	Hogan at Glisan	Intersection at Hogan/Glisan		Completes System Gaps	Hogan at Glisan (northwest corner)	\$3,000,000	2018-2024	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11686	Multnomah County/East County Cities	Multnomah County/East County Cities	Sandy to Springwater Path design and construction	Springwater Corridor	40-mile loop	Multimodale Connections	Sandy River to Springwater multi-modal connections	\$50,000,000	2025-2032	Exempt	Y	Active Transportation	E. Multnomah County
11688	Multnomah County/East County Cities	Multnomah County/East County Cities	Sandy to Springwater Path Planning	Springwater Corridor	40-mile loop	Multimodal Connections	Sandy to Springwater Path: master plan	\$1,500,000	2025-2032	Exempt	Y	Active Transportation	E. Multnomah County
10067	North Clackamas PRD	NCPRD	Phillips Creek Trail	I-205 Trail	N Clackamas Greenway	Address transportation needs and access to transit through the expanded Clackamas Town Center and the future light rail development.	Build trail through Clackamas Town Center for access to light rail.	2,270,000	2033-2040	Exempt	Y	Active Transportation	Clackamas County
10070	North Clackamas PRD	Metro , NCPRD, Happy Valley	Mt. Scott Scouters Mt Trail	Mt. Talbert	Springwater corridor	Address transportation needs due to growth of East Happy Valley; provide north/south connectivity through Happy Valley and East Clackamas County.	Build loop trail to from SE Clatsop street in the north to Highway 212/Clackamas River to the south. Connects the Springwater Corridor, Mt. Talbert, Scouters Mountain Nature Park, and the Clackamas River. Partners include the City of Portland and City of Happy Valley	14,170,000	2018-2024	Exempt	Y	Active Transportation	Clackamas County
10863	ODOT	ODOT	Troutdale Interchange (Exit 17) Improvements	Troutdale interchange (Exit 17)	N/A	Improve access to Columbia Corridor industrial area, reduce current congestion at interchange.	Improve eastbound off-ramp, widen South Frontage Road, , improve intersection at Graham Road. Also includes initial reconstruction of west end of interchange (NW Marine Dr.)	32,200,000	2014-2017	Regionally Significant	Y	Freight	ODOT
10864	ODOT	ODOT	New interchange on US 26 to serve industrial area.	Callister Road	267th Ave.	Provide access to Springwater Industrial Area.	New interchange on US 26 to serve industrial area.	29,500,000	2033-2040	Regionally Significant	Y	Throughways	ODOT
10865	ODOT	ODOT	I-205/Airport Way interchange	I-205 and Airport Way		Improve interchange operations and capacity.	Implement recommendations consistent with I-205/Airport Way Study.	10,500,000	2014-2017	Regionally Significant	Y	Throughways	ODOT
10867	ODOT	ODOT	I-5 from I-405 to I-84 (Rose Quarter/Lloyd District) PE and NEPA	I-84	Greeley St.	Improve safety and operations on I-5, connection between I-84 and I-5, and multimodal access to and connectivity between the Lloyd District and Rose Quarter.	Conduct preliminary engineering and environmental work to improve safety and operations on I-5, connection between I-84 and I-5, and multimodal access to and connectivity between the Lloyd District and Rose Quarter.	20,000,000	2014-2017	Exempt	Y	Throughways	ODOT
10869	ODOT	ODOT	Sunrise Project: Construct improvements in the Sunrise Corridor consistent with the supplemental EIS	I-205	122nd Ave.	Address existing congestion and safety problems in Sunrise corridor; serve planned growth in Damascus TC; and provide improved access to I-205 for Clackamas Industrial Area.	Construct improvements consistent with the supplemental EIS.	150,000,000	2014-2017	Regionally Significant	Y	Throughways	ODOT
10872	ODOT	ODOT	Add lane: SB I-205 to SB I-5 interchange ramp and extend acceleration lane and add auxiliary lane on SB I-5 to Elligsen Road.	I-205	Elligsen Road	Significant localized congestion occurs at the merge point of the I-205 SB ramp connection to SB I-5. This has prompted concerns that the anticipated benefits of scheduled construction of a permanent auxiliary lane in each direction on I-205, between I-5.	Add lane to SB I-205 to SB I-5 interchange ramp and extend acceleration lane and add auxiliary lane on SB I-5 to Elligsen Road. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	9,700,000	2014-2017	Regionally Significant	Y	Throughways	ODOT
10873	ODOT	ODOT	US 26W: Widen highway to 6 lanes	185th Ave.	Cornelius Pass Road	Increase capacity.	Widen highway to 6 lanes.	25,000,000	2014-2017	Regionally Significant	Y	Throughways	ODOT
10874	ODOT	ODOT	I-5 Delta Park Phase 2 (99W / Denver)	Victory	Argyle	Address safety and multimodal connectivity.	Construct Shared Use Paths, rehabilitate, resurface and restripe Denver Ave. for buffered bike lanes, connect SUP to Columbia Slough levee trail.	10,000,000	2014-2017	Exempt	Y	Active Transportation	ODOT
10875	ODOT	ODOT	OR 217: ITS Project	US 26	I-5	Address safety and mobility.	ITS, Variable Speed signs	21,500,000	2014-2017	Exempt	Y	TSMO/TDM	ODOT
10884	ODOT	ODOT	I-5 from I-405 to I-84 (Rose Quarter/Lloyd District) Right-of-way	I-84	Greeley St.	Improve safety and operations on I-5, connection between I-84 and I-5, and multimodal access to and connectivity between the Lloyd District and Rose Quarter.	Acquire right-of-way to improve safety and operations on I-5, connection between I-84 and I-5, and multimodal access to and connectivity between the Lloyd District and Rose Quarter.	5,000,000	2018-2024	Regionally Significant	Y	Throughways	ODOT
10890	ODOT	ODOT	Sunrise Project Phase 2: PE, Acquire right-of-way and Construction: I-205 to SE 172nd Ave	I-205	172nd Ave.	Address existing congestion and safety problems in Sunrise corridor; serve planned growth; provide improved multimodal access and connectivity to I-205 for and within the Clackamas Industrial Area.	PE and Acquire right-of-way: I-205 to SE 172nd Ave. Construct improvements in the Sunrise corridor consistent with the FEIS/ROD	100,000,000	2018-2024	Regionally Significant	Y	Throughways	ODOT

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10893	ODOT	ODOT	Improve I-5/Columbia River bridge	Victory Blvd.	Washington state line	Engineering, right-of-way acquisition, and construction to improve capacity and operations.	Replace I-5/Columbia River bridges and improve interchanges on I-5. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	2,982,000,000	2014-2017	Regionally Significant	Y	Throughways	ODOT
10894	ODOT	ODOT	Sunrise Hwy. PE: I-205 to SE 172nd Ave	0	SE 172nd Ave	Address existing congestion and safety problems in Sunrise corridor; serve planned growth in Damascus TC; and provide improved access to I-205 for Clackamas Industrial Area.	Preliminary engineering and EIS from I-205 to 172nd.	20,000,000	2014-2017	Exempt	Y	Throughways	ODOT
11121	ODOT	ODOT	I-5 Delta Park Phase 1	Victory	Lombard	Relieve congestion.	Widen I-5 to 3 lanes and realign ramps.	50,000,000	2014-2017	Regionally Significant	Y	Throughways	ODOT
11123	ODOT	ODOT	I-5 North Macadam	I-5/Macadam interchange	N/A	Improve safety and access.	Construct improvements in North Macadam/South Waterfront area to enhance safety and access.	15,000,000	2014-2017	Regionally Significant	Y	Throughways	ODOT
11176	ODOT	ODOT	I-5 from I-405 to I-84 (Rose Quarter/Lloyd District) Construction	I-84	Greeley St.	Improve safety and operations on I-5, connection between I-84 and I-5, and multimodal access to and connectivity between the Lloyd District and Rose Quarter.	Construct improvements to enhance safety and operations on I-5, connection between I-84 and I-5, and multimodal access to and connectivity between the Lloyd District and Rose Quarter.	296,390,000	2025-2032	Regionally Significant	Y	Throughways	ODOT
11178	ODOT	ODOT	US Highway 26 at Shute Road interchange improvements	US 26 and Shute Road	N/A	Reduce current congestion at interchange.	Interchange improvements to improve operations and construct a new westbound-southbound loop ramp to serve Shute Road.	45,000,000	2014-2017	Regionally Significant	Y	Throughways	ODOT
11179	ODOT	ODOT	I-5 to 99W replacement projects	N/A	N/A	Improve statewide mobility and access to Portland metropolitan area.	Construct improvements consistent with recommendations from I-5/99W connector process. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	10,000,000	2014-2017	Regionally Significant	Y	Roads and Bridges	ODOT
11181	ODOT	ODOT	OR 43 Sellwood Bridge Interchange	OR 43 at Sellwood Bridge	N/A	Rehabilitation and maintenance.	Improve connection at the west end (OR 43) of the Sellwood Bridge, including the interchange influence area.	30,000,000	2014-2017	Regionally Significant	Y	Roads and Bridges	ODOT
11349	ODOT	ODOT	Hwy-212/224 improvements	82nd	98th	Relieve congestion and provide better access to the Milwaukie and Clackamas Industrial Areas.	Construct 3rd WB lane on 212/224	20,000,000	2014-2017	Regionally Significant	Y	Roads and Bridges	ODOT
11350	ODOT	ODOT	Milwaukie Expressway improvements	I-205	Webster	Relieve congestion and provide better access to the Clackamas Industrial Area.	3rd WB lane on Milwaukie Expressway (Hwy-224) from I-205 to/past Webster Rd	5,000,000	2018-2024	Regionally Significant	Y	Roads and Bridges	ODOT
11369	ODOT	ODOT	Interstate 205 Southbound Auxiliary Lane	Interstate 84 Eastbound Entrance Ramp	Stark/Washington Street	Relieve congestion and improve safety at a recurring bottleneck location on the freeway	Extend existing auxiliary lane.	8,500,000	2014-2017	Regionally Significant	Y	Throughways	ODOT
11370	ODOT	ODOT	Interstate 205 Northbound Phase 1 Auxiliary Lane	Powell Entrance Ramp	Stark/Washington Street	Relieve congestion and improve safety at a recurring bottleneck location on the freeway	Extend existing acceleration lane to Washington and construct 2 lane exit.	7,500,000	2018-2024	Regionally Significant	Y	Throughways	ODOT
11371	ODOT	ODOT	Interstate 5 Southbound: Phase 2 - Lower Boones Ferry Auxiliary Lane	Lower Boones Ferry Exit Ramp	Lower Boones Ferry Entrance Ramp	Relieve congestion and improve safety at a recurring bottleneck location on the freeway	Extend existing auxiliary lane.	8,500,000	2014-2017	Regionally Significant	Y	Throughways	ODOT
11398	ODOT	ODOT	I-205 Northbound Auxiliary Lane	I-84 Entrance Ramp	Killingsworth St exit ramp	Relieve congestion and improve safety at a recurring bottleneck location on the freeway	Construct an auxiliary lane	15,000,000	2014-2017	Regionally Significant	Y	Throughways	ODOT
11399	ODOT	ODOT	I-205 Northbound Phase 2: Auxiliary Lane Extension	Division St. entrance ramp	I-84 WB Exit Ramp	Relieve congestion and improve safety at a recurring bottleneck location on the freeway	Extend existing auxiliary lane.	8,000,000	2033-2040	Regionally Significant	Y	Throughways	ODOT
11400	ODOT	ODOT	OR 217: Southbound Auxiliary Lane	Allen Blvd	Denney Rd	Address safety, reliability and mobility to Regional Centers, Industrial and Employment areas.	Extend auxiliary lane under overpass at Allen and Denney and reposition ramps for proper merge/diverge. (Complements Washington County Collector -Distributor Road project.)	15,000,000	2018-2024	Regionally Significant	Y	Throughways	ODOT
11401	ODOT	ODOT	I-5 Southbound: Phase 3 - Auxiliary Lane Extension	Lower Boones Ferry entrance ramp	I-205 exit ramp	Relieve congestion and improve safety at a recurring bottleneck location on the freeway	Extend existing auxiliary lane.	17,000,000	2033-2040	Regionally Significant	Y	Throughways	ODOT
11402	ODOT	ODOT	I-5 Northbound: Phase 2 - Auxiliary Lane Extension	Nyberg Rd. Interchange	Lower Boones Ferry Rd. Interchange	Relieve congestion and improve safety at a recurring bottleneck location on the freeway	Extend existing auxiliary lane.	13,500,000	2033-2040	Regionally Significant	Y	Throughways	ODOT
11403	ODOT	ODOT	I-5 Delta Park Phase 3 (99W / Denver Avenue)	Schmeer	Argyle	Address safety and mobility, freight access to I-5, and relieve congestion.	Construct highest priority improvements consistent with the Delta-Lombard Environmental Assessment. Replace Denver Viaducts over Columbia Slough and Columbia Blvd. / UPRR	30,000,000	2033-2040	Regionally Significant	Y	Freight	ODOT
10025	Oregon City	Clackamas County	Beavercreek Rd. Improvements Phase 2	Hwy 213	Clackamas Community College	Address safety, relieve congestion and improve multi modal access to the Beavercreek Industrial Area.	Widen to 5 lanes with sidewalks and bike lanes.	5,800,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Clackamas County

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10026	Oregon City	Clackamas County	Beavercreek Rd. Improvements Phase 3	Clackamas Community College	Urban Growth Boundary	Address gap and need for UGB expansion area.	Widen to 4 lanes with sidewalks and bike lanes.	12,920,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Clackamas County
10048	Oregon City	Clackamas County	Holly Lane	Redland Rd.	Maple Lane	Address safety and address gap in UGB expansion area.	Improve to a minor arterial cross-section, adding sidewalks and bike lanes to both sides from Redland to S Donovan, replacing the bridge just south of Redland and adding an enhanced street crossing at S Donovan. Complete sidewalk and bike lane gaps on east side of the street between Donovan and Maple Lane (TSP Project D83, W21, W22, B19, B20, C8). The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	16,055,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Clackamas County
10118	Oregon City	ODOT	McLoughlin Blvd. Improvements - (R/R Tunnel to 10th Street)	Railroad Tunnel	10th St.	Multimodal gap in Regional Center.	Complete boulevard design improvements and viaduct improvements. (TSP D74 & S3)	18,000,000	2025-2032	Not Regionally Significant	Y	Roads and Bridges	Clackamas County
10119	Oregon City	ODOT	Hwy. 213 - Phase 2	Redland Rd.	Redland Road Undercrossing	Address safety and provide congestion relief.	Add through lane in both directions. TSP project D79)	12,000,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Clackamas County
10120	Oregon City	Oregon City	Washington St. Improvements	Abernethy Rd.	Home Depot Drive	Address gaps in roadway, bicycle, and pedestrian system.	Complete the Boulevard project including stormwater low impact development design improvements, sidewalks, landscaping and street lighting. (TSP W5)	1,785,000	2018-2024	Not Regionally Significant	Y	Roads and Bridges	Clackamas County
10123	Oregon City	Oregon City/ODOT/Metro	Willamette Falls Shared-Use Path	10th Street	S 2nd Street	Regional connections; improve bicycle and pedestrian safety and access.	Add a shared-use path along the Willamette River (TSP Project S3)	3,065,000	2018-2024	Exempt	Y	Active Transportation	Clackamas County
10124	Oregon City	Oregon City	Molalla Ave. Boulevard Improvements - (Holmes to Beavercreek Road)	Holmes	Beavercreek Road	Address gap.	Boulevard improvements including widening sidewalks, sidewalk infill, ADA accessibility, bike lanes, reconfigure travel lanes, add bus stop amenities. Also includes adaptive signal timing upgrades project (D1, W73 - Not shown in TSP Walking solutions map)	5,400,000	2025-2032	Exempt	Y	Active Transportation	Clackamas County
10125	Oregon City	Oregon City	Molalla Ave. Streetscape Improvements (Beavercreek Road to Hwy 213)	Beavercreek	Hwy. 213	Address gap.	Streetscape improvements including widening sidewalks, sidewalk infill, ADA accessibility, bike lanes, reconfigure travel lanes, add bus stop amenities. (TSP W74, B37, W34)	8,000,000	2014-2017	Exempt	Y	Active Transportation	Clackamas County
10140	Oregon City	ODOT	Hwy. 213 - (SOUTH)	Clackamas Community College	Conway Dr.	Complete gap.	Add one SB and NB through lane, bike lanes, and sidewalks. (TSP D77, W31)	4,970,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Clackamas County
10147	Oregon City	Oregon City / Metro	Newell Creek Canyon / Holly Lane Shared Use Path	Hwy 213 and Redland Rd.	Maple Lane Rd.	Address safety and gap in UGB expansion area	Add a shared-use path along the west side of the gully between the Redland/Livesay and Holly/Donovan intersection and then along Holly Lane between Donovan and Maple Lane. Will require a bridge over the gully south of Redland Road (TSP Project S12, S13). The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	4,670,000	2018-2024	Exempt	Y	Active Transportation	Clackamas County
10148	Oregon City	Oregon City	Oregon City Loop Trail	Beavercreek Rd.	Hwy 99E	Regional connections; improve bicycle and pedestrian safety and access.	Regional trail would generally follow the Oregon City UGB on a collection of local roads, through new development, along Power line right-of-way, and down the bluff to link up with the Promenade in downtown Oregon City. (TSP projects: S23, S26, C17, S30, C21, S33, C22, C23, S34, C27, FF10, FF15, FF16). The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	7,023,000	2014-2017	Exempt	Y	Active Transportation	Clackamas County
10149	Oregon City	Oregon City	Beaver Lake Trail	Holly Lane Extension / Loder Road	Oregon City UGB	Regional connections; improve bicycle and pedestrian safety and access.	Add a shared-use path on the east side of the Holly Lane extension between Loder and Timbersky and on the north side of the Meyers Road extension between the Holly Lane extension and the UGB (TSP Project S16, S19).	1,787,000	2033-2040	Exempt	Y	Active Transportation	Clackamas County
10150	Oregon City	Oregon City	Barlow Rd. Trail	Abernethy Rd.	UGB	Regional connections; improve bicycle and pedestrian safety and access.	Add a shared-use path on the west/south side of Redland Road, along the north side of the gully from the Redland/Livesay to Holcomb/Oak Tree intersection, and from Holcomb to Ames Street. Install enhanced crossings at Redland and Holcomb (TSP projects S6, S9, S10, S11, C5, C7). The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	4,305,000	2025-2032	Exempt	Y	Active Transportation	Clackamas County
10151	Oregon City	Metro	Trolley Trail Bridge	Portland Ave.	Oregon City Clackamas R. Trail	Regional connections; improve bicycle and pedestrian safety and access.	Regional trail would connect the proposed regional Trolley Trail to the Clackamas River Trail via an old railroad bridge spanning the Clackamas River. This project is not in the OC TSP.	2,000,000	2025-2032	Exempt	Y	Active Transportation	Clackamas County
11088	Oregon City	Clackamas Co.	Holly Lane	Redland Rd.	Holcomb Rd.	Address safety and address gap in UGB expansion area.	Through lanes, sidewalks, bike lanes, turn lanes to serve UGB expansion area. (TSP project D36 (50%), D43, D48)	18,000,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Clackamas County
11182	Oregon City	Oregon City	Molalla Ave. Roundabout	Taylor	Division	Improve LOS	Reconfigure intersection for safety and LOS into roundabout. (TSP project D30)	1,500,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Clackamas County

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11183	Oregon City	Oregon City	Linn/Leland/Meyers Road pedestrian and bike improvement project (active transportation project)	Jackson & 5th Street	Moccasin Way	Address gap.	Construct Linn Avenue/Leland Road/Meyers Road Corridor Improvements including roundabout intersection, sidewalk infill, complete bike lanes or multi-use path for safety and to connect pedestrian generators. (TSP project(s) D19, D34, FF24, FF27, W35, W38, W62, W63, B33, B35, C15, C18, C28, C31, C32, C33, S52)	4,100,000	2014-2017	Exempt	Y	Roads and Bridges	Clackamas County
11184	Oregon City	Oregon City	Main Street Ped and Bike Imp.	10th Street	Dunes Drive	Address gap	Construct separated multi-use path or sidewalks and bike lanes on both sides. (D90 only extends to Agnes so cost estimate omits funding for Agnes to Dunes Dr.; TSP project D90, W2, W3, , B3 B4, S1, C2)	7,500,000	2014-2017	Exempt	Y	Active Transportation	Clackamas County
11186	Oregon City	Oregon City/ODOT/Metro	Willamette River Shared-Use Path	S 2nd Street	UGB	Regional connections; improve bicycle and pedestrian safety and access.	Add a shared-use path along the railroad grade. Rehabilitate existing boardwalk between South 2nd Street and Hedges Street (TSP Project S37). The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	7,920,000	2025-2032	Exempt	Y	Active Transportation	Clackamas County
11187	Oregon City	Oregon City	Abernethy Road Improvements	Redland Rd.	Washington Street	Address gaps in pedestrian system	Add a bike lane to the south side of the street. A shared-use path will be added on the north side per project S2 (TSP Project B8, S2)	1,315,000	2018-2024	Exempt	Y	Active Transportation	Clackamas County
11543	Oregon City	Oregon City	Regional Center Road	Washington Street/Home Depot Driveway	Abernethy Road	Complete Gap	Through lanes, sidewalks, bike lanes, turn lanes to serve a Regional Center. (TSP D63, S5)	18,800,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Clackamas County
11544	Oregon City	Oregon City	Meyers Road Extension	OR 213	Meadow Lane Road	Address need in UGB expansion area.	Through lanes, sidewalks, bike lanes, turn lanes to serve UGB expansion area. (TSP D46, D47, )	8,600,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Clackamas County
11545	Oregon City	Oregon City	Holly Lane	Maple Lane Road	Thayer Road	Address need in UGB expansion area.	Through lanes, sidewalks, bike lanes, turn lanes to serve UGB expansion area. (TSP D57). The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	4,500,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Clackamas County
11546	Oregon City	Oregon City	Meyers / Beaver Creek Shared Use Path	Morrie Drive	Beavercreek Road	Regional connections; improve bicycle and pedestrian safety and access.	Regional trail would generally follow the Power line alignment , beginning at the Oregon City Loop Trail, meander through a collection of residential neighborhoods on and off a collection of local roads, and into a essential Oregon City Business core area. ( TSP S22). The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	2,000,000	2018-2024	Exempt	Y	Active Transportation	Clackamas County
11547	Oregon City	Oregon City	Claimont Drive Extension	Beavercreek Road	Holly Lane	Address need in UGB expansion area.	Through lanes, sidewalks, bike lanes, turn lanes to serve UGB expansion area. (TSP D54)	1,900,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Clackamas County
11548	Oregon City	Oregon City	Washington St. Improvements	11th Street	7th Street	Address Gap	Boulevard improvements including widening sidewalks, sidewalk infill, ADA accessibility, bike lanes, reconfigure travel lanes, add bus stop amenities. (TSP D28 & D92 plus 50% of D1)	1,500,000	2018-2024	Regionally Significant	Y	Active Transportation	Clackamas County
11549	Oregon City	Oregon City/Metro	Newell Creek Canyon/Beavercreek Road Shared-Use Path	Maple Lane Road	Glen Oak Road	Address safety and gap needs in UGB expansion area.	Add a shared-use path on the east side of the Holly Lane extension between Maple Lane and Loder and on the south/east side of the Loder Road extension between Glen Oak Road and the Holly Lane extension. Install enhanced pedestrian crossings at Maple Lane. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	3,360,000	2018-2024	Exempt	Y	Active Transportation	Clackamas County
11550	Oregon City	Oregon City	Holly Lane	Thayer Road	Meyers Road	Address need in UGB expansion area.	Through lanes, sidewalks, bike lanes, turn lanes to serve UGB expansion area. (TSP D58)	4,500,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Clackamas County
11551	Oregon City	Oregon City	South End Road	Partlow Road	UGB	Address need in UGB expansion area.	Street improvements including lane reconfigurations, sidewalks, ADA accessibility, bike lanes, street lighting, and travel lanes. (TSP D89, D33, D23, D41, D42). The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	7,250,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Clackamas County
11552	Oregon City	Oregon City/Metro	Highway 99E Overcrossing	McLoughlin Promenade	Willamette River	Regional connections; improve bicycle and pedestrian safety and access.	Construct a pedestrian and bicycle bridge over Highway 99E, connecting the McLoughlin Promenade to the Willamette Falls Shared-Use Path	6,095,000	2025-2032	Exempt	Y	Active Transportation	Clackamas County
10214	Port of Portland	City of Portland	Lombard, N (Rivergate - to T-6): Multi-modal Improvements	Rivergate	T-6		Widen N Lombard to include two travel lanes, a non-continuous center turn lane, medians, bike lanes, sidewalks and planting strips.	30,000,000	2014-2017	Regionally Significant	Y	Freight	Port of Portland
10360	Port of Portland	Port	Airport Way Return and Exit Roadways	PDX Terminal Area		Maintain adequate access and circulation in the terminal area.	Relocate Airport Way exit roadway and construct new return roadway (Terminal Access Study, projects R4 and R5; to be scoped by PDX Master Plan).	6,400,900	2014-2017	Not Regionally Significant	Y	Freight	Port of Portland
10362	Port of Portland	Port	82nd Ave./Airport Way Grade Separation	82nd Avenue/Airport Way Intersection		Provide efficient movement of traffic to PDX properties.	Construct grade-separated overcrossing.	86,000,000	2014-2017	Regionally Significant	Y	Freight	Port of Portland
10363	Port of Portland	Port	SW Quad Access	NE 33rd Ave.	SW Quad	Provide efficient movement of traffic to developing PDX properties.	Provide street access from 33rd Ave. into SW Quad.	5,917,500	2014-2017	Not Regionally Significant	Y	Freight	Port of Portland
10364	Port of Portland	Port	PDX Light Rail Station/Track Realignment	PDX Terminal Area		Accommodate terminal expansion plans.	Realign light rail track into terminal building.	16,330,700	2025-2032	Exempt	Y	Transit	Port of Portland

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10366	Port of Portland	Portland/Port	Airtrans Way and Cornfoot Road Intersection Improvements	Airtrans Way/ Cornfoot Road Intersection		Provide efficient movement of traffic to PDX properties.	Add signals and improve turn lanes at AirTrans Way/Cornfoot Rd.	650,000	2018-2024	Exempt	Y	Freight	Port of Portland
10368	Port of Portland	Port	PIC Ped/Bike Network			Improve bike/ped circulation in PIC.	Construct bike and pedestrian facilities as shown in the CS/PIC Plan District.	1,163,835	2014-2017	Exempt	Y	Active Transportation	Port of Portland
10373	Port of Portland	City of Portland	Rivergate ITS			Improve traffic efficiency in Rivergate by connecting information about the roadway system to ODOT's Highway ITS systems.	Intelligent Transportation System in Rivergate.	480,000	2014-2017	Not Regionally Significant	Y	TSMO/TDM	Port of Portland
10375	Port of Portland	City of Portland	Cathedral Park Quiet Zone	UPRR St. Johns Lead		Allow auto import operations to continue to grow in N. Portland and improve neighborhood livability.	Address rail switching noise related to the Toyota operations at T-4 by improving multiple public rail crossings in the St. Johns Cathedral Park area.	8,200,000	2014-2017	Exempt	Y	Freight	Port of Portland
10378	Port of Portland	Port	T-6 Internal Overcrossing	Marine Dr.	Terminal 6	Construct second gate to provide secondary access to Terminal 6.	Construct an elevated roadway between Marine Dr. and Terminal 6.	3,649,084	2025-2032	Not Regionally Significant	Y	Freight	Port of Portland
10379	Port of Portland	City of Portland	Marine Dr. Improvement Phase 2	BNSF grade crossing		Separate rail at-grade crossing.	Construct rail overcrossing on Marine Dr.	13,644,200	2018-2024	Exempt	Y	Freight	Port of Portland
10380	Port of Portland	Port	PDX Transportation Demand Management (TDM)			Fulfill TDM requirements of PDX Master Plan approval. Implement TDM projects and programs recommended in the PDX Alternative Modes Study.	Implement strategies at PDX and PIC properties that reduce auto trips in the airport area. Programs to be undertaken with other area businesses/developers to maximize effectiveness; possible administration through a transportation management association.	500,000	2014-2017	Exempt	Y	TSMO/TDM	Port of Portland
11190	Port of Portland	Multnomah Co.	Sundial Road Improvements	Sundial Road	North of Marine Drive	Improve access to TRIP/CCRD	Widen north of Swigert Way and construct signal and turn lanes at Graham Road.	3,200,000	2014-2017	Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11207	Port of Portland	Port	T6 Modernization	Terminal 6		Modernize Terminal 6	Provide improvements to container terminal including crane electronics and stormwater improvements.	8,000,000	2014-2017	Not Regionally Significant	Y	Freight	Port of Portland
11208	Port of Portland	Port	T4 Modernization	Terminal 4		Modernize Terminal 4	Renovate operation areas at T4 to create intermodal processing areas. Rail spur relocation and expansion, grain elevator demolition, wharf removal	14,906,000	2018-2024	Not Regionally Significant	Y	Freight	Port of Portland
11209	Port of Portland	Port	Airport Way East Terminal Access Link Roadway	PDX Terminal Area		Provide for passenger growth at PDX	Construct Airport Way East Terminal access link roadway. Facilitates direct East Terminal Access, preventing failure of Main Terminal Roadway	19,092,300	2025-2032	Not Regionally Significant	Y	Freight	Port of Portland
11306	Port of Portland	Port	T6 Second Entrance from Marine Drive	N. Bybee Lake Rd.	N. Pacific Gateway	Improve capacity and safety at Terminal 6.	Construct 2nd entrance from Marine Drive and internal rail overcrossing to Terminal 6. i.	12,000,000	2018-2024	Not Regionally Significant	Y	Freight	Port of Portland
11307	Port of Portland	Portland/Port	T6 Suttle Road entrance	Terminus of N. Suttle Road	Terminal 6	Develop an access from N. Suttle Road to the the east end of Terminal 6.	Access to T6 off the terminus of Suttle Road, improvements to existing Suttle Road.	3,000,000	2014-2017	Not Regionally Significant	Y	Freight	Port of Portland
11353	Port of Portland	BNSF	West Hayden Island Rail Access	BNSF Rail Bridge	West Hayden Island	Rail access to support West Hayden Island development.	Advance rail-dependent development.	3,000,000	2018-2024	Not Regionally Significant	Y	Freight	Port of Portland
11354	Port of Portland	Port	West Hayden Island Rail Yard	West Hayden Island	West Hayden Island	Seven track rail yard connected to facility trackage.	Advance rail development on West Hayden Island.	9,500,000	2018-2024	Not Regionally Significant	Y	Freight	Port of Portland
11355	Port of Portland	UPRR	Barnes to Terminal 4 Rail	Terminal 4	Barnes Yard	Provide a dedicated track for Terminal 4 through Barnes Yard and add a new track from Barnes Yard to Terminal 4.	Improve Rail Access to Terminal 4.	3,000,000	2018-2024	Not Regionally Significant	Y	Freight	Port of Portland
11356	Port of Portland	UPRR	Kenton Rail Line Upgrade	Kenton	North Portland Junction	Upgrade existing track to second main track with new double track from Peninsula Junction to I-205 and increase track speeds between North Portland, Peninsula Junction, to Reynolds on UP's Kenton Line. Part of triangle project with ODOT.	Expand rail capacity and reduce delays for greater efficiency.	25,382,000	2018-2024	Exempt	Y	Freight	Port of Portland
11357	Port of Portland	BNSF	Terminal 6 Rail Support Yard Improvements	Terminal 6		Construct an additional 6800 feet of arrival/departure track.	Increase Terminal 6 rail capacity.	10,000,000	2018-2024	Not Regionally Significant	Y	Freight	Port of Portland
11649	Port of Portland	Port	T2 Redevelopment	Terminal 2		Modernize Terminal 2	Construct rail, rail scale, and crane modernization.	4,500,000	2014-2017	Not Regionally Significant	Y	Freight	Port of Portland
11650	Port of Portland	Port	Northside Redevelopment	PDX Terminal Area		Provide overnight parking for commercial jets and improve a new apron for business aviation .	Construct a new apron for business aviation.	5,800,000	2014-2017	Not Regionally Significant	Y	Freight	Port of Portland

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11651	Port of Portland	UPRR/BNSF	T2 Track Reconfiguration and Siding	Terminal 2		Increase rail capacity at Terminal 2.	Construct rail loops and support siding.	8,900,000	2018-2024	Exempt	Y	Freight	Port of Portland
11652	Port of Portland	UPRR/BNSF	Bonneville Rail Yard Build Out	Bonneville Rail Yard		Add rail staging capacity for South Rivergate	Construct two interior yard tracks at Bonneville Yard and complete the double track lead from the wye at the east end of the yard to UP Barnes Yard.	3,600,000	2018-2024	Not Regionally Significant	Y	Freight	Port of Portland
11653	Port of Portland	UPRR/BNSF	Ramsey Yard Utilization	Columbia Slough	Bonneville Yard	Improve unit train staging capabilities at Ramsey rail yard.	Connect the existing set out track along the west side of the main lead with the industrial lead near the south end to provide a location to store a unit train.	1,700,000	2018-2024	Exempt	Y	Freight	Port of Portland
11654	Port of Portland	Port/Others	Time Oil Road Reconstruction	Lombard	Rivergate Boulevard	Reconstruct Time Oil Road to improve circulation and access to industrial properties in South Rivergate industrial area.	Reconstruct Time Oil Road	9,000,000	2018-2024	Not Regionally Significant	Y	Freight	Port of Portland
11655	Port of Portland	Port	Terminal Exit Roadway Widening	PDX Terminal Area		Maintain adequate access/circulation in terminal area	Add one outbound lane between parking plaza and return roadway	2,208,000	2018-2024	Not Regionally Significant	Y	Freight	Port of Portland
11656	Port of Portland	Port	Airport Way Terminal Entrance Rdwy	PDX Terminal Area		Maintain adequate access/circulation in terminal area	Add one inbound lane at entrance to terminal loop roadway	708,000	2018-2024	Not Regionally Significant	Y	Freight	Port of Portland
11657	Port of Portland	Port	Terminal Deplaning Rdwy Expansion	PDX Terminal Area		Maintain adequate access/circulation in terminal area	Add one loading lane and one through lane on terminal lower roadway	4,116,000	2018-2024	Not Regionally Significant	Y	Freight	Port of Portland
11658	Port of Portland	Port	Terminal Enplaning Rdwy Expansion	PDX Terminal Area		Maintain adequate access/circulation in terminal area	Add one lane on the approach and one lane on the exit to the terminal upper roadway	3,500,000	2018-2024	Not Regionally Significant	Y	Freight	Port of Portland
11659	Port/Portland	Portland/UPRR	Rivergate Blvd. Overcrossing	N. Lombard	Time Oil Road	Construct a grade separation for Rivergate Blvd. over UPRR South Rivergate Lead	Relieve a congestion point in Rivergate Industrial Area, improve rail access to Terminal 5.	14,200,000	2014-2017	Exempt	Y	Freight	Port of Portland
10159	Portland		Springwater [Trail Connection] - Sellwood Gap	SE Umatilla	SE 19th Ave.	Complete gap within the otherwise continuous 19.5 miles long Springwater Corridor trail.	Construct trail-with-rail shared use path between Springwater on the Willamette and Springwater Three Bridges.	3,032,411	2014-2017	Exempt	Y	Active Transportation	City of Portland
10162	Portland	Portland	Willamette Greenway Trail - South Waterfront	Marquam Bridge (overhead)	SW Lowell	Provide dual bicycle and pedestrian trails as alternative to on-street facilities.	Provide two paths in order to separate bicyclists from pedestrians in remaining gaps (Marquam Bridge to SW Gibbs, SW Lowell to SW Lane, Benz Springs) of South Waterfront's Willamette Greenway trail.	2,650,000	2014-2017	Exempt	Y	Active Transportation	City of Portland
10164	Portland		South Portal Intersection Improvements and Moody Ave Extension	Intersection Bancroft/Hood/Macadam	Bancroft/Hood/Macadam	Street improvements.	Improve the South Portal to the North Macadam District (intersection of Bancroft, Hood, and Macadam) to address safety and capacity issues. Extend SW Moody Ave from Bancroft to Hamilton St to improve circulation within the South Waterfront neighborhood.	41,478,000	2018-2024	Regionally Significant	Y	Roads and Bridges	City of Portland
10165	Portland		Moody/Bond Ave, Couplet - SW Bond Extension ( River Parkway to Gibbs)	River Parkway	SW Bancroft	Street improvements.	Five lane street improvement from SW Sheridan to SW Gibbs Street. Convert SW Moody to two lanes southbound only. Extend SW Bond Ave. from SW Gibbs St. to River Parkway as two lanes northbound only.	18,834,515	2014-2017	Regionally Significant	Y	Roads and Bridges	City of Portland
10166	Portland		NW Burnside at Skyline Rd.	Intersection NW Burnside/ Skyline Rd.		Intersection improvements.	Intersection improvements provide better connections between SW and NW Skyline along Burnside. The project will include bicycle and pedestrian improvements to help facilitate safer crossings at Burnside and continued onto Skyline.	1,850,716	2025-2032	Exempt	Y	Active Transportation	City of Portland
10171	Portland		Burnside/Couch, West [Blvd/Streetscape]	Burnside Bridge	W 15th	improve traffic efficiency, pedestrian, bike access	Implements a one-couplet design including new traffic signals, widened sidewalks, curb extensions, bike lanes, on-street parking and street trees. This project will be coordinated with ODOT to address potential impacts to the I-405 interchanges, overcrossings and ramps.	\$75,895,353	2025-2032	Regionally Significant	Y	Roads and Bridges	City of Portland
10173	Portland	ODOT	Macadam, SW (Bancroft - Sellwood Br): ITS	SW Bancroft	Sellwood Bridge	Improve traffic efficiency	Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system.	401,794	2018-2024	Exempt	Y	TSMO/TDM	City of Portland
10174	Portland		Going, N (Interstate - Greeley): ITS	Interstate	Greeley	Improve traffic efficiency	Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system.	550,000	2014-2017	Exempt	Y	TSMO/TDM	City of Portland
10175	Portland	ODOT	Yeon/St. Helens, NW (US 30): ITS	NW Yeon/St. Helens		Improve traffic efficiency	Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system.	885,499	2018-2024	Exempt	Y	TSMO/TDM	City of Portland
10177	Portland		PSL - OMSI to Riverplace or South Waterfront (close loop)	SE Water	SW Moody	Address gap in streetcar system	Construct streetcar from SE Water to SW Moody after alternatives analysis has been completed.	\$5,000,000	2014-2017	Regionally Significant	Y	Transit	City of Portland
10180	Portland		Sandy Blvd., NE (47th - 101st): Multi-modal Improvements, Phase II	NE 47th	NE 101st		Retrofit existing street with multi-modal street improvements including bike lanes, redesign of selected intersections to improve pedestrian crossings, streetscape, and safety improvements.	6,481,860	2018-2024	Exempt	Y	Active Transportation	City of Portland



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10181	Portland		Fifties Bikeway, NE/SE (Tillamook to Woodstock)	SE Woodstock	NE Tillamook		Curb extensions, median refuges, signal modifications, and striping changes to create a north-south bicycle boulevard, along various interconnected portions of 52nd-57th streets between NE Thompson and SE Woodstock Blvd.	1,595,049	2014-2017	Exempt	Y	Active Transportation	City of Portland
10182	Portland	ODOT	St. Johns Pedestrian District, N			Improve access to transit.	Enhance pedestrian access to transit, improve safety, and enhance the streetscape such as better lighting and crossings. Improvements including realigning the "ivy" island, curb extensions, a new traffic signal at Richmond/Lombard, and pedestrian connections between St. Johns and the riverfront based on the St. Johns/Lombard Plan.	5,000,000	2018-2024	Exempt	Y	Active Transportation	City of Portland
10184	Portland		Foster Rd., SE (Powell - 90th): Pedestrian/Bicycle/Safety Improvements	SE Powell	SE 90th		Improve sidewalks, lighting, crossings, bus shelters & benches on Foster and improve pedestrian crossing at Foster/82nd intersection to benefit pedestrian access to transit. The project may include new bicycle facilities on Foster Road.	\$3,750,000	2014-2017	Regionally Significant	Y	Active Transportation	City of Portland
10186	Portland		Foster & Woodstock, SE (94th - 101st): Street Improvements, Phase II	SE 94th	SE 101st		Implement Lents Town Center Business District Plan with new traffic signals, pedestrian amenities, wider sidewalks, pedestrian crossings, and street lighting.	\$5,000,000	2018-2024	Exempt	Y	Active Transportation	City of Portland
10187	Portland		Foster Rd., SE (82nd - 87th): Lents Town Center Street Improvements	SE 82nd	SE 87th		Implement Lents Town Center Business District Plan with pedestrian amenities, wider sidewalks, pedestrian crossings, street lighting,	\$1,700,000	2014-2017	Exempt	Y	Active Transportation	City of Portland
10189	Portland		Capitol Hwy, SW	SW Multnomah Blvd	SW Taylors Ferry		Improve SW Capitol Highway from SW Multnomah Boulevard to SW Taylors Ferry Road to include a continuous sidewalk(s), safe crossings and bicycle access along the corridor. Project is the last unimproved phase of the the 1996 Capitol Highway Plan.	\$12,000,000	2025-2032	Exempt	Y	Active Transportation	City of Portland
10191	Portland		Garden Home Rd., SW (Capitol Hwy - Multnomah): Multi-modal Improvements	SW Capitol Hwy	SW Multnomah Blvd		Improve and signalize the intersection at SW Garden Home and SW Multnomah Blvd.	1,931,033	2018-2024	Exempt	Y	Roads and Bridges	City of Portland
10192	Portland		Division Streetscape and Reconstruction	SE 6th Ave. SE 39th Ave.	SE 39th Ave.		The project will design and build streetscape and transportation improvements between SE 12th Ave and SE 39th Ave, complete base repair and pavement reconstruction between SE 6th Ave and SE 10th Ave, and grind and overlay asphalt in the area between SE 10th Ave and SE 39th Ave.	5,848,135	2014-2017	Regionally Significant	Y	Roads and Bridges	City of Portland
10194	Portland		Killingsworth, N (Interstate - MLK Jr Blvd): Street Improvements	N Interstate	MLK Jr Blvd		Construct street improvements to improve pedestrian connections to Interstate MAX LRT and to establish a main street character promoting pedestrian-oriented activities. Commentary: Update project to reflect recommendations in the Killingsworth Street Improvements Planning Project.	4,900,000	2014-2017	Exempt	Y	Active Transportation	City of Portland
10198	Portland		122nd, NE/SE (NE Airport Way to SE Powell Blvd): ITS	Airport Way	SE Powell Blvd		Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system.	515,703	2018-2024	Exempt	Y	TSMO/TDM	City of Portland
10199	Portland		136th Ave, SE (Division to Foster): Multimodal Improvements	SE Division	SE Foster		Improve street to provide curbs, sidewalks, swales, and bike lanes from Division to Foster.	5,000,000	2014-2017	Exempt	Y	Active Transportation	City of Portland
10200	Portland		Killingsworth Pedestrian District, NE				Plan and develop improvements to the pedestrian environment including sidewalks, lighting, crossings, bus shelters and benches.	1,403,000	2014-2017	Exempt	Y	Active Transportation	City of Portland
10202	Portland		102nd Ave, NE/SE (Glisan - Stark): Gateway Plan District Multi-modal Improvements, Phase II	NE Glisan	SE Stark		Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, improved pedestrian facilities and crossings, street lighting and new bicycle facilities.	2,200,000	2014-2017	Not Regionally Significant	Y	Roads and Bridges	City of Portland
10203	Portland		Glisan St, NE (122nd - City Limits): Multi-modal Improvements	NE 122nd	City Limits		Infill missing sidewalk, add curb ramps at corner, add 3 median island crossings, and add a signal.	3,100,241	2018-2024	Exempt	Y	Active Transportation	City of Portland

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10204	Portland		Gateway Regional Center, Local and Collector Streets	NE Weidler/97th	NE Glisan/102nd		High priority local and collector street and pedestrian improvements in the Gateway Regional Center.	32,648,540	2014-2017	Not Regionally Significant	Y	Roads and Bridges	City of Portland
10206	Portland		Marine Drive bike lanes 6th to 28th & off-street trail gaps between I-5 and 185th	I-5	NE 185th Ave.	Complete last gaps in total 17 miles of bike lane and off-street trail .	Close gaps in Marine Dr bike lanes (NE 6th to 28th);and trail (Bridgeton levee & one connector, 28th to 33rd, 112th to 122nd, gaps near 185th)	2,130,835	2014-2017	Exempt	Y	Active Transportation	City of Portland
10208	Portland		MLK O-Xing/Turn Lanes (Columbia-Lombard)	Intersections of MLK and NE Columbia Blvd/Lombard		Improve connectivity and distribute traffic between Columbia Blvd and NE Portland Hwy.	Intersection and signalization improvements with right turn lane.	2,228,909	2018-2024	Exempt	Y	Roads and Bridges	City of Portland
10210	Portland		47th, NE (Columbia - Cornfoot): Roadway & Intersection Improvements	NE 47th	NE Columbia Blvd	Provide improved traffic flow to air cargo facilities located within the south airport area.	Widen and reconfigure intersections to better facilitate truck turning movements to the cargo area located within the airport area. Project includes sidewalk and bikeway improvements.	5,541,678	2018-2024	Exempt	Y	Freight	City of Portland
10213	Portland		Airport Way, NE (I-205 to NE 158th Ave.): ITS	I-205	NE 158th		Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system.	278,251	2014-2017	Exempt	Y	TSMO/TDM	City of Portland
10215	Portland		Foster Rd., SE (136th - Jenne): Multi-modal Improvements	SE 136th	SE Jenne Rd.		Widen street to three lanes to provide two travel lanes, continuous turn lane, bike lanes, sidewalk, and drainage.	16,963,856	2025-2032	Regionally Significant	Y	Roads and Bridges	City of Portland
10216	Portland		Smart Trips Portland, a city-wide individualized marketing strategy			Reduce drive alone trips among all Portland residents by 8-12%.	Smart Trips Portland is a comprehensive approach to reduce drive-alone trips and increase biking, walking and public transit in targeted geographic areas or key transportation corridors of the city. It incorporates the innovative and highly effective "individualized marketing" methodology, which hand delivers packets of information to residents who wish to learn more about transportation options. Success is tracked by evaluating qualitative and quantitative results from surveys and other performance measures.	13,200,000	2014-2040	Exempt	Y	TSMO/TDM	City of Portland
10218	Portland		Burgard-Lombard, N: Street Improvements	Intersection of N Burgard/Columbia	UPRR Bridge on N. Lombard	Improve freight mobility, safety and industrial site access.	From UPRR Bridge to N Columbia Blvd. Widen street to include 2 12-foot travel lanes, continuous left turn lane, bike lanes and sidewalk.	17,000,000	2014-2017	Regionally Significant	Y	Roads and Bridges	City of Portland
10219	Portland	ODOT	Argyle on the Hill, N Columbia to N Denver Ave.	Columbia Blvd	N Denver		New N Argyle street connection, west of I-5.	11,773,032	2018-2024	Regionally Significant	Y	Roads and Bridges	City of Portland
10220	Portland		Seventies Greenstreet and Bikeway, NE	NE Killingsworth Ave.	Clatsop St.		Develop a combined pedestrian greenway and bike boulevard including crossing improvements at arterials, street lighting, and public art from Killingsworth to Clatsop. Develop a combined pedestrian greenway and bike boulevard including crossing improvements at arterials.	4,120,727	2018-2024	Exempt	Y	Active Transportation	City of Portland
10221	Portland		Skyline, NW (Hwy 26 - City Limits): Shoulder Improvements	Hwy 26	City Limits		Widen existing 22' of pavement to 32', and add 2' shoulders adjacent to lanes. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	8,088,812	2033-2040	Exempt	Y	Active Transportation	City of Portland
10222	Portland		Flavel Dr, SE	SE 45th	Clatsop		Fully improve street from SE 45th to Clatsop Street with travel lanes, curbs, swales, sidewalks, and some bike lanes.	7,294,088	2025-2032	Not Regionally Significant	Y	Roads and Bridges	City of Portland
10224	Portland		Barbara Welch Rd., SE: Multimodal Improvements	SE Foster	City Limits		Widen existing 20' of pavement to new 34' roadway with travel lanes, bike lanes, curb and sidewalk.	20,191,557	2033-2040	Exempt	Y	Active Transportation	City of Portland
10225	Portland		SE 122nd Ave Sidewalk Infill (Powellhurst/Gilbert Neighborhood)	SE Harold	SE Ramona		Add sidewalks to SE 122nd Ave. between SE Harold Street and SE Ramona Street/ Springwater Corridor Trail	2,358,000	2014-2017	Exempt	Y	Active Transportation	City of Portland
10226	Portland		Hamilton St., SW	SW Dosch Rd.	SW Scholls Ferry Rd.		Improve SW Hamilton Street between SW Dosch and Scholls Ferry Road.	12,420,360	2025-2032	Exempt	Y	Active Transportation	City of Portland
10227	Portland		SW Stephenson/SW Boones Ferry Intersection	SW Boones Ferry	SW Stephenson		Improve and signalize the intersection at SW Stephenson and SW Boones Ferry Road.	1,438,592	2014-2017	Exempt	Y	Active Transportation	City of Portland

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10229	Portland		Saint Johns Truck Strategy Implementation phase II	Intersection of Columbia Blvd/Portland Rd.			Implement traffic calming pedestrian and bicycle improvements along the Fessenden/St. Louis corridor. Implement freight and other multimodal improvements on N. Lombard street from N. Bruce to St. Louis Ave.	3,345,990	2014-2017	Exempt	Y	Roads and Bridges	City of Portland
10230	Portland		Twenties Bikeway, NE/SE (Lombard - Clinton)	NE Lombard	SE Clinton		Design & implement bikeway along SE 29th,30th/NE 26th/28th / NE Oregon, Wasco, from SE Clinton to NE Lombard using bike blvds. & bike lanes.	2,300,000	2014-2017	Exempt	Y	Active Transportation	City of Portland
10232	Portland		Flanders, NW (Steel Bridge to Westover): Bicycle Facility	Steel Bridge	NW Westover		Add bike boulevard from NW 24th Ave to the Steel Bridge, new bike/pedestrian bridge over I-405 on Flanders, connections to bikeways on Vista, 18th, 14th, 13th, Broadway, 3rd, 2nd, Glisan and Everett. This project will be coordinated with ODOT to address potential impacts to the I-405 interchanges, overcrossings and ramps.	\$5,392,337	2018-2024	Exempt	Y	Active Transportation	City of Portland
10234	Portland		Columbia Slough Trail system	Confluence of Columbia Slough and North Slough	NE 158th Ave.	Construct off-street and/or pedestrian trail for remaining trail gaps.	Close gaps in Columbia Slough Trail: North Slough to North Portland Rd; Landfill to Pier Park; I-5 to NE Elrod; NE Elrod to NE 82nd Ave; NE 82nd Ave to 92nd Ave; I-205 to approx. NE 128th; NE 145th to 158th, Peninsula Canal, Cross-Levee, Delta Park Trail.	8,460,000	2025-2032	Exempt	Y	Active Transportation	City of Portland
10236	Portland		Water Ave., SE (Caruthers - Division Pl): Street Extension Phase II	Caruthers	Division Pl		Provide new roadway connection with sidewalks, bike lanes, landscaping, access to Willamette Greenway, & reconstruction of existing roadway.	405,116	2025-2032	Not Regionally Significant	Y	Roads and Bridges	City of Portland
10237	Portland		Southern Triangle Circulation Improvements, SE	Powell (12th/Ross Island Bridge)	Hawthorne Bridge (railroad mainline)		Improve local street network and regional access routes in the area between the Powell/12th, Willamette River, railroad mainline and Hawthorne Bridge. Improve freeway access route from CEID to I-5 SB via the Ross Island Bridge.	4,051,163	2025-2032	Not Regionally Significant	Y	Roads and Bridges	City of Portland
10240	Portland		Belmont Ramp, SE (Eastside of Morrison Bridge): Ramp Reconstruction	SE Belmont Ramp at Morrison bridge			Reconstruct ramp to provide better access to the Central Eastside.	2,104,500	2018-2024	Exempt	Y	Roads and Bridges	City of Portland
10241	Portland		Clay/MLK Jr, SE: Intersection Improvements	Intersection of SE Clay/MLK			Geometric, signalization and channelization improvements to allow transit and general traffic access to westbound Clay street from southbound MLK.	1,296,372	2025-2032	Exempt	Y	Roads and Bridges	City of Portland
10243	Portland		12th, NE (Bridge at Lloyd Blvd): Seismic Retrofit	NE 12th/Lloyd Blvd Bridge			Seismic retrofit.	\$1,540,000	2025-2032	Exempt	Y	Roads and Bridges	City of Portland
10244	Portland		Kittridge, NW (Bridge at Yeon): Seismic Retrofit	NW Kittridge/Yeon Bridge			Seismic retrofit.	\$2,100,000	2025-2032	Exempt	Y	Roads and Bridges	City of Portland
10247	Portland		Corbett/Hood/Sheridan, SW: Pedestrian and Bike Improvements	SW Sheridan	SW Sheridan/I-5		Construct bike and pedestrian improvements under I-5 to the CTLH neighborhood at SW Sheridan St.	210,450	2014-2017	Exempt	Y	Active Transportation	City of Portland
10248	Portland		South Waterfront District, SW: Bicycle and Pedestrian Improvements				Implement pedestrian and bicycle district access improvements identified in the North Macadam Framework Plan.	3,250,050	2014-2017	Exempt	Y	Active Transportation	City of Portland
10249	Portland		South Waterfront Transit Improvements, SW				Implement transit improvements identified in the North Macadam Framework Plan, including central city transit hub and local bus service improvements.	\$2,806,000	2014-2017	Exempt	Y	Transit	City of Portland
10250	Portland		Burnside, W (NW 15th to NW 23rd): Blvd. Improvements	NW 15th	NW 23rd		Boulevard design improvements including pavement reconstruction, wider sidewalks, curb extensions, safer crossings, traffic signals at 20th Plan and 22nd, and traffic management to limit motorist delays.	\$18,000,000	2018-2024	Exempt	Y	Roads and Bridges	City of Portland
10251	Portland		Bancroft St., SW (River Parkway - Macadam): Street Improvements	River Parkway	Macadam		Widen SW Bancroft in conformance with district street standards.	\$1,403,000	2014-2017	Not Regionally Significant	Y	Roads and Bridges	City of Portland
10253	Portland		Arthur, Gibbs & Lowell, SW (River Parkway - Moody): Street Improvements	River Parkway	SW Moody		Arthur, Gibbs, and Lowell are the primary connectors between Moody-Bond and River Parkway and will be constructed in phases as development occurs in North Macadam District.	5,261,250	2018-2024	Regionally Significant	Y	Roads and Bridges	City of Portland

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10256	Portland		Broadway/Weidler, NE (15th - 28th): Multi-modal Improvements, Phases II & III	NE 24th	NE 28th		Boulevard retrofit of street including street trees, traffic signals, curb extensions, and wider sidewalks (15th - 24th) and stripe bike lanes (24th-28th).	\$9,058,399	2018-2024	Exempt	Y	Active Transportation	City of Portland
10257	Portland		Grand/MLK Jr, SE/NE: CEID/Lloyd District Streetscape Improvements				Complete boulevard design improvements including street trees, tree grates, ornamental lighting, and curb extensions.	\$4,861,395	2018-2024	Exempt	Y	Active Transportation	City of Portland
10258	Portland		DivisionSt/9th, SE (7th - Center): Bikeway	SE 7th	SE Center		Retrofit bike lanes to existing street.	\$27,548	2025-2032	Exempt	Y	Active Transportation	City of Portland
10259	Portland	ODOT	Powell, SE (Ross Island Bridge - 92nd): Multi-modal Improvements	Ross Island Bridge	SE 50th		Retrofit existing street with multimodal and safety improvements including enhanced pedestrian and bicycle crossings, pedestrian and bike activated signals, median islands with trees, redesign of selected intersections and stormwater management facilities.	\$7,997,100	2018-2024	Exempt	Y	Active Transportation	City of Portland
10260	Portland		Clay/2nd, SW: Pedestrian/Vehicle Signal	Intersection Clay/2nd			New signal installation.	\$250,000	2025-2032	Exempt	Y	Active Transportation	City of Portland
10262	Portland		14/16th Connections, NW	W Burnside	Yeon		Improve or create connections to W. Burnside, Yeon, and Vaughn and provide directional signage to route non-local traffic to 14th/16th couplet.	280,600	2025-2032	Exempt	Y	TSMO/TDM	City of Portland
10263	Portland		Naito Parkway (Broadway Br - north of Terminal One): Street and Pedestrian Improvements	Broadway Bridge	North of Terminal One		Construct streetscape improvements include pedestrian amenities.	4,559,750	2018-2024	Exempt	Y	Active Transportation	City of Portland
10264	Portland		Central City Traffic Management, N, NW, NE, SE, SW: Transportation System Management improvements				Implement Central City TSM improvements to arterials.	3,240,930	2025-2032	Not Regionally Significant	Y	TSMO/TDM	City of Portland
10265	Portland		18th/Jefferson St., SW: ITS	Intersection of 18th/Jefferson			Communications infrastructure including closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow at SW 18th/Jefferson intersection.	112,240	2025-2032	Exempt	Y	TSMO/TDM	City of Portland
10266	Portland		14th/16th, NW/SW & 13th/14th, SE, (Glisan - Clay): ITS	SW Clay	NW Glisan		Six signals between Clay and Glisan including communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow.	505,080	2025-2032	Exempt	Y	TSMO/TDM	City of Portland
10267	Portland		Going, N (Interstate - Basin): Bikeway	N Interstate	N Basin		Design and implement a multi-use path.	768,000	2025-2032	Exempt	Y	Active Transportation	City of Portland
10268	Portland		Hollywood Pedestrian District, NE: Multi-modal Improvements				Multi-modal street improvements including traffic signals, restriping, improved pedestrian crossings and connections to transit center.	10,776,092	2014-2017	Exempt	Y	Active Transportation	City of Portland
10270	Portland		Ellis St, SE (92nd - Foster): Bikeway	SE 92nd	SE Foster		Retrofit bike lanes to existing street.	\$648,186	2025-2032	Exempt	Y	Active Transportation	City of Portland
10271	Portland		92nd Ave., SE (Powell - City Limits): Bicycle & Pedestrian Improvements	SE Powell	City Limits		Construct sidewalks, crossing improvements and bike lanes.	\$4,910,500	2025-2032	Exempt	Y	Active Transportation	City of Portland
10272	Portland		Capitol Hwy, SW (Vermont - Florida): Intersection Improvements	SW Vermont	SW Florida		Realign the Capitol/Vermont/30th intersection and provide sidewalks, bike lanes, and drainage improvements.	\$1,898,314	2018-2024	Exempt	Y	Active Transportation	City of Portland

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

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

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

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10321	Portland		Stark, SE (111th - City Limits): Bikeway	SE 111th	City Limits		Retrofit bike lanes to existing street (excluding 92nd - 111th).	\$243,070	2018-2024	Exempt	Y	Active Transportation	City of Portland
10323	Portland		111th/112th Ave., SE (Market - Mt. Scott Blvd.): Bicycle & Pedestrian Improvements	SE Market	Mt. Scott Blvd		Retrofit bike lanes to existing street (Market - Mt. Scott Blvd.) and construct sidewalks (Holgate - Mt. Scott Blvd.).	2,070,127	2025-2032	Exempt	Y	Active Transportation	City of Portland
10324	Portland		Glisan St., NE (106th - 122nd): Bikeway	NE 106th	NE 122nd		Retrofit bike lanes to existing street.	81,023	2018-2024	Exempt	Y	Active Transportation	City of Portland
10325	Portland		Glisan St., NE (47th - I-205): Bikeway	NE 47th	I-205		Retrofit bike lanes to existing street.	81,023	2014-2017	Exempt	Y	Active Transportation	City of Portland
10326	Portland		Gateway Regional Center, NE/SE: Local Street Improvements, Phase II				High priority local street and pedestrian improvements in regional center.	8,418,000	2018-2024	Exempt	Y	Active Transportation	City of Portland
10327	Portland		Gateway District Plan, NE/SE: Traffic Management				Implement a comprehensive traffic management plan throughout the regional center to reduce cut-through traffic on residential streets and improve traffic flow on regional streets. Project includes utility improvements.	1,944,558	2014-2017	Not Regionally Significant	Y	TSMO/TDM	City of Portland
10328	Portland		Gateway Regional Center, NE/SE: Local Street Improvements, Phase III				High priority local street and pedestrian improvements in regional center.	8,418,000	2025-2032	Exempt	Y	Active Transportation	City of Portland
10329	Portland		Marine Dr./122nd, NE: Intersection Improvements	NE Marine Dr/122nd			Signalize and widen dike to install left turn lane on Marine Drive.	2,361,249	2014-2017	Exempt	Y	Roads and Bridges	City of Portland
10330	Portland		148th, NE (Marine Dr - Glisan): Bicycle & Pedestrian Improvements	NE Marine Dr	NE Glisan		Retrofit bike lanes to existing street (Marine Dr - I-84) and construct sidewalk and safety improvements including signal/ intersection improvements at 148th/Sandy (Airport Way-Glisan).	2,568,893	2018-2024	Exempt	Y	Active Transportation	City of Portland
10331	Portland		Columbia Blvd, N (Bridge at Taft): Seismic Retrofit				Seismic retrofit of bridge.	583,367	2025-2032	Exempt	Y	Roads and Bridges	City of Portland
10332	Portland	ODOT	Lombard, N/NE (MLK Jr - Philadelphia) (US 30): ITS	MLK Jr. Blvd	Philadelphia		Communications infrastructure including closed circuit TV camera, Bluetooth detection, improved bus priority variable message signs for remote monitoring and control of traffic flow at the intersections with MLK Jr, Interstate, Greeley, Portsmouth, Philadelphia/Ivanhoe.	673,440	2018-2024	Exempt	Y	TSMO/TDM	City of Portland
10334	Portland		11th/13th, NE (at Columbia Blvd.): Crossing Elimination	NE Columbia Blvd	NE Lombard		If feasible, eliminate the at-grade crossing and improve alternate roadway access.	1,000,000	2025-2032	Exempt	Y	Roads and Bridges	City of Portland
10335	Portland		42nd Bridge, NE (at Lombard): Bridge Replacement	NE 42nd at Lombard			Replace 42nd bridge over Lombard to remove weight restriction.	\$4,900,000	2033-2040	Exempt	Y	Roads and Bridges	City of Portland
10336	Portland		Alderwood/Columbia Blvd/Cully, NE: Intersection Improvements	Intersection of NE Alderwood/Columbia Blvd/Cully		Provide transportation link to the cargo area located within the south airport area.	Reconstruct intersection to provide signalization, left turn pockets, enhancing turning radii and improving circulation for trucks serving expanding air cargo facilities south of Portland.	\$1,460,000	2014-2017	Regionally Significant	Y	Roads and Bridges	City of Portland
10337	Portland		33rd/Marine Dr., NE: Intersection Improvements	33rd/Marine Dr.			Signalize intersection for freight movement.	\$350,750	2018-2024	Exempt	Y	TSMO/TDM	City of Portland
10339	Portland		Columbia Blvd., N/NE (MLK Jr BL - Lombard): Bikeway	MLK Jr. Blvd	N Lombard		Retrofit bike lanes to existing street.	\$153,944	2018-2024	Exempt	Y	Active Transportation	City of Portland



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10340	Portland		Cornfoot, NE (47th - Alderwood): Road Widening & Intersection Improvements	NE 47th	NE Alderwood		Road widening project including lighting and landscaping, left turn lanes, and bike lanes (47th - AirTrans Way). Signalize Cornfoot/AirTrans intersection and reconfigure traffic flow. Stripe bike lanes (AirTrans - Alderwood).	\$2,806,000	2018-2024	Exempt	Y	Roads and Bridges	City of Portland
10341	Portland		Columbia Blvd, N (Swift - Portland Rd. & Argyle Way - Albina): Pedestrian Improvements, Phase I & II	N Swift	N Argyle Way		Construct sidewalk and crossing improvements.	\$4,213,209	2025-2032	Exempt	Y	Active Transportation	City of Portland
10342	Portland		Columbia Blvd, N/NE (I-205 - Burgard): ITS	I-205	N Burgard		Communications infrastructure including closed circuit TV cameras, truck priority detection, variable message signs for remote monitoring and control of traffic flow for six signals.	589,260	2014-2017	Exempt	Y	TSMO/TDM	City of Portland
10344	Portland		Force/Broadacre/Victory, N: Bikeway	N Marine Dr.	N Whitaker		Signed bikeway connection to I-5 river crossing.	28,060	2025-2032	Exempt	Y	Active Transportation	City of Portland
10346	Portland		Marine Dr, N/NE (Portland Rd. to 185th): ITS	N Portland Rd.	NE 185th		CCTV at N Portland Rd. Changeable message signs at Portland Rd, Vancouver and 185th.	238,510	2018-2024	Exempt	Y	TSMO/TDM	City of Portland
10348	Portland		Foster Rd., SE (102nd - Foster Pl): Pedestrian Improvements	SE102nd	SE Foster Pl		Construct walkway and crossing improvements to facilitate pedestrian travel and access to transit.	1,403,000	2018-2024	Exempt	Y	Active Transportation	City of Portland
10349	Portland		174th & Jenne Rd. , SE (Foster - Powell): Multi-modal Improvements	SE Powell	SE Foster Rd.		Roadway improvements to increase safety and capacity to accommodate increased residential development. Widen roadway to 3 lanes and provide bike lanes, sidewalks to provide better transportation links in this vital north/south link.	7,155,300	2025-2032	Not Regionally Significant	Y	Roads and Bridges	City of Portland
10351	Portland		Wildwood Bridge at West Burnside	Wildwood Trail north of W Burnside	Wildwood Trail south of W Burnside		Provide pedestrian bridge over W Burnside instead on dangerous at-grade crossing.	2,126,948	2014-2017	Exempt	Y	Active Transportation	City of Portland
10354	Portland		Fanno Creek Greenway (Red Electric) Trail	SW Dover near Multnomah County line	Willamette Park	Provide on- and off-street trail for bicycles and pedestrians to travel east-west in SW Portland.	Provide east-west route for pedestrians in cyclists in SW Portland that connects and extends the existing Fanno Creek Greenway Trail to Willamette Park.	17,653,000	2018-2024	Exempt	Y	Active Transportation	City of Portland
10356	Portland		Willamette Greenway - St Johns segment [previous called Willamette Greenway Trail Extension']	Cathedral Park	Pier Park	Provide on- and off-street trail for bicycles and pedestrians in St. Johns neighborhood.	Provide trail route from Willamette Greenway at Cathedral Park to future Columbia Slough Trail at St. Johns Landfill.	1,600,000	2018-2024	Exempt	Y	Active Transportation	City of Portland
10542	Portland	Portland	Foster Rd. Improvements	162nd	Jenne Rd.	Provide access to Pleasant Valley.	Improve Foster Rd. to Minor Arterial (Parkway) standards, 2 lanes, with turn pockets where appropriate.	3,014,698	2014-2017	Not Regionally Significant	Y	Roads and Bridges	City of Portland
10857	Portland	Portland	Jenne/Foster	Intersection Jenne/Foster		Improve intersection.	Add second EB left turn lane. Requires widening of Jenne North.	540,780	2018-2024	Regionally Significant	Y	Roads and Bridges	City of Portland
10858	Portland	Portland	174th/Powell	Intersection of 174th/Powell		Improve intersection.	Improve intersection to 5 lane section.	1,860,824	2018-2024	Regionally Significant	Y	Roads and Bridges	City of Portland
10979	Portland		Burnside/Couch Streetcar, East & West [NW 23rd to E 14th]	NW 23rd	E 14th	Increase local service access and reinforce Central City travel options.	Construct streetcar from NW 23rd Avenue to E 14th Avenue after an alternatives analysis study is completed.	118,500,000	2033-2040	Regionally Significant	Y	Transit	City of Portland
11102	Portland		Streetcar Extension to Hollywood via Sandy Blvd or Broadway/ Weidler	E 14th	Hollywood District	Expand Streetcar System	Corridor Alternatives Analysis, public outreach, planning, design, engineering, and construction for future streetcar extension from Lloyd District/Central Eastside to Hollywood Town Center. The new extension intended to provide streetcar service from Northwest Portland to Hollywood.	70,000,000	2025-2032	Regionally Significant	Y	Transit	City of Portland
11116	Portland		SW Garden Home Road	SW Capitol Hwy	SW Multnomah Blvd		Pedestrian and bicycle safety improvements, including drainage designed for constrained right-of-way.	1,795,000	2014-2017	Exempt	Y	Active Transportation	City of Portland
11127	Portland	Portland	School Access Safety Improvements: various locations	N/A	N/A		Pedestrian safety enhancements at 11 elementary schools.	499,600	2014-2017	Exempt	Y	Active Transportation	City of Portland

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11131	Portland		Vermont St., SW, (30th - 45th): Bicycle and Pedestrian Improvements	SW 30th	SW 45th		Multi-modal street improvements including bicycle and pedestrian facilities.	1,350,000	2018-2024	Exempt	Y	Active Transportation	City of Portland
11133	Portland		St. Johns Truck Strategy Implementation Phase III				Addresses pedestrian safety, bicycle safety and neighborhood livability impacts associated with cut-through truck traffic on N. Fessenden St. The project will construct pedestrian crossing safety and traffic calming improvements, such as curb extensions and median islands.	1,000,000	2018-2024	Exempt	Y	Active Transportation	City of Portland
11191	Portland		Citywide Bicycle Boulevards	N/A	N/A		Develop 100 miles of the new bicycle boulevards, and bring our existing bicycle boulevards up to a higher standard of operation	\$20,800,000	2033-2040	Exempt	Y	Active Transportation	City of Portland
11192	Portland		Streetcar Planning/ Alternatives Analysis	N/A	N/A		This project will perform follow up and alternatives analysis of the Streetcar System Plan (SSP) for up to three of its highest rated corridors.	\$6,250,000	2014-2017	Exempt	Y	Transit	City of Portland
11193	Portland		Citywide Sidewalk Infill Program	N/A	N/A			12,500,000	2014-2017	Exempt	Y	Active Transportation	City of Portland
11196	Portland		East Portland Advisory Bicycle Lane Network	NE and SE Portland	NE and SE Portland	Improve bicycle and pedestrian transportation access and mobility	Build out the proposed network of advisory bicycle lanes in East Portland (28 miles). This project is the East Portland equivalent of the bicycle boulevard project. Advisory bicycle lanes are the shared roadway facility type best adapted to conditions in East Portland. This 28 miles is currently mapped and the projects can be listed with specific "from-to" information.	12,000,000	2025-2032	Exempt	Y	Active Transportation	City of Portland
11197	Portland		Swan Island Active Transportation Access and Mobility Improvements	Various roadways on Swan Island	Various roadways on Swan Island		Improve access and mobility on Swan Island by constructing recommended bikeway network. This includes separated bikeways on: N Basin Ave (N Going to Greenway Trail), and N Lagoon (N Dolphin to N Going), N Anchor St (N Basin to N Channel); Shared Roadway Bikeway on:and N Commerce (N Channel to N Lagoon); and pathway connections from Willamette to Basin and Lagoon to Channel.	9,000,000	2018-2024	Exempt	Y	Active Transportation	City of Portland
11198	Portland	ODOT	Portland-Milwaukie Light Rail Active Transportation Enhancements Project	Various roadways following the PMLR alignment	Various roadways following the PMLR alignment		Construct a shared-use path along SE McLoughlin Blvd from 17th Ave to the Springwater Corridor Trail and build a bicycle parking center at the Tacoma/Springwater light rail station. This project will be coordinated with ODOT to determine the alignment along McLoughlin Blvd.	\$8,000,000	2014-2017	Exempt	Y	Active Transportation	City of Portland
11201	Portland		SW Columbia & SW Jefferson Bus Pads: Naito - 14th	SW Naito	SW 14th		Concrete Bus Pads on SW Columbia and SW Jefferson	325,000	2033-2040	Exempt	Y	Transit	City of Portland
11202	Portland		SW 3rd & SW 4th Reconstruction (Portland)	3rd: Glisan 4th: Glisan	3rd: Market 4th: Lincoln		Base repair and paving on areas of 3rd and 4th damaged by bus loads. Preservation of arterial, transit, bicycle.	325,000	2033-2040	Exempt	Y	Transit	City of Portland
11203	Portland		SW Yamhill & SW Morrison brick intersections	intersection	-		Replacement of brick intersections on SW Yamhill & SW Morrison	1,000,000	2033-2040	Exempt	Y	Roads and Bridges	City of Portland
11206	Portland		Active Corridor Management Projects on I-84/Powell/Glisan/Sandy				This project expands traveler information and enables incident management techniques that reduce traveler delay and improve safety through the I-84 corridor. The project provides real-time traveler information along I-84 and parallel facilities so travelers can make informed route decisions. It also implements incident management strategies such as variable speed limits and event signal timing plans.	1,500,000	2033-2040	Exempt	Y	TSMO/TDM	City of Portland
11316	Portland		Lents Town Center Active Transportation Demonstration Project	Various roadways in SE Portland	Various roadways in SE Portland		Expand from existing 26 miles of developed bikeway to 53 miles, including improvements of existing facilities. Construct 4 miles of new sidewalks and undertake encouragement programs in support of new infrastructure.	57,000,000	2033-2040	Exempt		Active Transportation	City of Portland
11320	Portland		NE 60th & Glisan LRT Station Area	Various roadway improvements as defined in the Transportation Plan for the 60th & Glisan Station Area	Various roadway improvements as defined in the Transportation Plan for the 60th & Glisan Station Area		LRT station area as the focu for Active Transportation. Improvements are defined by the Transportation Plan included in the Eastside MAX Station Area Communities Project	7,570,723	2014-2017	Exempt	Y	Active Transportation	City of Portland

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

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

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11646	Portland		NE Broadway Multi-modal improvements	Broadway Bridge	NE 42nd Ave		Protected bikeway, enhanced crossings on N/NE Broadway	3,500,000	2018-2024	Exempt	Y	Active Transportation	City of Portland
11647	Portland		1-205 Undercrossing	NE Hancock	I-84 WB on-ramp	Project provides a connectivity and enhanced safety opportunities	Provides a connectivity and enhanced safety opportunities for bike/ped connections between East Portland and NE Portland.	2,011,505	2018-2024	Exempt	Y	Active Transportation	City of Portland
11648	Portland	ODOT	Powell, SE (I-205 - 174th): Multi-modal Improvements, Phase 1	SE 116th	SE 136th		Widen street to three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings.	66,551,572	2018-2024	Regionally Significant	Y	Roads and Bridges	City of Portland
11741	Portland		Willamette Greenway Trail: Columbia Blvd. Bridge	Kelly Point ParkN. Columbia Blvd	N. Columbia Blvd		Construct bicycle and pedestrian bridge as part of np greenway segment 1	\$ 2,612,000	2018-2024	Exempt	Y	Active Transportation	City of Portland
11742	Portland	ODOT	Powell, SE (I-205 - 174th): Multi-modal Improvements, Phase 2	1-205	174th		Widen street to three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings. Phase 2 includes all segments except Segment 2: 116th Ave to SE 136th Ave.	\$ 63,939,572	2025-2032	Regionally Significant	Y	Roads and Bridges	City of Portland
11633	Portland/ Gresham		Gresham Fairview Trail Phase V	Sandy Blvd.	Marine Dr.		Multi-use path on 185th from Sandy to Marine drive.	1,000,000	2014-2017	Exempt	Y	Active Transportation	City of Portland
10347	Portland/Gresham		Foster Rd., SE (162nd - Giese Rd.): Multi-modal Street Improvements	SE 162nd	SE Giese Rd.		Multimodal improvements based on PV Implementation Plan.	2,525,400	2025-2032	Exempt	Y	Active Transportation	E. Multnomah County
10338	Portland/Port		Alderwood St., NE, (Alderwood Trail - Columbia Blvd.): Bikeway	Alderwood Trail	Columbia Blvd		Provide bike lanes. Project includes some shoulder widening.	\$561,200	2018-2024	Exempt	Y	Active Transportation	City of Portland
10343	Portland/Port	Portland/Port	West Hayden Crossing, N	N Marine Dr.	Hayden Island	Provide primary access to Port's Marine Development and secondary access to existing development of Hayden Island.	Provide primary access to Port's Marine Development and secondary access to existing development of Hayden Island, if it is determined through the West Hayden planning process that development of this portion of the island is an appropriate location for a bridge.	99,258,000	2018-2024	Regionally Significant	Y	Freight	Port of Portland
11091	Portland/Port	Portland/Port	Columbia Blvd./I-205 Interchange: SB On-Ramp Improvement			Increase the capacity of the I-205 SB on-ramp at Columbia Blvd.	Expand the on-ramp to three lanes, including for truck/HOV	750,000	2014-2017	Regionally Significant	Y	Throughways	City of Portland
11632	Portland/Port		North Hayden Island Drive	Burlington Northern Rail Bridge	Hayden Island	Provide primary access to Port's Marine Development and secondary access to existing development of Hayden Island.	Reconstruct North Hayden Island Drive from the Burlington Northern Rail Bridge to the I-5 Hayden island Interchange.	12,350,000	2033-2040	Exempt	Y	Roads and Bridges	City of Portland
10674	Sherwood	Sherwood, Wash. County	Oregon-Tonquin Roundabout	Oregon Street	at Tonquin	Safety improvements. Congestion relief. Economic development for undeveloped industrial area.	Reconstruct and realign three leg intersection with a roundabout (partial two-lane) approx 400 feet northeast of existing roundabout at SW Oregon St & Murdock Rd. ROW, PE, construction.	2,300,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10680	Sherwood	Sherwood, Wash. County, ODOT	Elwert-99W-Sunset Blvd Improvements	99W	Kruger-Cedar Brook Way	Safety improvements. Congestion relief.	Relocate Kruger Rd intersection 600' northeast along Elwert Rd. Construct roundabout at Elwert-Kruger-Cedar Brook. Widen Sunset Blvd approach. Reconstruct 99W intersection and replace signal. PE, construction. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	4,000,000	2014-2017	Not Regionally Significant	Y	Roads and Bridges	Washington County
10681	Sherwood	Sherwood	Elwert Rd	Kruger-Cedar Brook	Edy Rd	Congestion relief. Economic development. Completes gap in pedestrian system	Construct collector status road with median between new roundabout and SW Edy Rd. PE, construction. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	8,000,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10682	Sherwood	Sherwood	Brookman Rd	99W	Ladd Hill Rd	Congestion relief and economic development.	Construct collector status road with median between new OR 99W and SW Ladd Hill Road. ROW, PE, construction. Alignment to be determined as part of Sherwood 2035 TSP update.	15,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10684	Sherwood	Sherwood	Cedar Brook Way	99W	Elwert Rd	Provide congestion relief and economic development.	Construction of 2 lane collector road.	5,600,000	2014-2017	Not Regionally Significant	Y	Roads and Bridges	Washington County
10688	Sherwood	Sherwood	Villa Rd.	Park St	Stellar Dr	Connect Woodhaven to Old Town.	Construction of 2 lane road.	2,700,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10691	Sherwood	Sherwood	Sherwood Blvd Improvements	Century Dr	3rd St.	Congestion relief. Economic development. Complete gaps in pedestrian system.	Reonstruct road to arterial standards. Median/turn lane, landscape strip, ADA compliant sidewalks. Reconstruct intersection at 3rd St to increase capacity.	6,700,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10692	Sherwood	Sherwood	Edy Rd Improvmnts	Cherry Orchards	City limits	Economic development and complete gaps in pedestrian system.	Reconstruct road to collector standards w/ sidewalks and bike lanes.	7,000,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10693	Sherwood	Sherwood	Ladd Hill Rd.	Sunset Blvd	UGB	Provide congestion relief and economic development.	Upgrade street to arterial standards.	6,400,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County

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10694	Sherwood	Sherwood	Murdock	UGB	Oregon St	Complete gap in bike and pedestrian systems.	Add bike lanes. Add landscape strip and sidewalks on west side. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	1,800,000	2018-2024	Exempt	Y	Active Transportation	Washington County
10695	Sherwood	Sherwood	Meinecke	99W	3rd St.	Complete gap in bike and pedestrian systems.	Add bike lanes. Reconstruct road to collector standards with bike lanes, landscape strip and sidewalks between Marshall St and creek.	1,500,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10699	Sherwood	Sherwood	Oregon Street	Murdock	Railroad Crossing	Economic development and address safety issues.	Construct road to 3 lane collector standards.	5,400,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10700	Sherwood	Sherwood	Arrow St	Adams Ave (Langer Farms Parkway)	Gerda	Economic development.	Construct road to collector standards.	8,190,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10701	Sherwood	Sherwood	Regional Trail System / West fork of Tonquin Trail	Oregon Street	Roy Rogers Road	Completes gap in trail system.	Construct regional trail to Roy Rogers Rd, north along Roy Rogers to city limits to meet Metro trail.	5,500,000	2018-2024	Exempt	Y	Active Transportation	Washington County
10702	Sherwood	Sherwood	Edy-Borchers Intersection Improvements	Borchers Dr	Cherry Orchards	Provide congestion relief and address safety issues.	Improve intersection capacity and safety. Possible roundabout 400' west of Borchers. Restrict Borchers movements to right-in/right-out. Can be combined with RTP 10692.	1,500,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10706	Sherwood	ODOT	99W Pedestrian Improvements	UGB South	UGB North	Complete gaps in pedestrian system.	Pedestrian upgrades. Completes pedestrian links along 99W. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	2,000,000	2018-2024	Exempt	Y	Active Transportation	Washington County
10707	Sherwood	ODOT	99W Regional Trail Crossing	Edy Rd	Meinecke	Pedestrian relief. Safety improvements. Congestion relief.	99W undercrossing for Cedar Creek Trail (a regional trail)	15,000,000	2025-2032	Exempt	Y	Active Transportation	Washington County
11404	Sherwood	Sherwood	Baler Way	TS Rd	99W	Provides congestion relief. Improves mobility at 99W-TS Road	Extend Baler Way to Adams Ave (Langer Farms Pkwy) @ 99W. Possible signal at Adams integrated into 99W signal.	3,300,000	2018-2024	Not Regionally Significant	Y	Roads and Bridges	Washington County
11614	Sherwood	Sherwood	Pine St Phase 2	Division	Sunset Blvd	Pedestrian safety.	Resconstruct collector road	2,000,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
11660	Sherwood	Sherwood	Century-Langer Intersection Improvements	Century Dr	Langer Dr	Provide congestion relief and address safety issues.	Improve intersection capacity and safety. Possible roundabout at Century Dr. Restrict Langer movements to right-in/right-out, possible EB left-in. In TSP. Can be combined with RTP 10691.	1,000,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11107	SMART		Expand transit service from Wilsonville to downtown Portland			Development of high-quality peak hour transit service	Additional Service hours for new services and related bus stop and ROW improvements	3,000,000	2014-2017	Regionally Significant	Y	Transit	SMART
11108	SMART		Expand Service through Villebois and other west side areas			Development of high-quality transit service	Additional Service hours for new services and related bus stop and ROW improvements	1,000,000	2014-2017	Regionally Significant	Y	Transit	SMART
11109	SMART		Bus Replacements - including Alternative Fuel Vehicles			Purchase modern replacement buses to ensure safe, efficient and and reliable service, reduce GHG and integrate state of the art technology.	Purchase buses to replace those that are out of date, unreliable or inoperable	4,000,000	2014-2017	Exempt	Y	Transit	SMART
11343	SMART		Pedestrian Improvements			Development and improvement of infrastructure and access to support transit	Design & construct a variety of improvements to enhance access to transit including bus stops, bus shelters (with solar or conventional lighting), bus pull-outs, ADA improvements at stops, interactive kiosks, etc	1,200,000	2014-2017	Exempt	Y	Transit	SMART
11531	SMART		Vanpool Services			Development of vanpool program to support employment trips	Development of Vanpool Program to augment transportation options for commuters in Wilsonville	1,000,000	2014-2017	Exempt	Y	Transit	SMART
10809	THPRD	THPRD	Bronson Creek Trail (Community)	Bronson Creek Park Cornell Rd. (THPRD)	Laidlaw Rd.	Complete a community trail segment in THPRD's Trail Master Plan.	To design and construct a community trail segment in a greenway corridor, 8'-10' wide paved.	3,500,000	2018-2024	Exempt	Y	Active Transportation	Washington County
10810	THPRD	THPRD	Westside Trail (Regional)	Hwy 26	THPRD Nature Park	Complete a regional trail segment in THPRD's Trail Master Plan.	To design and construct a regional trail multi-use segment in a utility corridor, 10'-12' wide paved.	4,000,000	2018-2024	Exempt	Y	Active Transportation	Washington County
10811	THPRD	THPRD	Beaverton Creek Trail (Regional)	SW 194th Ave.	Fanno Creek Trail	Complete a regional trail segment in THPRD's Trail Master Plan.	To design and construct a regional trail multi-use segment in a utility corridor, 10'-12' wide paved.	7,000,000	2018-2024	Exempt	Y	Active Transportation	Washington County
11134	THPRD	THPRD	Westside Trail (Regional)	Bronson Creek Trail (Kaiser Ridge Park)	Rock Creek Trail (Kaiser Woods Park)	Complete a regional trail segment in THPRD's Trail Master Plan.	To design and construct a regional trail multi-use segment in a utility corridor, 10'-12' wide paved.	2,675,000	2014-2017	Exempt	Y	Active Transportation	Washington County
11211	THPRD	THPRD	Bridge crossing of Hwy. 26 by the Westside Trail			Allows for a more direct travel route	Would avoid out-of-direction bike/ped trips on a major regional trail	9,000,000	2018-2024	Exempt	Y	Active Transportation	Washington County
11214	THPRD	THPRD	Westside /Waterhouse Trail Connection	Westside Trail @ Westside MAX tracks	southern terminus of Waterhouse Trail @ Merlo Rd.	East-west connection between to major north-south trails	To design and construct a multi-use regional trail segment 10'-12' wide paved.	1,500,000	2014-2017	Exempt	Y	Active Transportation	Washington County

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11405	THPRD	THPRD	Westside Trail (Regional)	Highway 26	Bronson Creek	To complete remaining gaps in the trail	To design and construct multi-use regional trail segments 10'-12' wide paved.	5,000,000	2025-2032	Exempt	Y	Active Transportation	Washington County
11406	THPRD	THPRD	Fanno Creek Trail Bridge (Regional)	@Hall Boulevard		Allows for a more direct travel route	Would avoid out-of-direction bike/ped trips on a major regional trail that is otherwise complete in this area.	5,000,000	2025-2032	Exempt	Y	Active Transportation	Washington County
10746	Tigard		Washington Square Connectivity Improvements	Washington Square local street connections	Washington Square local street connections	Provide congestion relief.	Increase local street connections at Washington Square Center based on recommendations in regional center plan.	1,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10747	Tigard	Tigard	Hwy. 217 Overcrossing - Cascade Plaza	Nimbus	Locust		Provide congestion relief and bicycle/pedestrian connection	20,000,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10748	Tigard		Greenburg Road Improvements, South	Shady Lane	North Dakota	Provide congestion relief.	Widen to 5 lanes with bikeways and sidewalks. Includes bridge replacement.	6,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10749	Tigard	Tigard, ODOT, Washington Co.	Washington Square Regional Center Pedestrian Improvements	Various	Various	Sidewalk and trail infill to improve safety and access to transit.	Improve sidewalks, lighting, crossings, bus shelters, and benches at Washington Square.	3,900,000	2014-2017	Exempt	Y	Active Transportation	Washington County
10750	Tigard		Greenburg Road Improvements	Tiedeman Ave.	Hwy. 99W	Provide congestion relief.	Widen to 5 lanes with bikeways and sidewalks.	6,000,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10751	Tigard	ODOT	Hwy. 217 Overcrossing	Hunziker Road	72nd Ave.	Provide congestion relief.	Realign Hunziker Road to meet Hampton Street at 72nd Ave, remove existing 72nd/Hunziker Road intersection, provide bicycle, pedestrian and transit facilities. Project to be refine based on SW Corridor High Capacity Transit recommendations.	10,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10752	Tigard	Tigard	Bonita Road Improvements	Hall Blvd.	Bangy Road	Provide congestion relief.	Widen to 4 lanes.	45,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10753	Tigard	Tigard	Durham Road Improvements	Upper Boones Ferry Road	Hall Blvd.	Provide congestion relief.	Widen to 5 lanes with bikeways and sidewalks.	8,000,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
10754	Tigard	Tigard	Walnut Street Extension	99W	Ash Ave.	Address economic development.	Extend street east of 99W to connect to Downtown Tigard (PE Phase only)	14,000,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10755	Tigard	Tigard	72nd Ave. Improvements	99W	Hunziker Road	Address economic development.	Widen to 5 lanes with bikeways and sidewalks.	13,500,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10756	Tigard	Tigard	72nd Ave. Improvements	Hunziker Road	Bonita Road	Address economic development.	Widen to 3 lanes with bikeways and sidewalks	12,000,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10757	Tigard	Tigard	72nd Ave. Improvements	Bonita Road	Durham Road	Address economic development.	Widen to 3 lanes with bikeways and sidewalks	6,000,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10759	Tigard	Tigard	Dartmouth Street Improvements	72nd Ave.	68th Ave.	Street improvements.	Widen to 4 lanes with turn lanes and sidewalks.	2,500,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10760	Tigard	Tigard	Tigard Town Center Pedestrian Improvements	Tigard Town Center	Throughout TC area	Address economic development.	Improve Sidewalks, lighting, crossings, bus shelters and benches throughout the Town Center including: Highway 99W, Hall Blvd, Main Street, Hunziker, Walnut and neighborhood streets.	4,880,000	2014-2017	Exempt	Y	Active Transportation	Washington County
10763	Tigard		Washington Square Regional Center Greenbelt Shared Use Path	Hall Blvd.	Hwy. 217	Complete system gap in Washington Square Loop Trail.	Complete shared-use path construction.	1,800,000	2025-2032	Exempt	Y	Active Transportation	Washington County
10764	Tigard	Tigard	Durham Road Improvements	Hall Blvd.	99W	Capacity and multimodal improvements.	Widen to 5 lanes with bikeways and sidewalks.	15,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10766	Tigard		Regional Trail Gap Closure	multiple sections on Fanno, Wash Sq Loop, and Westside Trails	Multiple sections on Fanno, Wash Sq Loop, and Westside Trails	Infill gaps in regional trail system.	Infill gaps in regional trail network. Affected trails include Fanno Creek, Washington Square Loop and Westside Trails.	5,000,000	2018-2024	Exempt	Y	Active Transportation	Washington County
10768	Tigard	Tigard	Upper Boones Ferry Intersection Improvements	Durham Road	I-5	Intersection improvements to address deficiencies.	Reconfigure intersection of Durham & Upper Boones Ferry to create a through route between Durham & I-5/Carmen Interchange; 2nd Northbound Turn Lane at 72nd/Carmen; 72nd/Boones Ferry assuming Boones Ferry/72nd widened to 5 lanes; eastbound right turn lane	12,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10769	Tigard	Tigard	Greenburg Intersection Improvements	Hall	Tiedeman Ave	Intersection improvements to address deficiencies.	Add 2nd Northbound turn lane; install boulevard treatment at Greenburg/Washington Square Road; improve geometry/alignment Greenburg/Tiedeman and update signal timing as needed.	8,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10770	Tigard	ODOT	Hwy. 99W Intersection Improvements	64th Ave.	Durham Rd.	Intersection improvements to address deficiencies.	Project development phase: Provide increased capacity at priority intersections, including bus queue bypass lanes in some locations, improved sidewalks, priority pedestrian crossings, and an access management plan, while retaining existing 4/5-lane facility from I-5 to Durham Road. See 2035 Tigard TSP Project #66 for specific improvements.	8,000,000	2014-2017	Exempt	Y	Roads and Bridges	Washington County
11217	Tigard	Tigard	McDonald Street Improvements	Hall	99W	Intersection & safety improvements; provide bike & pedestrian facilities	Construct turn lanes & intersection improvements; add bike lanes & sidewalks in gaps	8,000,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County

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11220	Tigard	ODOT/Tigard	Hall Blvd. Improvements	Locust	Durham	Intersection & safety improvements; provide bike & pedestrian facilities	Widen to 3 lanes; build sidewalks & bike lanes; safety improvements	18,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11221	Tigard	Tigard	Regional Bikeway Improvements	Multiple locations	Various	Improve local through-streets for bike traffic	Make spot improvements on key low-volume, low speed through-routes to facilitate bike & pedestrian travel; identify them as bike/pedestrian routes	4,000,000	2014-2017	Exempt	Y	Active Transportation	Washington County
11223	Tigard	ODOT/Tigard	Hall/Hunziker/Scoffins Intersection Realignment	Hall Blvd.	Intersection with Hunziker & Scoffins	Intersection realignment	Realign offset intersection to cross intersection to alleviate congestion and safety issues	5,000,000	2014-2017	Exempt	Y	Roads and Bridges	Washington County
11224	Tigard	Tigard	Greenburg/Tiedeman/N. Dakota Reconfiguration	Tiedeman Ave.	N. Dakota St.	Realign intersections	Realign one or more streets to improve intersection configurations, railroad crossings & creek crossings	5,500,000	2014-2017	Exempt	Y	Roads and Bridges	Washington County
11225	Tigard	Tigard	Downtown Circulation Plan Implementation	Downtown Tigard	Between Hwy. 99W, Hall & Fanno Creek	Invest in downtown streetscape improvements to help generate private investment	Acquire ROW, construct streets and streetscape improvements in downtown Tigard	4,000,000	2014-2017	Not Regionally Significant	Y	Roads and Bridges	Washington County
11226	Tigard	Tigard	Pedestrian Improvements	Multiple locations		Construct sidewalks & other pedestrian improvements	Fill gaps in sidewalk & pedestrian network	5,000,000	2014-2017	Exempt	Y	Active Transportation	Washington County
11227	Tigard	Tigard	Neighborhood Trails & Regional Trail Connections	Multiple locations		Construct neighborhood trails & connections to regional trails	Construct high priority neighborhood trails to regional trails, sidewalks & transit	1,100,000	2018-2024	Exempt	Y	Active Transportation	Washington County
11228	Tigard	P&W RR	Portland & Western Rail Trail	Tiedeman Ave.	Main Street	Rail to trail conversion to enhance pedestrian & cycling experience while connecting people to downtown & transit	Construct trail along portion of abandoned rail line	1,250,000	2014-2017	Exempt	Y	Active Transportation	Washington County
11407	Tigard	Tigard	Ash Avenue RR Crossing	Burnham Street	Commercial Street	Improve downtown connectivity	Extend Ash Avenue from Burnham, across the RR, to Commercial Street	4,000,000	2014-2017	Exempt	Y	Roads and Bridges	Washington County
11408	Tigard	Tigard	Atlanta Street Extension to Dartmouth	69th	Dartmouth	Improve Triangle Connectivity	Road extension connecting Haines Road to Dartmouth	3,300,000	2014-2017	Not Regionally Significant	Y	Roads and Bridges	Washington County
11409	Tigard	Tigard	Ash Avenue Extension, Burnham to Maplewood	Maplewood	Burnham	Improve downtown connectivity	Extend Ash Avenue from Burnham, across the Fanno Creek Trail, to Maplewood	5,000,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
11666	Tigard	ODOT	Hwy. 99W Intersection Improvements	64th Ave.	Durham Rd.	Intersection improvements to address deficiencies.	Construction phase: Provide increased capacity at priority intersections, including bus queue bypass lanes in some locations, improved sidewalks, priority pedestrian crossings, and an access management plan, while retaining existing 4/5-lane facility from I-5 to Durham Road. See 2035 Tigard TSP Project #66 for specific improvements.	46,000,000	2018-2040	Regionally Significant	Y	Roads and Bridges	Washington County
11229	Tigard	Tigard	Walnut Street Improvements	99W	116th Ave.	Intersection & safety improvements; provide bike & pedestrian facilities	Widen to 3 lanes; build sidewalks & bike lanes; safety improvements	7,000,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10899	TriMet		Washington County Commuter Rail DMUs	N/A	N/A	Meet capacity requirement and provide spares.	2 DMUs for service capacity.	8,000,000	2014-2017	Exempt	Y	Transit	TriMet
10901	TriMet		MAX light rail: South Corridor Phase 2: Portland to Milwaukie	N/A	N/A	Regional rail development to Milwaukie Town Center.	Portland, N Macadam, OMSI, Brooklyn, Milwaukie, (Park Ave.).	1,495,000,000	2014-2017	Regionally Significant	Y	Transit	TriMet
10902	TriMet		MAX light rail: Yellow Line: CRC / I-5 North extension	N/A	N/A	Regional rail development to Central City and beyond.	CRC - Expo to Vancouver, north on Main to Lincoln. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	1,075,965,000	2018-2040	Regionally Significant	Y	Transit	TriMet
10905	TriMet		Renew the Blue Station Rehabilitation	N/A	N/A	Improve safety and security conditions at oldest MAX stations.	Security & Safety station improvements from Hollywood to Gresham stations.	12,315,000	2014-2017	Exempt	Y	Transit	TriMet
10907	TriMet		High Capacity Transit: Southwest Corridor (Portland to Tualatin via Tigard) - Project Development	N/A	N/A	To further develop and advance the Near Term corridor identified in the HCT System Plan through ROW acquisition to include in conformity modeling.	Project Development through ROW acquisition/early construction for High Capacity Transit project between Portland and Tualatin via Tigard. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	75,000,000	2014-2024	Regionally Significant	Y	Transit	TriMet
10909	TriMet		Powell / Division Transit Project - Project Development	N/A	N/A	To further develop and advance the Near Term corridor identified in the HCT System Plan through ROW acquisition to include in conformity modeling.	HCT on Powell/Division from Portland CBD to Gresham TC.	75,000,000	2014-2024	Regionally Significant	Y	Transit	TriMet



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10916	TriMet		Bus Improvements: SE McLoughlin to Oregon City and CCC	N/A	N/A	Regional connection to new South Corridor HCT line	Bus improvements along McLoughlin Blvd in Milwaukie, Galdstone, Oregon City, and CCC to improve access in corridor and connect to PMLR	6,000,000	2014-2017	Regionally Significant	Y	Transit	TriMet
10926	TriMet		Transit dispatch center upgrade	N/A	N/A	Required for growing capacity/operational needs.	To accommodate increasing operating complexities. Part of the work is funded by Portland-Milwaukie Light Rail project.	4,000,000	2014-2017	Exempt	Y	Transit	TriMet
10927	TriMet		MAX LRT: Operational upgrades	N/A	N/A	Required for growing capacity/operational needs.	Sidings, powered turnouts, block and signal control infill.	19,000,000	2018-2024	Exempt	Y	Transit	TriMet
10928	TriMet		New MAX LRT vehicles	N/A	N/A	Required for growing capacity/operational needs.	Fleet expansion to meet growing demand.	52,800,000	2025-2032	Exempt	Y	Transit	TriMet
10985	TriMet		Sunset Park & Ride rework to match Peterkort redevelopment	N/A	N/A	TOD opportunity.	Redesign to expand park & ride lot and integrate station with pending site development.	10,000,000	2014-2017	Not Regionally Significant	Y	Transit	TriMet
10989	TriMet		181st park & ride lot	N/A	N/A	TOD opportunity.	Redevelop site in conjunction with TOD opportunity.	2,000,000	2014-2017	Not Regionally Significant	Y	Transit	TriMet
10990	TriMet		Park & Ride management strategy implementation	N/A	N/A	Reduce P&R impacts, encourage station-area development and revenue offset.	Convert major park & ride lots for shared use and/or pay lots.	1,000,000	2018-2024	Not Regionally Significant	Y	Transit	TriMet
10997	TriMet		Willow Creek Transit Center, Phase 2	N/A	N/A	TOD opportunity.	Restructure parking to support additional TOD opportunity in AmberGlen station community.	8,000,000	2014-2017	Not Regionally Significant	Y	Transit	TriMet
10998	TriMet		Bus replacements	N/A	N/A	System requirements.	40 buses annually to keep fleet to fleet age standards	385,128,000	2014-2040	Exempt	Y	Transit	TriMet
10999	TriMet		Bus purchases for congestion and expansion	N/A	N/A	System requirements.	Fleet expansion to meet growing demand.	15,488,000	2018-2040	Exempt	Y	Transit	TriMet
11016	TriMet		LIFT vehicle replacement and expansion of fleet	N/A	N/A	System requirements and expansion needs.	Replace and expand fleet. Starting at approximately 40 LIFT vehicles annually in early years and expanding.	106,250,000	2014-2040	Exempt	Y	Transit	TriMet
11032	TriMet		Ruby Junction light rail operating base expansion	N/A	N/A	System requirements.	LRV maintenance and storage facility, including expansion on west side of Eleven-Mile Ave. Capital cost is included in PMLR and CRC projects.	-	2014-2017	Exempt	Y	Transit	TriMet
11035	TriMet		Powell bus operating base expansion	N/A	N/A	System requirements.	Expand bus operations, maintenance and storage facility to accommodate larger fleet.	\$ 12,571,700	2014-2017	Exempt	Y	Transit	TriMet
11038	TriMet		Center Street bus operating base expansion	N/A	N/A	System requirements.	Includes upgrades to bus facilities and responses to some changes needed to accommodate Portland to Milwaukie Light Rail. Capital cost is included in PMLR project.	-	2014-2017	Exempt	Y	Transit	TriMet
11042	TriMet		Bus priority treatment	N/A	N/A	Facilitate reliable operations, reduced travel times, and increase ridership.	Traffic signal priority treatments, jump lanes, etc. regionwide. Including adding bus priority when other signal improvements are made.	15,000,000	2018-2040	Not Regionally Significant	Y	Transit	TriMet
11043	TriMet		Pedestrian access improvements, Phase 1	N/A	N/A	Critical to improve safe access to transit and promote transit use. Essential to mobility challenged populations.	Sidewalks, crosswalks and ADA improvements to transit access.	5,000,000	2014-2017	Exempt	Y	Active Transportation	TriMet
11230	TriMet		Frequent Service Bus Capital Improvements - Phase 1	N/A	N/A	Development of high-quality transit service	Bus stop and ROW improvements to support expansion of frequent service bus	15,000,000	2014-2017	Exempt	Y	Transit	TriMet
11410	TriMet		Positive Train Control	N/A	N/A	Respond to federal mandate.	Installation of PTC system.	8,200,000	2014-2017	Exempt	Y	Transit	TriMet
11411	TriMet		Bike and Ride Facilities	N/A	N/A	Improve bicycle access to TriMet stations.	Provide secure bike parking at TriMet stations.	7,500,000	2014-2017	Exempt	Y	Active Transportation	TriMet
11412	TriMet		Corridor Safety and Access to Transit: Barbur-99W	N/A	N/A	Improve safety, active transportation, access to transit and transit operations (STIP Enhance).	Improving bus stops, constructing sidewalks, enhancing crossings, installing signal priority and transit operations improvements on and connecting to Barbur-99W between Portland and Sherwood.	3,605,000	2014-2017	Exempt	Y	Active Transportation	TriMet
11413	TriMet		East Portland Access to Employment and Education	N/A	N/A	Improve access to transit service and other improvements, sidewalks and neighborhood greenways (MTIP REOF).	Sidewalk improvements for access to transit and safety, efficiency and comfort improvements for transit.	3,500,000	2014-2017	Exempt	Y	Active Transportation	TriMet

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11414	TriMet		Corridor Safety and Access to Transit: Powell-Division	N/A	N/A	Improve safety, active transportation, access to transit and transit operations (STIP Enhance).	Priority improvements for safety, access to transit and transit operations in the Powell and Division corridors, with current TriMet Frequent Service lines and a designated regional High Capacity Transit development corridor.	2,800,000	2014-2017	Exempt	Y	Active Transportation	TriMet
11415	TriMet		Corridor Safety and Access to Transit: Highway 8	N/A	N/A	Improve safety, active transportation, access to transit and transit operations (STIP Enhance).	Improving bus stops, constructing sidewalks, enhancing crossings, and installing signal priority on and connecting to Highway 8 between 110th Ave. in Beaverton and SW 209th Ave. in Hillsboro.	1,614,000	2014-2017	Exempt	Y	Active Transportation	TriMet
11592	TriMet		Portland-Milwaukie LRT Corridor TOD development	N/A	N/A	TOD opportunities	Reconfigure / structure P&R and other TriMet-owned and -controlled land for TOD opportunity when market conditions or development partnerships allow.	15,000,000	2014-2017	Not Regionally Significant	Y	Transit	TriMet
11593	TriMet		CNG Conversion at Merlo Operating Base	N/A	N/A	Conversion of operating base to support CNG vehicles and fueling infrastructure	Capital costs for incremental bus purchase cost, facilities changes for CNG operation and fueling infrastructure	13,900,000	2014-2017	Exempt	Y	Transit	TriMet
11595	TriMet		Argyle Equitable TOD development	N/A	N/A	TOD opportunity.	Reconfigure streetscape to support equitable TOD development at priority site.	4,000,000	2014-2017	Exempt	Y	Active Transportation	TriMet
11378	Troutdale		Sundial Road Widening				Widen to 3 lanes from Marine Drive to the north city limits. Includes sidewalks and bike lanes	2,287,000	2014-2017	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11231	Troutdale/Port	Troutdale	Swigert Way Extension	Existing terminus	Graham Road	Improve access to TRIP/CCRD	Extend Swigert Way from its existing terminus to Graham Road	2,500,000	2014-2017	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
11232	Troutdale/Port	Troutdale	Graham Road Reconstruction	I-84 North Frontage Road	Sundial Road	Improve access to TRIP/CCRD	Reconstruct and widen Graham Road	13,500,000	2014-2017	Not Regionally Significant	Y	Roads and Bridges	E. Multnomah County
10709	Tualatin	Tualatin	Sagert	Martinazzi	65th	Provide congestion relief and address safety issue	Signalize intersection and improve grades on Sagert at Martinazzi and 65th	2,750,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10711	Tualatin	Tualatin	Teton	Tualatin Rd	N/A	Provide congestion relief.	Signalize intersection.	609,000	2014-2017	Exempt	Y	TSMO/TDM	Washington County
10712	Tualatin	ODOT / Tualatin	Boones Ferry	Martinazzi	Lower Boones Ferry	Provide congestion relief.	Reconstruction/widen to 5-lanes from Martinazzi to Lower Boones Ferry Road, includes bridge over Tualatin River.	17,818,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10714	Tualatin	Tualatin	105th Ave/Avery Street	Blake	105th	Address safety issue and complete gap in pedestrian system.	Realign curves and add sidewalks on 105th from Avery to 108th.	5,000,000	2014-2017	Exempt	Y	Roads and Bridges	Washington County
10715	Tualatin	Tualatin	Herman	Teton	Tualatin	Freight movement.	Upgrade to standard 2-lane road.	2,390,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
10716	Tualatin	Tualatin	Myslony	112th	124th Ave	Economic development and freight movement.	Reconstruct/widen from 112th to 124th to fill system, includes bridge.	11,437,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
10717	Tualatin	Washington County	Cipole	ORE 99W	Tualatin-Sherwood	Economic development and freight movement.	Reconstruct/widen to 3 lanes from 99W to Tualatin-Sherwood Road and include multi-use path for the Ice Age Tonquin Trail, includes signal at Cipole and Herman. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	20,030,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10718	Tualatin	Tualatin	Herman	Cipole	124th Ave	Economic development and freight movement.	Reconstruction/ widen to 3-lanes from Cipole to 124th.	2,574,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
10721	Tualatin	Tualatin	McEwan	65th	Lake Oswego	Provide congestion relief.	Widen to 3 lanes from 65th to Lake Oswego.	3,520,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10728	Tualatin	Tualatin	Boones Ferry	N/A	N/A	Provide congestion relief.	Interconnect signals on Boones Ferry Road from Tualatin-Sherwood Road to Ibach (6 signals).	78,000	2014-2017	Not Regionally Significant	Y	TSMO/TDM	Washington County
10729	Tualatin	Tualatin	Loop Rd	Martinazzi	Boones Ferry	Economic development.	Construct street from Tualatin-Sherwood to Boones Ferry Rd to Martinazzi, including improved intersection at Nyberg near Fred Meyer entrance	2,463,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
10737	Tualatin	Tualatin	Central Design District Pedestrian Improvements			Complete gap in system.	Pedestrian improvements & bike lanes.	10,600,000	2018-2024	Exempt	Y	Active Transportation	Washington County
10738	Tualatin	Tualatin	Teton	Herman	Tualatin-Sherwood	Complete gap in system.	Reconstruct/widen to 3 lanes, Add bikelanes to Teton from Avery to Tualatin Rd.	2,464,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10739	Tualatin	Tualatin	Nyberg	Tualatin-Sherwood	65th	Complete gap in system.	Add bikelanes on Nyberg from I-5 to 65th.	7,000,000	2018-2024	Exempt	Y	Active Transportation	Washington County
10741	Tualatin	Tualatin	95th Ave.	Avery	Tualatin-Sherwood	Complete gap in system.	Add bikelanes from Avery to Tualatin-Sherwood Rd.	2,920,000	2025-2032	Exempt	Y	Active Transportation	Washington County
10742	Tualatin	Tualatin	108th Ave.			Complete gap in system.	Pedestrian bridge over Tualatin River and connecting paths.	2,434,000	2025-2032	Exempt	Y	Active Transportation	Washington County

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10743	Tualatin	ODOT	99W	City Limits	City Limits	Complete gap in system.	Install sidewalks from Cipole to Tualatin River.	10,400,000	2025-2032	Exempt	Y	Active Transportation	Washington County
10744	Tualatin	Tualatin	Tualatin River Pathway					8,451,000	2025-2032	Exempt	Y	Active Transportation	Washington County
10745	Tualatin	Tualatin	Nyberg Creek Greenway Trail	65th	Martinazzi	Complete gap in system.	Pedestrian trail from 65th to Martinazzi.	1,947,000	2014-2017	Exempt	Y	Active Transportation	Washington County
11416	Tualatin	Tualatin	105th Ave/Avery Street	105th	Avery	Address safety issue	Signalize intersection	1,000,000	2014-2017	Exempt	Y	TSMO/TDM	Washington County
11417	Tualatin	Tualatin	115th	Blake	124th Ave	Economic development and freight movement.	Construct new street from future Blake Street to interim alignment of 124th	6,000,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11418	Tualatin	Tualatin	Blake	124th Ave	Railroad Tracks	Economic development and freight movement.	Construct new street from future 124th Ave to railroad tracks	4,500,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11419	Tualatin	Tualatin	Boones Ferry Road	Ibach	Norwood	Complete gap in system.	Upgrade to urban standards and add sidewalks	1,000,000	2018-2024	Not Regionally Significant	Y	Roads and Bridges	Washington County
11420	Tualatin	ODOT	Nyberg	I-5 on-ramp	I-5 on-ramp	Provide congestion relief.	Add an additional northbound on-ramp to I-5	1,071,000	2018-2024	Regionally Significant	Y	Throughways	Washington County
11421	Tualatin	Tualatin	Tualatin Rd	115th	Herman Rd	Address safety issue	Signalize intersection at 115th and eliminate free right-turn on Tualatin Road, consider roundabout	2,240,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11422	Tualatin	Washington County	Tualatin-Sherwood Road	Boones Ferry Road	124th Ave	Provide congestion relief.	Add eastbound right turn lane on Tualatin-Sherwood at Boones Ferry Rd and add right-turn lane on Tualatin-Sherwood to 124th	1,112,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11423	Tualatin	Tualatin	Avery	Teton	Tualatin-Sherwood	Complete gap in system.	Widen to 3-lanes	3,600,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11424	Tualatin	Tualatin	Hazelbrook Road	ORE 99W	Jurgens	Complete gap in system.	Upgrade to urban standards	3,543,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11425	Tualatin	Tualatin	Teton	Tualatin-Sherwood	Avery	Provide congestion relief and address safety issue	Add a dedicated right-turn lane on Teton to Tualatin-Sherwood and add southbound turn pocket on Teton to Avery and signalize intersection	1,773,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11426	Tualatin	Tualatin	65th Ave.	Tualatin River	I-205	Complete gap in system.	Add multi-use path along road	9,734,000	2025-2032	Exempt	Y	Active Transportation	Washington County
11427	Tualatin	Tualatin	Ice Age Tonquin Trail	112th	Tualatin / Boones Ferry	Complete gap in system.	Construct multi-use path	22,705,000	2025-2032	Exempt	Y	Active Transportation	Washington County
11428	Tualatin	Tualatin	Martinazzi	Warm Springs	Tualatin-Sherwood	Complete gap in system.	Add bikelane	2,403,000	2025-2032	Exempt	Y	Active Transportation	Washington County
11429	Tualatin	Tualatin	Sagert			Complete gap in system.	Add sidewalks on I-5 bridge overpass	3,282,000	2025-2032	Exempt	Y	Active Transportation	Washington County
11430	Tualatin	Tualatin	Helenius	109th	Grahams Ferry Road	Complete gap in system.	Upgrade to urban standards	1,403,000	2033-2040	Not Regionally Significant	Y	Roads and Bridges	Washington County
11431	Tualatin	Tualatin	Norwood	Boones Ferry Road	East City Limits	Complete gap in system.	Upgrade to urban standards	2,824,000	2033-2040	Not Regionally Significant	Y	Roads and Bridges	Washington County
11432	Tualatin	Tualatin	I-5 Path	Lower Boones Ferry Road	Norwood	Complete gap in system.	Construct multi-use path parallel to I-5	3,245,000	2033-2040	Exempt	Y	Active Transportation	Washington County
11433	Tualatin	Tualatin	Saum Creek Greenway	Sagert	Tualatin River	Complete gap in system.	Construct multi-use path. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	2,135,000	2033-2040	Exempt	Y	Active Transportation	Washington County
11434	Tualatin	Tualatin	Norwood	Boones Ferry Road	I-5	Complete gap in system.	Construct multi-use path	3,757,000	2033-2040	Exempt	Y	Active Transportation	Washington County
11435	Tualatin	Tualatin	Westside Trail Pedestrian Bridge	Cipole	North of Tualatin River	Improve pedestrian and bicycle connectivity.	Multi-use trail and bridge over the Tualatin River connecting Westside Trail and Ice Age Tonquin Trail. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	8,551,749	2033-2040	Exempt	Y	Active Transportation	Washington County
11553	Tualatin	Clackamas County	Borland Rd	SW 65th Ave	Tualatin City Limits	Address safety issue	Upgrade to urban standards and fill sidewalk gaps. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	9,646,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Clackamas County
11436	Wash Co, Tualatin & Wilsonville	Washington Co.	East-West Arterial Overcrossing	Boones Ferry Rd	East of I-5	Provide congestion relief.	Extend new 4-lane overcrossing over I-5 from Boones Ferry Rd to 65th and Stafford Rd. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	38,000,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10545	Washington Co.	ODOT	OR 10: Oleson Rd. Improvement	Oleson Rd. south of OR10	Oleson Rd. at Scholls Ferry	Address recurring safety issue.	Realign Oleson Rd. 500 feet to east and reconfigure Oleson intersections with OR10 and Scholls Ferry Rd.	34,200,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County

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10546	Washington Co.	Washington Co.	170th Ave. Improvements	Alexander St.	Merlo Rd.	Provide congestion relief.	Widen roadway to 4 lanes with left turn lanes at major intersections, sidewalks, and bike lanes or cycle tracks.	15,277,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10547	Washington Co.	Washington Co.	173rd/174th Under Crossing Improvement	Cornell Rd.	Bronson Rd.	Provide congestion relief.	Construct four-lane under of Hwy. 26 with bike lanes and sidewalks.	58,640,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10548	Washington Co.	Washington Co.	174th Ave. Improvements	Bronson Rd.	Meadowgrass Ln.	Address recurring safety issue.	Add turn lanes, bike lanes and sidewalks	16,230,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10549	Washington Co.	Washington Co.	Cornell @ 143rd Improvements	Science Park Dr.	143rd Ave.	Address recurring safety issue.	Realign 143rd with Science Park Dr. @ Cornell as a 4-way signalized intersection.	12,400,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10550	Washington Co.	Washington Co.	185th Avenue Improvement	West Union Rd.	Springville Rd.	Provide congestion relief.	Widen 185th Ave from two to five lanes with bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	5,400,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10558	Washington Co.	Washington Co.	Cornell Rd. Improvements	113th Ave.	107th Ave.	Provide congestion relief.	Widen from two to three lanes with bike lanes and sidewalks.	9,941,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10559	Washington Co.	Washington Co.	Cornell Improvements	Murray Blvd.	Hwy. 26	Provide congestion relief.	Widen Cornell from three to five lanes with bike lanes and sidewalks.	40,620,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10560	Washington Co.	ODOT	Farmington Rd. Improvements	185th	Kinnaman Rd.	Provide congestion relief.	Widen roadway from 2/3 lanes to 4 lanes with turn lanes at major intersections, bike lanes, sidewalks, access management, realignment of Rosa/179th intersection.	27,299,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10561	Washington Co.	Washington Co.	Jenkins Rd. Improvements	158th Ave.	Murray	Provide congestion relief.	Widen roadway from three to five lanes with bike lanes and sidewalks.	15,530,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10563	Washington Co.	Washington Co.	Kaiser/143rd Ave. Improvements	Bethany Blvd.	Cornell Rd.	Address recurring safety issue.	Widen from two to three lanes with bike lanes and sidewalks.	38,357,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10564	Washington Co.	Washington Co.	Kaiser Improvements	Springville Rd.	Bethany Blvd.	Provide congestion relief.	Widen from two to five lanes with bike lanes and sidewalks.	6,100,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10565	Washington Co.	Washington Co.	Springville Rd. Improvements	185th Ave.	Joss St.	Provide congestion relief.	Widen from <b>2</b> to five lanes with bike lanes and sidewalks.	11,100,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10566	Washington Co.	Washington Co.	Springville Rd. Improvements	Joss St.	Kaiser Rd.	Address recurring safety issue.	Widen from two to three lanes with bike lanes and sidewalks.	3,600,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10567	Washington Co.	Washington Co.	Taylor's Ferry Extension	Oleson Rd.	Washington Dr.	Improve connectivity.	Construct new two lane extension with bike lanes and sidewalks	4,390,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10568	Washington Co.	Washington Co.	Tualatin-Sherwood Rd. Improvements	Langer Farms Parkway	Teton Ave.	Provide congestion relief.	Widen from three to five lanes with bike lanes and sidewalks.	49,150,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10569	Washington Co.	Washington Co.	Walker Rd. Improvements	Amberglen	185th	Provide congestion relief.	Widen from two to five lanes with bike lanes and sidewalks.	17,611,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10571	Washington Co.	Washington Co.	West Union Rd. Improvements	185th Ave.	143rd Ave.	Address recurring safety issue.	Widen from two to three lanes with bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	34,870,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10572	Washington Co.	Washington Co.	Barnes Rd. Improvements	St. Vincent's Hosp. entrance	Leahy Rd.	Provide congestion relief.	Widen from two to five lanes with bike lanes and sidewalks.	8,933,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
10573	Washington Co.	Washington Co.	Barnes Rd. Improvements	Leahy Rd.	Multnomah. Co. Line	Address recurring safety issue.	Widen from two to three lanes with bike lanes and sidewalks.	17,326,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10575	Washington Co.	Washington Co.	West Union Rd.	Cornelius Pass Rd.	185th Ave.	Provide congestion relief.	Widen from two to five lanes with bike lanes and sidewalks. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	26,192,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10577	Washington Co.	Washington Co.	Scholls Ferry Improvements	Allen Blvd.	Beaverton-Hillsdale Hwy.	Address recurring safety issue.	Widen roadway from two to three lanes with bike lanes and sidewalks	22,587,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10578	Washington Co.	Washington Co.	Merlo/158th Improvements	170th Ave.	Walker Rd.	Provide congestion relief.	Widen roadway to five lanes with bike lanes and sidewalks	24,735,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10579	Washington Co.	Washington Co.	Barnes Rd. Improvements	Cedar Hills Blvd	118th	Provide congestion relief.	Widen to five lanes with bike lanes and sidewalks. Add double turn lanes.	4,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10582	Washington Co.	Washington Co.	185th Ave. Improvements	Blanton St.	Farmington Rd.	Provide congestion relief.	Widen to five lanes with bike lanes and sidewalks	12,163,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10584	Washington Co.	Washington Co.	Alexander St. Improvements	192nd Ave.	178th Ave.	Economic development and address safety issues.	Add sidewalks, lighting, streetscape features, bike boulevard treatments, signal at 185th Ave, turn lanes at major intersections.	9,293,000	2025-2032	Regionally Significant	Y	Active Transportation	Washington County
10585	Washington Co.	Washington Co.	Johnson St. Improvements	Cornelius Pass Rd.	185th Ave.	Address recurring safety issue.	Add sidewalks, bike lanes, lighting, turn lanes at major intersections.	24,333,000	2033-2040	Regionally Significant	Y	Active Transportation	Washington County
10587	Washington Co.	Washington Co.	Cornelius Pass Rd. Improvements	Frances St.	T.V. Hwy.	Provide congestion relief.	Widen to five lanes with bike lanes and sidewalks	11,307,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
10588	Washington Co.	Washington Co.	Grahams Ferry Rd Improvements	Helenius St.	Washington/ Clackamas County line	Provide freight access and capacity to link the Coffee Creek I RSIA and the industrial area north of Wilsonville Road as well as the I-5/Wilsonville Road Interchange.	Widen Grahams Ferry Rd to 3 lanes, add bike/pedestrian connections to regional trail system and fix undersized railroad overcrossing.	28,000,000	2025-2032	Regionally Significant	Y	Freight	Washington County

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10589	Washington Co.	Washington Co.	95th Ave. Ped/Bike Connection	Morrison St.	Sunset TC	Improve connectivity.	Pedestrian/bicycle pathway, lighting, bridge over Johnson Creek, grade-separated crossing of Barnes Road.	11,546,000	2025-2032	Regionally Significant	Y	Active Transportation	Washington County
10590	Washington Co.	Washington Co.	Tonquin Rd. Improvements	Grahams Ferry Rd.	Oregon St.	Address recurring safety issue.	Realign and widen to three lanes with bike lanes and sidewalks and street lighting. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	15,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10591	Washington Co.	Washington Co.	Glencoe Rd. Improvements	Evergreen Rd.	Jackson Ave.	Address recurring safety issue.	Widen to three lanes with bike lanes and sidewalks.	26,016,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10592	Washington Co.	Washington Co.	205th Ave. Improvements	Quatama Rd.	Baseline Rd.	Provide congestion relief.	Widen road to 5 lanes with bike lanes and sidewalks. Widen bridge over Beaverton Creek to four lanes with bike lanes and sidewalks.	31,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
10593	Washington Co.	Washington Co.	Kinnaman Rd. Improvements	209th Ave.	Farmington Rd.	Address recurring safety issue.	Reconstruct with sidewalks, bike lanes and turn lanes at major intersections; consolidate offset intersection at 198th Ave.	26,810,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10598	Washington Co.		99W to I-5 Southern Arterial	Hwy. 99W	I-5	Provide congestion relief.	Purchase ROW. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	53,000,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10605	Washington Co.	Washington Co.	Hillsboro Area ITS	N/A	N/A	Provide congestion relief.	Install advanced traffic management systems including adaptive signals, communications, dynamic messaging signs, and surveillance and management equipment.	10,888,000	2018-2024	Exempt	Y	TSMO/TDM	Washington County
10606	Washington Co.	Washington Co.	Washington Square Regional Center Pedestrian Improvements	Wash. Sq. Regional Center		Complete gap in pedestrian system.	Complete 7400 feet of sidewalk improvements.	8,954,000	2033-2040	Exempt	Y	Active Transportation	Washington County
10607	Washington Co.	Washington Co.	Sunset TC Station Community Pedestrian Improvements	Sunset TC Station Community		Complete gap in pedestrian system.	Sidewalks, pedestrian crossings, accessways, ped/bike bridges over creeks.	6,006,000	2033-2040	Exempt	Y	Active Transportation	Washington County
10608	Washington Co.	Washington Co.	Aloha-Reedville Pedestrian Improvements	Aloha-Reedville Study Area		Complete gap in pedestrian system.	Sidewalk infill, pedestrian crossings, accessways, ped/bike bridges over creeks, at-grade ped/bike crossings of Portland and Western Railroad.	27,045,000	2025-2032	Exempt	Y	Active Transportation	Washington County
10610	Washington Co.	Washington Co.	Saltzman Rd. Bike	Cornell Rd.	Barnes Rd.	Complete gap in bike system.	Complete 950 feet of bike lanes in town center.	1,000,000	2018-2024	Exempt	Y	Active Transportation	Washington County
10611	Washington Co.	Washington Co.	Locust Ave. Bike	Hall Blvd.	80th Ave.	Complete gap in bike system.	Completes 1650 feet of bike lanes in regional center.	3,417,000	2033-2040	Exempt	Y	Active Transportation	Washington County
10612	Washington Co.	Washington Co.	Greenburg Rd. Bike	Hall Blvd.	Hwy. 217	Complete gap in bike system.	Completes 3400 feet of bike lanes in regional center.	3,610,000	2033-2040	Exempt	Y	Active Transportation	Washington County
10613	Washington Co.	Washington Co.	Cornell Rd. Bike	Saltzman Rd.	119th Ave.	Complete gap in bike system.	Completes 1750 feet of bike lanes in town center.	1,036,000	2033-2040	Exempt	Y	Active Transportation	Washington County
10614	Washington Co.	Washington Co.	Butner Rd. Bike	Cedar Hills Blvd..	Park Way	Complete gap in bike system.	Completes 7800 feet of bike lanes to transit corridor.	3,520,000	2033-2040	Exempt	Y	Active Transportation	Washington County
10615	Washington Co.	Washington Co.	Bronson Rd. Bike	185th Ave.	Bethany Blvd.	Complete gap in bike system.	Completes 15000 feet of bike lanes to transit corridor.	5,490,000	2025-2032	Exempt	Y	Active Transportation	Washington County
10736	Washington Co.	Washington Co.	124th Ave Extension	Tualatin-Sherwood Rd.	Grahams Ferry Rd	Economic Development	New road to facilitate development of industrial lands, grade seperated rail crossing South of Tonquin. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	31,000,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
11089	Washington Co.	Washington Co.	92nd Ave. Ped.	Garden Home Blvd.	Allen Blvd.	Complete gap in pedestrian system.	Completes 3800 feet of sidewalk improvements to transit corridor	3,922,000	2033-2040	Exempt	Y	Active Transportation	Washington County
11233	Washington Co.	Washington Co.	Walker Rd. Improvements	185th Ave.	173rd Ave.	Provide congestion relief.	Widen from two to five lanes with bike lanes and sidewalks.	13,570,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11234	Washington Co.	Washington Co.	Walker Rd. Improvements	173rd	Murray Blvd.	Provide congestion relief.	Widen from two to five lanes with bike lanes and sidewalks.	16,600,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
11235	Washington Co.	Washington Co.	Walker Rd. Improvements	Murray Blvd.	Hwy. 217	Provide congestion relief. & enhance safety	Widen from two to four lanes with turn lanes, intersection treatments, bike lanes, sidewalks and street lighting.	33,000,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11236	Washington Co.	Washington Co.	Cedar Hills Blvd. Improvements	Butner Rd	Celeste Ln	Provide congestion relief, complete gap in bike system.	Widen to five lanes thru Barnes, turn lane improvements at US26, signalize US26 EB, continous bike lanes and sidewalks through interchange area.	4,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11238	Washington Co.	Washington Co.	Cedar Mill Local Street Connectivity	Cedar Mill Town Center		Reduce arterial congestion through Improved local street connectivity	Connect local streets to reduce out of direction travel and use of arterial roads for local trips	10,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County
11437	Washington Co.	Washington Co.	Oleson Rd Bridge	North of Fanno Creek	South of Fanno Creek	Address safety issue	Bridge Replacement	5,800,000	2014-2017	Exempt	Y	Roads and Bridges	Washington County

RTP ID	Nominating Agency	Facility Owner	Project/Program Name	Project Start Location	Project End Location	Project Purpose	Description	Estimated Cost (\$2014)	Time Period	Regionally Significant, Exempt, or Not Regionally Significant	Financial Constrained	Metro Investment Category	Subregion
11438	Washington Co.	Washington Co.	Tonquin / Grahams Ferry Intersection Improvements	N/A	N/A	Economic development and address safety issues.	Raise intersection elevation, widen approaches to three lanes, provide sidewalks and bike lanes, install traffic signal.	3,353,000	2014-2017	Exempt	Y	Roads and Bridges	Washington County
11439	Washington Co.	ODOT	Southbound Hwy 217 Allen/Denny Split Diamond Interchange	Allen Blvd	Denny Rd	Address recurring safety issue, provide congestion relief.	Consolidate Allen Blvd and Denney Rd SB interchanges with split diamond interchange and collector/distributor roads.	5,941,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
11440	Washington Co.	ODOT	TV Hwy (and Canyon Rd) Corridor Safety and Access to Transit	209th Ave.	107th Ave.	Access to transit	Bus stop improvements, ADA improvements, sidewalk infill, enhanced pedestrian crossings, signal priority, queue jumps. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	1,614,000	2014-2017	Exempt	Y	Active Transportation	Washington County
11441	Washington Co.	ODOT	TV Highway in Aloha-Reedville Safety and Operational Improvements	19500 block	160th Ave.	Address recurring safety issues, improve pedestrian and bicycle connectivity, access to transit	Enhanced pedestrian crossings, sidewalk infill, bike lane infill, street lighting, bus stop enhancements, intersection safety and operational improvements.	11,667,500	2014-2017	Exempt	Y	Active Transportation	Washington County
11442	Washington Co.	Washington Co.	Cornell/Evergreen/229th Corridor Safety and Access to Transit	Hillsboro TC	Sunset TC	Access to transit	Bus stop improvements, ADA improvements, sidewalk infill, enhanced pedestrian crossings, signal priority.	560,000	2014-2017	Exempt	Y	Active Transportation	Washington County
11443	Washington Co.	Washington Co.	Walnut St	116th	Tiedeman	Provide congestion relief.	Widen from two to three lanes with bike lanes and sidewalks.	4,000,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
11444	Washington Co.	Washington Co.	Joss St	Shackelford Rd	existing terminus	Economic Development	Extend Joss Rd to Road A to serve development of North Bethany Area	4,100,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
11445	Washington Co.	Washington Co.	P15 (Oats)	Brugger Rd	Springville Rd.	Economic Development	New 2 lane road with sidewalks, bike and street lighting	2,300,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
11446	Washington Co.	Washington Co.	Tigard/Tualatin/Sherwood Area ITS	N/A	N/A	Provide congestion relief.	Install advanced traffic management systems including adaptive signals, communications, dynamic messaging signs, and surveillance and management equipment.	2,853,000	2014-2017	Exempt	Y	TSMO/TDM	Washington County
11447	Washington Co.	Washington Co.	Baseline Rd Improvements	197th	Lisa Dr	Provide congestion relief.	Eastbound: Widen to five lanes with bike lanes and sidewalks	4,600,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
11448	Washington Co.	Washington Co.	198th Ave. Improvements - South	T.V. Hwy.	Farmington Rd.	Address recurring safety issue.	Add sidewalks, bike lanes, lighting, turn lanes at major intersections.	27,900,000	2018-2024	Regionally Significant	Y	Active Transportation	Washington County
11449	Washington Co.	ODOT/TriMet	TV Highway HCT Study	Forest Grove	Beaverton	Increase transit mode share, help meet land use and economic development goals.	High capacity transit study, including alternatives analysis, to determine transit mode, alignment, station/stop locations, operational characteristics and phasing options for a high capacity transit service between Forest Grove and Beaverton TC. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	1,000,000	2018-2024	Exempt	Y	Transit	Washington County
11450	Washington Co.	Washington Co.	Merlo Rd. Interim Bike Improvements	170th Ave.	Jenkins Rd	Complete gap in bike system.	Completes 6700 feet of bike lanes to transit corridor.	3,015,000	2018-2024	Exempt	Y	Active Transportation	Washington County
11451	Washington Co.	Washington Co.	Saltzman Rd	Laidlaw Rd	Thompson Rd	Address recurring safety issue.	Widen to three lanes with bike lanes and sidewalks.	\$17,000,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11452	Washington Co.	Washington Co.	Scholls Ferry Rd. Improvements	West of Tile Flat Rd		Address recurring safety issue.	Realign Curves to Improve Safety. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	4,300,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11453	Washington Co.	Washington Co.	Jackson School Road	Meek	Scotch Church	Address recurring safety issue.	Realign intersection and construct a round-about. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	1,000,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11454	Washington Co.	ODOT	Jackson School Road	US 26 and Jackson School Road		Address recurring safety issue.	Signalize ramp intersections. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	1,000,000	2018-2024	Exempt	Y	TSMO/TDM	Washington County
11455	Washington Co.	Washington Co.	Brugger Rd	Joss St.	Kaiser Rd.	Economic Development	Widen from 2 to three lanes with sidewalks, bike lanes, street lighting, and community features	3,200,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11456	Washington Co.	Washington Co.	Shackelford Rd	185th	Bridge	Provide congestion relief.	Build new 3 lane road with bike/ped facilities, storm drainage, street lighting to serve North Bethany. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	12,000,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11457	Washington Co.	Washington Co.	Shackelford Rd Bridge			Provide congestion relief.	Build new 3 lane road with bike/ped facilities, storm drainage, street lighting to serve North Bethany	14,600,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11458	Washington Co.	Washington Co.	Shackelford Rd	Bridge	Kaiser Rd.	Provide congestion relief.	Build new 3 lane road with bike/ped facilities, storm drainage, street lighting to serve North Bethany. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	18,100,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11459	Washington Co.	Washington Co.	Shackelford Rd	Kaiser Rd.	Springville Rd.	Provide congestion relief.	Build new 3 lane road with bike/ped facilities, storm drainage, street lighting to serve North Bethany	9,900,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Washington County
11460	Washington Co.	ODOT	OR 10: Oleson Rd. Improvement	Beaverton-Hiilsdale Hwy.	Oleson Rd. and Scholls Ferry	Address recurring safety issue.	BHOS Phase 2 improvements to project 10545	35,000,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Washington County

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

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11486	Washington Co.	Washington Co.	Roy Rogers Rd.	Scholls Ferry Rd.	UGB	Provide congestion relief.	Widen to five lanes with bike lanes and sidewalks	20,000,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
11739	Washington Co.	ODOT	Hall Blvd. Improvements	Oleson Rd.	Pfaffle	Address recurring safety issue	Widen to 2/3-lane cross section with bike lanes and sidewalks.	\$ 13,800,000	2033-2040	Regionally Significant	Y	Roads and Bridges	Washington County
10708	Washington Co.	Washington Co.	Roy Rogers Rd. / Tualatin-Sherwood Road	Langer Farms Parkway	Borchers Dr	Economic development and address safety issues.	Construct road to 5 lane collector standard.	1,900,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Washington County
11239	Washington Co.	Washington Co.	Washington County Neighborhood Bikeways	N/A	N/A	Improve bicycle connectivity	30 miles of neighborhood bikeways (bike boulevards) on low-traffic streets throughout unincorporated urban Washington County, including enhanced at-grade crossings of arterials.	16,000,000	2025-2032	Exempt	Y	Active Transportation	Washington County
11240	Washington Co.	Washington Co.	Murray Blvd. Bikelane & sidewalk	Farmington Rd.	TV Hwy.	Improve bicycle connectivity	Construct a six-foot wide bikelane on west side of Murray & replace existing asphalt path with six-foot wide concrete sidewalk & five-foot wide planting strip. Move railroad equipment.	2,900,000	2014-2017	Exempt	Y	Active Transportation	Washington County
11241	Washington Co.	Washington Co.	Evergreen Rd. Bike Lanes	NW 215th Ave.	Cornelius Pass Rd.	Improve bicycle connectivity	Construct six-foot wide bike lanes east and westbound & correct vertical alignment	2,000,000	2014-2017	Exempt	Y	Active Transportation	Washington County
10599	Washington Co. / Tigard	ODOT	Hwy. 217/72nd Ave. Interchange Improvements	N/A	N/A I-5	Address recurring safety issue and improve pedestrian and bicycle facilities. Purchase ROW	Complete interchange reconstruction with additional ramps and bridge structure replacement	20,000,000	2018-2024	Regionally Significant	Y	Throughways	Washington County
10127	West Linn	ODOT	Hwy. 43 Improvements	Holly St.	Arbor Dr.	Enhance the functionality, safety, beauty, and efficiency of this important major roadway.	Improve roadway with widening, installation of medians, turn lanes, street trees, signal interconnections, and bike lanes.	21,400,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Clackamas County
10128	West Linn	West Linn	Willamette Falls Dr./bicycle lanes and streetlights	Hwy. 43	10th St.	Improve bicycle and pedestrian safety.	Provide bike lanes, streetlights and sidewalks on a narrow roadway. This will provide a direct connection between three town center areas (including old-town Oregon City). Bicycle lanes will be 6' wide adjacent to 12' wide travel lanes.	7,800,000	2025-2032	Exempt	Y	Active Transportation	Clackamas County
10129	West Linn	West Linn	Willamette River Greenway Trail	Willamette Park	Lake Oswego - Willamette River trail	Improve bicycle and pedestrian safety.	Paved trail running parallel to the Willamette River from Willamette Park at the mount of the Tualatin River eventually to the Lake Oswego City Limits facilitating connection to the Willamette River Trail with neighboring cities as part of the Metro Region.	2,000,000	2025-2032	Exempt	Y	Active Transportation	Clackamas County
10135	West Linn	West Linn	19th St. Improvements	Blankenship Rd.	Willamette Falls Dr.	Provide an alternate route around I-205 to relieve traffic in 10th St. corridor.	Improvements to include curb, gutter, pavement widening and sidewalks.	1,200,000	2025-2032	Regionally Significant	Y	Roads and Bridges	Clackamas County
10092	Wilsonville		Tonquin Trail	Washington/Clackamas County line	Boones Ferry Landing	Regional trail would connect Tualatin/Sherwood with west Wilsonville, Coffee Lake Natural Area, Villebois, and the Grahams Oak Natural Area. Connections to the trail will be provided at Wilsonville road, through Villebois, Boeckman Road, Cahalin Road,	Shared use path with some on-street portions. The project or a portion of the project is outside the designated urban growth boundary as of March 2014.	3,000,000	2018-2024	Exempt	Y	Active Transportation	Clackamas County
10130	Wilsonville	Wilsonville	Kinsman Rd. Extension from Barber St. to Boeckman Rd.	Barber St.	Boeckman Rd.	Provide freight access and capacity from Barber Street to Boeckman Road. A vital alternative to 110th which is being vacated. Serves as a parallel arterial to I-5.	Extend 3 lanes with sidewalks and bike lanes.	6,069,000	2014-2017	Regionally Significant	Y	Freight	Clackamas County
10131	Wilsonville	Wilsonville	Tooze Rd. Improvements	110th Ave.	Grahams Ferry Rd.	Continuation of the Boeckman Road Extension Project along the Tooze Road right-of-way to Grahams Ferry Road which provides a major east-west suburban to suburban connector.	Widen Tooze Rd to 3 lanes, add bike/pedestrian connections to regional trail system.	3,800,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Clackamas County
10132	Wilsonville	Wilsonville	Boeckman Rd./I-5 Overcrossing Improvements	Boberg Rd.	Parkway Ave.	Boeckman Road is designated as an arterial street in the City's TSP. It provides an east-west connection in Wilsonville between Tooze Road/Graham's Ferry Road on the west and Stafford Road on the east, serving as an important non-interstate alternate.	Widen Boeckman Road bridge over I-5 to 3 lanes. Add bike/pedestrian connections to regional trail system.	13,600,000	2018-2024	Regionally Significant	Y	Roads and Bridges	Clackamas County
10133	Wilsonville	Wilsonville	French Prairie Bicycle/Pedestrian/Emergency Bridge	Boones Ferry Rd.	Butteville Rd..	A new bicycle and pedestrian bridge crossing the Willamette River would connect the regional Tonquin Trail to the North Willamette Valley parks and recreation areas. A new bridge would provide safe and convenient passage across the Willamette River for emergency access vehicles, cyclists, and pedestrians.	New bicycle/pedestrian/emergency vehicle only bridge crossing the Willamette River.	15,000,000	2018-2024	Exempt	Y	Active Transportation	Clackamas County
10134	Wilsonville	Clackamas County	65th/Elligsen/Stafford Intersection Improvements	65th, Elligsen, Stafford Rd. intersections	65th, Elligsen, Stafford Rd. intersections	Improve traffic safety	Construct roundabout	5,500,000	2018-2024	Not Regionally Significant	Y	Freight	Clackamas County
10153	Wilsonville	Wilsonville	Barber St. Extension from Kinsman Rd. to Villebois Village	Kinsman Rd.	Villebois Village	The project will reduce the need to use I-5 and OR 217 by providing needed connections to the Villebois Village housing development and employment areas in Wilsonville and with the new Commuter Rail site.	Extend 3 lanes with sidewalks and bike lanes.	8,900,000	2014-2017	Regionally Significant	Y	Roads and Bridges	Clackamas County



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

**APPENDIX B - 2018-2021 MTIP**

*Further detail of the 2018-2021 MTIP projects can be found in Chapter 5 of the 2018-2021 MTIP*

LEAD AGENCY	PROJECT NAME	SHORT DESCRIPTION
Beaverton	OR8: Canyon Road Streetscape and Safety Project	The project will design and construct intersection and crossing facilities as well as a short bike connection to parallel regional bike routes along Canyon Road (OR 8) between SW 117th Avenue to the east and SW Hocken Avenue to the west.
Clackamas County	Clackamas County Regional Freight ITS Project	Improves the reliability of the regional freight system by reducing freight vehicle delay in known congested areas through a variety of ITS system enhancements.
Clackamas County	Jennings Ave: OR 99E to Oatfield Rd	The project will construct curb tight sidewalks and bike lanes along Jennings Ave between OR 99E (McLoughlin Blvd) and Oatfield Rd.
Clackamas County	Sunrise System: Industrial Area Freight Access	The project will construct a new two-lane state highway to provide freight access to the Clackamas Industrial Area and a multiuse path connecting to the I-205 multiuse path.
Gresham	Sandy Blvd: NE 181st Avenue to East Gresham City Limit	The project will construction multimodal and freight access and mobility facilities along Sandy Boulevard between 181st Avenue and east Gresham city limits.
Gresham	NE Kane Drive at Kelly Creek Culvert	Remove existing temporary culvert. Install new culvert storm water system and repair roadway. Work includes upstream restoration and downstream pond mitigation.
Gresham	NE Cleveland Ave.: SE Stark St - NE Burnside	Project not funded

Happy Valley	SE 129th Avenue - Bike Lane and Sidewalk Project	The project will build a sidewalk and add bike lanes along SE 129th Avenue.
King City	OR99W: SW Beef Bend Rd - SW Durham Rd	Install sidewalk on the west side of OR99W
Metro	Willamette Greenway Trail: Columbia Blvd Bridge	Construct a bicycle and pedestrian bridge
Metro	Regional Planning	The MPO Planning program contributes to a broad range of activities within Metro that are linked to regional policy making and local planning support
Metro	Transit Oriented Development Program (TOD)	The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use patterns near transit.
Metro	Corridor & Systems Planning	Corridors and Systems Planning Program conducts planning level work in corridors. Emphasizes the integration of land use and transportation. Determines regional system needs functions desired outcomes performance measures investment strategies.
Metro	PORTLAND METRO PLANNING SFY20	Portland Metro MPO planning funds for Federal fiscal year 2019. Projects will be selected in the future through the MPO process.
Metro	Regional MPO Planning	Funding for Metro to meet Metropolitan Planning Organization mandates established through the federal regulations.
Metro	Regional Travel Options	The Regional Travel Options (RTO) program implements strategies to help diversify people's trip choices reduce pollution and improve mobility.
Metro	Transit Oriented Development Program	The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to

		change land use patterns near transit.
Metro	Transportation System Mgmt Operations/ITS	Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee;
Metro	Corridor and Systems Planning	Corridors and Systems Planning Program conducts planning level work in corridors. Emphasizes the integration of land use and transportation. Determines regional system needs functions desired outcomes performance measures investment strategies.
Metro	High-Capacity Transit Bond Commitment	Bond for an additional amount of flexible funds to continue investing in the regional high-capacity transit (HCT) network.
Metro	PORTLAND METRO PLANNING SFY21	Portland Metro MPO planning funds. Projects will be selected in the future through the MPO process.
Metro	Project Development Bond Commitment	Funding for the regional arterial and other related improvement on bottlenecks.
Metro	Regional Safe Routes to Schools Program	Grant funding program to support education and encouragement efforts aimed at helping children walk and bicycle to school.
Metro	Regional Freight Studies	Decrease delay of freight vehicles in accessing the X industrial area from I-205 to accommodate expected growth in the consolidation and distribution of various commodity sectors.
Multnomah County	NE 238th Dr: NE Halsey St - NE Glisan St	Multimodal roadway improvements
ODOT	I-205 AT OR43	Design for full illumination rebuild

ODOT	FFO - I-5: Interstate Bridge - Hassalo St	Pavement preservation project
ODOT	Regional ITS Communications Infrastructure (ODOT)	Complete gaps and deficiencies identified in the region ITS communications Plan
ODOT	US26: Boring Road Bridge Overcrossing	Increase Vertical Clearance; Deck Overlay B#09381
ODOT	OR8 Operational Improvements	Signal upgrades
ODOT	OR99E Railroad Tunnel Illumination and ITS	Illumination upgrades and queue warning ITS.
ODOT	I-5: N Denver Ave NB Tunnel Illumination	Illumination upgrades
ODOT	OR217: SW Allen Blvd & SW Denny Rd Intrchgs	Illumination upgrades
ODOT	OR99E: CLACKAMAS RIVER (MCLOUGHLIN) BRIDGE	Design shelf ready plans to paint structure
ODOT	OR99E: Rockfall Mitigation MP12.62 - MP14.06	Rockfall Mitigation
ODOT	OR212: SE Richey Rd - US26	3R Pavement preservation
ODOT	OR8 at OR219 (Hillsboro)	Systematic safety improvements
ODOT	OR8 at SE 44th and SE 45th Ave	Pedestrian Safety Enhancements
ODOT	OR8: N 10th Ave (Cornelius) - SW 110th Ave (Beaverton)	Systematic safety improvements
ODOT	US26 (Powell Blvd) SE 20th - SE 34th	Crosswalk signals RF Beacons striping signing ADA upgrades & Illumination

ODOT	OR99W: SW Hooker St (Portland) - SW Durham Rd (Tigard)	Improve safety active transportation access and transit operations
ODOT	OR8 Corridor Safety and Access to Transit	Improve safety active transportation access and transit operations
ODOT	SE 242nd/Hogan: NE Burnside - E. Powell (Gresham)	Operational improvements signal upgrades bicycle and pedestrian improvements
ODOT	I-5 & I-205 Shared Use Paths	Repave ADA drainage and address tree roots with structure
ODOT	OR141 (SW Hall Blvd): Scholls Ferry Rd - Hemlock St	ADA Ramps
ODOT	I-84/I-5: BANFIELD INTERCHANGE DECK OVERLAY & BRIDGE RAIL RETROFIT	Concrete deck overlay & bridge rail retrofit; br #08588A & 08588C
ODOT	I-405: FREMONT BRIDGE APPROACH RAMPS MODULAR JOINT REPLACEMENT	Replace modular joints; brs 09268B09268N09268S08958B08958D08958I
ODOT	I-5: MARQUAM BR ELECTRIC & LIGHTING SYSTEM REPLACE	Replace electrical & lighting system; bridge #08328
ODOT	US26 (Powell Blvd): SE 122nd Ave - 136th Ave	Construct sidewalks storm water facility buffered or separated bike lane center turn lane/median and 2x11-foot travel lanes. Mid-block pedestrian crossings and lighting improvements are included.
ODOT	I-84: Graham Road Bridge Replacements	Replace bridges #07046 & 07046A
ODOT	2016 Region 1 Curve Warning Signs	Install curve warning signs
ODOT	OR217/OR224: Bridge Rail Retrofit	Bridge rail retrofit bridges 16134 16143 09623
ODOT	US30: KITTRIDGE - ST JOHNS	Repave roadway; upgrade ADA ramps to current standards; improve access

		management; and address drainage as needed. Pave Bridge Avenue.
ODOT	I-84: FAIRVIEW - MARINE DRIVE & TOOTH ROCK TUNNEL	Repave a section of I-84 between Fairview and Marine Dr repaves the Tooth Rock tunnel and installs a full signal upgrade (including ADA) at NE 238th Ave.
ODOT	US26: SYLVAN - OR217	Repave mainline of roadway to improve pavement condition and extend service life.
ODOT	US26: OR217 - CORNELL RD	Repave mainline of roadway to improve pavement condition and extend service life.
ODOT	US26 RAMP IMPROVEMENTS	Project provides funds for ramp paving and ADA improvements on US26 pavement preservation projects.
ODOT	CITY OF GRESHAM SAFETY PROJECT	Intersection improvements; upgrade to ADA; utility relocation; signal work; medians; traffic separators; striping; signing; warnings; and other safety improvements.
ODOT	CITY OF PORTLAND SAFETY PROJECT	Work may include intersection improvements upgrade to ADA; utility relocation; signal work; medians; traffic separators; striping; signing; warnings and other safety improvements.
ODOT	OR8 CORRIDOR SAFETY & ACCESS TO TRANSIT II	Improve safety and access to transit for pedestrians and cyclists along OR-8. Work includes: bike lane from SW 182nd Ave to SW 153rd Dr. pedestrian crossings and separated walkway and bike lane across Rock Creek Bridge.
ODOT	STARK STREET MULTIMODAL CONNECTIONS	Close the existing east-west gap in bicycle and pedestrian travel by constructing sidewalks and bike lanes on the north side and part of the south side of SE Stark Street between SW 257th Ave and S Troutdale Rd.

ODOT	I-205 UNDERCROSSING (SULLIVANS GULCH)	Provide safe access across I-205 for bicyclists and pedestrians by improving local street corridors on the west side of I-205 and constructing an east-west bicycle and pedestrian undercrossing.
ODOT	SEVENTIES NEIGHBORHOOD GREENWAY	Traffic calming and way-finding elements on local streets; some paving; crossing improvements; and multi-use path through Rose City Golf Course to address a gap in north-south bicycle and pedestrian facilities near 82nd avenue.
ODOT	SYSTEMIC SIGNAL & ILLUMINATION (PORTLAND)	Illumination; intersection work; bike and pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements.
ODOT	CENTRAL SYSTEMIC SIGNALS & ILLUMINATION (ODOT)	Illumination; intersection work; bike and pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements at various locations.
ODOT	SYSTEMIC SIGNALS & ILLUMINATION (CLACKAMAS)	Safety projects at various locations. Work may include illumination; intersection work; bike and pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements.
ODOT	GERMANTOWN ROAD: MP 2.5 - MP 3.5 (MULTNOMAH)	Install enhanced curve warning signs; includes 4 curves between mile points 2.5 and 3.5 on Germantown Road
ODOT	EAST SYSTEMIC SIGNALS & ILLUMINATION (ODOT)	Projects at locations in east jurisdictions of Portland. Work may include illumination; intersection work; bike/pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements
ODOT	RUMBLE STRIPS & CONFLICT MARKINGS	Install centerline rumble strips; green conflict markings and/or profile edge



	(COP/WASH CO)	line pavement markings at various locations in Portland.
ODOT	RUMBLE STRIPS (ODOT)	Install centerline rumble strips and install shoulder rumble strips on I-5; I-84; OR-43; US-26; OR-8; I-205; I-405; OR-99E; US-30; US-30BY; OR-217; OR-213; OR-211; OR-224; HWY-173 (Timberline); OR-212; OR-281; and OR-282.
ODOT	SYSTEMIC SIGNALS & ILLUMINATION (BEAVERTON)	Safety projects at various locations. Work may include illumination; intersection work; bike and pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements.
ODOT	WEST SYSTEMIC SIGNALS & ILLUMINATION (WASHINGTON)	Safety projects at various locations. Work may include illumination; intersection work; bike/pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements.
ODOT	WEST SYSTEMIC SIGNALS & ILLUMINATION (ODOT)	Safety projects at various locations throughout Region 1. Work includes illumination; intersection work; bike/pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements
ODOT	MORRISON STREET: WILLAMETTE RIVER (MORRISON) BR	Remove existing lead-based paint and apply new protective paint. Remove current debris from bridge bearings; paint. Add a maintenance access catwalk for the fixed river spans.
ODOT	NW THURMAN ST OVER MACLEAY PARK	Design shelf ready plans to paint the bridge trusses and bents.
ODOT	SW FARMINGTON RD AT 170TH AVE	Full signal rebuild with reflective backplates and illumination. Other work includes dilemma zone protection for east-west approaches; raised corner islands in NE and SW corners; channelized right turn lanes; ADA upgrades; and restripe crosswalks.

ODOT	FULL SIGNAL UPGRADE (PORTLAND)	Signals rebuild and upgrades at various locations in Portland. Work includes rebuild and installation of signals; warning systems; striping; lane adjustments; ADA upgrades; traffic separators; and other safety improvements as needed.
ODOT	US-30 AT NW NICOLAI ST	Full signal rebuild. Work includes queue warning system; dilemma zone protection; and additional through head on northbound approach; new signal heads; reflective back plates; and replace existing southbound signs with 45 degree right signs
ODOT	US-30 AT NW NICOLAI ST	Full signal rebuild. Work includes queue warning system; dilemma zone protection; and additional through head on northbound approach; new signal heads; reflective back plates; and replace existing southbound signs with 45 degree right signs
ODOT	RURAL INTERSECTION & CURVE WARNING (CLACKAMAS)	Install and or update advance warning signs; intersection signs; and other street signs and safety treatments at various rural intersections; roadway departures and curves throughout Clackamas County.
ODOT	RURAL INTERSECTION & CURVE WARNING (WASHINGTON)	Install and or update advance warning signs; intersection signs; and other street signs and safety treatments at various rural intersections; roadway departures and curves throughout Washington County.
ODOT	RURAL INTERSECTION & CURVE WARNING (ODOT)	Install and or update advance warning signs; intersection signs; and other street signs and safety treatments at various rural intersections; roadway departures and curves throughout Region 1.
ODOT	I-84: EAST PORTLAND FWY - NE 181ST AVE	Design shelf ready plans to: Remove and replace asphalt surface to repair rutted pavement.
ODOT	I-5: I-205 INTERCHANGE - WILLAMETTE	Remove and replace asphalt surface to repair rutted pavement.

	RIVER	
ODOT	US30BY (LOMBARD) SAFETY EXTENSION	Road diet between MP 3.50 and N Wilbur. Signal upgrades at Fiske; Woolsey; Chautauqua; Wabash; Peninsular; and Greeley. Remove half signal at Drummond. Install RRFB with pedestrian island near Drummond. ADA improvements and access management as needed.
ODOT	US30BY (LOMBARD) SAFETY EXTENSION	Road diet between MP 3.50 and N Wilbur. Signal upgrades at Fiske; Woolsey; Chautauqua; Wabash; Peninsular; and Greeley. Remove half signal at Drummond. Install RRFB with pedestrian island near Drummond. ADA improvements and access management as needed.
ODOT	ROAD SAFETY AUDIT IMPLEMENTATION	Address unanticipated safety improvements as identified
ODOT	US30BY (LOMBARD) AT FENWICK	Full signal upgrade; ADA improvements; and access management.
ODOT	I-5: MP 303.27 - MP 308.63	Install variable speed advisory signs on I-5 northbound and southbound from the Fremont Bridge to Marine Drive
ODOT	OR99W (PACIFIC HWY WEST) AT SW 72ND	Design partial signal rebuild; channelize 72nd right turn lane; illumination; ADA; and new crosswalk on SW leg of intersection
ODOT	OR99W: I-5 - MCDONALD ST	Repave roadway; upgrade ADA ramps to current standards; improve access management; and address drainage as needed. Includes full signal upgrade at Johnson/Main.
ODOT	OR99W AT DURHAM RD	Signal Upgrade with ADA improvements
ODOT	OR99W: I-5 - MCDONALD BIKE PED INFILL	Fill in sidewalk and bike lane gaps along OR99W in conjunction with the pavement preservation project planned in the area.

ODOT	OR99W (BARBUR BLVD) AT SW CAPITOL HWY	Prohibit NB left turns from OR99W onto I-5 ramp and redirect traffic flow through jug handle; Install EB right turn lane and new signal at Taylors Ferry; Address median gaps and striping; Add/improve signage; Install reflectorized backplates
ODOT	OR99W (BARBUR BLVD): MP 8.01 TO MP 11.50	Install illumination at 72nd Ave; Main and Johnson; McKenzie; School; Walnut; Frewing; Garrett; Park; Royalty Parkway; and Durham Rd.
ODOT	OR99W (BARBUR BLVD): MP 7.58 TO MP 15.00	Install illumination; reflectorized backplates; and supplemental signal heads at specific locations within the project limits and replace urban permissive or protected/permissive left turns to protected left only at 68th and 69th Avenues
ODOT	OR99W (BARBUR BLVD): MP 4.08 TO MP 7.55	Install illumination at 60th Ave; 64th Ave; and I-5 southbound ramp; Install reflectorized backplates and supplemental signal head at Terwilliger Blvd; Bertha Blvd; Capitol Hill Rd; 19th Ave; 24th Ave; I-5 southbound ramp; 60th Ave; and 64th Ave
ODOT	I-5 AT I-205 INTERCHANGE	Upgrade illumination towers up to amount of available budget and coordinate work with pavement preservation project in area.
ODOT	OR8 AT RIVER ROAD	Full signal upgrade with illumination and ADA improvements.
ODOT	OR224 AT LAKE/HARMONY	Replace overhead flasher with ground mounted advance flashers.
ODOT	I-5: BARBUR BLVD NB CONNECTION BRIDGE	Paint structure; remove pack rust. Replace rivets and bolts.
ODOT	OR99W: TUALATIN RIVER BRIDGE	Design shelf ready plans to replace the current structural overlay.
ODOT	OR210 OVER OR217	Deck overlay; replace joints; patch column spalls.

ODOT	REGIONWIDE ITS IMPROVEMENTS & UPGRADES	Install new or upgraded variable message signs (VMS); travel-time signs; network/communication technology; and other intelligent transportation system (ITS) functionality at various locations in Region 1
ODOT	CLACKAMAS & PORTLAND TRAFFIC SEPARATORS	Install traffic separators in various locations in Portland with associated striping; illumination; and signal coordination work.
ODOT	REGION 1 BIKE PED CROSSINGS	Bike and pedestrian improvements at select locations on 82nd Ave (OR-213); McLoughlin (OR-99E) and on Powell (US-26). Includes RRFBs; medians; illumination; crosswalks; tree trimming/removal; ADA upgrades; and other safety improvements.
ODOT	I-205 EXIT RAMPS AT SE DIVISION ST	Safety improvements on NB and SB I-205 exit ramps at SE Division street. Work includes lane adjustments; ramp widening; safety islands; signal work; illumination; signing; and ADA improvements as necessary.
ODOT	I-405: WILLAMETTE RIVER (FREMONT) BRIDGE	Paint bridge approaches; other section as funding allows.
ODOT	I-405 NB TO US26 WB OVER I-405 CONNECTION BRIDGE	Deck overlay to seal the cracks and provide additional cover for the reinforcement. Rail retrofit. Address leaking joints.
ODOT	I-205: DIVISION ST - KILLINGSWORTH ST	Construct a NB Auxiliary lane on I-205 from the I-84 EB to I-205 NB off ramp at Killingsworth St and a SB Auxiliary lane on I-205 from I-84 EB to I-205 SB on ramp to the existing Auxiliary lane at Division / Powell St
ODOT	SW MULTNOMAH BLVD OVER I-5	Place a structural overlay on the deck; replace or repair leaking joints; and retrofit the bridge rails to meet safety standards.
ODOT	I-5 OVER 26TH AVENUE BRIDGE	Replace bridge.
ODOT	OR99E OVER UPRR AT BALDWIN STREET	Address the structural and safety issues. Replace rail and expansion joints;

	BRIDGE	patch and seal spalls and cracks; and other measures for seismic retrofitting.
ODOT	NORTH DAKOTA STREET: FANNO CREEK BRIDGE	Construct a new single span bridge on the same alignment. Raise the vertical grade line to improve site distance approaching the railroad crossing.
ODOT	I-5: TIGARD INTERCHANGE - I-205 INTERCHANGE	Remove and replace asphalt surface to repair rutted pavement.
ODOT	OR213 (82ND AVE) AT MADISON HIGH SCHOOL	Replace signal; rebuild and restripe existing crosswalk; add crosswalks and close a driveway.
ODOT	I-205: ABERNETHY BRIDGE - SE 82ND DR	Remove and replace asphalt surface to repair rutted pavement.
ODOT	US30 AT BRIDGE AVE RAMPS	Design for tree hazard removal and pinned mesh installation.
Oregon City	Molalla Ave. Beavercreek Rd - Hwy 213	Bike lanes along the entire Molalla Ave: Beavercreek Rd to Highway 213. Continuous ADA compliant sidewalks ramps; trees and ped level street lighting on west side of corridor; transit amenities along both sides of the corridor and street furnishings
Port of Portland	40 Mile Loop: Blue Lake Park - Sundial Rd	The project would construct a 1.7 mile mixed use trail running from Sundial Road in Troutdale westerly to Marine Drive and Blue Lake Park. The trail crosses Marine Drive 1/3 mile west of 223rd Avenue.
Port of Portland	NE Columbia Blvd: Cully Blvd and Alderwood Rd	Intersection improvements
Portland	Connected Cully	Bicycle and pedestrian improvements
Portland	Downtown I-405 Ped Safety and Ops Imprvmnts	Bike/pedestrian and operational improvements.
Portland	St Johns Truck Strategy Phase II	Freight mobility - bicycle and pedestrian safety improvements

Portland	East Portland Access to Employment and Education	The project will build and improve sidewalks crossings bus stops bike facilities and other safety facilities in East Portland from I 5205 east to 174th Avenue south of I 584 to SE Foster Road.
Portland	OR 99W: SW 26th Ave-SW 19th (Portland)	This project will build missing gaps in the sidewalks and bike lanes and make enhancements to existing intersections along SW Barbur Boulevard.
Portland	Portland Central City Safety Project - Phase 2	The project will develop a strategy that identifies multimodal safety projects and prioritizes investments in the Portland Central City.
Portland	SE 122nd Ave: Johnson Creek Bridge Replacement	Emergency replacement of bridge #51C20
Portland	Central Eastside Intersection Improvements	Improve freight access and circulation at key choke points in Portland's Central Eastside Industrial District while leveraging a significant local match to improve bikeways through the district enhancing safety for all modes.
Portland	Brentwood Darlington Bike/Ped Improvements	Connect to parks community gardens and shopping Sidewalks fill gaps in the ped network. Greenway provides connections between bikeways in Springwater corridor
Portland	NE Halsey Street Bike/Ped/Transit Improvements	Signal improvements intersection redesigns bus stop improvements and high-priority crossings on NE Halsey between 65th and 92nd bikeway from 65th to 92nd path from the 82nd Ave. MAX station
Portland	Jade and Montavilla Multi-modal Improvements	Construct multi-modal improvements on key pedestrian and bicycle routes within and connecting to the Jade District and Montavilla Neighborhood Centers.
Portland	NE 72nd Ave: NE Killingsworth - NE Sandy Blvd	Develop a combined pedestrian and bike including along NE 72nd Ave and provide safe route for neighborhoods and area schools with concentrations of equity communities.

Sherwood	Cedar Creek/Tonquin Trail: OR99W - Murdock Rd.	The trail will provide a major multi-modal travel corridor within Sherwood connecting sections of the City currently separated and without adequate pedestrian connections.
SMART	SMART Associated Improvements and Preventative Maint 2018	5307 Funds for Preventative Maintenance Associated Improvements and Bus Fleet Replacement FY18
SMART	5307 FY18 Associated Transit Improvements (1%)	1% Of Sec 5307 Appropriations For Transit Amenities Improvements
SMART	5310 FY18 - Senior & Disabled	Services & Facility Improvements for Elderly & Disabled Customers FY18
SMART	5339 FY18 - Bus and Bus Facilities (Capital)	Bus and Bus Facility Upgrades (FY18)
SMART	SMART Mobility Management	RideWise Travel Trainer
SMART	SMART ADA Stop Enhancements (2019)	Bus stop enhancements
SMART	SMART Senior and Disabled Program	Services and Facility Improvements for Elderly and Disabled Customers
SMART	SMART Bus Purchase/PM/Amenities and Technology 2019	Maintenance and Bus Fleet Replacement and Software
SMART	SMART Bus Purchase/PM/Amenities and Technology 2020	Maintenance and Bus Fleet Replacement and Software
SMART	SMART Bus Purchase/PM/Amenities and Technology 2021	Maintenance and Bus Fleet Replacement and Software
Tigard	Main St Ph2: Rail Corridor-Scoffins	Green street retrofit pedestrian amenities street lights
Tigard	SW Wall St Extension to SW Tech Center	This project will connect Tigard's Tech Center Drive to SW Wall Street with



	Dr (Hunziker)	more than 3500 feet of new public road
TriMet	Bus Purchase (5339 Funds)	Bus Purchase
TriMet	FY18 Bus & Rail Preventive Maint (5307)	Capital Maintenance For Bus And Rail
TriMet	FY18 Bus & Rail Preventive Maint	Capital Maintenance For Bus and Rail
TriMet	2018 TriMet Enhance Mobility Program	Services & Facility Improvements In Excess Of ADA Require
TriMet	Portland to Milwaukie Light Rail (FY18)	This project extends light rail from PSU in downtown Portland to Milwaukie and north Clackamas County. It includes a multi-modal bridge carrying light rail streetcar buses bicycles and pedestrians.
TriMet	High Capacity Transit Bond - 2018	Funding for the regional long term commitment to pay for development of the high capacity transit (HCT) system.
TriMet	North Hillsboro Job Connector Shuttle 2018	Implement a new job connector shuttle north and south of Hwy 26 supporting low and middle wage workers transit needs within the North Hillsboro Industrial District
TriMet	TriMet Bus Purchase	Bus Purchase
TriMet	TriMet Bus and Rail Preventive Maintenance	Capital Maintenance For Bus And Rail
TriMet	Community Job Connectors	To improve access to jobs and job-related activities for the low-income workforce and to transport residents in urbanized and non-urbanized areas to suburban employment opportunities.
TriMet	TriMet Bus and Rail Preventive Maintenance	Capital Maintenance For Bus And Rail

TriMet	2019 Regional High Capacity Transit Bond Payment	Funding to meet the existing commitment to pay off GARVEE bonded debt that made a regional contribution to the I-205/Mall light rail and Beaverton to Wilsonville commuter rail projects.
TriMet	Regional High Capacity Transit Bond Payment	Funding to meet the existing commitment to pay off GARVEE bonded debt that made a regional contribution to the I-205/Mall light rail and Beaverton to Wilsonville commuter rail projects.
TriMet	TriMet Elderly and Disabled Program	Services And Facility Improvements In Excess Of ADA Requirements
TriMet	Bus and Rail Preventive Maintenance (RFFA)	Capital Maintenance For Bus and Rail (Regional Flexible Fund Allocation Fund Exchange)
TriMet	Portland to Milwaukie Light Rail (2019)	This project extends light rail from PSU in downtown Portland to Milwaukie and north Clackamas County. It includes a multi-modal bridge carrying light rail/streetcar/buses/bicycles and pedestrians.
TriMet	Division Transit Project	High capacity transit on Division from Portland Central Business District to Gresham Town Center.
TriMet	Low - No Zero Emission Bus Project	Fund procurement and deployment of 5 battery electric buses and associated charging infrastructure to be deployed from Merlo garage on a Westside route to be determined.
TriMet	MAX Redline Extension to Gateway Double Track Project	Constructing pocket track at Fair Complex/Hillsboro Airport MAX station to enable extended Red Line service to Fair Complex/Hillsboro Airport and turnaround combined with new track work and a new station at Gateway and new track work at Portland Airport Max station to improve system operations. Programmed funds for project development.
TriMet	Open Trip Planner	Add to current Open Trip Planner (OTP) other transit planning functions to incorporate first/last mile connections by ridehailing and bike share. Already OTP supports connections to transit by bike.

		system operations.
Tualatin	SW Herman Rd: SW 124th Ave - SW Cheyenne Way	The project will provide bike lanes and sidewalks along a half-mile stretch of Herman Road where currently pedestrian and bicycle commuters must walk or ride on the roadway with cars and trucks.
Tualatin Hills PRD	Beaverton Creek Trail: Westside Trail - SW Hocken Ave	The project will design and construct a 1.4-mile multiuse off-street trail along the TriMet light rail corridor between the Westside Regional Trail and SW Hocken Avenue in Beaverton.
Washington County	Basalt Creek Ext: Grahams Ferry Rd - Boones Ferry Rd.	Extend the new east-west arterial from Grahams Ferry Road to Boones Ferry Road and provide access between I-5 and the Basalt Creek industrial area.
West Linn	OR43 Multi-modal Transportation Project	This project will enhance bike pedestrian transit and vehicular mobility along State Highway 43 (OR 43) from the southern city limits of the City of Lake Oswego through the City of West Linn south to Mary S. Young State Park.
Wilsonville	I-5 Bike/Ped O-xing: SW Barber - SW Town Center Loop	14-foot wide pedestrian and bicycle bridge spanning 290 feet over SW Boones Ferry Road and Interstate 5 connecting SW Barber Street with SW Town Center Loop West

## APPENDIX C - Pre-Conformity Plan

### **Metro 2018-2021 Metropolitan Transportation Improvement Program Air Quality Conformity Plan May 6, 2016**

#### **Background**

The Metro region is proposing the following procedures to conduct an air quality conformity analysis of the 2018-2021 Metropolitan Transportation Improvement Program (MTIP).

This air quality conformity plan is intended to follow the requirements set forth in Oregon Administrative Rules, Chapter 340, Division 252 (OAR 340-252 "Transportation Conformity"), which, in turn, is intended to implement the Federal Clean Air Act (42 U.S.C 7401 and 23 U.S.C 109j, as amended). These conformity determinations must be periodically updated when certain updates to transportation plans and transportation programming are undertaken. Metro staff has determined that to comply with state and federal regulations, a new air quality conformity determination must be made on Metro's 2018-2021 MTIP.

The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council are scheduled to adopt a resolution for the 2018-2021 MTIP, including the results of the air quality analysis in July 2017, following a 30-day technical and public review period. JPACT and the Metro Council, in concert, are the Metropolitan Planning Organization for the greater Portland, Oregon metropolitan region including 24 cities and portions of three counties. The conformity determination will then be submitted to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) by August 2017 (see attached schedule). After consultation with the US Environmental Protection Agency, the region will be notified by FHWA and FTA as to whether the 2018-2021 MTIP conformity determination is approved, which would allow the transportation improvements included in the MTIP to proceed.

As part of the air quality conformity determination process, Metro reviews the submitted projects for the 2018-2021 MTIP and determines a list of regionally significant projects as defined federal transportation conformity rules (40 CFR 93.101). These projects will be coded into Metro's travel demand model and emissions impacts will be assessed for the entire system using the EPA approved emissions model.

Per the Transportation Conformity Regulations outlined in section 93.122 (g), utilizing previous regional emissions analysis is permissible when certain conditions are met. The regulations state:

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

- (i) The new plan and/or TIP contain all projects which must be started in the plan and TIP's timeframes in order to achieve the highway and transit system envisioned by the transportation plan;
- (ii) All plan and TIP projects which are regionally significant are included in the transportation plan with design concept and scope adequate to determine their contribution to the transportation plan's and/or TIP's regional emissions at the time of the previous conformity determination;
- (iii) The design concept and scope of each regionally significant project in the new plan and/or TIP are not significantly different from that described in the previous transportation plan; and
- (iv) The previous regional emissions analysis is consistent with the requirements of §§93.118 (including that conformity to all currently applicable budgets is demonstrated) and/or 93.119, as applicable.

The Portland metropolitan region last conducted a regional emissions analysis for the 2014 RTP and the 2015-2018 MTIP. In this regional emissions analysis process, all projects included in the 2015-2018 MTIP and the financially constrained 2014 RTP were determined as either exempt from air quality conformity or modeled for the regional emissions analysis. The joint 2014 RTP and 2015-2018 MTIP air quality conformity determination received FHWA and FTA approval on May 20, 2015. As the projects and inputs in the current MTIP are consistent with the conformed 2014 RTP, Metro proposes that no new model runs be performed to determine the conformity of the 2018-2021 MTIP.

This is a practice in which the region has utilized in the past. The region will still submit an air quality conformity determination for the 2018-2021 MTIP, but without a new regional emissions analysis. The proposed air quality conformity analysis will report the 2014 RTP emissions modeling data, which includes the identification of regionally significant projects and reflects projects which have been completed. Projects identified as exempt from air quality conformity are excluded from the emission modeling per federal regulation (40 CFR 93.126), but will be identified as exempt in the air quality conformity determination. Transportation control measures (TCM), will be updated to reflect current MTIP project characteristics and current conditions. Following completion and 30 day technical and public review period, the report will be presented to JPACT and the Metro Council for consideration. When approved, the conformity determination will then be submitted to FHWA and to FTA (see attached schedule). After consultation with the U.S Environmental Protection Agency (EPA), the region will be notified by FHWA and the FTA as to whether the 2018-2021 MTIP conformity determination is approved.

This Metro air quality conformity plan is being submitted to the interagency consultation partners for comments and to seek consensus. Both federal and state laws require interagency consultation. State law requires that the Transportation Policy Advisory Committee (TPAC) be the interagency consultation body for the Metro area. In order to meet federal requirements (40 CFR 93.105), representatives of the following agencies are also coordinated for interagency consultation:

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

In addition, the Clean Air Agency from Southwest Washington and the Southwest Washington Regional Transportation Council (RTC) will also be invited to participate in order to ensure coordination between the two parts of the greater metropolitan air shed.

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

An approved air quality determination of the 2018-2021 MTIP would be drawn from the existing air quality conformity determinations for 2014 RTP and the 2015-2018 MTIP. The 2014 RTP and 2015-2018 MTIP joint air quality conformity determination received approval from FHWA, FTA, and EPA on May 20, 2015.

#### **Air Quality Regulatory Status of the Metro area**

As of 1997, the Metro area is a maintenance area for carbon monoxide (CO), meaning that while the region meets federal CO standards, it must continue to monitor CO levels through an air quality conformity determination comparing forecast levels of pollutant emissions assumed for proposed transportation investments with motor vehicle emission budgets, or in other words, maximum allowed levels of the pollutant from the on road and transit elements of the region's transportation system. In 2006, the EPA approved a new CO State Implementation Plan (SIP) finding new CO motor vehicle emission budgets adequate for transportation conformity purposes in the Second Portland Area Carbon Monoxide Maintenance Plan.

Another possible air pollutant of concern within the Metro region is ground level ozone, which is comprised of volatile organic compounds, or VOC, (also known as hydrocarbons) and oxides of Nitrogen (NOx) that are emitted from a variety of sources, including on-road motor vehicles and some transit vehicles. In June 2005, the EPA revoked the 1 hour ozone standard and an 8 hour ozone standard was promulgated. For the Metro area, this meant that the maintenance status for the 1 hour ozone standard to which the Metro area previously had to demonstrate air quality conformity was no longer required. Further, the Metro area was in attainment with the 8 hour ozone standard. Accordingly, for this 2018-2021 MTIP conformity determination, only CO is formally assessed.

Additionally, through a memorandum of understanding between DEQ and Metro, other pollutants including ozone, air toxics and greenhouse gas emissions are estimated and reported for the base, analysis, and horizon years. The results of the air toxics measurements will be included as part of the 2018-2021 MTIP air quality conformity determination, but per the proposal, will reflect the emissions analysis from the 2014

RTP. The information for the other pollutants will be made available as part of the conformity determination during the 30 day public comment period.

### **Air Quality Forecasting Overview**

Assessing air quality from surface transportation sources is achieved by first running Metro's travel demand computer model that uses forecasts of households and jobs as well as the characteristics of the future transportation system. The results of the transportation model are then used in an air quality computer model to estimate the amount of air pollutants that would be generated under these conditions, comparing these amounts to maximums set for the surface, on-road transportation system. More specific information about these models and assumptions are listed below.

### **Travel Demand Model Specifications**

In utilizing the conformed 2014 RTP as the regional emissions analysis for the 2018-2021 MTIP air quality conformity determination, the travel demand model specifications and assumptions are to reflect those used for the 2014 RTP air quality conformity determination. In the 2014 RTP air quality conformity determination, the Metro travel demand model (Joan) was used in the conformity process. The specifications for this model are documented in the report: *Technical Specifications- February 2013 Travel Demand Model, as revised*.

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

### **Project Listing**

A listing of all projects included in the financially constrained 2018-2021 MTIP and the associated financially constrained project from the Regional Transportation Plan will be provided in the air quality conformity determination report along with each project's status with regard to:

- a. whether the project was an input to the travel forecasting model;
- b. the earliest year the project was forecast to be operational.

### **Exempt Projects**

The air quality conformity determination report will identify exempt projects in the 2018-2021 MTIP.

### **Demographics**

The following demographic data were used in the transportation model:

- a. Population/Housing: Census data were used to validate the 2010 population and housing data. Population forecasts to the year 2040 were derived by projections completed by the Metro economist. These forecasts were allocated to transportation analysis zones after review and comment by local government technical staffs.
- b. Employment: 2010 Quarterly Census of Employment and Wage (QCEW) data was used in setting the base year employment estimates

for location and industry class. MetroScope – a peer reviewed land use econometric model – was used to forecast the spatial distribution of jobs (and population) in the TAZ forecast for the 2040 RTP after review and comment by local government technical staff.

- c. Socio-economics: Metro used socio-economic data issued by the Census Bureau from the 2010 Census, including household size, incomes, age and head of household. In addition, the population, housing and job forecasts relied on data from various federal data sources and the State of Oregon and Washington concerning historical demographic and economic trend statistics. Forecast drivers for the regional economy relied on national growth projections provided by Global. Also, Census projections for birth rates and death rates were used in extrapolating regional population growth for forecast years.

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

**RTP Horizon:** 2040.

### **Transportation Networks**

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

Future transportation networks included completion of all regionally significant projects and other projects that could be modeled, as included in the MTIP and the Financially Constrained System which is the 2014 Federal Component of the Regional Transportation Plan. Future year networks also included a transit system informed by TriMet's Transit Investment Priorities and Service Enhancement Planning processes, which are consistent with the Metro 2014 RTP (financially constrained).

### **Air Quality Model Assumptions**

The table below outlines the implementation of the MOVES2010b emission model that is currently in use by Metro for transportation conformity purposes. While EPA has released an updated air quality model, MOVES2014a in 2014, the grace period for transitioning to MOVES2014a is set to expire on October 7, 2016. Since the consultation and technical work for 2018-2021 MTIP air quality conformity determination has begun within the MOVES2014a grace period and in drawing upon the previous regional emissions analysis, the technical assumptions illustrates those associated with the MOVES2010b model. This implementation was developed in accordance with all pertinent EPA guidance included in the document, *Using MOVES to Prepare Emission Inventories in State Implementation Plans and Transportation Conformity: Technical Guidance for MOVES2010, 2010a and 2010b (April 2012)*.

As established in the Second Portland Area Carbon Monoxide Maintenance Plan, the geography of concern for air quality conformity purposes is the Metro jurisdictional boundary, which includes portions of three counties (Clackamas, Multnomah,



Washington) in the Oregon section of the metropolitan area. While Metro's modeling responsibilities are limited to emissions occurring inside its jurisdictional boundary, vehicles registered in Clark County, Washington, account for a relatively substantial share of the emitting activity. Therefore, a separate set of inputs is necessary to account for the different fleet characteristics, fuels, and inspection/maintenance (I/M) programs associated with these vehicles. Similarly, another set of inputs is necessary to account for the activity within the model area of vehicles that are not subject to an I/M regime.

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

### Air Quality Analysis Assumptions

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

### Conformity Criteria

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

### Motor Vehicle Emissions and Budgets

Motor vehicle emission budgets and forecasts based on analysis using the MOVES2010 air quality model are shown in the following table:

Year	Carbon Monoxide Motor Vehicle Emission Budgets (Budgets are Maximum Allowed Emissions) (pounds/ winter day)	Forecast Carbon Monoxide Motor Vehicle Emissions (pounds/ winter day)
<b>2010</b>	1,033,578	448,398
<b>2017</b>	1,181,341	324,234
<b>2040</b>	1,181,341	290,007

In proposing to draw 2018-2021 MTIP programmed projects from the joint 2014 RTP and 2015-2018 MTIP air quality conformity determination, the 2018-2021 MTIP air quality conformity determination will use the same motor vehicle emissions budget for analysis year 2010 and 2017. For analysis year 2040, the same emissions budget for 2017 will be used as directed through the State Implementation Plan (SIP). Lastly, the emissions model used as part of the 2014 RTP conformity analysis is MOVES2010 and therefore the emissions budgets and projected analysis reflect the MOVES2010 outputs.

### Motor Vehicle Emissions Analysis Years

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

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

### Transportation Control Measures

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

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

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

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

The air quality conformity determination for the 2018-2021 MTIP will include an analysis of whether these TCM have been addressed. The assessment of the bicycle paths and pedestrian paths TCMs were completed and satisfied with the joint air quality conformity determination for the 2014 RTP and the 2015-2018 MTIP through the timeframe and method specified in the State Implementation Plan. Therefore, the reporting of TCM implementation for the bicycle and pedestrian paths will repeat the reporting from the joint air quality conformity determination for the 2014 RTP and the 2015-2018 MTIP. For the transit service increase TCM, the cumulative average of actual revenue hours will be assessed through fiscal year 2017, as specified in the State Implementation Plan.



METRO

## **Air Quality Conformity Determination Schedule for the Adoption of the 2018-2021 Metropolitan Transportation Improvement Program**

The following is the proposed schedule for air quality analysis, technical review, public comment and approval of the air quality conformity determination for the 2018-2021 Metropolitan Transportation Improvement Program (MTIP). This schedule identifies key milestones and decision points, and was developed to receive public and local technical review, Environmental Protection Agency review and Federal Highway Administration and Federal Transit Administration approval.

<b>July 17, 2014</b>	Metro Council final adoption of air quality conformity determination of the 2014 RTP.
<b>May 20, 2015</b>	2014 RTP conformity determination receives approval from FHWA and FTA.
<b>May 13, 2016</b>	Interagency consultation with federal, state, and regional partners on the detailed air quality conformity determination assumptions, methods, etc. for the 2018-2021 MTIP.
<b>June 1, 2016</b>	Interagency consultation with federal, state, and regional partners on the detailed air quality conformity determination assumptions, methods, etc. for the 2018-2021 MTIP.
<b>September 30, 2016</b>	Interagency consultation with TPAC on detailed air quality conformity determination assumptions, methods, etc. for the 2018-2021 MTIP.
<b>April 24, 2017</b>	2018-2021 MTIP air quality conformity draft report complete. A 30-day public review period begins of complete air quality conformity analysis. Analysis will also be sent to TPAC members, federal air quality partners (EPA, FHWA, and FTA). Federal air quality partners will be offered the opportunity to meet to review and discuss the report during the comment period. Federal partner comments will be provided to TPAC for consideration.
<b>May 23, 2017</b>	End of 30-day public review of air quality analysis of 2014 RTP and 2015-2018 MTIP.
<b>May 2017</b>	TPAC recommendation of air quality conformity determination for the 2018-2021 MTIP to JPACT.

<b>July 2017</b>	JPACT final adoption of air quality conformity determination for the 2018-2021 MTIP.
<b>July 2017</b>	Metro Council final adoption of air quality conformity determination for the 2018-2021 MTIP.
<b>August 2017</b>	Submit conformity determination for 2018-2021 MTIP to U.S. DOT and U.S. EPA.

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## **APPENDIX D- Approval to Utilize Code of Federal Regulations 40 93.122(g) Latest Planning Assumptions**

Date: September 23, 2016  
To: TPAC and Interested Parties  
From: Grace Cho, Associate Transportation Planner  
Subject: Approach for Conducting the 2018-2021 MTIP Air Quality Conformity Determination

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### **Introduction**

To comply with federal mandates, Metro is required to conduct an air quality assessment with each update of Metro's Regional Transportation Plan (RTP) and development of a new Metropolitan Transportation Improvement Program (MTIP). As part of the conducting the analysis, Metro consults and solicits feedback from our local and regional partners about the approach and methodology for conducting the analysis. TPAC has been identified as the forum for local consultation and soliciting feedback. Metro staff seeks comments from TPAC regarding the Draft 2018-2021 MTIP Air Quality Conformity Determination approach and methodology.

### **Air Quality Analysis Methodology – Overview**

To demonstrate air quality conformity, the region must:

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

The typical process undertaken to demonstrate air quality conformity entails two steps. The first is to undergo an air quality analysis, which uses outputs from Metro's travel demand model to feed into a transportation emissions model. The emissions are then assessed against state approved established emissions "budgets" that are specific to certain criteria pollutants and to the region. The first step helps to demonstrate the future projected emissions from transportation projects will not violate national air quality standards for pollutants the region has struggled with in the past. The second step is to demonstrate the region is on target with meeting performance standards for the TCMs. With the TCMs, off-model assessments are conducted looking at the cumulative average of annual transit revenue hours and total length of new bicycle and pedestrian infrastructure programmed with each Regional Flexible Fund Allocation cycle.

### **Proposed Approach and Methodology for the 2018-2021 MTIP Air Quality Assessment**

For the 2018-2021 MTIP, the proposed approach and methods for conducting the air quality assessment will include a demonstration that the four-year investment program's projected transportation emissions will not exceed the budgets established AND illustrate the region is making progress or has met the requirements of the transportation control measures. However, proposed are minor modifications to the approach, as described.

In July 2014, JPACT and the Metro Council adopted the 2014 RTP and 2015-2018 MTIP Joint Air Quality Conformity Determination. As part of that air quality conformity determination process, Metro reviewed the financially constrained list of submitted projects for the 2014 RTP and determined a list of regionally significant projects as defined by federal transportation conformity rules (40 CFR 93.101). These projects were coded into Metro's travel demand model and emissions impacts were assessed for analysis years 2017 and 2040 for the entire system using the EPA approved emissions model. Since 2014, the next update of the MTIP for fiscal years 2018-2021 has begun with an anticipated adoption date slated for July 2017. An air quality conformity determination must be conducted prior to the adoption of the 2018-2021 MTIP to allow the region to expend federal funding.

In recognizing the recent efforts undertaken for the adopted an air quality conformity determination, Metro staff has proposed utilizing a provision in the transportation conformity rules to rely on a previous regional emissions analysis to demonstrate the projected emissions from upcoming four-years of transportation investments will not go above the motor vehicle emissions budget set for the region. Per the transportation conformity regulations (40 CFR 93.122(g)), utilizing previous regional emissions analysis is permissible when certain conditions are met. A summary of these conditions include:

- No more than four years have passed since the last adopted conformity determination;
- The new air quality conformity determination will not include any new regionally significant projects which had not been included in the previous regional emissions analysis; and <sup>1</sup>
- The scope of the regionally significant projects which had been previously conformed has not changed significantly which would warrant a new regional emissions analysis.

Metro consulted with federal partners (FHWA, FTA, EPA) as well as regional and state partners (DEQ, ODOT, TriMet) to determine whether the 2018-2021 MTIP would meet the conditions of the Transportation Conformity Regulations 93.122(g) and could utilize the previous emissions analysis. In addition, Metro also consulted about the overall approach and methodology to the air quality conformity determination. Federal, state, and regional partners all came to agreement the conditions of 93.122(g) had been satisfied and approved the approach and methodology to the analysis. Metro conducted the consultation in May 2016. Table 1 describes how the region has or plans to meet the conditions of transportation conformity rules 93.122(g).

<b>Transportation Conformity Rule 93.122(g) – Conditions for Reliance on Previous Emissions Analysis</b>	<b>Metro's Demonstration</b>
No more than four years have passed since the last adopted conformity determination	Metro's last air quality conformity determination was adopted in July 2014.
The new air quality conformity determination will not include any new regionally significant projects which had not been included in the previous regional emissions analysis	Metro staff has been reviewing projects from recent ODOT allocations, TriMet and SMART's planned expenditures, and the Regional Flexible Fund to confirm the projects were included as part of the 2014 RTP and were conformed in the previous conformity determination. Metro staff has also asked partners that projects being submitted for funding consideration in fiscal years 2018-2021 be drawn from the 2014 RTP project list.

<sup>1</sup> Those projects identified as exempt per transportation conformity rules (40 CFR 93.126 and 93.137) may be included as new projects without a need to reconfirm for air quality analysis purposes.

The scope of the regionally significant projects which had been previously conformed has not changed significantly which would warrant a new regional emissions analysis.	Metro staff has been reviewing projects from recent ODOT allocations, TriMet and SMART's planned expenditures, and the Regional Flexible Fund to confirm the project scopes have not significantly changed.
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Since Metro proposes utilizing the provision set forth in transportation conformity regulations and rely on the previous regional emissions analysis to demonstrate the projected emissions are less than the established emissions "budgets," the same assumptions and inputs from the 2014 RTP and 2015-2018 MTIP Joint Air Quality Conformity Determination. Table 2 provides an overview of the inputs from the previous regional emissions analysis conducted for the 2014 RTP and 2015-2018 MTIP Joint Air Quality Conformity Determination.

Additionally, to demonstrate the region is on target with meeting performance standards for the TCMs, Metro proposes conducting off-model assessments looking at the cumulative average of annual transit revenue hours. In the 2014 RTP and 2015-2-18 MTIP Joint Air Quality Conformity Determination, it was determined that Metro met completed its obligations in programming 28 miles of new bicycle and nine miles of pedestrian infrastructure through 2017.<sup>2</sup>

**Table 2. Factors and Inputs for the Regional Emissions Analysis – 2014 RTP and 2015-2-18 MTIP Joint Air Quality Conformity Determination**

<b>Factor for Analysis</b>	<b>Method/Approach</b>
Travel Model	Metro's travel demand model iteration Joan.
Emissions Model	EPA approved emissions model, MOVES2010b
Analysis Years	2010 (base year), 2017 (Final year of maintenance plan/attainment year), 2040 (horizon year)
Criteria Pollutants for Evaluation	Carbon Monoxide (CO)
Emissions budgets (CO)	2010 – 1,033,578; 2017 – 1,181,341; 2040 – 1,181,341
Inputs for Transportation Networks	Regionally significant projects, as defined federal transportation conformity rules (40 CFR 93.101). Appendix A.1 of the Draft 2014 RTP and 2015-2018 MTIP Joint Air Quality Conformity Determination identifies the list of regionally significant projects included in the analysis.
Inputs for Transportation Control Measures	Transit revenue hours for years 2007-2017; miles of bicycle infrastructure built through Metro's Regional Flexible Fund Allocation for years 2016-2018; miles of pedestrian infrastructure built in centers through Metro's Regional Flexible Fund Allocation

Further detail regarding the approach and methodology to the 2018-2021 MTIP Air Quality Conformity Determination can be found in the Pre-Conformity Plan (Attachment A).

## Request

<sup>2</sup> Metro exceeded the bicycle and pedestrian infrastructure by programming over 52 miles of bicycle infrastructure and over 13 miles of pedestrian infrastructure from 2007 – 2017.



Metro staff requests TPAC to approve the 2018-2021 MTIP Air Quality Conformity Determination pre-conformity plan and allow staff to move forward with conducting the air quality conformity determination process.

### **Next Steps**

The follow schedule illustrates the timeline for conducting the 2018-2021 MTIP Air Quality Conformity Determination.

### **Timeline**

<b>Date</b>	<b>Activity</b>
May 13, 2016	Interagency consultation with federal and state partners on the 2018-2021 MTIP Air Quality Conformity Determination Pre-Conformity Plan
September 30, 2016	Consultation with TPAC on the 2018-2021 MTIP Air Quality Conformity Determination Pre-Conformity Plan
October 2016 – April 2017	2015-2018 MTIP Development, project review and TCM assessment
April 24, 2017	Draft 2018-2021 MTIP Air Quality Conformity Determination is released for public comment
May 23, 2017	Public comment for the Draft 2018-2021 MTIP Air Quality Conformity Determination closes
June 30, 2017	Request for TPAC approval of final 2018-2021 MTIP Air Quality Conformity Determination
July 20, 2017	Request for JPACT approval of final 2018-2021 MTIP Air Quality Conformity Determination
July 2017	Request for Metro Council adoption of final 2018-2021 MTIP Joint Air Quality Conformity Determination

## **APPENDIX E - Approval to Utilize Code of Federal Regulations 40 93.122(s) Shortening Timeframe of Conformity Analysis**

### **BEFORE THE METRO COUNCIL**

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

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

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

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

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

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

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

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

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

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

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


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

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

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

  
Tom Hughes, Council President

Approved as to Form:

  
Allison R. Kean, Metro Attorney

## **STAFF REPORT**

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

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Date: December 16, 2013

Prepared by: Grace Cho

#### **REQUEST**

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

#### **INTRODUCTION**

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

#### **BACKGROUND**

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

#### **ISSUE**

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

#### **PROPOSED SOLUTION – UTILIZE REGULATORY STREAMLINING PROVISION**

The Transportation Conformity Regulations Section §93.106(d)(3) allows regions with approved maintenance plans to elect to shorten the timeframe of the conformity analysis to the end of the maintenance plan.<sup>1</sup> For the Portland metropolitan region, streamlining the conformity determination to the end of the maintenance plan means the air quality analysis would be conducted through the year 2017, which is the final year of the approved maintenance plan.

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

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

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

#### **AIR QUALITY CONFORMITY ANALYSIS STREAMLINING PROCESS**

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

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

- Consultation with state and local air quality agencies;
- Solicitation of public comments and consideration of public comments; and
- MPO board and governing body approval.<sup>3</sup>

**Table 2. Proposed Utilization of Streamlining Provision Criteria Being Met**

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

<sup>3</sup> US Environmental Protection Agency. Transportation Conformity Regulations. April 2012, page 15.

<sup>4</sup> TPAC. November 22, 2013 <http://www.oregonmetro.gov/index.cfm/go/by.web/id=31965>

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

## ANALYSIS/INFORMATION

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

### Legal Antecedents:

Federal regulations include:

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

State regulations include:

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

2. **Anticipated Effects:** Adoption of this resolution allows for air quality analysis to assess emissions for three transportation networks: base year (2010), last year of the maintenance plan (2017), and horizon year (2040) of the plan. This goes into effect immediately for demonstrating conformity of regional transportation plans and programming documents. The funding of proposed transportation projects in the 2015-2018 MTIP and the update of the 2014 Regional Transportation Plan update will be able to continue as scheduled.
3. **Budget Impacts:** None. Upon approval of this action, projects included in the 2015-2018 Metropolitan Transportation Improvement Program and the 2014 RTP update will be able to move forward with implementation.

## RECOMMENDED ACTION

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

## APPENDIX F - EPA R10 letter, OR TCM substitution v7



**UNITED STATES ENVIRONMENTAL PROTECTION  
AGENCY  
REGION 10**

1200 Sixth Avenue, Suite 900  
Seattle, WA 98101-3140

OFFICE OF THE  
REGIONAL  
ADMINISTRATOR

**APR 16 2014**

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

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

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

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

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

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

<sup>1</sup> Existing Transit Service Increase TCM: Regional transit service revenue hours (weighted by capacity) shall be increased 1.0% per year. The increase shall be assessed on the basis of a five-year rolling average between 2006 and 2017. Assessments made for the period through 2008 shall include the 2004 opening of Interstate Metropolitan Area Express (MAX).

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

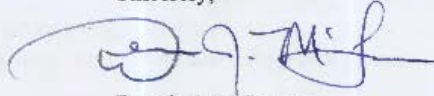


substitute TCM occur on a schedule consistent with the TCM being replaced. These concurrence letters attest that the proposed TCM substitution for the Portland Area CO Maintenance plan meets the CAA TCM substitution requirements as delineated in section 176(c)(8) of the CAA.

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

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

Sincerely,



Dennis J. McLerran  
Regional Administrator

cc: Mr. Uri Papish  
ODEQ Interim Air Quality Administrator

Mr. David Collier  
ODEQ Air Quality Planning Manager

Mr. Dave Nordberg  
ODEQ Transportation Conformity Contact

Ms. Andrea Gartenbaum  
ODEQ SIP Coordinator

Mr. Tom Kloster  
Metro Transportation Planning Manager



## **APPENDIX G - Summary of Non-Applicable State and Federal Regulations and Why They Are Not Addressed**

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

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

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

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

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

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

*Localized CO and PM<sub>10</sub> Violations* (OAR 340-252-0170 and 40 CFR 93.116 – this determination is a region-wide conformity analysis. This section concerns local project conditions. Individual projects are responsible for independent hot spot, or localized CO analyses. The region is in compliance and has not previously violated the PM<sub>10</sub> standards. Accordingly, this section does not apply);

*Compliance with PM<sub>10</sub> Control Measures* (OAR 340-252-0180 and 40 CFR 93.117 – as noted, the region is in compliance and has not previously violated the PM<sub>10</sub> standards, therefore this section does not apply);

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

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

*Requirements for Adoption or Approval of Project by Other Recipients of Funds Designated under Title 23 USC or the Federal Transit Laws* (OAR 340-252-0220 and 40 CFR 93.121- this conformity determination is being conducted to ensure that all federally funded transportation projects, as well as regionally significant locally funded projects, are assessed and no exception is being sought under this section);

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

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

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

## APPENDIX H-15-05-20 Metro Air Quality Conformity Approval

### U.S. DEPARTMENT OF TRANSPORTATION



Federal Highway Administration  
Oregon Division  
530 Center Street, Suite 420  
Salem, Oregon 97301  
503.399.5749

Federal Transit Administration  
Region 10  
915 Second Avenue, Room 3142  
Seattle, Washington 98174-1002  
206.220.7954

Date: May 20, 2015  
In Reply Refer To:  
HDA-OR/FTA-TRO-10  
File: 724.400

Ms. Elissa Gertler  
Planning and Development Director  
Metro  
600 N.E. Grand Avenue  
Portland, Oregon 97232-2736

RE: USDOT Conformity Determination  
2014 Regional Transportation Plan (RTP)  
2015-2018 Metropolitan Transportation Improvement Program (MTIP)

Dear Ms. Gertler:

The Clean Air Act Amendments of 1990 (CAAA) require that transportation plans, programs, and projects cannot create new National Ambient Air Quality Standards (NAAQS) violations, increase the frequency or severity of existing NAAQS violations or delay the attainment of the NAAQS. The U.S. Department of Transportation (the Federal Highway Administration and the Federal Transit Administration) are required to make a transportation conformity determination in non-attainment and maintenance areas as outlined in 40 CFR 93.104 (Frequency of Conformity Determinations) and 23 CFR Part 450 (FHWA and FTA Planning Rule). The CAAA requires States and Metropolitan Planning Organizations (MPOs) to demonstrate, through the conformity process, that the transportation program as a whole is consistent with the State Implementation Plan (SIP). Transportation conformity ensures that Federal funding and approval are given to those transportation activities that are consistent with air quality goals and do not worsen air quality or interfere with the purpose of the SIP.

The Metro area is currently designated as attainment for carbon monoxide. With an approved maintenance plan (e.g., a "maintenance" area), EPA approved Metro's second 10 year carbon monoxide (CO) maintenance plan, with an effective date of February 23, 2006 (71 CFR 3768).

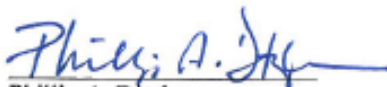
The Metro Council adopted the 2014 RTP and the 2015-2018 MTIP and the associated air quality conformity determination on July 17, 2014 through Ordinance 14-1340. The conformity analysis provided by Metro indicated that the air quality conformity requirements have been met. Based on our review of Metro's conformity determination, analysis, and documentation submitted to our offices on July 18, 2014 we find that the 2014 RTP and the 2015-2018 MTIP conform to the SIP in accordance with the Transportation Conformity Rule and the Oregon Conformity SIP.

This Federal conformity determination was made after interagency consultation with EPA Region 10, ODEQ and ODOT pursuant to the Transportation Conformity Rule.

This letter constitutes the joint FHWA and FTA air quality conformity determination for Metro's 2014 RTP and 2015-2018 MTIP.

If you have any questions please contact Mr. Nick Forley of FHWA at 503-316-2565 or Mr. Ned Conroy of FTA at 206-220-4318.

Sincerely,



Phillip A. Ditzler  
Division Administrator  
Federal Highway Administration



R. F. Krochalis  
Regional Administrator  
Federal Transit Administration

cc:

EPA (Karl Pepple, Environmental Protection Specialist)  
(Claudia Vaupel, Air Quality Planner)  
ODEQ (Dave Nordberg, Transportation Planning Coordinator)  
ODOT (Kristen Stallman, Planning Unit Manager)  
(Jeff Flowers, Program and Funding Services Manager)  
(Natalie Liljenwal, Environmental Engineer)  
Metro (Kim Ellis, Principal Transportation Planner)  
(Ted Leybold, Resource Development Manager)  
(Grace Cho, Air Quality Program Manager)  
Tri-Met (Alan Lehto, Director of Policy and Planning)

## APPENDIX I – Notice of Public Comment Opportunity 2018-2021 MTIP Joint Air Quality Conformity Determination

### Tell us what you think | 30-day comment period

Give your thoughts on the schedule for investing federal and state transportation funds in the greater Portland region for 2018-21. The Metropolitan Transportation Improvement Program also demonstrates how the list of projects comply with federal regulations regarding air quality impacts and environmental justice.

**April 24 through May 23, 2017**  
**oregonmetro.gov/mtip**



Submit comments April 24 through May 23, 2017: online at [oregonmetro.gov/mtip](http://oregonmetro.gov/mtip) | by mail to Metro Planning, 600 NE Grand Ave., Portland, OR 97232 | by email to [transportation@oregonmetro.gov](mailto:transportation@oregonmetro.gov) | by phone at 503-797-1750 or TDD 503-797-1804.

The Metro Council is scheduled to hold a **public hearing** 5 p.m. **Thursday, May 18** and is scheduled to hold a **public hearing and take legislative action** 2 p.m. **Thursday, Aug. 3** at Metro Regional Center, 600 NE Grand Ave., Portland.

Metro's public participation process for the 2018-21 MTIP is designed to satisfy SMART's regional coordination requirements for the program of projects.

---

**Esta es una notificación** de su oportunidad para comentar sobre las prioridades de transporte en la región. Para recibir una traducción de la notificación pública completa en español, llame al 503-797-1888.

**Đây là thông báo về cơ hội** của quý vị được trình bày ý kiến đối với các ưu tiên về chuyên chở trong vùng. Muốn nhận được bản dịch đầy đủ của thông báo bằng Tiếng Việt, xin gọi số 503-797-1888.

本公告旨在通知您利用這個機會評議在您所在社區經營危險廢棄物設施的申請。要獲取完整的繁體中文翻譯版公告，請撥打 503-797-1888。

**Настоящим уведомляем**, что у вас есть возможность оставить свой отзыв относительно приоритетов транспортного развития в вашем регионе. Русскую версию настоящего оповещения можно запросить по номеру 503-797-1888.

본 통지서는 지역 내 교통 관련 우선 사항에 대해 귀하의 의견을 제시할 수 있는 기회를 알려 드리기 위한 것입니다. 한국어로 번역된 통지서 전문을 받아보시려면, 503-797-1888로 문의하십시오.



# Public comment report

2018-21 Metropolitan Transportation  
Improvement Program

May 2017



## **Metro respects civil rights**

Metro fully complies with Title VI of the Civil Rights Act of 1964 and related statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights) or call 503-797-1536.

Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at [www.trimet.org](http://www.trimet.org).

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

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds.

**Project web site:** [oregonmetro.gov/mtip](http://oregonmetro.gov/mtip)

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

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## PURPOSE AND BACKGROUND

This report summarizes the comments received during the comment opportunity from April 24 through May 23, 2017, on the 2018-21 Metropolitan Transportation Improvement Program.

### 2018-21 Metropolitan Transportation Improvement Program

The Metropolitan Transportation Improvement Program, or MTIP, documents how all federal transportation money will be spent in the Portland metropolitan region. It also documents state- and locally-funded transportation projects that may significantly affect the region's air quality.

As the federally-recognized metropolitan planning organization, Metro updates the MTIP every three years, collecting information from the Oregon Department of Transportation and the region's cities, counties and transit agencies. This update lists funded transportation projects scheduled in the region between 2018 and 2021.



Find out more about the 2018-21 MTIP at [oregonmetro.gov/mtip](http://oregonmetro.gov/mtip).

The MTIP is incorporated without change into the State Transportation Improvement Program, or STIP, Oregon's statewide four-year transportation capital improvement program. Like the MTIP, Oregon's STIP covers a four-year construction period, and is updated every three years.

## NOTICE

Notice was provided through Metro News and distributed to members of the land use and transportation news digest email. Notifications were also posted on Metro's Twitter and Facebook feeds and sent to Metro advisory committee interested persons lists.<sup>1</sup> Print ads were placed in several local newspapers:

- Beaverton Valley Times
- Gresham Outlook
- Clackamas Review
- Portland Tribune
- Tigard Times.

A copy of the print ad is attached.

<sup>1</sup> Committees: Joint Policy Advisory Committee on Transportation, Metropolitan Policy Advisory Committee, Transportation Policy Alternatives Committee, Metro Technical Advisory Committee.

## COMMENT OPPORTUNITY

Public comment was solicited from April 24 through May 23, 2017, on the public review draft 2018-21 Metropolitan Transportation Improvement Program and draft air quality conformity determination. Residents were encouraged to review the draft document and comment:

- in writing to Metro Planning, 600 NE Grand Ave., Portland, OR 97232 or [transportation@oregonmetro.gov](mailto:transportation@oregonmetro.gov)
- by phone at 503-797-1750 or TDD 503-797-1804
- in person at the hearing held by Metro Council on Thursday, May 18, 2017, at Metro Regional Center, 600 NE Grand Ave., Portland.

Metro received one comment in writing from the City of Gresham, pointing to a few administrative changes in 2018-21 MTIP programming and project list. Metro received no comments by phone or at the hearing.

In order to make the information in the 2018-21 MTIP and this comment period as accessible as possible, Metro also launched an online comment survey.

### Online comment survey

Metro received 147 comments through the online comment survey. The online comment survey was designed to provide high level information on the 2018-21 MTIP to allow for residents to comment without the need to read the full document. The contextual information provided in the survey is included below, followed by the questions and response summaries for each section.

#### Overview

The draft 2018-21 Metropolitan Transportation Improvement Program documents \$1.6 billion in investments planned over the next four years. This total includes all federal transportation money already awarded to the greater Portland area as well as the required "local share" – city, county and state money put into projects to demonstrate local interest and share the cost.

The MTIP does not include locally-raised dollars that cities and counties spend on other things like fixing local roads, or money transit agencies spend operating buses and rail in the region.

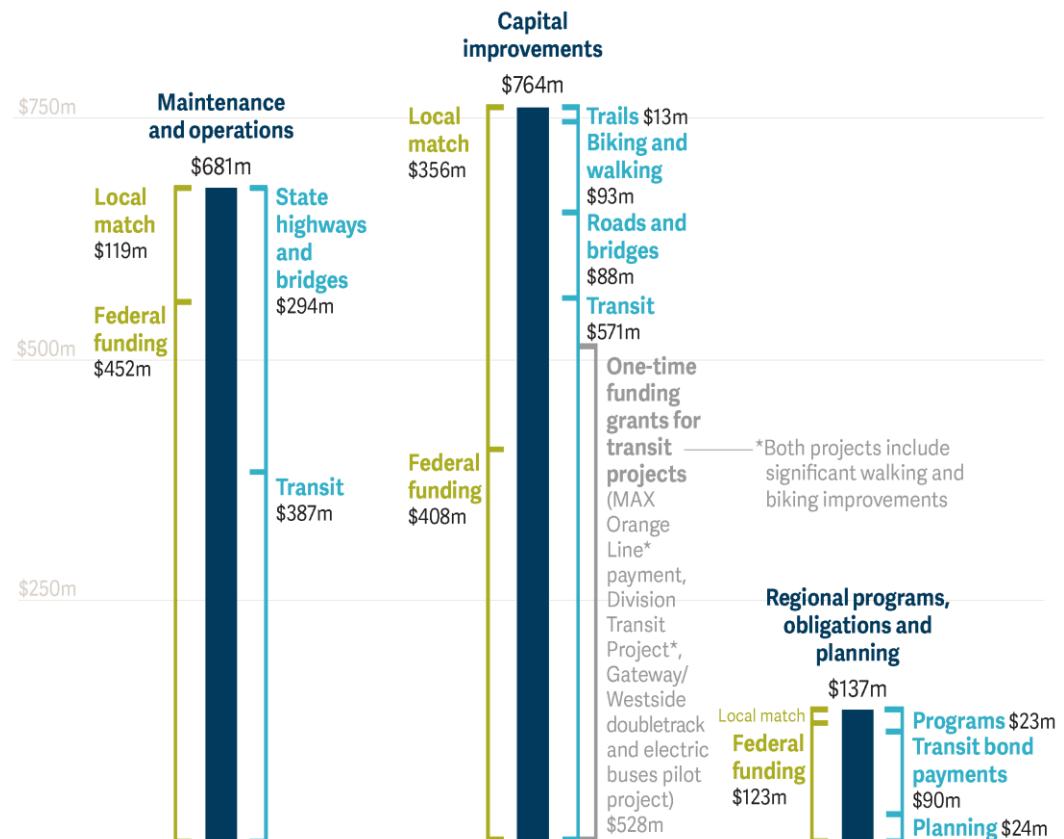
Federal transportation dollars are used for a variety of things in the Portland region, including:

- fixing and operating roads, bridges and transit
- building new streets, sidewalks, transit lines and other transportation infrastructure

- programs to help the region's transportation system work better and connect people to travel options
- planning to analyze needs, develop project proposals and maintain eligibility for federal and state funding.

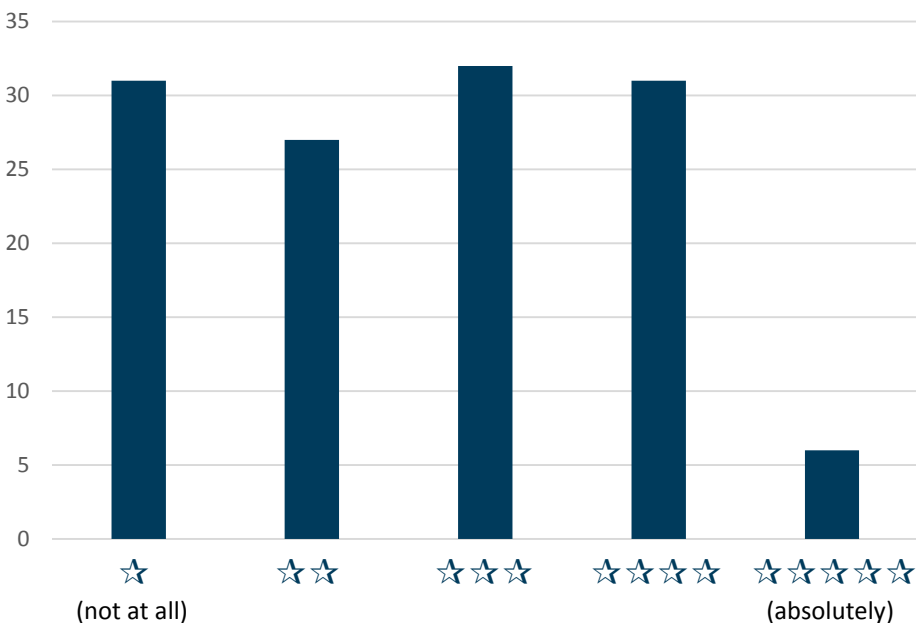
Some federal funding comes to Oregon or the Portland region based on a federal distribution formula and for specific purposes, such as maintenance of the interstate freeway system. Greater Portland also competes with other metropolitan areas for other federal grants and funds. Federal funding for major transit projects is the most significant example of these competitive funds.

The chart below provides an overview of how federal transportation dollars and local matches are planned to be invested between 2018 through 2021.



### Question 1: Generally, do you think the greater Portland region is making the best use of available federal transportation funding?

This question asked participants to offer a rating response, with 1 being “not at all” and 5 being “absolutely”; 127 participants offered a rating, and 75 offered comments.



Most of the comments addressed the balance of the use of federal funds. Several respondents wanted more focus on certain investments (road maintenance, road capacity, light rail, bus service, bike facilities, sidewalks), often citing other investments to cut back on (road capacity, light rail or transit generally, bike facilities, sidewalks). A few of those calling for more investment in roadways and less in other areas cited the number of users/number of trips per mode and said that the investments should match current demand. A few comments highlighted the rate of population growth and the need for infrastructure to keep up. A couple commenters made the case that regional funds should go to regional connections, stating that bike paths and sidewalks are inherently local priorities due to the short distance that people would travel on them.

Several commenters cited the need for good maintenance of current infrastructure. Bridge maintenance and earthquake preparedness were also specifically raised.

Several specific projects or improvements were highlighted as needed:

- a new Interstate 5 Columbia River bridge
- additional Columbia River bridges (west of I5 and east of Interstate 205)
- I5 capacity through the Rose Quarter
- a westside freeway
- an additional (farther east) eastside freeway

- a northwest connection from U.S. Route 26 to U.S. Route 30
- bus and light rail service to areas with highly populated but lower income areas of Portland, especially outer Northeast and Southeast
- tourism travel to Eastern Oregon from the Portland Airport
- a light rail “loop” line for connections outside of the downtown Portland.

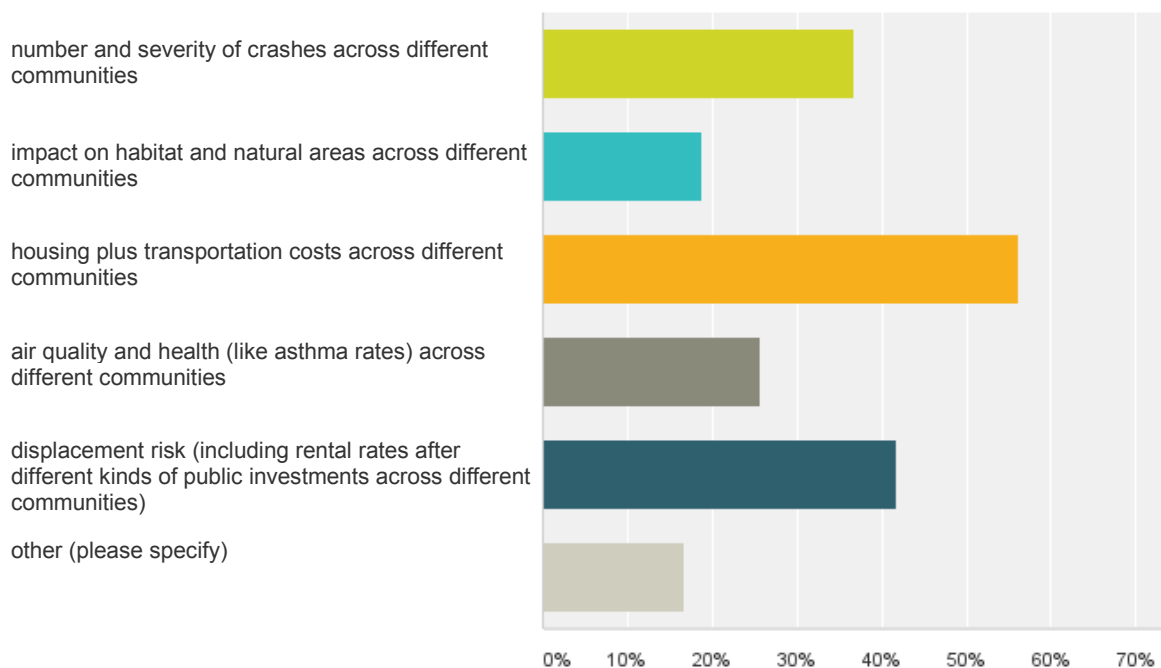
### Advancing social equity

Social equity is a priority for the greater Portland region – for historically marginalized communities (people of color, individuals living in poverty and language-isolated communities) and for older and younger residents. When judged as a whole, the capital investments listed in this MTIP will improve access and safety for historically marginalized communities across the Portland region. Though this overall progress is only incremental, individual projects may provide significant benefit to the communities they serve.

We are making progress on social equity, but four years of investment can only do so much to balance the 100-plus prior years of investment that have resulted in an inequitable distribution of benefits and burdens for people across the region.

### Question 2: In order to ensure that we are moving toward a transportation system that advances social equity, what things should we track and pay the most attention to?

Participants were given the following list of potential measures for equity performance and encouraged to choose two, including a free-form “other” category; 144 participants offered a selection, including 24 who made another suggestion, and 35 offered comments.



Other suggestions were:

- transit and auto commute times
- auto commute reliability
- transit wait times
- sidewalk completion
- access to active transportation
- quality of service and infrastructure
- reduced transit fare cost
- health disparities that are either worsened or improved by transit access

A few respondents used the “other” category as an opportunity for investment requests such as additional parking at Sunset Transit Center or new transportation corridors. A couple also expressed that the question itself was socialist or that the focus needed to be ease of travel for all users. One suggested requiring bicycle and transit infrastructure to become more financially self-sustainable and paid for by the users.

Many of the comments in relation to this question cited the need for affordable housing and the tension that investments (specifically light rail or improved streets) could trigger market-based displacement or pricing out new owners. One respondents expressed concern that this could lead to a lack of investment in these areas, stating that investments should be made in for these communities that improve quality of life and provide wealth-building opportunities in a way that minimizes the risk of displacement. One respondent stated that streetcars and light rail are serving redeveloped areas when the focus should be on rerouting bus service where it is needed.

Additional suggestions for assessing or addressing equity were:

- creating jobs and providing services where people live and can easily take transit, bike or walk to access
- affordable bike rental stations
- more frequent transit service (less wait time)
- mapped air quality risk
- transportation options (“at least two choices of transportation to use for commuting too and from work”)
- transit and roadway capacity in areas where people have moved after displacement
- road maintenance and capacity in areas with less historic investment
- safety and security in historically marginalized communities (though one comment questioned the use of crash data, since crashes can occur away from one’s residential area)
- sidewalks, crosswalks and streetlights in areas with affordable housing

- removing barriers for development for profit housing
- planning for self-driving cars.

Several comments disagreed with the premise of the question, stating that all groups need to benefit, that there shouldn't be a focus on "social engineering," that "Most transportation and environmental concerns should be the LAST priority for transportation departments," and that "everyone has an equal shot at making decisions that will make them successful [; b]ecause they choose the alternate path, they shouldn't then be given extra handouts."

### **Reducing air pollution**

Federal regulations require us to assess how our transportation investments will affect levels of certain air pollutants. The greater Portland region has been in compliance for these pollutants for nearly 20 years.

But we know that other air quality issues are on the rise, and transportation is a major factor. We have more people living here and the economy is improving, which means driving is increasing. For instance, averaging the amount of driving in Portland increased 1.3 miles per person per day from 2012 to 2015. That's a 7 percent increase.

### **Question 3: The MTIP has investments that work to reduce air pollution from cars and trucks. Thinking about how you and your family might reduce pollution from driving, what would help the most?**

Participants were given the following list of potential investments and encouraged to choose one, including a free-form "other" category; 147 participants offered a selection, including 19 who made another suggestion, and 39 offered comments.

making buses and MAX more convenient, frequent, accessible and affordable

making biking and walking more safe and convenient

making streets and highways safer, more reliable and better connected

using technology for things like signal timing, route (and rerouting) information, and incident response to better manage the transportation system

providing more information and incentives to help people walk, bike and use transit

supporting the transition to cleaner, low carbon fuels and more fuel efficient vehicles

other (please specify)



Other suggestions were:

- enforcement of regulations
- adding road capacity to reduce congestion; reduced commute times
- business clusters to encourage trip chaining
- autonomous vehicles
- incentives for electric cars and bikes
- lower speed limits
- programs to help with “last mile”
- an app that identifies best combination of transportation options for a trip
- subsidies for Uber and Lyft
- reviewed and improved bus access based on current population centers
- new Columbia River bridges, east of I5 and west of I205.

**Transit** Many of the comments in relation to this question called for expanded transit service (in coverage – especially outside of central Portland – as well as frequency), including expanding light rail to new areas. Many also stated that the region needs a zero-emissions bus fleet and safe, comfortable, well-maintained and walkable transit stops. A few also requested less expensive transit. A few comments called for more dedicated right of way for transit. A couple of comments asked for expanded park and ride facilities to allow for more people to use the MAX.

**Auto capacity** Several comments stated that expanded roadways and additional Columbia River bridges would reduce congestion and reduce pollution. A few comments called for not making driving easier as it encourages single occupancy vehicle commuting. One suggested that the region’s air is cleaner than 30 years ago, so the main concern should be about improving congestion and freight movement. One stated that they love their car.

**Biking and walking** Many comments cited the need for easier, safer and more connected biking and walking access, particularly along arterials. Regarding safety, one specifically called for physically separated facilities (“I’m not willing to die on a bike commute, because someone driving a car finds it inconvenient to share the lane with me”), and one stated the need for more streetlights and sidewalks in neighborhoods (“When I originally moved [to my neighborhood] I planned to walk often, but found it to be unsafe”). One highlighted that biking may be a “seasonal solution but still a worthy effort,” and another questioned the practicability in suburban and rural areas.

One comment pointed to the low gas prices as incentivizing more driving and bigger, less fuel efficient vehicles.

Other suggestions for reducing transportation-related air pollution were:

- computerized, real-time signal timing

- electric vehicle use that will increase over time
- charging stations for electric cars and bikes
- electric autonomous vehicles, particularly linked autonomous minibuses
- more compact, better connected development in suburban areas.

### **Additional comments about these topics or this survey**

In addition to the comments above, 36 participants also offered additional comments about transportation issues, stating:

- the need for:
  - additional bridges across the Columbia River
  - a replacement for the I5 Columbia River bridge
  - express MAX lines
  - more frequent MAX service
  - more light rail lines
  - more frequent bus service for the “last mile” for MAX commuters
  - completion of the 40-mile loop and the Interstate 84 Sullivan’s Gulch bikeway
  - a fully integrated transit network
  - a westside freeway
  - wider roads
  - the removal of freeway ramp signals
  - transit where unserved or underserved populations live
  - more research in congestion pricing
  - reducing single occupancy vehicle trips
  - maintenance of roads and bridges
  - expanded bike share
- the region’s infrastructure needs to catch up to rapid population growth
- the focus should be investments in seismic upgrades
- the focus should be on the ease of tax paying workers to travel in their chosen method
- the support for projects to enhance the quality of life in low-income areas and for historically marginalized communities
- the region should work together to raise funds for transportation options
- mass transit programs should be eliminated
- no more light rail
- parking at Washington Park should be maintained
- Raleigh Hills by the Parr Lubmer is a crash corner and should be fixed
- the goals are flawed.

## WHO PARTICIPATED

Participants were asked to provide demographic information to help Metro know if we are hearing from a representative group of people that reflects our diverse communities and a broad range of experiences in our region. In the table below, groups that were underrepresented compared to regional demographic information by 4 percentage points or more are indicated. The demographic questions were optional.

	Count	Percent	Regional population
<b>Ethnicity</b>			
Respondents were asked to pick all that apply and choose “other” or offer more specificity. <sup>2 3 4</sup>			
Respondents (136) minus “prefer not to answer” or similar comment expressing dissatisfaction with the inclusion of the question (14) <sup>5</sup>	<b>122</b>		
White alone <sup>6</sup>	109	89%	73%
Black or African American	3	2%	5%
American Indian/Native American or Alaska Native	1	1%	2%
Asian or Asian American	2	<b>2%</b>	9%
Pacific Islander	1	1%	1%
Hispanic, Latino or Spanish origin	6	<b>5%</b>	12%
other (please describe) or offer more specificity	3	<b>2%</b>	6%
<b>Income (household)</b>			
Respondents (141) minus “don’t know/prefer not to answer” (16)	<b>125</b>		
less than \$10,000	1	<b>1%</b>	7%
\$10,000 to \$19,999	4	<b>3%</b>	9%
\$20,000 to \$29,999	5	<b>4%</b>	9%
\$30,000 to \$49,999	17	<b>6%</b>	18%
\$50,000 to \$74,999	22	18%	18%
\$75,000 to \$99,999	26	21%	13%
\$100,000 to \$149,999	33	26%	15%
\$150,000 or more	17	14%	11%

<sup>2</sup> Race/ethnicity categories were simplified to allow for correlation with U.S. Census data on race and ethnicity.

<sup>3</sup> Since respondents could choose more than one ethnicity, totals add to more than 100 percent.

<sup>4</sup> “Other” responses were reviewed to provide consistent tallies in the other categories. For instance, if someone stated “White/Latina” in the other/more specificity space, staff verified that tallies would be entered in the “White” and “Hispanic, Latino or Spanish origin.”

<sup>5</sup> Four comments questioning, objecting to or protesting the inclusion of this question were removed from the “other” category, including “human” or the like, and were added as tallies to “prefer not to answer,” as appropriate. Response of “American” (one response) was left as self-identified ethnicities in the “other” tally.

<sup>6</sup> Since the ethnicity question is asked to determine if Metro is reaching diverse communities, responses were reviewed to calculate the number of respondents who indicated white and no other ethnicity.

	Count	Percent	Regional population
<b>Gender</b>			
Respondents (143) minus “prefer not to answer,” “not relevant” or similar comment expressing dissatisfaction with the inclusion of the question or the inclusion of non-cisgender male/female options with no other selection (5) <sup>7</sup>	<b>138</b>		
female	66	48%	51%
male	70	51%	49%
transgender female	0	0%	not available
transgender male	0	0%	not available
other identification	2	1%	not available
<b>Age</b>			
Respondents (145) minus “prefer not to answer” (4)	<b>141</b>		
younger than 18	0	<b>0%</b>	23%
18 to 24	4	<b>3%</b>	9%
25 to 34	26	18%	16%
35 to 44	38	27%	15%
45 to 54	25	18%	14%
55 to 64	25	18%	12%
65 to 74	21	15%	6%
75 and older	2	<b>1%</b>	5%
<b>Disability</b>			
Respondents were asked to pick all that apply. <sup>8</sup>			
Respondents	<b>126</b>		
ambulatory difficulty (serious difficulty walking or climbing stairs)	4	3%	not available
cognitive difficulty (because of a physical, mental or emotional problem, difficulty remembering, concentrating or making decisions)	3	2%	not available
hearing difficulty (deaf or serious difficulty hearing)	1	1%	not available
independent living difficulty (because of a physical, mental or emotional problem, difficulty doing errands alone)	2	2%	not available
self-care difficulty (difficulty bathing or dressing)	1	1%	not available
vision difficulty (blind or serious difficulty seeing, even when wearing glasses)	1	1%	not available
no or not applicable/prefer not to answer	118	94%	not available

<sup>7</sup> Though no U.S. Census correlation for additional gender categories, these categories were expanded to be inclusive of more gender identifications.

<sup>8</sup> Since respondents could choose more than one disability, totals add to more than 100 percent.

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

So, hello. We’re Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

Stay in touch with news, stories and things to do.  
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Kathryn Harrington, District 4  
Sam Chase, District 5  
Bob Stacey, District 6

**Auditor**

Brian Evans

600 NE Grand Ave.  
Portland, OR 97232-2736  
503-797-1700

May 24, 2017

### Tell us what you think | 30-day comment period

Give your thoughts on the schedule for investing federal and state transportation funds in the greater Portland region for 2018-21. The Metropolitan Transportation Improvement Program also demonstrates how the list of projects comply with federal regulations regarding air quality impacts and environmental justice.

**April 24 through May 23, 2017**  
**oregonmetro.gov/mtip**



Submit comments April 24 through May 23, 2017: online at [oregonmetro.gov/mtip](http://oregonmetro.gov/mtip) | by mail to Metro Planning, 600 NE Grand Ave., Portland, OR 97232 | by email to [transportation@oregonmetro.gov](mailto:transportation@oregonmetro.gov) | by phone at 503-797-1750 or TDD 503-797-1804.

The Metro Council is scheduled to hold a **public hearing** 5 p.m. **Thursday, May 18** and is scheduled to hold a **public hearing and take legislative action** 2 p.m. **Thursday, Aug. 3** at Metro Regional Center, 600 NE Grand Ave., Portland.

Metro's public participation process for the 2018-21 MTIP is designed to satisfy SMART's regional coordination requirements for the program of projects.

**Esta es una notificación** de su oportunidad para comentar sobre las prioridades de transporte en la región. Para recibir una traducción de la notificación pública completa en español, llame al 503-797-1888.

**Đây là thông báo về cơ hội** của quý vị được trình bày ý kiến đối với các ưu tiên về chuyên chở trong vùng. Muốn nhận được bản dịch đầy đủ của thông báo bằng Tiếng Việt, xin gọi số 503-797-1888.

**本公告旨在通知您利用這個機會評議在您所在社區經營危險廢棄物設施的申請。要獲取完整的繁體中文翻譯版公告，請撥打503-797-1888。**

**Настоящим уведомляем**, что у вас есть возможность оставить свой отзыв относительно приоритетов транспортного развития в вашем регионе. Русскую версию настоящего оповещения можно запросить по номеру 503-797-1888.

**본 통지서**는 지역 내 교통 관련 우선 사항에 대해 귀하의 의견을 제시할 수 있는 기회를 알려 드리기 위한 것입니다. 한국어로 번역된 통지서 전문을 받아보시려면, 503-797-1888로 문의하십시오.

**From:** Dreyfus, Kate [<mailto:Kate.Dreyfus@greshamoregon.gov>]

**Sent:** Tuesday, May 23, 2017 3:42 PM

**To:** Ken Lobeck; Trans System Accounts; Caleb Winter

**Cc:** KHAKI Reem D; RADEMEYER Vaughan ([Vaughan.RADEMEYER@odot.state.or.us](mailto:Vaughan.RADEMEYER@odot.state.or.us)); Strong, Chris; Shelley, Jeff

**Subject:** Gresham comments on draft 2018-21 MTIP

Hello,

Thanks for the opportunity to comment on the draft MTIP. Some of the comments in the attached spreadsheet already have been shared with Ken, but we wanted to provide them in one comprehensive spreadsheet (attached).

We've also included some related comments on the STIP programming for the projects, and changes that perhaps could be incorporated to the STIP after October of this year.

Please note that we are working from the online versions of the MTIP and STIP drafts, which appear to not be as up-to-date as the internal versions of these documents—so some of the requested “slips” may already be in place.

Thanks,

-Kate

**GRESHAM MTIP/STIP comments (all yrs federal FY)**

Project	MTIP ID	in '18-21 MTIP?	changes req'd to MTIP	ODOT Key	in '18- 21 STIP?	changes requested to STIP
SE 242nd/Hogan: NE Burnside -Powell Gresham	70799	Yes per KL	constr. 2019	19120	Yes	ROW 2018, constr. 2019
NE Cleveland Avenue (Stark to Burnside)	70878	Yes	add project description	20808	No: pls. add	PE 2019, ROW 2020, constr. 2021
Sandy Blvd: NE 181st Avenue to East Gr. City Lt	70684	yes	ROW to 2018, constr. 2019	19279	Yes	ROW to 2018, constr. 2019
NE Kane Drive at Kelly Creek Culvert	70850	yes	no changes	19787	Yes	no changes
East Metro Connections ITS	70609	No	constr. 2018	18306	No	constr. 2018
East Multnomah County Road Connections ITS	Not yet assigned	No	Other 2018, PE 2018, constr. 2019	not assgnd	No	Other 2018, PE 2018, constr. 2019
City of Gresham Safety Project	NA	NA	NA	20303	Yes	no changes

Kate Dreyfus  
Transportation Planner  
City of Gresham  
Department of Environmental Services  
1333 N.W. Eastman Parkway  
Gresham, Oregon 97030

[Kate.Dreyfus@greshamoregon.gov](mailto:Kate.Dreyfus@greshamoregon.gov)

(503) 618-2294 (phone)

**Q1 Please provide your zip code. (required)**

Answered: 147 Skipped: 0

#	Responses	Date
1	97233	5/23/2017 5:09 PM
2	97220	5/23/2017 11:18 AM
3	97216	5/23/2017 9:06 AM
4	97030	5/23/2017 8:57 AM
5	97230	5/23/2017 8:54 AM
6	97216	5/23/2017 7:51 AM
7	97080	5/23/2017 7:50 AM
8	97214	5/23/2017 7:24 AM
9	97089	5/23/2017 6:51 AM
10	97216	5/23/2017 6:47 AM
11	97215	5/23/2017 6:44 AM
12	97080	5/23/2017 6:41 AM
13	97213	5/23/2017 6:40 AM
14	97202	5/23/2017 5:57 AM
15	97229	5/22/2017 7:56 AM
16	97266	5/22/2017 12:42 AM
17	97007	5/17/2017 1:25 AM
18	97080	5/16/2017 12:36 AM
19	97045	5/15/2017 12:19 PM
20	97220	5/15/2017 6:48 AM
21	97219	5/15/2017 2:43 AM
22	97221	5/13/2017 2:33 AM
23	97211	5/12/2017 10:59 AM
24	97229	5/11/2017 8:27 AM
25	97003	5/9/2017 1:23 AM
26	97202	5/8/2017 4:14 PM
27	97223	5/8/2017 11:34 AM
28	97062	5/8/2017 10:39 AM
29	97210	5/8/2017 8:36 AM
30	97089	5/8/2017 4:18 AM
31	97223	5/8/2017 3:58 AM
32	07211	5/8/2017 3:09 AM
33	97223	5/8/2017 1:49 AM
34	97229	5/8/2017 12:58 AM
35	98664	5/7/2017 3:08 AM



### Attachment 3: Metropolitan Transportation Improvement Program: 2018-2021 | comment survey results

36	97217	5/7/2017 12:32 AM
37	97123	5/6/2017 2:17 PM
38	97229	5/6/2017 4:35 AM
39	97202	5/5/2017 2:04 PM
40	98682	5/5/2017 12:40 PM
41	98682	5/5/2017 10:40 AM
42	97223	5/5/2017 10:02 AM
43	98607	5/5/2017 8:36 AM
44	97202	5/5/2017 8:28 AM
45	98663	5/5/2017 4:15 AM
46	98683	5/5/2017 2:32 AM
47	97218	5/5/2017 2:22 AM
48	98642	5/4/2017 11:48 PM
49	98685	5/4/2017 11:33 PM
50	98675	5/4/2017 11:29 PM
51	98665	5/4/2017 10:55 PM
52	97607	5/4/2017 8:54 PM
53	98683	5/4/2017 3:50 PM
54	97224	5/4/2017 3:38 PM
55	97217	5/4/2017 1:45 PM
56	97267	5/4/2017 6:24 AM
57	97224	5/3/2017 8:09 PM
58	97070	5/3/2017 11:36 AM
59	97225	5/3/2017 10:00 AM
60	97133	5/3/2017 8:16 AM
61	97202	5/3/2017 7:05 AM
62	97232	5/3/2017 12:54 AM
63	97068	5/3/2017 12:38 AM
64	97216	5/2/2017 7:07 AM
65	97007	5/2/2017 6:56 AM
66	97215	5/2/2017 4:26 AM
67	97045	5/2/2017 2:49 AM
68	97225	5/2/2017 2:45 AM
69	97221	5/1/2017 2:31 PM
70	97068	5/1/2017 12:35 PM
71	97229	5/1/2017 11:05 AM
72	98683	5/1/2017 10:58 AM
73	97218	5/1/2017 10:38 AM
74	97230	5/1/2017 7:39 AM
75	97232	5/1/2017 7:05 AM
76	97214	5/1/2017 6:18 AM

### Attachment 3: Metropolitan Transportation Improvement Program: 2018-2021 | comment survey results

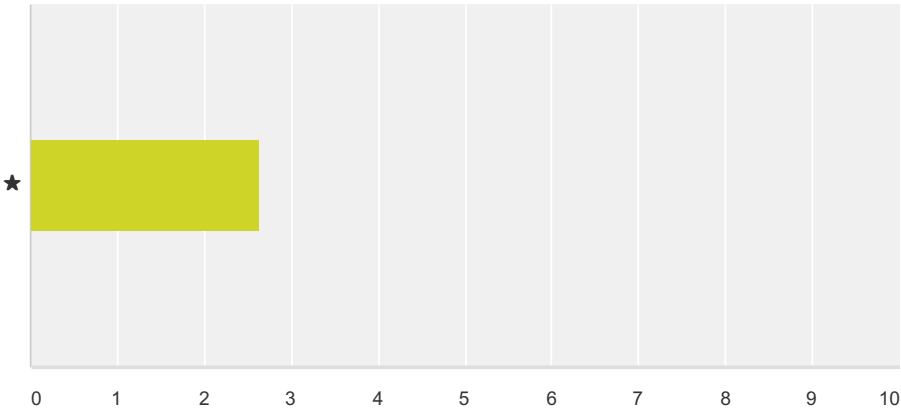
77	97229	5/1/2017 6:09 AM
78	97229	5/1/2017 5:57 AM
79	97224	5/1/2017 5:03 AM
80	97215	5/1/2017 5:02 AM
81	97212	5/1/2017 2:58 AM
82	97218	5/1/2017 2:49 AM
83	97202	5/1/2017 2:43 AM
84	97232	5/1/2017 1:29 AM
85	97214	5/1/2017 1:17 AM
86	97267	5/1/2017 12:17 AM
87	97062	5/1/2017 12:14 AM
88	97219	4/30/2017 10:31 PM
89	97218	4/30/2017 2:27 PM
90	97214	4/30/2017 1:28 PM
91	97124	4/30/2017 12:26 PM
92	97206	4/30/2017 10:52 AM
93	97224	4/30/2017 10:21 AM
94	97230	4/29/2017 4:29 PM
95	97080	4/28/2017 11:57 AM
96	97211	4/28/2017 4:51 AM
97	97219	4/28/2017 2:19 AM
98	97218	4/28/2017 12:33 AM
99	97218	4/27/2017 11:50 PM
100	97213	4/27/2017 11:48 PM
101	97213	4/27/2017 7:49 AM
102	97218	4/27/2017 7:26 AM
103	97239	4/26/2017 3:57 PM
104	97213	4/26/2017 1:55 PM
105	97223	4/26/2017 8:51 AM
106	97214	4/26/2017 8:43 AM
107	97215	4/26/2017 7:35 AM
108	97078	4/26/2017 4:43 AM
109	97202	4/26/2017 4:29 AM
110	97212	4/26/2017 4:27 AM
111	97224	4/26/2017 4:21 AM
112	97224	4/26/2017 4:10 AM
113	97038	4/26/2017 4:02 AM
114	97211	4/26/2017 3:49 AM
115	97215	4/26/2017 3:43 AM
116	97213	4/26/2017 12:32 AM
117	97202	4/25/2017 2:46 PM

### Attachment 3: Metropolitan Transportation Improvement Program: 2018-2021 | comment survey results

118	97019	4/25/2017 10:19 AM
119	97266	4/25/2017 9:15 AM
120	97217	4/25/2017 8:39 AM
121	97212	4/25/2017 7:48 AM
122	97024	4/25/2017 7:36 AM
123	97211	4/25/2017 6:08 AM
124	97201	4/25/2017 6:04 AM
125	97140	4/25/2017 5:18 AM
126	97229	4/25/2017 4:52 AM
127	97202	4/25/2017 4:50 AM
128	97218	4/25/2017 4:08 AM
129	97045	4/25/2017 3:51 AM
130	98660	4/25/2017 3:27 AM
131	97006	4/25/2017 3:19 AM
132	97217	4/25/2017 2:53 AM
133	97006	4/25/2017 2:18 AM
134	97213	4/25/2017 1:52 AM
135	97266	4/25/2017 12:47 AM
136	97045	4/24/2017 10:58 PM
137	97003	4/24/2017 2:03 PM
138	97217	4/24/2017 2:03 PM
139	97211	4/24/2017 1:01 PM
140	97123	4/24/2017 12:04 PM
141	97209	4/24/2017 10:20 AM
142	97206	4/24/2017 10:15 AM
143	97223	4/24/2017 9:44 AM
144	97223	4/24/2017 9:23 AM
145	97230	4/24/2017 9:17 AM
146	97217	4/24/2017 9:12 AM
147	97212	4/24/2017 9:07 AM

Q2 1. Generally, do you think the greater Portland region is making the best use of available federal transportation funding?

Answered: 127 Skipped: 20



	(not at all)	(no label)	(no label)	(no label)	(absolutely)	Total	Weighted Average
★	24.41% 31	21.26% 27	25.20% 32	24.41% 31	4.72% 6	127	2.64

## Q3 Comment

Answered: 75 Skipped: 72

#	Responses	Date
1	Bus/MAX routes fail to serve highly populated but poor areas of Portland, especially in outer NE and SE.	5/23/2017 9:06 AM
2	More money needs to be spent on motor vehicle infrastructure and freight mobility.	5/23/2017 8:57 AM
3	It's hard for me to say as I live on a block that has no sidewalks or curbs and the nearest side street is "unimproved." I've never seen road work done on my street. I doubt my street is a good representation of how the money has been used.	5/23/2017 7:51 AM
4	The Metro area is catastrophically behind in keeping up with growth. And so much of the funds available are going to such a tiny tiny fraction of commuters. Even if 10% of commuters took transit, and the other 90% took electric cars, we would still need massive road development. Time to shift the focus back to the 95%.	5/23/2017 7:50 AM
5	Our growing population demands reducing car use, and increasing opportunity to walk, bike, and use public transit.	5/23/2017 7:24 AM
6	Generally it does OK but seems a bit weak as we go East. A lot has been done around the Airport but seems to be focused toward Portland and the West when the Tourist mostly are interested in the East of Oregon from the Airport	5/23/2017 6:51 AM
7	No, too much on transit, not enough on highways, bridges and road maintenance. I have no idea what the biking/walking money was spent on. Nothing in East Portland.	5/23/2017 6:40 AM
8	Maintenance and Operations should be about half and half	5/23/2017 5:57 AM
9	Need to concentrate more on M and O.	5/22/2017 7:56 AM
10	I'm pretty aggressive in learning about Metro Transportation Planning but I didn't really know how the federal funding is being used - until the above very general chart. I do think that the High Growth Areas and existing infrastructure need attention - not focusing on the paths to the major shopping malls (Bridgeport and Wilsonville). We've got suburban sprawl but not enough roads from those homes to jobs - and you can't bike to and from work for an hour+ during winter in Oregon.	5/17/2017 1:25 AM
11	The city of Portland needs to prioritize repaving of arterial roadways!!! The CRC needs to be build. Get it going again partnering with the State of Washington. I-5 is the regions lifeline and this is an embarrassment to the State of Oregon and the City of Portland.	5/15/2017 2:43 AM
12	Cycling and walking facility improvements have proven to be among the most cost-effective for accommodating increasing travel demand. We say we want 25% bike mode split, but don't support it financially. Too much on roads and transit.	5/13/2017 2:33 AM
13	I truly believe that a new crossing of the Columbia is an absolute necessity. While a new I-5 Bridge would be good, a better solution would be to build a new bridge to the east to ease both the 1-5 and Vista Ridge Tunnel nightmares. Its time for Oregon State Senator Peter Courtney to get over his feelings about the last attempt and put full effort into creating the crossing.	5/11/2017 8:27 AM
14	Walking/biking and transit should be high priorities, Infrastructure maintenance and repair has become highest priority.	5/9/2017 1:23 AM
15	<a href="https://bikeportland.org/2014/09/19/comment-week-missed-opportunity-tilikum-crossing-111186">https://bikeportland.org/2014/09/19/comment-week-missed-opportunity-tilikum-crossing-111186</a>	5/8/2017 4:14 PM
16	I would like to see the suburbs provide safer streets for cyclists and pedestrians, including continuous sidewalks (i.e. Tigard/Hall Boulevard), lower speed limits, and enhanced bike lanes.	5/8/2017 11:34 AM
17	Vastly more people use the roads than use MAX, but MAX has been allocated the most dollars by far. But most people do not live near a MAX line and the parking spaces near the MAX lines are always full. Spend more money on the roads.	5/8/2017 4:18 AM
18	The stretch from the I-5 bridge south through the Rose Quarter is a mess. It needs to be redesigned to support modern traffic flow patterns, especially 18 wheelers.	5/7/2017 12:32 AM
19	We need a NW Corridor from US 26 to US 30. Known as the Northern Connector in recent Washington County study.	5/5/2017 2:04 PM
20	We need more bridges and roads to washington	5/5/2017 12:40 PM
21	Federal funds should not be used on local transportation projects at all.	5/5/2017 10:40 AM

### Attachment 3: Metropolitan Transportation Improvement Program: 2018-2021 | comment survey results

22	Too much money is going to the fewest users - MAX, WES and Streetcar get a huge share of the transit funding; while bus riders make up 2/3rds of the transit ridership and get little to nothing. Cycling infrastructure gets far more money than they are users (or payers). Too much "street" money doesn't actually go towards maintenance or expansion, but rather accommodating cyclists. Many roads remain in poor condition. Regional routes are not getting priority for regional money; rather City of Portland gets the lion's share of regional money meaning the suburbs are forced to subsidize a city that refuses to be financially responsible, and uses Metro as an engager of its own poor policy decisions.	5/5/2017 10:02 AM
23	No. Too much money is spent on social engineering and not near enough on transportation engineering. Social Equity is NOT a proper focus.	5/5/2017 4:15 AM
24	#1 .40 years ago, there was a "plan" to build a "ring road" around the Portland metropolitan region, to reduce traffic congestion, and improved freight mobility. We built the I-205 corridor, and sadly abandoned building the western half. FINISH THE JOB! Sending all Washington County bound traffic thru the Vista Ridge Tunnel makes absolutely no sense. #2 -- The Rose Quarter has the highest accident rate of any section of road in Oregon. FIX IT! We need more through lanes on I-5, thru the Rose Quarter. #3 -- we've spent 40 years spending a disproportional share of federal transportation dollars on light rail expansion. We need to build new roads, and repair existing roads and bridges. It's common sense to maintain what you have!	5/5/2017 2:22 AM
25	No You built a bridge that doesn't carry cars.... You funnel all traffic to the tightest spot on I5 Broadway cooridoor	5/4/2017 11:48 PM
26	Quit forcing the public onto slow and expensive trains, they don't want them. Buses are faster, cheaper and much more versatile. A third and fourth bridge over the Columbia River are needed, as well as a second freeway in addition to I-84 from the eastside, and a second freeway in addition to 26 from the westside.	5/4/2017 11:33 PM
27	No light rail! We need additional bridges north/south bridges to provide access across state lines so we can do business.	5/4/2017 11:29 PM
28	As much as its a good thing to promote alternative transportation line bicycles and walking we can no longer ignore that autos are primary. Public transportation isn't the solution to everything.	5/4/2017 8:54 PM
29	How long has it been since Oregon/Metro area built a new highway or roadway for vehicular traffic? Get off the ineffective mass transit crusade-and that's what it is-a crusade against the automobile.	5/4/2017 3:38 PM
30	The Orange Line has improved my quality of life and saved me money. However, it needs a far larger park and ride garage. Frequently I drive around the two lots, find no parking, and need to drive rather than ride.	5/4/2017 6:24 AM
31	Lack of protected bike lanes, not enough bus service, speed limits too high, lack of street trees	5/3/2017 10:00 AM
32	Your graph, while a good effort, is hard to read or make sense of. Generally, I think we make too little efforts to ensure bike corridors are safe (buffers for instance are non existent overall). So I would like to see some additional money to start 2-3 trial projects.	5/3/2017 7:05 AM
33	Traffic is horrible and the roads are not maintained well.	5/2/2017 6:56 AM
34	More funding for bicycle and pedestrian facilities	5/2/2017 4:26 AM
35	More roads less max tracks	5/2/2017 2:45 AM
36	Capitol improvements cost us a local match of \$163m leaving \$194m for all the rest. Get off the Light Rail and NEW TECH kick and fix the trails, roads and bridges infrastructure! Likewise for maintenance: are we buying the latest and greatest transit toys while ignoring our failing highways and bridges? It seems like Metro is so dedicated to being a trend setter that they care nothing about existing lower-tech solutions.	5/1/2017 2:31 PM
37	Proportion of funding toward transit is too high compared to number of users	5/1/2017 12:35 PM
38	Need better commuting frequency, sw corridor to wilsonville & vancouver rail. Yes on bike lanes but don't take away much needed car lanes on powell. Families who can't bike or take the bus will suffer on traffic.	5/1/2017 11:05 AM
39	Generally, yes.	5/1/2017 10:58 AM
40	More should be allocated to mass transit, bicycling and walking path improvements since our freeways cannot be widened -- nor should they be.	5/1/2017 6:09 AM
41	I understand some of the basics why so much federal dollars are allocated for transit - both maintenance and capital investments - it is likely much FTA funds. My personal opinion is that much, much more needs to be focused on maintenance of existing infrastructure. The state has tremendous backlog of deteriorating bridges and roadways - it is hard to not prioritize those investments first.	5/1/2017 5:03 AM
42	Sure, but you should be clearer about when "maintenance" is really expanding capacity, not just maintaining what we have.	5/1/2017 2:58 AM
43	More money for walking and biking. Less money for new roadways, please.	5/1/2017 1:17 AM

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44	investment should be focused on two areas, maintenance of existing infrastructure, and adding to our network for safe biking and walking	5/1/2017 12:17 AM
45	Although walking, biking, and mass transit are important components of the overall plan, the % of dollars going to these projects is too high. The overwhelming majority of people in the Portland area drive from place to place, and our roads are too few, too narrow, and in too bad a shape. More money should be spent on upgrading & adding to our road network.	4/30/2017 10:31 PM
46	You have just seen the beginning of people's sense of the uneven allotment of funds. When you are spending more on bicycle and pedestrian than on roads there is something very wrong.	4/30/2017 12:26 PM
47	The focus on multi-modal needs to shift back to basics of how to reach residents where they live. As we age, the measure of 1st and last mile needs to shorten to the 1st and last few blocks.	4/30/2017 10:52 AM
48	Light Rail has many problems associated with it. Costs for WES to be subsidized show poor planning. Don't add that sort of poor planning to the Tigard area.	4/30/2017 10:21 AM
49	Our roadways are choking on congestion, but we are making almost no investment in relieving congestion. Transit only works if one works downtown. Transit to work for me = 2.5 hours. Driving = 0.5 hours outside of rush hour or 1.25 hours in rush hour	4/29/2017 4:29 PM
50	Something needs to be done about our freeway system. Regardless of how many bike lanes and Max lines are built, people will continue to drive cars. It is next to impossible to get from East Multnomah County to downtown or the west side efficiently and in a timely fashion.	4/28/2017 11:57 AM
51	We need to stop building new roads. Maintaining the existing road network is the only use of funding that we should be directing towards roads. We should drastically increase funding for public transit - new light-rail lines (for instance we have a developed "spoke" network but don't have a "loop" to connect them outside the city center. We should have a light rail that runs down Killingsworth to 82nd, south on 82nd to Foster or so, and that loops back and connects to the Orange line.	4/28/2017 4:51 AM
52	Ignored are needed motor vehicle capacity increases!!!	4/27/2017 7:49 AM
53	It's a shame how many neighborhoods still lack good connectivity and continuous sidewalks, even where school-bus stops are.	4/27/2017 7:26 AM
54	I do not know enough about budgetary spending to comment.	4/26/2017 1:55 PM
55	Generally, I think it's important for the city to continue making progress toward reducing car congestion by taking more cars off the streets. The region's priority should be helping people connect without cars whether that be through enhancing bike/ped/transit infrastructure, changing zoning to prevent lots of outer-edge development with high-speed streets far from employment and services, and focusing on urban design principles generally that promote physical, mental, and community health.	4/26/2017 8:51 AM
56	grid lock will not be helped by walking and biking trails.	4/26/2017 4:29 AM
57	Tillicum Crossing is a waste. We need more roads so that we don't have to rely on the already overcrowded roads.	4/26/2017 4:21 AM
58	I think we are spending way too much on transit, biking, and walking and not enough of maintaining our roads and streets. They are falling apart and way over capacity. I understand the desire to improve multimodal options to try and offset some use, but it doesn't make sense to spend equal funding on the two when bike and walking are like 10% of the total usage.	4/26/2017 4:10 AM
59	Spending 80% of dollars on things that only 20% of the population uses (max, trimet, bikes) should be how it works. 80% should be spent on the majority of the population, not the smaller interest groups and fringe people.	4/26/2017 4:02 AM
60	Public transit and alternative modes of transportation (including biking and walking) should absolutely be prioritized above freeway/highway expansion or investment in private vehicle-oriented transit that will only further damage the environment, cause congestion, impinge upon Portland's historic character, and displace lower income neighborhoods and communities of color.	4/25/2017 2:46 PM
61	The highest cost benefit is in building walking and bicycling infrastructure. The facilities enhance safety and are quite a bit less expensive than almost all auto related infrastructure.	4/25/2017 10:19 AM
62	More could be set aside for busses, specifically north to south/non-downtown routes	4/25/2017 9:15 AM
63	I am disappointed by the level of commitment to outstanding debt, and the lack of emphasis on roadway capacity for freight and congestion mitigation	4/25/2017 7:36 AM
64	The region has done a decent job of getting federal funding for building the Max.	4/25/2017 6:04 AM
65	prioritizing transit and biking is important, but we do have extensive congestion and road repair issues	4/25/2017 4:52 AM

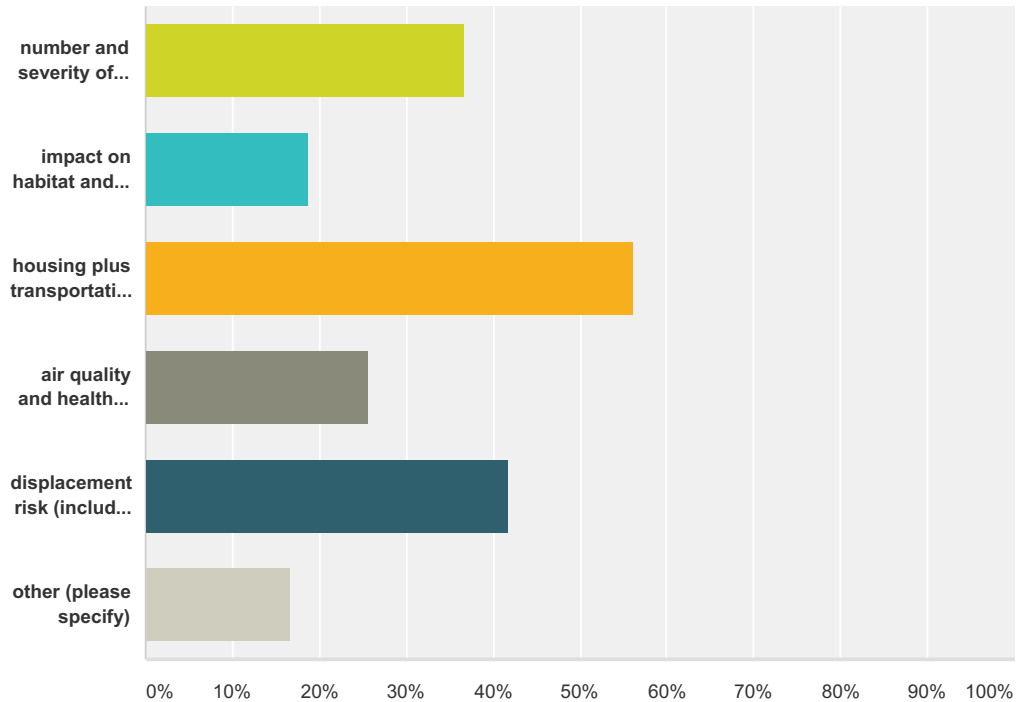
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66	Too many studies and public input.	4/25/2017 4:50 AM
67	More funding needs to be available for regionally significant road projects that address complete streets.	4/25/2017 3:51 AM
68	Too much spent on transit and I don't see the return on investment.	4/25/2017 1:52 AM
69	I feel that too much money is being invested in new roads (car infrastructure) when there is significant doubt about the long term need for it. As autonomous vehicle use grows the need for new roads declines dramatically. Separately maintenance on existing infrastructure I feel is a higher priority than expanding infrastructure.	4/25/2017 12:47 AM
70	We are OK with what we have transit and it is time invest in our roads which have been short changed.	4/24/2017 10:58 PM
71	Maintenance of infrastructure is lacking. Investigation by independent authorities is required. The current governor, as secretary of state, ran an audit on the transit agency where her former business partners were and currently are employed. Maintenance continues to lack, and regular wage earner type employees continue to receive less and less. I will determine your seriousness by your actions in this matter.	4/24/2017 2:03 PM
72	More \$ for bike- and ped-related capital improvements than for roads and bridges? When we know the Big One is coming? This seems off balance. Aren't there things we can do to prevent loss of life for bikes and peds without spending so much? I understand federal funds come with strings attached, but these numbers shocked me.	4/24/2017 2:03 PM
73	There needs to be a better focus on mass transit, as in buses that can change routes in the future as needs change.	4/24/2017 12:04 PM
74	Transit is not reducing traffic. Need more capacity for cars. It's unrealistic to think that great numbers of people will stop driving.	4/24/2017 9:44 AM
75	Too much emphasis is put on transporting the fewest number of people. 80% of trips taken are by car; but roadway gets the least amount of funding. Metro should be focused on REGIONAL priorities, getting people around the region - bike paths and sidewalks are inherently local (short distance) and yet take up a bunch of the funding. Meanwhile, we have massive congestion problems unaddressed for decades. We have roads not being maintained. We have safety issues not being addressed. Metro needs to identify regional priorities, and serve the most people with the limited resources available - not cater to the loudest 5% of people who bike, walk or ride MAX/Streetcar/WES and get the most money, but make no positive impact on the region.	4/24/2017 9:23 AM



**Q4 2. In order to ensure that we are moving toward a transportation system that advances social equity, what things should we track and pay the most attention to? (pick two)**

Answered: 144 Skipped: 3



Answer Choices	Responses	
number and severity of crashes across different communities	36.81%	53
impact on habitat and natural areas across different communities	18.75%	27
housing plus transportation costs across different communities	56.25%	81
air quality and health (like asthma rates) across different communities	25.69%	37
displacement risk (including rental rates after different kinds of public investments across different communities)	41.67%	60
other (please specify)	16.67%	24
Total Respondents: 144		

#	other (please specify)	Date
1	Drive time and traffic jams	5/23/2017 5:09 PM
2	Removing barriers in development so for profit housing can be developed. Allow supply and demand to lower rental rates	5/23/2017 8:57 AM
3	Focus on the Tourism direction to the East..... Roads seem to be limited	5/23/2017 6:51 AM
4	Need Additional Parking at Sunset Transit Center	5/8/2017 12:58 AM
5	Commute times	5/7/2017 12:32 AM

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6	Ability of passenger vehicles (excluding mass transit) to get to their destination on time	5/5/2017 10:40 AM
7	The ability to traverse the city limits during high traffic loads in normal conditions and contingencies.	5/5/2017 4:15 AM
8	Get off the Socialist bandwagon	5/5/2017 2:32 AM
9	We need new transportation corridors, making it easier for ALL, including those on the lower end of the economic scale, to move around our region. Being stuck in traffic harms families and takes time away from more important family obligations.	5/5/2017 2:22 AM
10	Putting in more roads that get you out to Beaverton Hillsboro....	5/4/2017 11:48 PM
11	Quit the wasteful studies and build more bridges	5/4/2017 11:29 PM
12	This is why you people are so messed up-None of the Above. You should be planning for effective transportation and new transportation corridors. We need a new eastside and westside bridges; not rehashing old single I-5 bridge failures.	5/4/2017 3:38 PM
13	time of commute and impact to life/home even using mass transit	5/3/2017 12:38 AM
14	Access to transit with shorter wait times in immigrant and low income neighborhoods. But also more routes to suburbs where many often commute to where domestic jobs are.	5/1/2017 11:05 AM
15	Quality of service and infrastructure across different communities	5/1/2017 6:18 AM
16	number of destinations and distance reachable by safe active transportation options	5/1/2017 12:17 AM
17	People don't want to drive 3 miles to park then ride on buses or light rail.	4/30/2017 10:21 AM
18	Reducing fares - or reintroducing the fare free zones.	4/28/2017 4:51 AM
19	These all can and should be tracked.	4/27/2017 11:48 PM
20	Requiring bicyclist and transit infrastructure to become more financially self-sustainable paid for by the users	4/27/2017 7:49 AM
21	continuous sidewalks where lacking esp along thoroughfare streets well used by kids and pedestrians, i.e., NE 47th Ave.	4/27/2017 7:26 AM
22	other	4/26/2017 4:43 AM
23	lack of active transportation options in areas	4/25/2017 6:04 AM
24	Health disparities experienced by communities of color that are either worsened by or improved by access to transit.	4/25/2017 4:08 AM

## Q5 Comment

Answered: 35 Skipped: 112

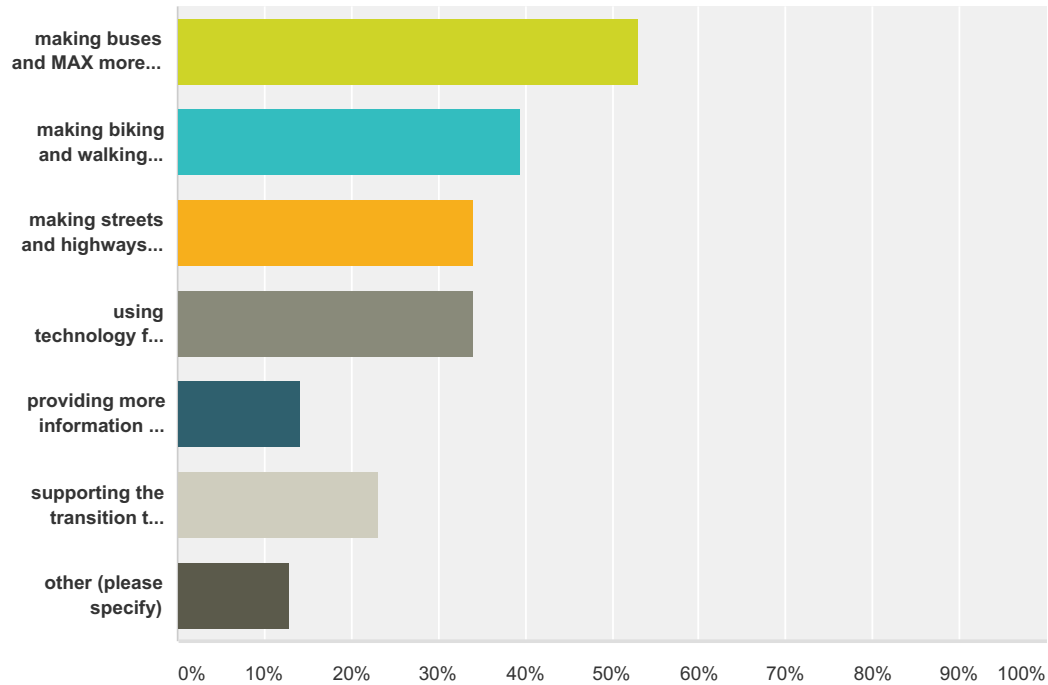
#	Responses	Date
1	I really don't feel I am educated enough to adequately answer this question. I am concerned about all of the items listed. I'm a homeowner, but I hear a lot about rent rates and people who need affordable housing. I don't believe "gentrification" has to be a dirty word -- I wonder if there is an affordable way to balance quality-of-life improvements with affordable living. I selected the two items that I most hear my neighbors discuss.	5/23/2017 7:51 AM
2	Segments of the city that were historically marginalized, are now massively redeveloped. The Pearl, now SE Grand, those shiney new condo towers don't need street cars and buses. Focus on equity of commute times, fix the pinch points, widen the roads. Stop spending Billions on street cars and trains. Buses, can be rerouted to areas that are needed and are EXTREMELY more cost effective. That's equity.	5/23/2017 7:50 AM
3	Again as Tourism is a huge part of the Economic impact, better transportation to the trails, waterfalls, and focus will help this industry reach those that are coming.	5/23/2017 6:51 AM
4	Many accidents go unreported, so though these are extremely important, we can't rely on the reported numbers. Too many high-profit homes being built (best for developers), but my daughter who has a wonderful federal job and a Masters from Yale, can't afford to buy a home in the new developments in Washington County!	5/17/2017 1:25 AM
5	Pay attention to the fact that when MAX moves in, property values go up to the point where low income folks are priced out of the neighborhood MAX serves. Like what is happening now in Milwaukie	5/8/2017 4:18 AM
6	There are acres of vacant land surrounding the Sunset Transit Center. No provision was made to increase parking at that Station with the increase in thousands of new residents to the area. I can no longer find a parking spot and have to drive into downtown for work which is costing me \$2500 per year. Unacceptable lapse in planning. When I asked about this a couple of years ago, I got a flippant answer about catching a bus to the transit center. That involves me walking to the bus stop, catching the bus to the transit center and waiting for max. That took me over an hour to go 7 miles into downtown. Adding 2 hours total to my work day.	5/8/2017 12:58 AM
7	Move public transit closer to profitability. Help the disabled, but I don't think the overall social equity paradigm is justified.	5/5/2017 2:04 PM
8	If we have more roads and clean air cars and busses, all group identities will benefit.	5/5/2017 12:40 PM
9	Mass transportation and environmental concerns should be the LAST priority for transportation departments.	5/5/2017 10:40 AM
10	Bottom line - Metro policies favoring MAX, Streetcar have caused our housing crisis. Those two modes need to start picking up their share of costs; and Metro needs to specifically disallow funding for those modes until equity is reached.	5/5/2017 10:02 AM
11	The #1 responsibility is to provide the public with a means to get from one place to the other quickly, reliably, and safely. The public will make their own decisions individually for a collective effect based on the quality of those three elements.	5/5/2017 4:15 AM
12	This is total bullshit.	5/5/2017 2:32 AM
13	"Social equity" has nothing to do with "safety". Fix the roads! The poorest among us can least afford to fix their cars, when they hit pot holes and have an expensive repair. We need to spend more money improving on traffic congestion!	5/5/2017 2:22 AM
14	You need to make a complete freeway loop from 30 over to 26 through forest park.... Self driving cars are coming and this is a bottleneck eliminator	5/4/2017 11:48 PM
15	This is why you people are so messed up-None of the Above. You should be planning for effective transportation and new transportation corridors not social engineering. We need a new eastside and westside bridges; not rehashing old single I-5 bridge failures.	5/4/2017 3:38 PM
16	Build more trails	5/3/2017 10:00 AM
17	These are all wonk words. Can you communicate in lay person's language in the future? I think a choice should be, each resident, regardless of race, age, ethnicity, or income status has at least two choices of transportation to use for commuting too and from work. Generally lower-income residents live in areas without choices, and they have to spend the highest amount of time in transit and on transportation if they only have a SOV choice (gas+time to travel far distances).	5/3/2017 7:05 AM
18	Little is discussed about the time spent on mass traffic for folks forced to use it. this is time not available for family and degrades the society as a whole	5/3/2017 12:38 AM

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19	Affordable bike rental stations. Bike lanes. Sidewalks. Shorter wait times so commuting with public transit doesn't pose additional burden on low income community.	5/1/2017 11:05 AM
20	Absolutely more affordable housing, more close in should be prioritized. And to make it livable, don't cut down all the trees. Leave green spaces to sequester carbon.	5/1/2017 6:09 AM
21	The statement that four years can only do so much is true - the challenge however is not just "paying attention" but developing a realistic and achievable action plan - and one that includes stakeholders from historically under represented groups. Yes this is a national (and beyond) conversation with no easy answers, but more than just watching is paramount.	5/1/2017 5:03 AM
22	Basic transportation infrastructure like sidewalks, street lighting, and well lit crosswalks are still missing in neighborhoods with low cost, affordable housing.	4/30/2017 10:52 AM
23	Wilsonville has a local plan that seems to work well. Look into more such plans before spending major funds.	4/30/2017 10:21 AM
24	The bulk of the region's transportation investment has been in the downtown, Pearl and inner NE / SE areas where above income, non-vulnerable people live. The vulnerable are left to struggle with poor roads and congestion resulting in increased emissions from cars stuck in stop-and-go traffic.	4/29/2017 4:29 PM
25	The transportation system is only equitable if it is affordable for all users. Tickets should be much cheaper and/or free where possible.	4/28/2017 4:51 AM
26	Air quality risk on this map ( <a href="http://projects.oregonlive.com/pollution/">http://projects.oregonlive.com/pollution/</a> ) correlate strongly with those areas of East Portland which are historically less affluent neighborhoods. Also, please find ways within your means to encourage inclusionary housing zoning for low-income households near transit lines!	4/26/2017 1:55 PM
27	This one is hard to say. They can all be important to know depending on your goals. Ultimately, providing a way for people to utilize non-personal-car methods of transportation in order to get their needs met within a certain distance/time from any given point in the city would be important. These other measures can inform that.	4/26/2017 8:51 AM
28	how to create jobs and provide services near where people already live and can easily take public transit, walk or bike to access	4/26/2017 4:43 AM
29	I would not recommend looking at crashes. People travel all over the region and crashes don't happen just where they live.	4/26/2017 4:10 AM
30	everyone is equal, if you work, you make money, if you work harder you make more money. Stop treating people that want to sit on the couch eating bon bons and smoking pot as the pillars of society. Society is equal, everyone has an equal shot at making decisions that will make them successful. Because they choose the alternate path, they shouldn't then be given extra handouts in any way shape or form.	4/26/2017 4:02 AM
31	These are ALL important but safety and security of marginalized communities relative to housing and sense of place is critical.	4/25/2017 2:46 PM
32	providing appropriate transit and roadway capacity to serve areas where populations have been resettled (east county)	4/25/2017 7:36 AM
33	"Displacement risk" in this survey reads like if there is a risk that an infrastructure investment will increase risk for displacement, then it would be deprioritized. I believe that as a region we need to make investments that improve quality of life and wealth-building opportunities for low income communities and communities of color, AND do it in a way that minimizes risk that those investments will lead to gentrification and displacement. Look at Living Cully or Our 42nd Avenue as neighborhood-scale examples of this model in NE Portland.	4/25/2017 4:08 AM
34	Improvement of non auto-centric infrastructure is an investment in equity. Sidewalks, bikeways, and even transit are investments that everyone can appreciate.	4/25/2017 12:47 AM
35	Simple: Metro's policy is to gentrify, and push poor people out of the region. That's a fact. Time to end Development-Oriented Transit projects. FULL STOP on rail projects - MAX, Streetcar and WES. Highway projects are truly the one mode that supports everybody (since buses also get a benefit from highway projects) while rail projects are inherently discriminatory against low income and persons of color.	4/24/2017 9:23 AM

**Q6 3. The MTIP has investments that work to reduce air pollution from cars and trucks. Thinking about how you and your family might reduce pollution from driving, what would help the most?**

Answered: 147 Skipped: 0



Answer Choices	Responses
making buses and MAX more convenient, frequent, accessible and affordable	53.06% 78
making biking and walking more safe and convenient	39.46% 58
making streets and highways safer, more reliable and better connected	34.01% 50
using technology for things like signal timing, route (and rerouting) information, and incident response to better manage the transportation system	34.01% 50
providing more information and incentives to help people walk, bike and use transit	14.29% 21
supporting the transition to cleaner, low carbon fuels and more fuel efficient vehicles	23.13% 34
other (please specify)	12.93% 19
<b>Total Respondents: 147</b>	

#	other (please specify)	Date
1	I love my car far superior than any other transportation	5/23/2017 5:09 PM
2	Actually enforce existing regulations, this should be obvious.	5/8/2017 4:18 AM
3	see response to #2 above.	5/8/2017 12:58 AM
4	Encouraging autonomous linked vehicles incl minibuses	5/7/2017 12:32 AM
5	Don't.	5/5/2017 10:40 AM

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6	The #1 way to impact air quality is to reduce the time vehicles are in transit. Reductions in commute time are real time direct correlation to reduction in air pollution.	5/5/2017 4:15 AM
7	Promote/subsidize free market alternatives like Uber/Lyft for individuals.	5/5/2017 2:32 AM
8	More highways are needed. Increasing the amount of options for commuters will reduce the amount of time cars are stuck idolling in traffic and reduce air pollution. A third and fourth bridge over the Columbia River are needed, as well as a second freeway in addition to I-84 from the eastside, and a second freeway in addition to 26 from the westside.	5/4/2017 11:33 PM
9	Quit the wasteful studies	5/4/2017 11:29 PM
10	This survey is totally dishonest and gimmicked. We need New eastside and westside bridges across the river for effective, efficient transportation.	5/4/2017 3:38 PM
11	Expand and incentivize.	5/3/2017 8:09 PM
12	Lower speed limits	5/3/2017 10:00 AM
13	Incentives for electric cars and bikes, and regionally sponsored charging stations	5/1/2017 11:05 AM
14	See Comment Below.	4/30/2017 10:31 PM
15	Reviewing where increased population density has occurred and matching bus routes for better contiguity within the transit system and improved coverage of urban area.	4/30/2017 10:52 AM
16	Programs to help with "last mile"; promote app or "concierge" that helps identify best combination of transportation options	4/27/2017 11:48 PM
17	Adding motor vehicle capacity to reduce congestion	4/27/2017 7:49 AM
18	Business clusters that reduce the need for multiple trips	4/25/2017 3:27 AM
19	Serious re-thinking of transportation as it affects different areas and income levels, if you're taking this seriously.	4/24/2017 2:03 PM

## Q7 Comment

Answered: 39 Skipped: 108

#	Responses	Date
1	Reduce traffic jams by widening roads and adding lanes. That will reduce pollution.	5/23/2017 5:09 PM
2	We have one car and one 49cc scooter. I work at home and scooter, walk, or take Tri-Met most places. I do this because I can. I don't know what the answer is for, say a family of 3 or more with two workers.	5/23/2017 7:51 AM
3	Widen the roads. Fix the pinch points. Cars will spend less hours on the road burning fuels. AND the less time spent, will be done at a much more efficient use of fuel, so EXPONENTIALLY better results.	5/23/2017 7:50 AM
4	Biking and walking are essential ingredients for the compact urban areas, but not practical in the open spaces of suburban and rural areas.	5/17/2017 1:25 AM
5	Good walking/cycling facilities represent the cheapest and most basic ways to get around. Without them transit access is also compromised, leaving driving (the most expensive mode) as the only practical transportation alternative.	5/13/2017 2:33 AM
6	Mass transit affordability is an important issue. It costs \$10 for 2 people to ride Max/bus round trip. My husband and I can get where we're going faster, cheaper and with less hassle in my car. If Max/bus was cheaper, there would be more incentive to use it.	5/9/2017 1:23 AM
7	Lots of drivers, including Washington County, sit in their cars while it is idle and running. I realize we cannot change everyone, but encouragement in media to turn off engines may be a start.	5/8/2017 11:34 AM
8	Public transportation in the future will use linked autonomous minibuses to personalize transportation needs. This should be encouraged instead of obsolete light rail	5/7/2017 12:32 AM
9	as long as gasoline is at historic lows, people will buy bigger, less fuel efficient vehicles - notice all the huge pickups now on the road and adding to noise pollution making walking unpleasant	5/6/2017 2:17 PM
10	I would take the max more from Sunset Station, but there is no available parking after 6:30 or 7 in the morning. There needs to be more parking for daily commuters.	5/6/2017 4:35 AM
11	Air pollution will significantly reduce as greater numbers of electric vehicles are introduced. Ten years from now there will be some progress.	5/5/2017 2:04 PM
12	Less congestion so more cars and trucks can get to there destinations quicker and have the freedom to drive	5/5/2017 12:40 PM
13	Again, emissions is NOT a concern of a transportation department. Leave that to the environmental department.	5/5/2017 10:40 AM
14	Metro has long had an anti-bus policy, resulting in Portland having one of the dirtiest, least reliable bus fleets. We are a laughingstock in the nation; while cities like Seattle, Vancouver and San Francisco are proud to have high-capacity electric (zero-emission) and hybrid (low-emission) bus fleets. Our MAX light rail system gets its power from dirty coal. A single WES train requires THREE non-EPA compliant engines, two of which are twice as power as a bus engine plus a third just to run the HVAC system; to do the work of less than two buses. It's long past time for Metro to stop its "Rail-First" policy on transit, and start dumping money into the bus system. We need safe, walkable bus stops - as a priority. We need clean, reliable, comfortable buses. To provide transit to everyone, not just well-connected out-of-state developers along MAX. And that needs to be a Metro policy - "BUS First", and require Metro planners and managers to ride the bus.	5/5/2017 10:02 AM
15	Bicycling is a seasonal solution, but still a worthy effort. Buses running near full mesh routes to major hubs will help.	5/5/2017 4:15 AM
16	Compared to 30 years ago, we have unbelievably "clean" air. We need to focus on fixing our roads, and improving traffic congestion and freight mobility. If you reduce traffic jams, and cars idling and emitting exhaust in the traffic jam, you'll improve air quality!	5/5/2017 2:22 AM
17	Self driving cars are hear bus and trains are dinosaurs. Public trans will be UBER ing an electric self drive car.	5/4/2017 11:48 PM
18	CRC project a must. I've lived and both sides of the river. It needs to happen I, we're already 10 years late in getting started.	5/4/2017 8:54 PM
19	This survey is totally dishonest and gimmicked. We need New eastside and westside bridges across the river for effective, efficient transportation.	5/4/2017 3:38 PM
20	My neighborhood has few streetlights and few sidewalks. When I originally moved there I planned to walk often, but found it to be unsafe.	5/4/2017 6:24 AM

### Attachment 3: Metropolitan Transportation Improvement Program: 2018-2021 | comment survey results

21	Make MAX more accessible/convenient to areas outside of Portland and less expensive. There's no incentive for me to commute via MAX when it costs more than the gas I'll spend driving and take significantly longer than driving my car. Currently, I would have to take multiple buses to reach a MAX station, ride MAX, take another bus and then walk the rest of the way to work; which equates to roughly two hours each way. If I drive, it's 30 minutes in the morning and 40-50 minutes in the evening.	5/3/2017 8:09 PM
22	Idling time on freeways and highways is too high in rush hour traffic. Total commute time on mass transit makes it not a reasonable alternative to many suburban areas.	5/1/2017 12:35 PM
23	Please, more conveniently located charging stations (for bikes and cars) at high traffic shopping, work, education centers. Incentive to drive electric car with discounted charging rates.	5/1/2017 11:05 AM
24	WAY more people need to not use cars. All current efforts are woefully insufficient. We need big thinking and courageous action.	5/1/2017 10:38 AM
25	Yes, transportation is one of the leading contributors to pollution. Looking at the Portland Air Toxicity Study from several years ago, major intersections (like I-5/I-84) results in air toxicity that is lethal to surrounding neighborhoods. And yet those are some of the most underserved for transportation alternatives surrounding them.	5/1/2017 5:03 AM
26	Driving is increasing because we haven't invested more in making buses and MAX more convenient, frequent, accessible and affordable. Stop widening highways and give people transportation options!	5/1/2017 2:43 AM
27	In an era of Smart phones, Smart grids, Smart meters, etc, etc., why are we still using 1950's technology for traffic signals? This goes way beyond timing issues, which never seem to have any effect. We need computerized, real-time traffic signals to increase the efficiency of movement through our city.	4/30/2017 10:31 PM
28	Huge swaths of the urban area are unconnected by bus or Max.	4/30/2017 10:52 AM
29	Stop-and-go congested traffic results in low gas mileage and increased air pollution. Electric and natural gas powered buses would reduce diesel particulate pollution. We do not work downtown, so Max and transit are not viable options.	4/29/2017 4:29 PM
30	We should not invest any resources in making driving more convenient, easy, or affordable. We need less single occupancy vehicles on the road to reduce air pollution. We should take away lanes from SOV and dedicate them to bus routes.	4/28/2017 4:51 AM
31	Road diets only add more congestion, and increase both fuel consumption and emissions.	4/27/2017 7:49 AM
32	We are a household of 2 in our mid-30s with one car, which we use only occasionally. We are both dedicated to biking and taking transit (usually MAX, we are within walking distance of the 60th street MAX stop) as often as possible. We would strongly like to see more bike lanes along arterials (like Sandy/Halsey/Glisan/60th Street) to make it more convenient.	4/26/2017 1:55 PM
33	It really is important for the region to get serious about seriously supporting non-personal-care forms of transportation. For instance, I don't ride my bike and drive instead for several reasons. Living in Tigard and taking the bus to downtown Portland where I work is extremely inconvenient and takes too much time out of my day to get other things done. The price of parking, while inconvenient, isn't so high it stops me from driving. Even if I could practically ride my bike, I used to bike, and there is too much car hostility toward bikes. I'm not willing to die on a bike commute, because someone driving a car finds it inconvenient to share the lane with me. We need physically separated, protected bike lanes if you want to get that bike commute number significantly above 7%. And, I don't mean just in Portland but the suburbs, too. Look at Vancouver, BC, and how many of their suburbs have dense urban cores. This is more of a development patter we should be encouraging. We really need to seriously invest in providing exclusive rights-of-way for transit for it to be truly viable. While I'm pro-MAX, we could just build dedicated bus rapid transit lanes along 99W from Portland to Sherwood for a fraction of the price. With good enough connections, appropriate development patterns, and political will, this region could truly do something revolutionary. Same thing with the failed Division BRT line. A lane on Powell could be dedicated to frequent-service BRT, an exclusive right-of-way. There are lots of ideas, but this city will have to truly start thinking outside of the American box and be willing to make real sacrifices if we want to maintain the quality of life that has been developed in this city over the years.	4/26/2017 8:51 AM
34	Portland metro and the surrounds communities can't move away from driving, and the majority do drive, so make the streets and highways better and faster to get around and you will cut emmissions as people won't be sitting in stop and go traffic for an hour.	4/26/2017 4:02 AM
35	Don't make driving easier or more appealing if you are trying to steer people toward alternative transportation modes!	4/25/2017 2:46 PM
36	Larger MAX park and rides (final mile will always be an issue) - Sunset Transit Center is full before 0700 weekdays.	4/25/2017 4:52 AM
37	Really need to improve neighborhood bus service and frequency, especially for outer Portland neighborhoods.	4/25/2017 4:08 AM

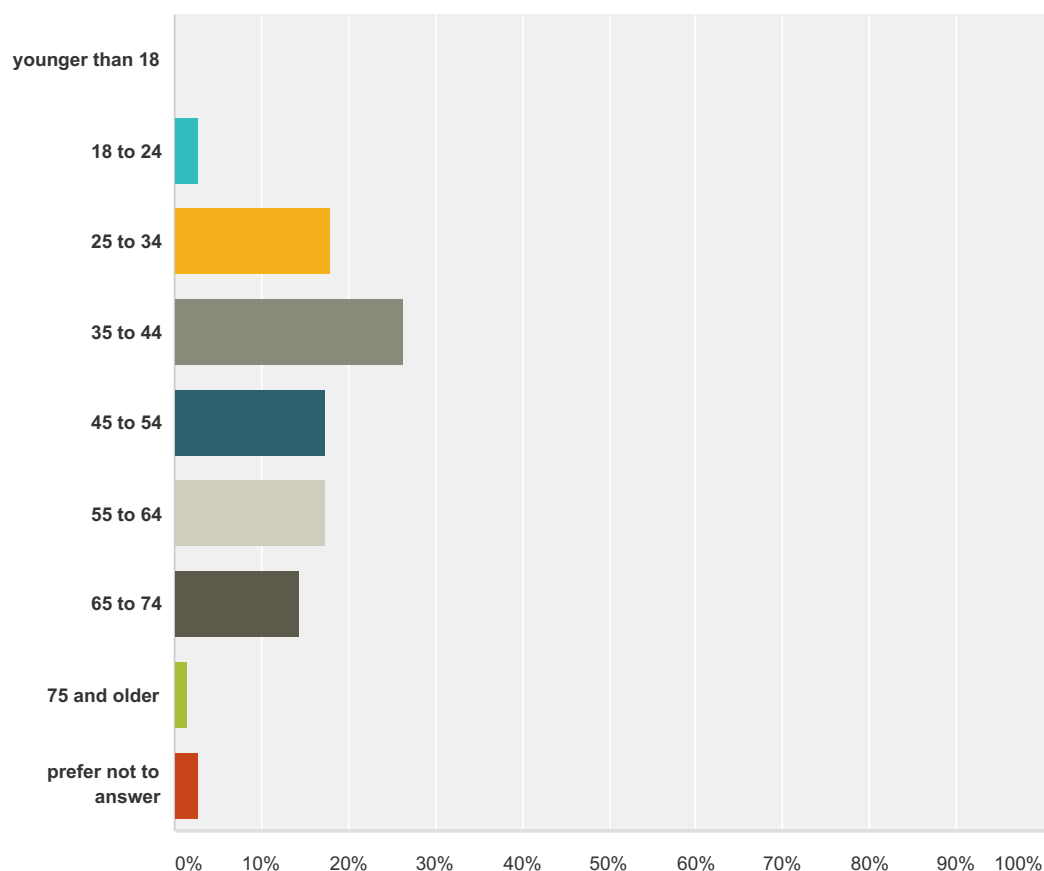


### Attachment 3: Metropolitan Transportation Improvement Program: 2018-2021 | comment survey results

38	Realistically, not everyone can bike or walk. We need to find ways to encourage clean fuels for freight, and for older/disabled citizens who can't use active transportation modes. Also, given crime statistics, I'm afraid to tell my aging parents it's safe to use transit. I don't want them waiting at bus stops by themselves in their Gresham location. So even though I use transit consistently for commuting and other purposes, I don't think it is always the answer for my family.	4/24/2017 2:03 PM
39	Why is Metro not buying clean buses? We have, still, the dirtiest bus fleet - TriMet refuses to buy CNG buses, hybrid electric buses, hydrogen fuel cell buses, trolley buses...Vancouver, Seattle and San Francisco are literally leaving Portland in the dust as they have 100% clean, renewable powered bus fleets, and Portland depends on dirty diesel. We refuse to buy high capacity buses (articulated or double-deck buses), leaving would-be riders kicked to the curb, and force them back into their cars due to TriMet's bus service unreliability, a policy that Metro 100% supports to discourage bus ridership.	4/24/2017 9:23 AM

## Q8 Which of the following ranges includes your age?

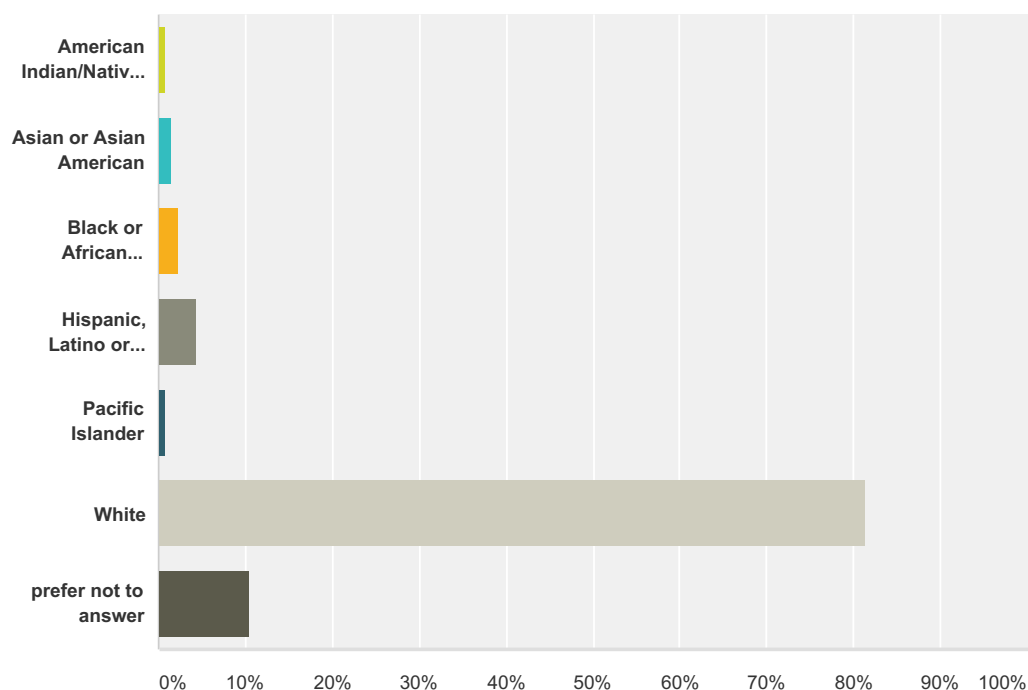
Answered: 145 Skipped: 2



Answer Choices	Responses	
younger than 18	0.00%	0
18 to 24	2.76%	4
25 to 34	17.93%	26
35 to 44	26.21%	38
45 to 54	17.24%	25
55 to 64	17.24%	25
65 to 74	14.48%	21
75 and older	1.38%	2
prefer not to answer	2.76%	4
<b>Total</b>		<b>145</b>

### Q9 When asked to identify your racial or ethnic identity, how do you identify? (pick all that apply)

Answered: 135 Skipped: 12



Answer Choices	Responses
American Indian/Native American or Alaskan Native	0.74% 1
Asian or Asian American	1.48% 2
Black or African American	2.22% 3
Hispanic, Latino or Spanish origin	4.44% 6
Pacific Islander	0.74% 1
White	81.48% 110
prefer not to answer	10.37% 14
<b>Total Respondents: 135</b>	

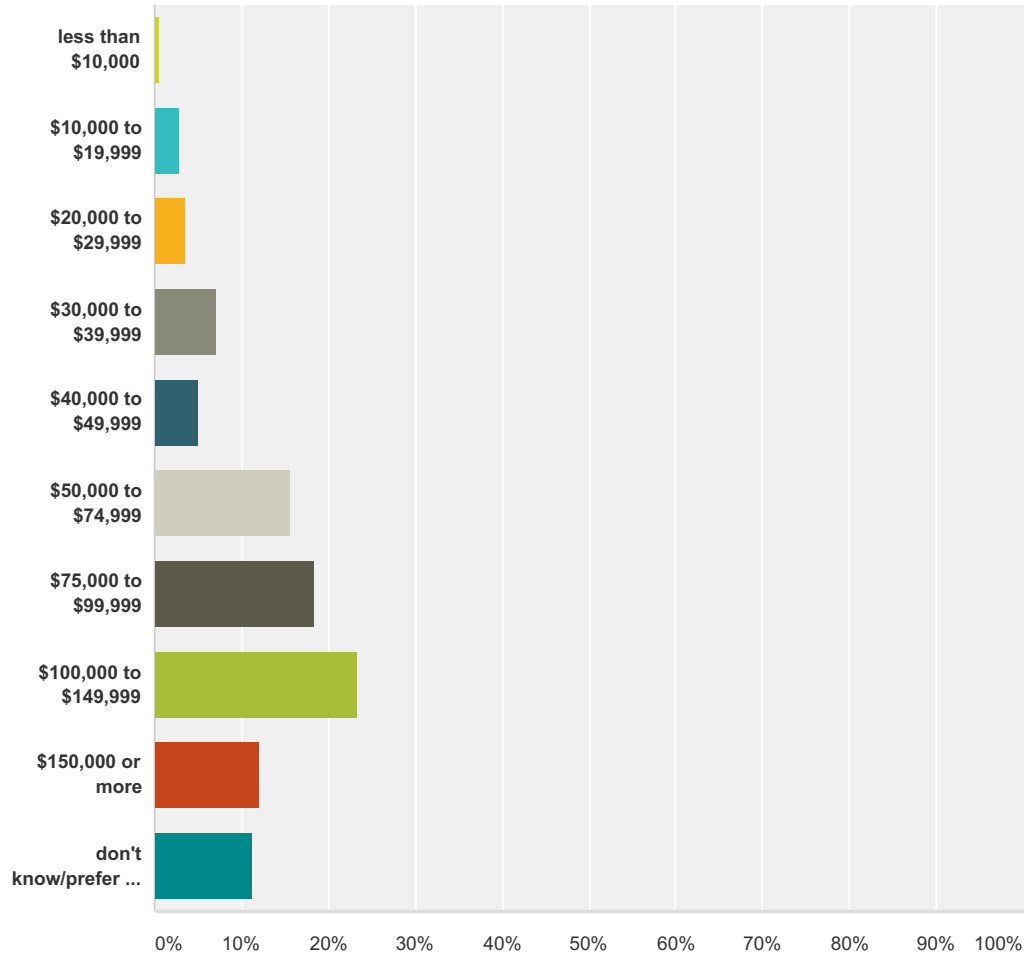
#	Other (please describe)	Date
1	Northern-Euro American	5/23/2017 5:09 PM
2	People are people not race or color of their skin	5/7/2017 3:08 AM
3	human	5/6/2017 2:17 PM
4	My race has no bearing on my answers and this question is racist.	5/5/2017 12:40 PM
5	Not your business.	5/5/2017 4:15 AM
6	I am an american	5/4/2017 11:48 PM
7	Middle eastern	4/30/2017 2:27 PM

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8	Human	4/28/2017 12:33 AM
9	Middle Eastern	4/25/2017 2:46 PM
10	Eldar	4/24/2017 2:03 PM

### Q10 Which of the following best represents the annual income of your household before taxes?

Answered: 141 Skipped: 6

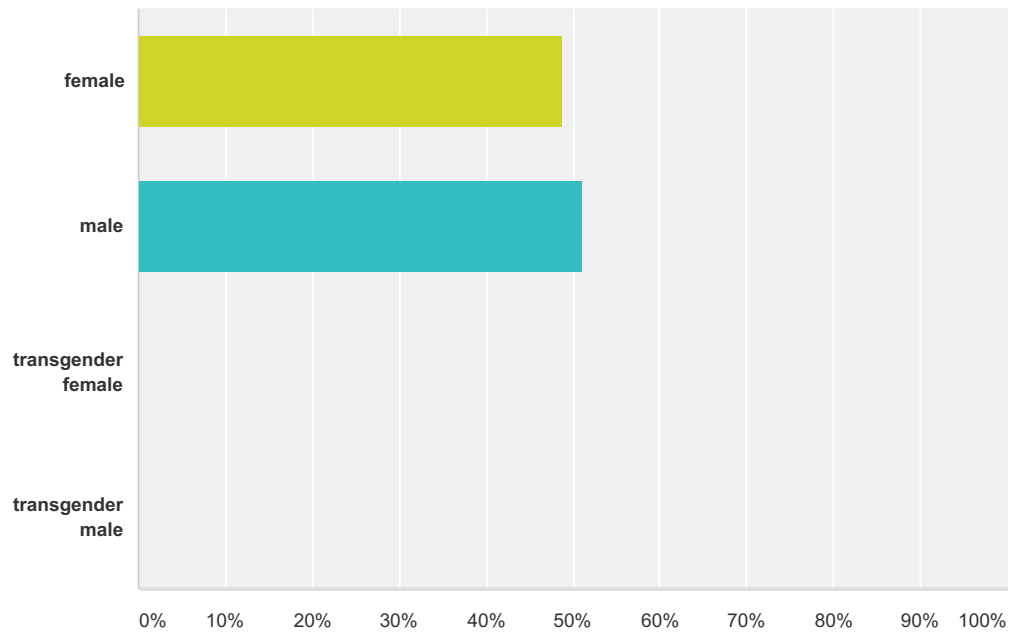


Answer Choices	Responses
less than \$10,000	0.71% 1
\$10,000 to \$19,999	2.84% 4
\$20,000 to \$29,999	3.55% 5
\$30,000 to \$39,999	7.09% 10
\$40,000 to \$49,999	4.96% 7
\$50,000 to \$74,999	15.60% 22
\$75,000 to \$99,999	18.44% 26
\$100,000 to \$149,999	23.40% 33
\$150,000 or more	12.06% 17
don't know/prefer not to answer	11.35% 16

Total	141
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## Q11 How do you identify your gender?

Answered: 135 Skipped: 12

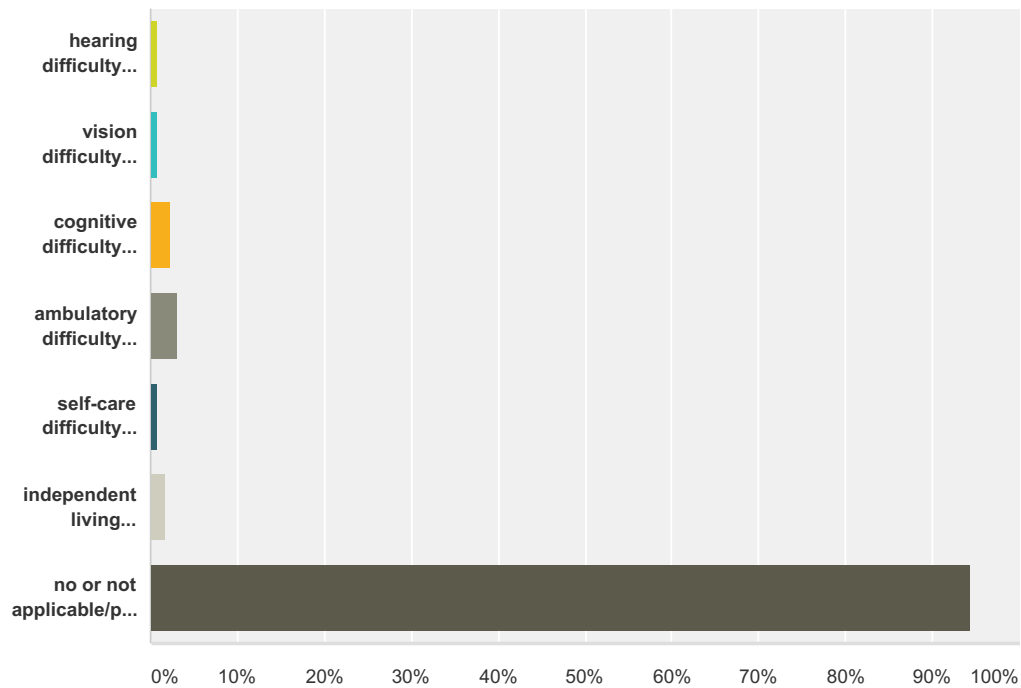


Answer Choices	Responses
female	48.89% 66
male	51.11% 69
transgender female	0.00% 0
transgender male	0.00% 0
<b>Total</b>	<b>135</b>

#	other identification (please describe)	Date
1	I have a penis	5/23/2017 5:09 PM
2	There are only 2 REAL choices	5/23/2017 8:54 AM
3	prefer not to answer	5/22/2017 7:56 AM
4	You're born male or female	5/7/2017 3:08 AM
5	Not relevent	5/5/2017 4:15 AM
6	Trisexual hermaphrodite	5/5/2017 2:32 AM
7	I am a Man	5/4/2017 11:48 PM
8	Noyb	5/4/2017 11:29 PM
9	non applicable	4/25/2017 5:18 AM
10	Fluid/nonbinary	4/24/2017 2:03 PM
11	Non-binary	4/24/2017 9:17 AM

## Q12 Do you live with a disability? (pick all that apply)

Answered: 126 Skipped: 21



Answer Choices	Responses	
hearing difficulty (deaf or serious difficulty hearing)	0.79%	1
vision difficulty (blind or serious difficulty seeing, even when wearing glasses)	0.79%	1
cognitive difficulty (because of a physical, mental or emotional problem, difficulty remembering, concentrating or making decisions)	2.38%	3
ambulatory difficulty (serious difficulty walking or climbing stairs)	3.17%	4
self-care difficulty (difficulty bathing or dressing)	0.79%	1
independent living difficulty (because of a physical, mental or emotional problem, difficulty doing errands alone)	1.59%	2
no or not applicable/prefer not to answer	94.44%	119
Total Respondents: 126		



### Q13 Additional comments about these topics or this survey

Answered: 36 Skipped: 111

#	Responses	Date
1	Your goals are flawed so your conclusions will be terrible. Quit now.	5/23/2017 5:09 PM
2	Stop with all the keeping shit weird. Portland is a mecca for the mentally ill & lazy. Use taxpayer funds wisely! History repeats itself.	5/23/2017 8:54 AM
3	I answered the last group of questions with this caviat....my husband has late stage Parkinson's (he is 60 years old) and we have become so aware of services that we need but aren't out there. For example TriMet's routes for disabled persons. My husband's balance is so bad that he can't ride these buses for fear of being thrown out of his seat. The drivers are not necessarily in tune with the disabilities of those who ride. My husband rode a bus about a year ago with a severely handicapped individual that had some type of voice control. She kept saying she was going to vomit and the driver totally didn't hear it or tuned it out. My husband told him as he was getting off the bus and his response was huh! and he drove on with the person still on the bus. Perhaps not possible, but a bit of medical training if you are going to transport disabled folks seems appropriate.	5/23/2017 6:41 AM
4	Our entire region is experiencing unexpected rapid growth and our infrastructure needs to catch up. We need additional state and federal funding to bridge this gap until the new homes and jobs begin to put in their fair share of taxes to cover this development. I haven't really seen Metro make this case strongly enough to those who can help. I don't believe we can handle all these new residents and the new jobs with the transportation they need all on our own. If we don't provide better transportation, we will lose both.	5/17/2017 1:25 AM
5	The city of Portland needs to prioritize repaving of arterial roadways!!! The CRC needs to be build. Get it going again partnering with the State of Washington. I-5 is the regions lifeline and this is an embarrassment to the State of Oregon and the City of Portland. The MAX system needs to have express lines that do not stop at every stop (as they do in larger metro areas and Europe) this slows down the commute with every train stopping at every station. Complete the 40-mile loop as well as the I-84 Sullivan's Gulch bikeway.!!	5/15/2017 2:43 AM
6	Please leave existing parking at Washington Park so we can see nature in a warm dry comfortable car.	5/12/2017 10:59 AM
7	I support more efforts into researching and implementing congestion pricing in the Portland metro area.	5/8/2017 3:09 AM
8	We currently have an excellent transit system that all whom are not bed confined can use. The plans for Expansion of mobile opportunities should take all peoples into consideration as it has for a long time. The plan should focus on the ability of tax paying workers who support many nonpaying people's ,to move about in their own chosen mobility easily for work and play	5/5/2017 12:40 PM
9	Mass transit programs are not cost effective and should be eliminated. If you must do something other than maintain the existing roads, expand them to reduce congestion.	5/5/2017 10:40 AM
10	We need more crossing points for the Columbia river. Build bridges east of 205 and west of I-5.	5/5/2017 4:15 AM
11	Fix the roads! Add new transportation corridors to improve congestion and freight mobility!	5/5/2017 2:22 AM
12	We need more bridges across the columbia. I5 is the wrong location. Leave it alone. We need a bridge that crosses farther north and gets people to hisboro area. than loops back down to I5. I5 portland is to crowded already You need to plan for more cares that self drive not less Public trans will be UBER and electric vehicles for short hops. Self driving trucks need to be able to get to Hillsboro area as well. Trains are silly and expensive toys from the past. Self driving Buses may also use these roads.	5/4/2017 11:48 PM
13	A third and fourth bridge over the Columbia River are needed, as well as a second freeway in addition to I-84 from the eastside, and a second freeway in addition to 26 from the westside.	5/4/2017 11:33 PM
14	No light rail. Quit the wasteful studies and build more bridges across the Columbia River to allow access so we can do our business	5/4/2017 11:29 PM
15	We need new vehicular transportation corridors across the columbia river (east and west of I-5). Not rehashed failures and forced mass transit.	5/4/2017 3:38 PM
16	While my comments are self-oriented, I want to voice my support for projects that enhance the quality of life in low-income areas and for historically marginalized communities	5/4/2017 6:24 AM

### Attachment 3: Metropolitan Transportation Improvement Program: 2018-2021 | comment survey results

17	Please fix crash corner in Raleigh Hills by the Parr Lumber, make it bikeable and walkable. Stop allowing the construction of new drive-thrus and car dealers on roads and highways around the metro area.	5/3/2017 10:00 AM
18	I think only wonks will do this. I hope you can reach non-wonks. Thanks, Metro.	5/3/2017 7:05 AM
19	Wider roads and remove the on ramp signals. They slow people down using more gas to speed up to access highways	5/2/2017 2:45 AM
20	Priority is to shorten wait times, more light rail along i5 to wilsonville and vanvouver, incentivize biking, carpooling, expand nike's bike share locations to SE PDX.	5/1/2017 11:05 AM
21	Metro should do everything it can to get people out of cars/trucks to cut down on pollution, global warming. Where possible, telecommuting should be done. Many local companies could allow and/or encourage that.	5/1/2017 6:09 AM
22	Consider how this request for community input is being provided to historically under represented groups - I don't see language options nor much request to understand (other than zip code) what geographic responses are being contributed and more importantly which areas aren't.	5/1/2017 5:03 AM
23	Let's all work together as a region to raise the money we need for real transportation options (read: transit and walk/bike access) that will help offset population growth and housing un-affordability.	5/1/2017 2:43 AM
24	Shifting the focus away from the center of the urban area to the outlying portions is way overdue.	4/30/2017 10:52 AM
25	Keep the roads , bridges and such in good condition as well as update poor intersections.	4/30/2017 10:21 AM
26	We should be looking to international cities as examples on how to build an integrated transit network. Singapore is light years beyond Portland and any other American city. We should not be using other US cities as precedents of what to do.	4/28/2017 4:51 AM
27	Gas taxes should pay for roads and bridges for the drivers paying the tax. While driving is subsidized at less than a dime per mile, transit fares cover oly 25% of the operating costs with transit as a whole subsidized at over 60 cents a passenger mile. Bicyclists simply freeload!! Transit riders and bicyclists need start paying more of their own way - including financially contributing to the Federal Highway Trust Fund	4/27/2017 7:49 AM
28	A recent presentation at Central NE Neighbors by the Portland Streetcar rep focused on transit as a land-use tool for improving property values, and that alignments are meant to enhance the latter. Instead, let's put transit where underserved, or unserved, populations live. So... no streetcar on NE Broadway but yes to one on Killingsworth.	4/27/2017 7:26 AM
29	We are excited by the changes the city has in store with the 2035 comp plan. We hope Portland officials can continue to make the city more pedestrian/bike/transit/diversity friendly. Thank you for the good work that you do.	4/26/2017 1:55 PM
30	Transportation should be exactly about that...transportation. We are getting as bad as LA or Seattle. When was the last road added or widened?	4/26/2017 4:29 AM
31	Appreciate the solicitation of public opinion as well as emphasis on social equity and hope it is seriously considered!	4/25/2017 2:46 PM
32	what does this have to do with where we should invest in new roads? I'd like to see a westside bypass like I-205. The west side has been at a disadvantage for 30 years and deserves some equal funds/investments for connectivity, job growth and equity	4/25/2017 5:18 AM
33	Westside N/S bypass is needed in Washington County!	4/25/2017 4:52 AM
34	The city has done a very poor job in planning and executing projects.	4/25/2017 4:50 AM
35	This survey is confusing. It starts out with the premise that it is asking for opinions about federal funding for transportation generally. The survey then reads like it is trying to promote walking, biking, and transit, with the goal of providing greater social equity. I support these goals, and work in a related field, yet still don't understand the connections that the survey seems to be trying to make. It also doesn't even address the very real and major concern of why we aren't spending considerable local, state, and federal dollars to address seismic upgrades. Considering we KNOW that the Big One is a real event sometime in our future.	4/24/2017 2:03 PM
36	Please create more frequent bus trip to Max, and allow people to finish trips on Max. Max has good coverage now (other than SW), so the goal should be to get more people on the trains.	4/24/2017 10:20 AM



## Public comment summary

### 2018-21 Metropolitan Transportation Improvement Program

*The Metropolitan Transportation Improvement Program, or MTIP, documents how all federal transportation money is spent in the Portland metropolitan region. It also documents state- and locally-funded projects that may significantly affect the region's air quality.*

As the federally-recognized metropolitan planning organization, Metro updates the MTIP every three years, collecting information from the Oregon Department of Transportation and the region's cities, counties and transit agencies. This update lists funded transportation projects scheduled in the region between 2018 and 2021.

Public comment was solicited from April 24 through May 23, 2017, on the public review draft 2018-21 Metropolitan Transportation Improvement Program and draft air quality conformity determination.

#### Online comment summary

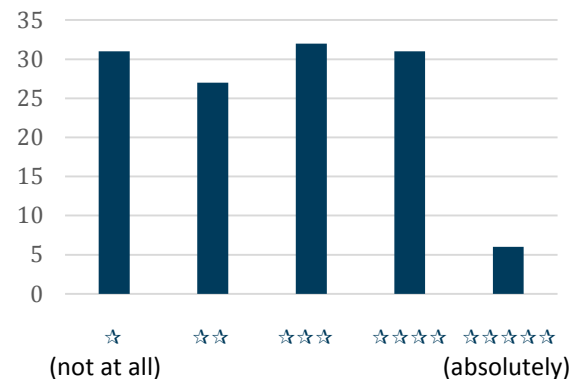
Metro received 147 comments through the online comment survey. The online comment survey was designed to provide high level information and content on the 2018-21 MTIP to allow for residents to comment without the need to read and understand the details of the full document. Consisting of four questions, a summary of the questions and responses are provided below.

#### Question 1: Generally, do you think the greater Portland region is making the best use of available federal transportation funding?

Participants were given a chart showing how federal dollars and local matching funds are planned to be invested between 2018 through 2021. The chart distinguished the balance of local and federal as well as the mode types for three categories: maintenance and operations; capital improvements; and regional programs, obligations and planning.

This question asked participants to offer a rating response, with 1 being “not at all” and 5 being “absolutely”; 127 participants offered a rating, and 75 offered additional comments.

**Generally, do you think the greater Portland region is making the best use of available federal transportation funding?**



#### Question 2: In order to ensure that we are moving toward a transportation system that advances social equity, what things should we track and pay the most attention to?

Participants were given a brief summary of an assessment of how this MTIP performs for historically marginalized communities (people of color, individuals living in poverty and language-isolated communities) and for older and younger residents. When judged as a whole, the capital investments listed in this MTIP showed improved access and safety for these communities across the Portland region.

Participants were offered the following list of potential measures for equity performance and encouraged to choose two, including a free-form “other” category; 144 participants offered a selection, including 24 who made another suggestion, and 35 offered comments.

**In order to ensure that we are moving toward a transportation system that advances social equity, what things should we track and pay the most attention to?**

number and severity of crashes across different communities

impact on habitat and natural areas across different communities

housing plus transportation costs across different communities

air quality and health (like asthma rates) across different communities

displacement risk (including rental rates after different kinds of public investments across different communities)

other (please specify)

**Question 3: The MTIP has investments that work to reduce air pollution from cars and trucks. Thinking about how you and your family might reduce pollution from driving, what would help the most?**

Participants were given a brief assessment of how this MTIP performs in addressing the region's transportation sector contributions to air pollution and overall air quality. With this MTIP, the greater Portland region continues to be in compliance with the federally regulated transportation-related air pollutants.

Participants were offered the following list of potential investments and encouraged to choose one, including a free-form "other" category; 147 participants offered a selection, including 19 who made another suggestion, and 39 offered comments.

**Thinking about how you and your family might reduce pollution from driving, what would help the most?**

making buses and MAX more convenient, frequent, accessible and affordable

making biking and walking more safe and convenient

making streets and highways safer, more reliable and better connected

using technology for things like signal timing, route (and rerouting) information, and incident response to better manage the transportation system

providing more information and incentives to help people walk, bike and use transit

supporting the transition to cleaner, low carbon fuels and more fuel efficient vehicles

other (please specify)

## 2018-2021 MTIP Public Comment Themes

### Major Themes by Survey Question

#### **Question 1: Generally, do you think the greater Portland region is making the best use of available federal transportation funding?**

##### Main Themes:

- More investment is needed; respondents often focused on their preferred mode (road maintenance, road capacity, light rail, bus service, bike facilities, sidewalks).
- Other types of investments could be reduced (road capacity, light rail or transit generally, bike facilities, sidewalks).
- Investment levels should match current demand (higher number of users or number of trips per mode should have higher level of investment) and/or be self-funding.

##### Metro Response:

The Portland metropolitan region's long-range vision for the transportation system calls for maintaining, operating, and building out a balanced multimodal transportation system which supports all forms of travel. The region's policy makers actively support and continue to seek increased investment at the federal, state and local levels to address needs. This is demonstrated by federal and state funding policy positions adopted during consideration of funding at the federal and state levels, and by several local funding initiatives.

Current traffic patterns and mode choices are shaped by existing land use and prior transportation system investments. Long-range planning analysis demonstrates that that investments in all modes of transportation, along with demand and system management, better meets the region's goals and desired outcomes, not simply investing proportional to today's modal use patterns. It should be acknowledged that a number of survey respondents on the 2018-2021 MTIP did not feel like the region's federal investments are moving in the "right direction," the follow up freeform comments indicated desired to see less or more investment in different modes or types of investments. The differing comments on the direction of the region's current federal transportation investments serves testament that the region is making investments across all modes and project types.

No one mode is entirely self-paying when considering all costs to build and operate the system, considering costs such as traffic enforcement or capital costs contributed by development fees. External costs, such as capacity to maintain a healthy air shed which allows industry to continue to operate and expand, are also not accounted for in existing transportation cost structures. Nor does any single mode operate to the exclusion of others for travel needs (or for many trips) of people and freight. Therefore, the existing direct costs of operating any one mode is not a recommended method for determining level of investment in each mode.

Recommendation: Comments will be provided to long-range planning update process as input for consideration of planning level investments. No recommended change to the MTIP process.

**Question 2: In order to ensure that we are moving toward a transportation system that advances social equity, what things should we track and pay the most attention to?**

Main Themes:

- Investments should be made to improve the quality of life for underserved populations but done in a way that doesn't trigger market-based displacement.
- Affordable housing is needed throughout the region, especially in well-connected areas.

Metro Response:

As part of the development of the long-range transportation plan, issues of affordable housing and market-based involuntary displacement are being looked at to incorporate as part of the performance management program of the region's transportation investments. By potentially including affordability and displacement risk as part of the performance management program, the region's transportation investments can be better monitored and sufficiently assessed (whether quantitatively or qualitatively) to see whether a program of transportation investments are addressing affordability issues and the precursors to market-based displacement and housing affordability.

Additionally, Metro staff is working in partnership with other divisions of the Planning and Development department working more directly on land use and housing to find areas of coordination and advance complimentary work to address the balance of housing affordability and letting communities remain where they live while making continual investments on the transportation system in the region's diverse communities.

Recommendation: Metro will continue to advance the evaluation tools available to analyze displacement and affordability impacts of transportation investments and consider upcoming policy and allocation decisions for their ability to advance affordability and address displacement impacts.

**Question 3: The MTIP has investments that work to reduce air pollution from cars and trucks. Thinking about how you and your family might reduce pollution from driving, what would help the most?**

**Main Themes:**

- The region should expand transit service (in coverage – especially outside of central Portland – as well as frequency), including expanding light rail to new areas.
- Expanded roadways and additional Columbia River bridges would reduce congestion and reduce pollution.
- The region needs easier, safer and more connected biking and walking access, particularly along arterials.

**Metro Response:**

In 2014 the Portland metropolitan region adopted the Climate Smart Strategy, which includes six different multimodal and programmatic strategies to address transportation-related emissions. The Climate Smart Strategy relies on a significant investment in the region's transit system (both to increase service and expand for greater coverage across the region) in order to meet state mandated transportation-related emissions reductions targets. Additionally, biking and walking infrastructures as well as select roadway expansion for operations were included as priority investments of the Climate Smart Strategy.

The diverse set of transportation investments represented in the 2018-2021 MTIP demonstrates the region is making progress and commitment towards implementing the different elements of the Climate Smart Strategy. Therefore, the region's investment program is in line with the public comment input in which strategies to emphasize to address air pollution from transportation.

As the region updates the long-range transportation plan, the process continues to incorporate and provide further direction on the implementation of the Climate Smart Strategy recommendations. The long-range plan update is also evaluating possible investments in large motor vehicle capacity projects such as the Columbia River crossing projects.

Recommendation: Comments will be provided to long-range planning update process as input for consideration of planning level investments. No recommended change to the MTIP process.

# **federal register**

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Wednesday  
November 6, 1991

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## **Part II**

### **Environmental Protection Agency**

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



**ENVIRONMENTAL PROTECTION AGENCY****40 CFR Part 81****[Air Docket No. A-90-42; FRL-3946-1]****RIN 2060-AC56****Designation of Areas for Air Quality Planning Purposes****AGENCY:** Environmental Protection Agency (EPA).**ACTION:** Final rule.**SUMMARY:** This rulemaking sets forth the attainment status, including designations and classifications for selected areas affected by the ozone,

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

**EFFECTIVE DATE:** This regulation will become effective on January 6, 1992.**ADDRESSES:** Written comments on this rulemaking must be limited to addressing the technical correctness of

those determinations and significant new policy issues and must be received on or before December 6, 1991. Such comments should be sent in duplicate to the attention of: Air Docket No. A-90-42, U.S. EPA (LE-133), 401 M St., SW., Washington, DC 20460. The docket is located in Rm. M-1500, First Floor, Waterside Mall, 401 M St., SW., Washington, DC. Materials relevant to this rulemaking may be inspected at this location during the hours from 8:30 a.m. to 12 noon and from 1:30 p.m. to 3:50 p.m., Monday through Friday, except for legal holidays. In addition, the public may inspect the same information that is maintained in the docket at the following locations.

Regional Offices	States
Susan Buddler, Chief, State Air Programs Branch, EPA Region I, J.F.K. Federal Building, Boston, MA 02203-2211, (617) 565-3245; FTS 835-3245.	Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont
William S. Baker, Chief, Air Programs Branch, EPA Region II, 26 Federal Plaza, New York, NY 10278, (212) 264-2517; FTS 364-2517.	New Jersey, New York, Puerto Rico, and Virgin Islands
Marce Spink, Chief, Air Programs Branch, EPA Region III, 841 Chestnut Building, Philadelphia, PA 19107, (215) 597-9075; FTS 597-9075.	Delaware, District of Columbia, Maryland, Pennsylvania, Virginia, and West Virginia
Tom Hansen, Acting Chief, Air Programs Branch, EPA Region IV, 345 Courtland St., NE, Atlanta, GA 30365, (404) 347-7664; FTS 257-2664.	Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, and Tennessee
Stephen H. Rothblatt, Chief, Regulation Development Branch, EPA Region V, 230 South Dearborn St., Chicago, IL 60604, (312) 353-2211; FTS 353-2211.	Illinois and Indiana
Gary Galeman, Chief, Air Toxics and Radiation Branch, EPA Region V, 230 South Dearborn St., Chicago, IL 60604, (312) 353-8559; FTS 353-8559.	Michigan and Wisconsin
George Czerniak, Chief, Air Enforcement Branch, EPA Region V, 230 South Dearborn St., Chicago, IL 60604, (312) 353-2088; FTS 353-2088.	Ohio and Minnesota
Gerald Fontenot, Chief, Air Programs Branch, EPA Region VI, 1445 Ross Ave., Dallas, TX 75202-2733, (214) 655-7204; FTS 275-7204.	Arkansas, Louisiana, New Mexico, Oklahoma, and Texas
Gale Wright, Chief, Air Branch, EPA Region VII, 726 Minnesota Ave., Kansas City, KS 66101, (913) 238-7020; FTS 276-7020.	Iowa, Kansas, Missouri, and Nebraska
Douglas M. Sue, Chief, Air Programs Branch, EPA Region VIII, 999 16th St., Denver Place - Suite 500, Denver, CO 80202-2465, (303) 293-1750; FTS 330-1750.	Colorado, Montana, North Dakota, South Dakota, Utah, and Wyoming
David L. Calkins, Chief, Air Programs Branch, EPA Region IX, 75 Hawthorne St., San Francisco, CA 94105, (415) 744-1210; FTS 484-1210.	Arizona, California, Guam, Hawaii, and Nevada
George Abel, Chief, Air & Radiation Branch, EPA Region X, 1200 Sixth Ave., Seattle, WA 98101, (206) 553-4166; FTS 349-4166.	Alaska, Idaho, Oregon, and Washington

**FOR FURTHER INFORMATION CONTACT:****Ozone/CO Issues:**Barry Gilbert or Valerie Broadwell,  
Ozone/CO Programs Branch,  
(919) 541-5238/3310; FTS 629-5238/  
3310.**Lead, SO<sub>2</sub> Issues:**Laurie Ostrand,  
SO<sub>2</sub>/Particulate Matter Programs  
Branch,  
(919) 541-3277; FTS 629-3277.**Particulate Matter Issues:**Larry Wallace,  
SO<sub>2</sub>/Particulate Matter Programs  
Branch,  
(919) 541-0906; FTS 629-0906.**Issues of a general nature:**Hank Young,  
Regional Operations Branch,  
(919) 541-5543; FTS 629-5534.  
Air Quality Management Division  
(MD-15), Office of Air Quality Planning  
and Standards, U.S. EnvironmentalProtection Agency, Research Triangle  
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## I. Background

### A. Purpose

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

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

The nation's first Federal efforts at controlling air pollution began in 1963 with passage of the CAA. Four amendments followed in 1967, 1970, 1977 and 1990. The 1967 Amendments directed the previous Department of Health, Education and Welfare to identify regional areas with common air

masses throughout the nation [Air Quality Control Regions (AQCR's)]. By 1970, 57 AQCR's were named. Later that year, 34 additional areas were announced.

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

Section 107(d) of the 1977 Amendments gave the EPA the authority to designate areas nonattainment without a State's request. After EPA's initial designation of areas as attainment/unclassifiable or nonattainment in 1978, however, subsequent designations could be made only at a State's request. In that same year, EPA published, for the first time, a list of all section 107(d) nonattainment areas in 40 CFR part 61.

### C. CAAA and Subsequent EPA Actions

This section summarizes the relevant provisions of the CAAA as applicable to ozone and CO areas. A discussion of the provisions applicable to PM-10, SO<sub>2</sub>, and lead areas is found in sections II, B, C., and D. of this document.

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

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

### D. Chronology of EPA and State Actions

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

legislation and summarizing the Amendments.

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

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

2. *Chronology of events.* The first official actions the States took came 45 days after enactment of the CAAA (December 30, 1990). Preenactment ozone and/or CO nonattainment areas classified under section 107(d)(1)(A)(iv) as serious, severe, or extreme would take as their nonattainment area boundaries the boundary of their respective C/MSA unless the State notified the Administrator, no later than 45 days after enactment, of its intent to study the boundaries further (the 45-day letter).

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

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

On March 15, 1991 (120 days after enactment), States were required to submit to EPA a list of all their ozone and CO nonattainment areas, including boundary recommendations. States were urged to submit at the same time SO<sub>2</sub>, PM-10, and lead nonattainment areas, including boundary recommendations. States were encouraged to provide at this time the additional boundary studies and recommendations for the serious, severe, and extreme ozone and CO areas covered by the 45-day letters. By

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

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

With respect to lead, PM-10, and SO<sub>2</sub>, refer to the appropriate section below for a description of the specific action being taken.

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

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

## II. Summary of Today's Action

### A. Ozone/CO

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

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

### 2. *Enactment—*a. *Designations/boundaries/classifications—i.*

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

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

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

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

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

### iii. *Classifications/other treatments—*

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

Section 181(a)(1) provides:

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

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

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

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

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

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

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

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

Area classification	Design value (ppm)
Serious	15.5 and above

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

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

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

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

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

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

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

There are several reasons why the EPA began with the data years 1987-1989 for ozone and 1988-1989 for CO. The CAA required the Administrator to make a determination for 5 percent classification downshifts no later than 90 days after enactment (February 13, 1991). No later than 180 days after enactment (May 15, 1991), the EPA was required to notify States of its intent to designate areas. Although some areas

had 1990 data available as early as February 13, 1991 and EPA considered it, most areas did not. Thus, in order to meet the deadlines set forth in the Act the EPA was compelled for timing purposes to use 1987-1989 for ozone and 1988-1989 for CO as primary data years in determining designations and classifications pursuant to this notice.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**4. Enactment + 90 days: 5 percent classification adjustment—a. General.** Under sections 181(a)(4) and 186(a)(3), an ozone or CO nonattainment area may be reclassified to the next higher or lower classification if its design value places it within 5 percent of the next classification. For ozone, section 181(a)(4) provides that such reclassification must occur no later than 90 days after the initial classification, which is (1) 90 days after the date of enactment (by February 13, 1991) for areas designated nonattainment by

operation of law under section 107(d)(1)(C) (by virtue of their designation as nonattainment pre-enactment); or (2) 90 days after the effective date of this rule for areas designated nonattainment for ozone for the first time pursuant to this rule (by virtue of their designation as attainment pre-enactment). For CO, section 186(a)(3) provides that such reclassification must occur no later than 90 days after enactment. The provisions grant the Administrator broad discretion in making, or determining not to make, the reclassification.

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

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

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

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

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

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

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

**Trends:** Near- and long-term trends in emissions and air quality should support a downshift. Historical air quality data should indicate substantial air quality improvement. Growth projections and emission trends should support a downshift. Vehicle miles traveled (VMT)

and other indicators of emissions should not be increasing at higher than normal rates.

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

nonattainment area to include the C/MSA, are generally treated as having been designated and classified on the date of enactment, as described below.

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

#### (1) EPA Actions:

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

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

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

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

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

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

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

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

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

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

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

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

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

In addition, EPA believes that it may concur in reassignment of a portion of the C/MSA to another nonattainment area when that reassignment results in the same, or essentially the same, classification—under the *de minimis* authority of Alabama Power Co. v. Costle, 636 F.2d 323, 360-61, 404-05 (DC Cir. 1980). This case held that EPA may exempt *de minimis* situations from a

statutory requirement when the burden of regulation would yield little or no value. In these cases, EPA believes that applying the "contributes significantly" test to these areas would yield no gain in air quality since control requirements remain the same despite the reassignment, and thus neither area's prospects for reaching attainment and maintenance is jeopardized. Applying *de minimis* authority to these cases remains consistent with the underlying purpose of the nonattainment provisions, which is to assure attainment and maintenance of the NAAQS. (See the TSD, item #6, for technical documentation supporting these determinations.)

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

#### Ozone

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

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

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

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

#### CO

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

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

Muskegon, MI.

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

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

New York State followed with a letter on June 4, 1991, requesting more time to

evaluate the boundaries of Orange and Putnam Counties and informed EPA that the appropriate documentation would be submitted no later than the August 12, 1991 deadline.

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

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

b. *Ozone and CO areas designated nonattainment at date of enactment—classified marginal or moderate—4. Designations.* For areas designated nonattainment for ozone or CO by operation of law under section 107(d)(1)(C) at the date of enactment, EPA, with today's action, reaffirms that designation. Section 107(d)(4)(A)(iii) precludes redesignating an area to attainment under this 340-day process.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### Ozone

##### North Carolina

On May 13, 1991, EPA Region IV wrote to Governor Martin (180-day

letter) recommending that a portion of Davie County (Greensboro MSA) and Granville County (Raleigh-Durham MSA) be designated nonattainment for ozone based on available monitoring data.

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

##### South Carolina

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

##### Kentucky

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

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



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

#### Virginia

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

#### CO

##### New Jersey

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

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

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

##### Tennessee

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

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

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

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

##### Utah

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

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

enactment, and EPA today is merely announcing and codifying in the CFR the classifications that occurred for these areas at enactment.

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

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

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

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

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

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

#### Arizona

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

#### Ohio

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

Mahoning and Trumbull Counties are being classified as a marginal ozone nonattainment area along with Mercer County, Pennsylvania. There are two

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

#### Pennsylvania

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

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

designation notice EPA recognizes the fact that Allegheny County is not violating the NAAQS, i.e., that it is monitoring attainment.

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

d. *Areas designated entirely attainment/unclassifiable at enactment but now subject to redesignation to nonattainment—1. Serious and higher.*

#### Ohio and West Virginia

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

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

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

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

#### *Essex County, New York*

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

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

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

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

The EPA accepts this boundary to define the nonattainment area on Whiteface Mountain, allowing the rest of Essex County to remain attainment. The EPA believes this boundary adequately includes the monitor, located at an elevation of 4,667 feet, and a reasonable surrounding area.

By selecting 4,500 feet as the boundary marking the nonattainment area of Whiteface Mountain, EPA also believes that the air quality in the

Adirondack Park area, an area frequented by the public, will benefit by designating this portion of Essex County as nonattainment.

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

#### *Smyth County, Virginia*

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

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

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

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

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

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

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

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

judicial review applicable to these actions. —

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

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

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

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

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

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

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

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

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

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

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

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

the first sentence in section 172(a)(1)(B) sets out the requirement for publishing a notice announcing a classification, a requirement that is separately incorporated in sections 181(a)(3) and 186(a)(2). This duplication suggests that the first sentence of section 172(a)(1)(B) does not apply.

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

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

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

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

#### B. PM-10

##### 1. Initial PM-10 designations.

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

Generally, EPA adopted a PM-10 SIP development policy "grouping" all areas of the country into three categories based on their probability of violating the standards when EPA revised the indicator for particulate matter to PM-10

(see generally 52 FR 24634, July 1, 1987) (revising particulate matter indicator from total suspended particulates to PM-10). The EPA announced the initial groupings for PM-10 in a *Federal Register* notice published on August 7, 1987 (52 FR 29383). The EPA modified the groupings and boundaries in two subsequent *Federal Register* notices published on March 28, 1989 (54 FR 12620) and October 31, 1990 (55 FR 45799).

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

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



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

2. *Additional PM-10 designations.* As discussed above, all areas of the country were designated either nonattainment or unclassifiable for PM-10 by operation of law upon enactment of the CAAA pursuant to section 107(d)(4)(B). Section 107(d)(3) of the CAAA authorizes the Administrator to redesignate as nonattainment those areas initially designated as unclassifiable for PM-10 [see section 107(d)(3)(A), (B), and (C)]. The EPA has initiated the redesignation process for some areas. Specifically, in January and February of 1991, EPA Regional Administrators provided letters to the Nation's Governors initiating the process of redesignating additional areas as nonattainment for PM-10, as called for in section 107(d)(3)(A) of the CAAA. In addition, in a Federal Register notice published on April 22, 1991 (58 FR 16274), the EPA identified those PM-10 areas for which EPA had notified the Governors of affected States that an area's PM-10 designation should be revised to nonattainment. (The need to revise the designation for the section in LaSalle County, Illinois, that EPA had identified in the April 22, 1991 notice has been rendered moot. In the correction notice for the initial nonattainment areas published in the Federal Register of August 8, 1991 (56 FR 37654), EPA indicated that this section was designated nonattainment and included as part of the initial Oglesby, Illinois, PM-10 nonattainment area.)

In a separate Federal Register notice, EPA will propose redesignations for these areas in light of comments received from the affected States. A more detailed discussion about the section 107(d)(3) redesignation process and the actions being proposed will be described in that notice. [Note that the section 107(d)(3) redesignation process is different from the section 107(d)(4)(B) designations occurring by operation of law upon enactment of the CAAA in

that the section 107(d)(3) redesignations are not exempt from the notice-and-comment rulemaking procedures of the Administrative Procedures Act (section 107(d)(2)(B) of the CAAA).]

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

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

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

#### C. Sulfur Dioxide (SO<sub>2</sub>)

1. *Initial SO<sub>2</sub> designations.* Section 107(d)(1)(C) of the CAAA generally provides that those SO<sub>2</sub> designations existing before enactment of the CAAA were affirmed at enactment by operation of law. Thus, the designation of an SO<sub>2</sub> area existing just prior to enactment of the CAAA (November 15, 1990) become the designation of the area upon enactment and at this time. To avoid unnecessary duplication, EPA will not reprint the codification table for SO<sub>2</sub>

in today's notice. For the status of SO<sub>2</sub> areas, readers should refer to the codification tables currently set forth in 40 CFR part 81 (July 1, 1991) and to any subsequent modifications to these SO<sub>2</sub> tables that have been published in the Federal Register.

2. *Additional SO<sub>2</sub> designations.* As with the additional PM-10 nonattainment areas, EPA has initiated the redesignation of some SO<sub>2</sub> areas pursuant to section 107(d)(3) of the CAAA [section 107(d)(3)(A), (B), and (C)]. In January and February of 1991, EPA Regional Administrators provided letters to the Nation's Governors initiating the process of redesignating additional areas as nonattainment for SO<sub>2</sub>, as called for in section 107(d)(3)(A) of the CAAA. In addition, in a Federal Register notice published on April 22, 1991 (58 FR 16274), EPA identified those SO<sub>2</sub> areas for which EPA had notified the Governors of affected States that an area's SO<sub>2</sub> designation should be revised to nonattainment.

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

#### D. Lead

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

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

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

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

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

notice published on April 22, 1991 (56 FR 19274), EPA identified those areas for which EPA had requested designations for lead.

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

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

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

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

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

is acting only on the solicited portion of the submittals for which EPA has determined modifications are not necessary. The unsolicited portion of the submittal will be addressed in a separate notice.

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

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

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

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

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

As noted, this action is being taken pursuant to section 107(d)(5) of the CAAA. As with the section 107(d)(4) designations for ozone and CO areas, the designations under section 107(d)(5) are exempt from the Administrative Procedures Act requirements for notice-and-comment rulemaking (5 U.S.C. sections 553-557) [see section 107(d)(2)(B) of the CAAA]. Nevertheless, as with the ozone and CO designations in today's notice, EPA will entertain any comments on these actions that are received by December 8, 1991, for the purpose of correcting technical errors. The EPA's promulgation of these designations [for purposes of section 107(d)(2)(A)] will become effective on January 6, 1992. This is intended to provide EPA with time to make any technical corrections that are appropriate in light of the comments.

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

Additionally, EPA has received unsolicited lead designation requests from some States. At this time, EPA intends to modify most of these requests and, accordingly, has notified the affected States and is providing them

with an opportunity to demonstrate why EPA's proposed modification is inappropriate. The EPA also will address these unsolicited designations in a separate *Federal Register* notice, to be published in the near future.

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

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

### III. Tables

The tables codified in today's action are significantly different from the tables now included in 40 CFR part 81. The current 40 CFR part 81 designation listings (revised as of July 1, 1990) include by State and NAAQS pollutant, a brief description of areas within the State and their respective designation. The EPA has modified this format in order to better describe the areas and their attainment status and to account for the pollutant classifications required by the CAAA. Today's action includes completely new tables for ozone and

CO. The SO<sub>2</sub>, NO<sub>2</sub>, and TSP tables are not modified by today's action but will in the future be revised, as appropriate, to this new format. Lead tables include the areas currently designated as nonattainment and unclassifiable. The PM-10 tables identify those areas currently designated as nonattainment for PM-10. As provided in section 107(d)(4)(B) of the CAAA, all of those areas in a State not designated nonattainment for PM-10 were designated unclassifiable for PM-10. The tables do not specify the PM-10 unclassifiable areas but by implication all those areas not currently designated nonattainment for PM-10 are designated unclassifiable.

### IV. Other Regulatory Requirements

#### A. Executive Order 12291

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

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

responses to these comments have been included in the Docket.

#### B. Regulatory Flexibility Act

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

#### List of Subjects in 40 CFR Part 81

Air pollution control, National parks, Wilderness areas.

Dated: October 28, 1991.

William K. Reilly,  
Administrator.

Therefore, 40 CFR part 81 is amended as follows:

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

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

2. Section 81.300 is revised to read as follows:

#### § 81.300 Scope.

(a) Attainment status designations as approved or designated by the Environmental Protection Agency (EPA) pursuant to section 107 of the Act are listed in this subpart. Area designations are subject to revision whenever sufficient data becomes available to warrant a redesignation. Both the State and EPA can initiate changes to these designations, but any State redesignation must be submitted to EPA for concurrence. The EPA has replaced the national ambient air quality

standards for particulate matter measured as total suspended particulate (TSP) with standards measured as particulate matter with an aerodynamic diameter less than or equal to a nominal 10 micrometers (PM-10). Accordingly, area designations for PM-10 are included in the lists in subpart C of this part. However, the TSP area designations will also remain in effect until the Administrator determines that the designations are no longer necessary for implementing the maximum allowable increases in concentrations of particulate matter pursuant to section 163(b) of the Act, as explained in paragraph (b) of this section.

(b) Designated areas which are listed below as attainment ("Better than national standards") or unclassifiable ("Cannot be classified") for total suspended particulate (TSP), sulfur dioxide (SO<sub>2</sub>), and nitrogen dioxide (NO<sub>2</sub>), represent potential baseline areas or portions of baseline areas which are used in determining compliance with maximum allowable increases (increments) in concentrations of the respective pollutants for the prevention of significant deterioration of air quality (PSD). With respect to areas identified as "Rest of State" it should be assumed that such reference comprises a single area designation for PSD baseline area purposes. However, for PM-10, the use of the term "Rest of State" is an interim measure to designate as unclassifiable all locations not originally designated nonattainment for PM-10 in accordance with section 107(d)(4)(B) of the Act.

(c) For PM-10 areas designated nonattainment, pursuant to section 107(d)(1)(b) by operation of law upon enactment of the 1990 Amendments to the Act, the boundaries are more fully described as follows:

(1) For cities and towns, the boundary of the nonattainment area is defined by

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

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

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

3. Section 81.301 is amended by revising the tables for "Alabama—O<sub>3</sub>" and "Alabama—CO", and by adding a new table titled "Alabama—Lead" to be inserted in alphabetical order immediately following the tabular entry for "Alabama—SO<sub>2</sub>" to read as follows:

#### § 81.301 Alabama.

\*\*\*\*\*

Alabama—Carbon Monoxide

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



## Oklahoma—Ozone

Designated Area	Designation		Classification	
	Date <sup>1</sup>	Type	Date <sup>1</sup>	Type
Carter County Choctaw County Coal County Garvin County Haskell County Hughes County Johnston County Latimer County Love County Marshall County McIntosh County Murray County Okfuskee County Pittsburg County Pontotoc County Pushmataha County Seminole County AOCR 188 Southwestern Oklahoma Interstate		Unclassifiable/Attainment		
Beckham County Caddo County Comanche County Cotton County Greer County Harmon County Jackson County Jefferson County Kiowa County Stephens County Tillman County Washita County				

<sup>1</sup> This date is November 15, 1990, unless otherwise noted.

\* \* \* \* \*

40. Section 81.338 is amended by revising the tables for "Oregon—O<sub>3</sub>" and "Oregon—CO", and by adding a

new table titled "Oregon—PM-10" to be inserted in alphabetical order immediately following the tabular entry for "Oregon—SO<sub>2</sub>" to read as follows:

§ 81.338 Oregon.

\* \* \* \* \*

## Oregon—Carbon Monoxide

Designated Area	Designation		Classification	
	Date <sup>1</sup>	Type	Date <sup>1</sup>	Type
Eugene - Springfield Area Lane County (part)		Nonattainment		Not Classified

## Oregon—Carbon Monoxide

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

## Oregon—Carbon Monoxide

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

<sup>1</sup> This date is November 15, 1990, unless otherwise noted.

## Oregon—Ozone

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

## Oregon—Ozone

Designated Area	Designation		Classification	
	Date <sup>1</sup>	Type	Date <sup>2</sup>	Type
Benton County				
Clackamas County (part)				
Remainder of county				
Columbia County				
Lane County (part)				
Remainder of county				
Linn County				
Marion County (part)				
area outside the city of Salem				
Multnomah County (part)				
Remainder of county				
Polk County (part)				
area outside the city of Salem				
Washington County (part)				
Remainder of county				
Yamhill County				
AQCR 194 Southwest Oregon Intrastate (part)				
Jackson County (part)				
Medford-Ashland Air Quality Maintenance Area		Unclassifiable/Attainment		
AQCR 194 Southwest Oregon Intrastate (Remainder of)		Unclassifiable/Attainment		
Coos County				
Curry County				
Douglas County				
Jackson County (part)				
Remainder of county				
Josephine County				

<sup>1</sup> This date is November 15, 1990, unless otherwise noted.

## Oregon—PM-10 Initial Nonattainment Areas

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

41. Section 81.339 is amended by revising the tables for "Pennsylvania—Ozone (O<sub>3</sub>)" and "Pennsylvania—CO",

and by adding a new table titled "Pennsylvania—PM-10" to be inserted in alphabetical order immediately

following the tabular entry for "Pennsylvania—SO<sub>2</sub>" to read as follows:

## § 81.339 Pennsylvania.

## Pennsylvania—Carbon Monoxide

Designated Area	Designation		Classification	
	Date <sup>1</sup>	Type	Date <sup>2</sup>	Type
Philadelphia-Camden County Area				
Philadelphia County (part)				
City of Philadelphia—high traffic areas within the Central Business District and certain other high traffic density areas.		Nonattainment		Moderate $\leq$ 12.7ppm

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



Federal Register / Vol. 60, No. 189 / Friday, September 29, 1995 / Rules and Regulations 50423

### ENVIRONMENTAL PROTECTION AGENCY

#### 40 CFR Part 81

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

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

AGENCY: Environmental Protection  
Agency.

ACTION: Direct-Final rule.

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

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

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

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

## SUPPLEMENTARY INFORMATION

## I. Background

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

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

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

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

EPA considered ODEQ's request, and finds that the designations were properly promulgated. However, EPA acknowledges ODEQ's position in that there are two distinct airsheds that should be separately regulated. EPA requested a technical justification be

submitted by the state of Oregon to demonstrate that the Portland and Vancouver CO airsheds are distinct and that there is an acceptably minimal CO transport between the two cities.

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

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

## Technical Justification Conclusions

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

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

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

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

To address EPA's interstate commuting concerns, ODEQ conducted a CO impact analysis of the interstate commute traffic focusing on high volume intersections. Since vehicles

registered in both nonattainment areas are subjected to essentially identical control strategies (oxygenated fuel, basic I/M), the impact of either the Portland or Vancouver vehicles on the contiguous CO nonattainment areas concentrations is insignificant.

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

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

## II. This Action

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

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

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

## III. Administrative Review

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

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

## WASHINGTON—CARBON MONOXIDE—Continued

Designated area	Designation		Classification	
	Date <sup>1</sup>	Type	Date <sup>1</sup>	Type
Clark County (part) Air Quality Maintenance Area.	.....	Nonattainment .....	.....	Moderate $\leq 12.7$ ppm.
*	*	*	*	*

<sup>1</sup> This date is November 15, 1990, unless otherwise noted.

\* \* \* \* \*

[FR Doc. 95-24041 Filed 9-28-95; 8:45 am]  
BILLING CODE 6560-50-P

#### 40 CFR Parts 264 and 265

[PL-64-2-5807; FRL-5306-9]

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

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule; stay.

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

**EFFECTIVE DATE:** December 6, 1995.

**ADDRESSES:** Docket. Docket entries cited in this notice may be found in RCRA docket number F-94-CE2A-FFFFF. Other RCRA docket numbers that pertain to the final rule are F-91-CESP-FFFFF, F-92-CESA-FFFFF, and F-94-CESF-FFFFF. The docket is available for inspection at the EPA RCRA Docket Office (5305), Room 2616, U.S. Environmental Protection Agency, 401 M Street, S.W., Washington, D.C. 20460. **FOR FURTHER INFORMATION CONTACT:** For further information about this stay contact the RCRA Hotline at (703) 412-9877 or toll-free at 1-800-424-9346.

#### SUPPLEMENTARY INFORMATION:

##### I. Background

On December 6, 1994, the EPA published in the Federal Register (59

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

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

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

The manufacture, transport, and use of organic peroxide products may require implementing special safety

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

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

## WASHINGTON—CARBON MONOXIDE—Continued

Designated area	Designation		Classification	
	Date <sup>1</sup>	Type	Date <sup>1</sup>	Type
Clark County (part) Air Quality Maintenance Area.	.....	Nonattainment .....	.....	Moderate $\leq 12.7$ ppm.
*	*	*	*	*

<sup>1</sup> This date is November 15, 1990, unless otherwise noted.



# APPENDIX M - Federal Register Notice Designation of Portland Metropolitan Region as Attainment Area for Carbon Monoxide

46208 Federal Register / Vol. 62, No. 169 / Tuesday, September 2, 1997 / Rules and Regulations

## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Parts 52 and 81

[OR 56-7271; FRL-5884-4]

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

AGENCY: Environmental Protection Agency.

ACTION: Final rule.

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

inventory requirements of section 187(a)(5) of the CAA.

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

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

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

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

#### SUPPLEMENTARY INFORMATION:

##### I. Background

On March 15, 1991, the Governor of Oregon recommended that the Portland portion of the Portland-Vancouver Air Quality Maintenance Area be designated as nonattainment for CO as required by section 107(d)(1)(A) of the 1990 Clean Air Act Amendments (CAAA) (Pub. L. 101-549, 104 Stat. 2399, codified at 42 U.S.C. 7401-7671(q)). The area was designated nonattainment and classified

as "moderate" with a design value less than or equal to 12.7 parts per million (ppm) under the provisions outlined in sections 186 and 187 of the CAA. (See 56 FR 56694, November 6, 1991, codified at 40 C.F.R. § 81.338). On September 29, 1995, EPA approved the separation of the Portland-Vancouver CO nonattainment area into two distinct nonattainment areas, effective November 28, 1995. Because the Portland area had a design value of 9.8 ppm (based on 1988-1989 data), the area was considered moderate. The CAA established an attainment date of December 31, 1995, for all moderate CO areas. The Portland area has ambient monitoring data showing attainment of the CO National Ambient Air Quality Standard (NAAQS) since 1989. On August 30, 1996, Oregon submitted a CO redesignation request and a CO Maintenance Plan for the Portland area. Oregon submitted evidence that public hearings were held on May 22, 1996, in Portland, Oregon, and on May 23, 1996, in Tigard, Oregon.

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

#### PORTLAND CO TRANSPORTATION EMISSION BUDGETS

[Thousand pounds per winter day]

Year .....	1991	1995	1997	2001	2003	2007
------------	------	------	------	------	------	------

#### CO NONATTAINMENT AREA = METRO BOUNDARY

Budget .....	1812	1217	1076	875	825	775
--------------	------	------	------	-----	-----	-----

#### CCTMP Sub-Area

Budget .....	191	123	107	84	78	70
--------------	-----	-----	-----	----	----	----

#### 82nd Avenue Corridor Sub-Area

Budget .....	12	7	6	5	4	4
--------------	----	---	---	---	---	---

Oregon relied, in part, on the existence of an approved Inspection and Maintenance (I/M) program to attain the CO NAAQS, and has implemented an enhanced I/M program which will help maintain the NAAQS during the ten-year maintenance period. Oregon also relied on an oxygenated fuel program to ensure attainment of the NAAQS, although it is important to note that the CO NAAQS was attained in Portland prior to the implementation of the 2018-2021 MTIP Air Quality Conformity

oxygenated fuel program in 1992. The oxygenated fuel program remains part of the maintenance plan during the first ten-year maintenance period.

A number of other measures have been implemented that have also helped improve air quality in the Portland CO nonattainment area. The primary permanent federal measure which has contributed to this improvement for CO has been the Federal Motor Vehicle Control Program which has established

emission standards for new motor vehicles. Additional measures implemented by Oregon, Metro, and the City of Portland which have contributed to the improvement in CO are: major New Source Review Program (lowest achievable emission rate and offsets); improved public transit; carpool matching program and carpool parking program in downtown Portland; traffic flow improvements (ramp metering, computerized signalization, on-street

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

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

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

## II. Response To Comments

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

## III. Final Action

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

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

## IV. Administrative Requirements

### A. Executive Order 12866

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

### B. Regulatory Flexibility Act

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

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

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

### C. Unfunded Mandates

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

statutory requirements. Section 203 requires EPA to establish a plan for informing and advising any small governments that may be significantly or uniquely impacted by the rule.

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

### D. Submission to Congress and the General Accounting Office

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

### E. Petitions for Judicial Review

Under section 307(b)(1) of the CAA, petitions for judicial review of this action must be filed in the United States Court of Appeals for the appropriate circuit by November 3, 1997. Filing a petition for reconsideration by the Administrator of this final rule does not affect the finality of this rule for the purposes of judicial review nor does it extend the time within which a petition for judicial review may be filed, and shall not postpone the effectiveness of such rule or action. This action may not be challenged later in proceedings to enforce its requirements. (See section 307(b)(2).)

## List of Subjects

### 40 CFR Part 52

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

### 40 CFR Part 81

Environmental protection, Air pollution control.

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

Dated: August 11, 1997.  
**Chuck Findley,**  
*Acting Regional Administrator.*

**PART 52—[AMENDED]**

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

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

**Authority:** 42 U.S.C. 7401–7671q.

**Subpart MM—Oregon**

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

**§ 52.1970 Identification of plan.**

\* \* \* \* \*

(c) \* \* \*

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

(i) Incorporation by reference.

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

Request for the Portland Metro Area, adopted July 12, 1996.

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

(ii) Additional material.

(A) Appendices to the Maintenance Plan and Redesignation Request for Portland (Metro) Area—State Implementation Plan Revision for Carbon Monoxide, dated July 12, 1996: Appendix D2–1 (Volume 3), CO Air Monitoring Network; Appendix D2–2 (Volume 3), Meteorological Analysis; Appendix D2–3 (Volume 3), Review of Bag Study Results Which Demonstrates The DEQ Network of Sites Records Higher CO Concentrations Than Screened Intersections; Appendix D2–4 (Volume 3), Emission Inventory and Forecast Portland (Metro) Area (Carbon Monoxide); Appendix D2–4–1 (Volume 3), Base Year (1990) Emission Inventory Portland (Metro) Area (Carbon Monoxide); Appendix D2–4–2 (Volume 3), Attainment Year (1991) Emission Inventory Portland (Metro) Area (Carbon Monoxide); Appendix D2–4–3 (Volume 3), Regional Emission Forecast Portland (Metro) Area; Appendix D2–4–4 (Volume 3), Subregional Emission Inventories and Forecast Portland (Metro) Area (Carbon Monoxide); Appendix D2–4–5 (Volume 3), Metro Model Assumptions, Link-Based Emissions Calculation Methodology, and Travel Demand Forecasting Model Summary; Appendix D2–5 (Volume 3), Conformity Process; Appendix D2–6 (Volume 3), Historical and Projected

Population and Households; Appendix D2–7 (Volume 3), Metro Council Resolution Concerning Portland CO Maintenance Plan, Emission Budgets, and Contingency Plan; Appendix D2–8 (Volume 3), CCTMP Zoning Codes Incorporated Into the Portland Carbon Monoxide Maintenance Plan; Appendix D2–9 (Volume 3), Motor Vehicle Inspection Program Changes; Appendix D2–10 (Volume 3), Land-Use Measures and TCM Substitution; Appendix D2–11 (Volume 3), New Source Review Program Changes; Appendix D2–12 (Volume 3), Rollforward Analysis; Appendix D2–13 (Volume 3), CCTMP Zoning Codes Used as Supporting Documentation in the Portland Carbon Monoxide Maintenance Plan; Appendix D2–14 (Volume 3), Miscellaneous Oregon Administrative Rule Amendments—Supporting Rules, OAR Chapter 340, Section 340–020–0047 (State of Oregon Clean Air Act Implementation Plan); and Sections 340–031–0520 and 340–031–0530 (Maintenance Area Designation).

**PART 81—[AMENDED]**

\* \* \* \* \*

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

**Authority:** 42 U.S.C. 7401–7671q.

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

**§ 81.338 Oregon.**

\* \* \* \* \*

**OREGON-CARBON MONOXIDE**

Designated area	Designation		Classification	
	Date <sup>1</sup>	Type	Date <sup>1</sup>	Type
* * *	*	*	*	*
Portland Area:				
Portland Metro Service District Boundary:				
Clackamas County (part) .....	.....	Attainment .....	.....	.....
Multnomah County (part) .....	.....	Attainment .....	.....	.....
Washington County (part) .....	.....	Attainment .....	.....	.....
* * *	*	*	*	*

<sup>1</sup> This date is November 15, 1990, unless otherwise noted.

\* \* \* \* \*

[FR Doc. 97-23227 Filed 8-29-97; 8:45 am]

BILLING CODE 6560-50-P

**ENVIRONMENTAL PROTECTION AGENCY****40 CFR Part 300**

[FRL-5884-9]

**National Oil and Hazardous Substances Pollution Contingency Plan; National Priorities List****AGENCY:** Environmental Protection Agency (EPA).**ACTION:** Notice of partial deletion of the Unit Structure Property from the Koppers Company, Inc., superfund site, Morrisville, Wake County, North Carolina, from the national priorities list.

**SUMMARY:** The Environmental Protection Agency (EPA) Region 4 announces the deletion of the Unit Structure Property portion of the Koppers Company, Inc. Superfund Site from the National Priorities List (NPL), (Appendix B of 40 CFR part 300 which is the National Oil and Hazardous Substances Pollution Contingency Plan (NCP)). EPA and the State of North Carolina Department of Environment, Health and Natural Resources have determined that the Unit Structure Property poses no significant threat to public health or the environment and, therefore, under the

Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) remedial measures are not appropriate. This deletion does not preclude future action under Superfund.

**EFFECTIVE DATE:** September 1, 1997.**FOR FURTHER INFORMATION CONTACT:**

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

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

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

EPA identifies sites that appear to present a significant risk to the public health, welfare and the environment and it maintains the NPL as the list of those sites. Any site or portion thereof deleted from the NPL remains eligible for Fund-financed remedial actions in the future. Section 300.425(e)(3) of the NCP states that Fund-financed actions may be taken at sites deleted from the NPL. Deletion of a site from the NPL

does not affect responsible party liability or impede Agency efforts to recover costs associated with response efforts.

**List of Subjects in 40 CFR Part 300**

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

Dated: August 14, 1997.

**A. Stanley Meiburg,**

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

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

**PART 300—[AMENDED]**

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

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

**Appendix B—[Amended]**

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

**Appendix B to Part 300—National Priorities List**

TABLE 1.—GENERAL SUPERFUND SECTION

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

P = Sites with partial deletion(s).

[FR Doc. 97-23093 Filed 8-29-97; 8:45 am]

BILLING CODE 6560-50-P

**FEDERAL COMMUNICATIONS COMMISSION****47 CFR Part 90**

[PR No. 89-552; FCC 97-225]

**Use of the 220-222 MHz Band by the Private Land Mobile Radio Service****AGENCY:** Federal Communications Commission.**ACTION:** Final rule.

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

the rule is expected to promote competition among all commercial mobile radio service providers.

**EFFECTIVE DATE:** October 2, 1997.**FOR FURTHER INFORMATION CONTACT:** Eli Johnson, 202-418-1310.

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

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

52956

Federal Register / Vol. 70, No. 171 / Tuesday, September 6, 2005 / Proposed Rules

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### ENVIRONMENTAL PROTECTION AGENCY

#### 40 CFR Part 52

<sup>3</sup> [Docket ID #: R10-OAR-2005-OR-0001;  
FRL-7964-7]

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

**AGENCY:** Environmental Protection  
Agency (EPA).

**ACTION:** Proposed rule.

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

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

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

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

1. Federal eRulemaking Portal: <http://www.regulations.gov>. Follow the on-line instructions for submitting comments.
2. Agency Web site: <http://www.epa.gov/edocket>. EDOCKET, EPA's electronic public docket and comment system, is EPA's preferred method for receiving comments. Follow the on-line instructions for submitting comments.
3. Mail: Environmental Protection Agency, Office of Air, Waste and Toxics, Attn: Connie Robinson, Mail code: AWT-107, 1200 Sixth Avenue, Seattle, WA 98101.
4. Hand Delivery: Environmental Protection Agency Region 10, Attn: Connie Robinson (AWT-107), 1200 Sixth Ave., Seattle, WA 98101, 9th floor. Such deliveries are only accepted during EPA's normal hours of operation, and special arrangements should be made for deliveries of boxed information.

**Instructions:** Direct your comments to Docket ID No. R10-OAR-2005-OR-0001. EPA's policy is that all comments received will be included in the public docket without change, including any personal information provided, unless the comment includes information claimed to be Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Do not submit information that you consider to be CBI or otherwise protected through [regulations.gov](http://www.regulations.gov) or e-mail. The EPA EDOCKET and the Federal [regulations.gov](http://www.regulations.gov) Web site are "anonymous access" systems, which means EPA will not know your identity or contact information unless you provide it in the body of your comment. If you send an e-mail comment directly to EPA without going through EDOCKET or [regulations.gov](http://www.regulations.gov), your e-mail address will be automatically captured and made available on the Internet. If you submit an electronic comment, EPA recommends that you

include your name and other contact information in the body of your comment and with any disk or CD-ROM you submit. If EPA cannot read your comment due to technical difficulties and cannot contact you for clarification, EPA may not be able to consider your comment. Electronic files should avoid the use of special characters, any form of encryption, and be free of any defects or viruses. For additional information about EPA's public docket visit EDOCKET on line or see the **Federal Register** of May 31, 2002 (67 FR 38102). For additional instructions on submitting comments, go to Section I. General Information of the **SUPPLEMENTARY INFORMATION** section of this document.

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

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

#### **SUPPLEMENTARY INFORMATION:**

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#### **I. General Information**

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

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

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

- i. Identify the rulemaking by docket number and other identifying information (subject heading, **Federal Register** date and page number).
- ii. Follow directions—The Agency may ask you to respond to specific questions or organize comments by referencing a CFR part or section number.
- iii. Explain why you agree or disagree; suggest alternatives and substitute language for your requested changes.
- iv. Describe any assumptions and provide any technical information and/or data that you used.
- v. If you estimate potential costs or burdens, explain how you arrived at your estimate in sufficient detail to allow for it to be reproduced.
- vi. Provide specific examples to illustrate your concerns, and suggest alternatives.
- vii. Explain your views as clearly as possible, avoiding the use of profanity or personal threats.
- viii. Make sure to submit your comments by the comment period deadline identified.

#### **II. What Is the Purpose of This Proposed Rulemaking?**

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

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

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

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

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

### III. What Is the Background for This Action?

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

M program, it will already be approved for CO.

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

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

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

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

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

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

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

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

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

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

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

#### X. How Does This Action Affect Transportation Conformity?

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



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

In this maintenance plan, procedures for estimating motor vehicle emissions are well documented. The regional

motor vehicle emissions calculated by MOBILE6.2 were used in the probabilistic rollback method to compute a threshold level of regional emissions inventory that would provide maintenance of the CO standard with 99% certainty and confidence through the second 10-year maintenance period.

The computed attainment threshold of regional motor vehicle emissions can be used to assess the long term attainment prospects. The total on-road motor vehicle CO emissions in the Portland area for 2005, 2010 and 2017 are shown in Table 2.

TABLE 2.—PORTLAND MAINTENANCE AREA CO MOTOR VEHICLE EMISSIONS BUDGETS  
[Pounds per winter day]

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

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

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

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

#### XII. Statutory and Executive Order Reviews

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

in the Unfunded Mandates Reform Act of 1995 (Pub. L. 104-4).

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

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

rule does not impose an information collection burden under the provisions of the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*).

#### List of Subjects in 40 CFR Part 52

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

Dated: August 23, 2005.

Julie M. Hagensen,  
Acting Regional Administrator, EPA Region 10.

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

BILLING CODE 6560-50-P

responsibilities among the various levels of government, as specified in Executive Order 13132 (64 FR 43255, August 10, 1999). This action merely approves a state rule implementing a Federal standard, and does not alter the relationship or the distribution of power and responsibilities established in the Clean Air Act. This rule also is not subject to Executive Order 13045 "Protection of Children from Environmental Health Risks and Safety Risks" (62 FR 19885, April 23, 1997), because it is not economically significant.

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

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

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

such rule or action. This action may not be challenged later in proceedings to enforce its requirements. (See section 307(b)(2)).

#### List of Subjects in 40 CFR Part 52

Environmental protection, Air pollution control, Carbon monoxide, Incorporation by reference, Intergovernmental relations, Nitrogen dioxide, Ozone, Particulate matter, Reporting and recordkeeping requirements, Sulfur oxides, Volatile organic compounds.

Dated: December 7, 2005.

Kerrigan G. Clough,

Acting Regional Administrator, Region 8.

■ 40 CFR part 52 is amended to read as follows:

#### PART 52—[AMENDED]

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

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

#### Subpart JJ—North Dakota

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

#### § 52.1820 Identification of plan.

\* \* \* \* \*

(c) \* \* \*

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

(i) Incorporation by reference.

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

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

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

BILLING CODE 6560–50–P

#### ENVIRONMENTAL PROTECTION AGENCY

#### 40 CFR Part 52

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

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

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

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

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

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

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

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

#### SUPPLEMENTARY INFORMATION:

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

- I. What Is the Background of This Rulemaking?
- II. What Comments Did We Receive on the Proposed Action?
- III. What Is Our Final Action?
- IV. Statutory and Executive Order Reviews

#### I. What Is the Background of This Rulemaking?

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

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

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

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

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

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

and Emission Factors, and Compilation of Air Pollutant Emission Factors (AP-42).

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

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

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

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

#### III. What Is Our Final Action?

EPA is taking final action to approve the Portland, Oregon CO Second 10-Year Maintenance Plan consistent with

the published proposal. A Technical Support Document on file at the EPA Region 10 office contains a detailed analysis and rationale in support of the plan.

#### IV. Statutory and Executive Order Reviews

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

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

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

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

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

#### List of Subjects in 40 CFR Part 52

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

Dated: December 8, 2005.

L. Michael Bogert,  
Regional Administrator, EPA Region 10.

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

#### PART 52—[AMENDED]

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

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

#### Subpart MM—Oregon

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

##### § 52.1970 Identification of plan.

\* \* \* \* \*

(c) \* \* \*

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

(i) Incorporation by reference.

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

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

##### § 52.1973 Approval of plans.

(a) Carbon monoxide.

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

(2) [Reserved]

\* \* \* \* \*

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

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**ENVIRONMENTAL PROTECTION AGENCY****40 CFR Parts 52 and 81**

[WA 63-7138; WA58-7133; OR57-7272; FRL-5824-1]

**Approval and Promulgation of State Implementation Plans and Redesignation of Areas for Air Quality; Planning Purposes: States of Washington and Oregon****AGENCY:** Environmental Protection Agency.**ACTION:** Final rule.

**SUMMARY:** The Environmental Protection Agency (EPA) is redesignating the Portland/Vancouver (Pdx/Van) interstate nonattainment area to attainment for the ozone (O<sub>3</sub>) air quality standard and approving a Maintenance Plan that will insure that the area remains in attainment. Under the Clean Air Act, as amended in 1990 (the CAA), designations can be revised if sufficient data are available to warrant such revisions and the request to redesignate shows that all of the requirements of section 107(d)(E)(3) of the CAA have been met. EPA is approving the Washington and Oregon Maintenance Plans and other redesignation submittals because they meet the Maintenance Plan and redesignation requirements, and will ensure that the area remains in attainment. The approved Maintenance Plans will become a federally enforceable part of the Oregon and Washington State Implementation Plans (SIPs). In this action, EPA is also approving the Washington and Oregon 1990 baseline emission inventories for this area, revisions to the approved Inspection and Maintenance (I/M) SIPs of both States, and a number of other O<sub>3</sub> supporting revisions to both SIPs.

**DATES:** June 18, 1997.

**ADDRESSES:** Copies of the States' redesignation requests and other information supporting this action are available for inspection during normal business hours at the following locations: EPA, Office of Air Quality (OAQ-107), 1200 Sixth Avenue, Seattle, Washington 98101, and at the States' offices: Washington Department of Ecology, P.O. Box 47600, Olympia, WA 98504-7600, and Oregon Department of Environmental Quality, 811 SW Sixth Avenue, Portland, OR 97204-1390.

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

**FOR FURTHER INFORMATION CONTACT:** Sue Ennes, Office of Air Quality (OAQ-107), EPA, Seattle, Washington, (206) 553-6249.

**SUPPLEMENTARY INFORMATION:****I. Background**

The Oregon Department of Environmental Quality (ODEQ) and the Washington Department of Ecology (WDOE) submitted Maintenance Plans and requested redesignation of the Pdx/Van interstate nonattainment area from nonattainment to attainment for O<sub>3</sub>. The SIP revision requests were submitted by the WDOE on June 13, 1996, and by ODEQ on August 30, 1996. No tribal lands are within the Maintenance Plan area nor have any tribal lands been identified as being affected by the Maintenance Plans.

The Pdx/Van air quality maintenance area (AQMA) was designated an interstate O<sub>3</sub> nonattainment area in 1978 under the 1977 CAA. On November 15, 1990, the CAA Amendments of 1990 were enacted (Pub. L. 101-549, 104 Stat. 2399, codified at 42 U.S.C. 7401-7671q). Under section 181(a)(1) of the CAA, the area was further classified as a "marginal" O<sub>3</sub> nonattainment area, and an attainment deadline of November 15, 1993, was established. This interstate nonattainment area consists of the southern portion of Clark County, Washington, and portions of Multnomah, Clackamas, and Washington Counties in Oregon.

The AQMA has ambient monitoring data that show no violations of the O<sub>3</sub> national ambient air quality standards (NAAQS) during the period of 1991 to the present. The WDOE and ODEQ provided these monitoring data and modeling and emissions data to support their redesignation request. On March 7, 1997, EPA proposed to approve the WDOE's and ODEQ's requested redesignation. In its notice of proposed approval and redesignation, EPA reviewed in detail the submittals it was considering as the basis for its proposed actions.

**II. Response To Comments**

The following comments were received during the public comment period ending April 7, 1997. EPA's response follows each comment.

(1) *Comment:* The commenter asserted that, while the Maintenance Plan for Clark County relies heavily on expanding the automobile inspection area, there are no data on hand to support a theory that auto emissions from that expanded area are significant contributors to high ozone events.

*Response:* EPA has reviewed the Vancouver portion of the Pdx/Van O<sub>3</sub>

Redesignation Request/Maintenance Plan and believes that the Southwest Air Pollution Control Authority (SWAPCA) has a reasonable basis for deciding to expand the maintenance area. EPA notes that the expansion of the automobile inspection testing into Northern Clark County is only one of several parts of the Vancouver Maintenance Plan. Emission reductions are also being obtained from the approximately 170,000 vehicles in southern Clark County by: switching to a more sophisticated emission test procedure (known as ASM) (setting ASM standards for exhaust emissions will result in an enhanced ability to identify polluting vehicles); gasoline cap leak checks; stage I and II vapor controls on gasoline vapors; application of the EPA national off-road engine rule; Volatile Organic Compound (VOC) Area Source rules targeting emissions from consumer products, architectural and industrial maintenance coatings, and autobody refinishing; and phase-out of open burning. Also, new industry or existing industry modifications will continue to be subject to Best Available Control Technology (BACT) and will still be subject to these controls under the O<sub>3</sub> Maintenance Plan.

SWAPCA has provided the following Census data to support the expanded boundary portion of the Vancouver Maintenance Plan. The 1990 U.S. Census commuter statistics outlined below demonstrate North Clark County motor vehicles are contributing to the air pollution problem:

- 51.9% (5,046 citizens) of Battle Ground zipcode residents who are employed commute to the City of Vancouver and Portland for their work;
- 65.3% (1,162 citizens) of Brush Prairie zipcode residents who are employed commute to the City of Vancouver and Portland for their work;
- 58.4% (2,816) of Ridgefield zipcode residents who are employed commute to the City of Vancouver and Portland for their work; and
- 42.5% (2,185) of La Center zipcode residents who are employed commute to the City of Vancouver and Portland for their work.

EPA also notes that SWAPCA's decision to expand the automobile maintenance area was made after SWAPCA had followed the public participation requirements that are established under State law and meet the requirements of the CAA.

(2) *Comment:* The same commenter on the Vancouver Maintenance Plan wrote that, when the vast amount of naturally occurring VOCs are taken into account, it should be obvious that nitrogen oxides (NO<sub>x</sub>) are the critical factor and that the large industrial sources of that compound must be considered. Because the commenter believes it would cost less to equip industrial sources with NO<sub>x</sub> controls than to extend the auto test area for an equal O<sub>3</sub> reduction, the commenter believes that the Maintenance Plan is designed to favor industry at public expense.

*Response:* Information provided by SWAPCA to EPA shows that cars make up about 35% of the VOC emissions and over 50% of the NO<sub>x</sub> emissions in the nonattainment area. The portion of vehicle miles travelled (VMT) in the nonattainment area which comes from North Clark County cars is 15%, which is substantial. SWAPCA believes that targeting these emissions with an expansion of the I/M program will reduce emissions by approximately 180 tons/year of VOCs and 150 tons/year of NO<sub>x</sub>, and will result in an additional 30,000 vehicles being tested every two years.

The documentation utilized by SWAPCA supports its views that additional NO<sub>x</sub> controls on industry are not as cost effective as those being proposed in the Maintenance Plan (\$2,500–\$7,000/ton for industrial NO<sub>x</sub> control versus \$100–\$2000/ton for a vehicle inspection program.) The CAA also targets larger industrial sources with new permitting requirements. Therefore, industry will still be required to complete BACT for any new sources or modification. Information submitted by SWAPCA also shows that emissions from naturally occurring VOCs were taken into account and that controlling NO<sub>x</sub> emissions was considered. SWAPCA anticipates there will be NO<sub>x</sub> reductions from the improved vehicle inspection program, from continuance of BACT for industrial sources, and from the EPA non-road engine rule for nonroad sources.

(3) *Comment:* A commenter requested that EPA not approve the Vancouver Maintenance Plan until SWAPCA modifies the emission inventory contained in the plan and EPA revises its guidance dealing with projection inventories contained in Section 3.2.3 of "Emission Inventory Requirements for Ozone State Implementation Plans." This comment concerns SWAPCA's decision to not include future emissions from certain major emitters in the Longview area, although prior correspondence from EPA stated that

those sources must be included because they are within 25 miles of the boundary of the nonattainment area. SWAPCA added them to the 1992 base inventory, but the commenter asserts SWAPCA did not include projections of those emissions through the 10 year maintenance period because it is not expressly required by EPA's guidance. The commenter wrote that the Weyerhaeuser and Longview Fibre pulp mills in Longview, Washington, are the largest emitters of NO<sub>x</sub> and VOCs in the area, and their emissions are growing as their new expansions come on stream. In addition, the prevailing winds in the summer blow directly from these plants toward Vancouver. The commenter believes that it is a gross distortion of the projected inventories to exclude them and it has resulted in the application of controls to other much smaller emitters that are not equitable. The commenter also requested that EPA postpone reclassification of the Pdx/Van area until these changes are made.

*Response:* EPA believes the issue raised in this comment has been appropriately addressed by SWAPCA in the Vancouver portion of the O<sub>3</sub> Maintenance Plan. Furthermore, EPA does not believe there is any basis to delay action on these SIP revisions and reclassification of this area until revision of the applicable guidance.

For reclassification of the Pdx/Van area, a marginal O<sub>3</sub> nonattainment area, EPA requires completion of an emission inventory. The emission inventory approach is defined as calculating the emissions within the nonattainment area plus industrial source emissions (greater than 100 tons per year) that are within a 25 mile radius. The Longview sources were included in the 1992 emission inventory for point sources in Appendix D of the Vancouver portion of the O<sub>3</sub> Maintenance Plan.

EPA also requires that the Maintenance Plan project emissions to demonstrate the NAAQS for O<sub>3</sub> will be maintained for a 10 year period after redesignation. More detailed computer modeling required to justify redesignation decisions in severe O<sub>3</sub> nonattainment areas is not necessary to support redesignation of a marginal area.

In deciding to not include the sources cited by the commenter in the Maintenance Plan projections, SWAPCA reasonably relied on a preliminary screening model to conclude that these sources contribute between 1% to 10% of their emissions to the nonattainment area. SWAPCA decided to wait for the results of "future studies" before determining whether additional control measures are needed on these sources to

maintain healthy air in Clark County. In reference to the wind direction issue, SWAPCA's information indicates that the closest meteorological station to Vancouver is the Portland International Airport. However, SWAPCA is concerned that the data from the Portland International Airport are not representative of the entire Vancouver area. A review of available windspeed data on high O<sub>3</sub> days by SWAPCA and ODEQ indicates wind speeds are not uniform throughout the day in the Pdx/Van area. Also, winds travel at different speeds and directions at different altitudes. Modeling of air pollution impacts would need to consider these factors as well as the height of the stacks and plumes from point sources. In the fall of 1996, a local meteorological station was installed in Vancouver which will better help SWAPCA to anticipate inversion conditions. In the Pdx/Van Redesignation Request/Maintenance Plan, SWAPCA committed to completing "future studies" to estimate the contribution of emissions from these sources to the Pdx/Van O<sub>3</sub> area. Additional O<sub>3</sub> and NO<sub>x</sub> monitors have been purchased which were to be operational by May 1, 1997. As these data are collected and additional funding is obtained for the modeling efforts, SWAPCA expects it will be possible to address the issue raised by this comment using sound scientific data.

EPA also notes that, if the Weyerhaeuser and Longview Fibre pulp mills in Longview expand, they will undergo Prevention of Significant Deterioration (PSD) review which evaluates BACT and also will conduct an ambient impact analysis to ensure that the NAAQS and PSD increment will not be violated.

EPA will not agree to delay the approval of the Maintenance Plan and the redesignation of this area to attainment. Under Title I of the CAA, Congress established a system of state and federal cooperation. EPA is required to establish the NAAQS, i.e., the level at which air quality is determined to be protective of human health. However, the States take the primary lead in determining the measures necessary to attain and maintain the NAAQS. These measures are incorporated into the SIP. The CAA requires EPA to approve a SIP submission that meets the requirements of the CAA. If the State fulfills its obligations in developing a SIP that meets the requirements of the CAA, EPA has no authority to supplement or revise that plan with a federal implementation plan. Because the States have submitted a Maintenance Plan that complies with the CAA, EPA must approve the

Maintenance Plan under section 110(k)(3). Furthermore, since the States have met the redesignation requirements to demonstrate that the air quality meets the NAAQS, EPA believes the air quality is sufficient to protect the public health and, therefore, EPA cannot reject the redesignation request on this basis. Since the States submitted Maintenance Plans and Redesignation Requests that comply with the Act, and there is no issue about whether the States have the authority to implement the measures included in the submission, EPA has no basis for modifying the State's selection of the measures in the Maintenance Plan.

(4) *Comment:* The United Associated of Fitters and Apprentices, Local #290 objected to the EPA approvals of the revisions to the Oregon SIP because, under Oregon law, Local #290 has no legal standing to represent the rights of their members in judicial proceedings involving ODEQ permits. This comment asserts that EPA's delegation of CAA enforcement, from EPA to Oregon ODEQ, "is premised on ODEQ's allowing individuals to exercise their constitutionally-granted representational rights, for groups to which they belong, to appeal DEQ's decisions, including but not limited to DEQ permits issued under the Clean Air (and Clean Water) Acts." Because Local #290 believes that ODEQ does not allow a group such as Local #290 to seek judicial review of a permit issued by ODEQ, it vehemently objects to EPA granting any further delegated authority to enforce the CAA and Clean Water Act. Furthermore, Local #290 asks that EPA rescind any existing delegations of CAA enforcement authority, unless and until ODEQ grants groups in Oregon the legal standing to represent the rights of their members in judicial proceedings involving ODEQ permits.

*Response:* This comment is not relevant to the actions EPA is taking in this notice. Title I of the CAA, which establishes requirements for SIPs and designation actions, contains no provisions governing judicial review of permits issued by a State. EPA finds that ODEQ has met the public participation requirements of Title I of the CAA. Therefore, EPA does not agree to delay its actions on the SIP revisions that are the subject of this notice or to delay its redesignation to attainment of the Pdx/Van O<sub>3</sub> area for the reason cited by the commenter. However, EPA is pursuing the matter of Oregon's judicial review in the context of Title V of the CAA, which requires that a State provide judicial review of its actions. For purposes of ODEQ's Title V program, which EPA has approved, EPA will evaluate

whether State law meets the requirements of the CAA.

### III. Final Action

EPA is redesignating to attainment the Portland, Oregon; and Vancouver, Washington, interstate O<sub>3</sub> area because ODEQ and WDOE have demonstrated compliance with the requirements of section 107(d)(3)(E) for redesignation. EPA is approving the Portland and Vancouver O<sub>3</sub> Maintenance Plans as meeting the requirements of the CAA, including the requirements set forth in EPA regulations and guidance.

EPA also is approving the 1990 O<sub>3</sub> Emission Inventories, changes to the New Source Review (NSR) programs, regulations implementing the hybrid low enhanced I/M programs, an expanded vehicle inspection boundary, minor Reasonably Available Control Technology (RACT) rule changes (Vancouver only), Employee Commute Options rule (Portland only), Voluntary Parking Ratio rule (Portland only), Plant Site Emission Limits (PSEL) management rules (Portland only), and local area source supporting rules.

EPA notes that, as part of its SIP submission, Oregon and Washington included adequate backup plans for contingencies to ensure continued attainment of the NAAQS and to meet the emission reduction targets of the submittals approved today. For example, the contingency plans for both states provide assurances that contingency measures will be adopted within 12 months after a violation of the NAAQS occurs and implemented within a specified period of time. Similarly, if Oregon's Voluntary Parking Ratio or the Public Education and Incentive programs fail to achieve emission reductions equal to the target set in the Maintenance Plan, ODEQ has furnished a commitment to adopt backup measures by a date certain. EPA finds that there is adequate assurance that the planned emission reductions will be achieved and they are therefore approved for credit in the Maintenance Plan. Additional regulations specific to Washington only and Oregon only are described below.

#### Washington

The regulations EPA is approving now for the Vancouver, Washington, portion are found in the following. EPA is approving only those changes to SWAPCA's NSR rules that relate to the new maintenance area NSR provisions and EPA will be taking action on the remaining portions of the December 11, 1996, NSR submittal in a separate action.

—SWAPCA 400 "General Regulations for Air Pollution Sources" 400–030 Definitions (except for the second sentence of subsections (14) and (49), and subsection (84)), –101 Sources Exempt from Registration Requirements, –109 Notice of Construction Application (except subsections (3)(b), (3)(c), (3)(g), (3)(h), and (3)(i)), –110 New Source Review, –111 Requirements for Sources in a Maintenance Area, –112 Requirements for new Sources in Nonattainment Areas, –113 Requirements for New Sources in Attainment or Nonclassifiable Areas, –114 Requirements for Replacement or Substantial Alteration of Emission Control Technology at an Existing Stationary Source, –116 Maintenance of Equipment, and –190 Requirements for Nonattainment Areas.

—SWAPCA 490 "Emission Standards and Controls for Sources Emitting Volatile Organic Compounds" 490–010 Policy and Purpose, –020 Definitions, –025 General Applicability, –030 Registration and Reporting, –040 Requirements, –080 Exceptions and Alternative Methods, –090 New Source Review, –200 Petroleum Refinery Equipment Leaks, –201 Petroleum Liquid Storage in External Floating Roof Tanks, –202 Leaks from Gasoline Transport Tanks and Vapor Collection Systems, –203 Perchloroethylene Dry Cleaning Systems, –204 Graphic Arts Systems, –205 Surface Coating of Miscellaneous Metal Parts and Products, –207 Surface Coating of Flatwood Paneling, –208 Aerospace Assembly and Component Coating.

—SWAPCA 491 "Emission Standards and Controls for Sources Emitting Gasoline Vapors" 491–010 Policy and Purpose, –015 Applicability, –020 Definitions, –030 Registration, –040 Gasoline Vapor Control Requirements (Stage I and II), –050 Failures, Certification, Testing and Recordkeeping, –060 Severability.

—SWAPCA 493 "VOC Area Source Rules" 493–100 Consumer Products (Reserved), –200–010 Applicability, –020 Definitions, –030 Spray Paint Standards and Exemptions, –040 Requirements for Manufacture, Sale and Use of Spray Paint, –050 Recordkeeping and Reporting Requirements, –060 Inspection and Testing Requirements, 493–300–010 Applicability, –020 Definitions, –030 Standards, –040 Requirements for Manufacture, Sale and Use of Architectural Coatings, –050 Recordkeeping and Reporting Requirements, –060 Inspection and Testing Requirements, –400–010

Applicability, -020 Definitions, -030 Coating Standards and Exemptions, -040 Requirements for Manufacture and Sale of Coatings, -050 Requirements for Motor Vehicle Refinishing in Vancouver AQMA, -060 Recordkeeping and Reporting Requirements, -070 Inspection and Testing Requirements, -500-010 Applicability, -020 Compliance Extensions, -030 Exemption From Disclosure to the Public, -040 Future Review.

The amendments to SWAPCA 400, 490, and 491 became State-effective on November 21, 1996. The amendments to SWAPCA 493 became State-effective on May 25, 1996.

EPA also approves the Washington I/M SIP revision (WAC 173-422, sections -030, -050, -060, -070, -170, and -190), which was adopted by the State on November 9, 1996.

#### Oregon

For the Portland, Oregon, portion, EPA approves the following regulations.

- OAR 340-028 “New Source Review” 340-020-0047 State of Oregon Clean Air Act Implementation Plan, -028-0110 Definitions, -1900 Applicability, -1910 Procedural Requirements, -1920 Review of New Sources and Modifications for Compliance with Regulations, -1930 Requirements for Sources in Nonattainment Areas, -1935 Requirements for Sources in Maintenance Areas, -1940 Prevention of Significant Deterioration Requirements for Sources in Attainment or Unclassified Areas, -1960 Baseline for Determining Credit for Offsets, -1970 Requirements for Net Air Quality Benefit, -2000 Visibility Impact, -030-0111 Emissions Offsets. State-effective date November 26, 1996.
- OAR 340-022 “Stage II Vapor Recovery Regulations” 022-0400 Purpose, -0401 Definitions, -0402 General Provisions, -0403 Compliance Schedules. State-effective date August 14, 1996.
- OAR 340-022 “Area Source VOC Regulations” 022-0700 Motor Vehicle Refinishing Applicability, -0710 Definitions, -0720 Coating Standards and Exemptions, -0730 Requirements for Manufacture and Sale of Coatings, -0740 Requirements for Motor Vehicle Refinishing in Portland AQMA, -0750 Recordkeeping and Reporting Requirements, -0760 Inspection and Testing Requirements, -0800 Consumer Products Applicability, -0810 Definitions, -0820 Consumer Products Standards and Exemptions, -0830 Requirements

for Manufacture and Sale of Consumer Products, -0840 Innovative Products, -0850 Recordkeeping and Reporting Requirements, -0860 Inspection and Testing Requirements, -0900 Spray Paint Applicability, -0910 Definitions, -0920 Spray Paint Standards and Exemptions, -0930 Requirements for Manufacture, Sale and Use of Spray Paint, -0940 Recordkeeping and Reporting Requirements, -0950 Inspection and Testing Requirements, -1000 Architectural Coatings Applicability, -1010 Definitions, -1020 Standards, -1030 Requirements for Manufacture, Sale and Use of Architectural Coating, -1040 Recordkeeping and Reporting Requirements, -1050 Inspection and Testing Requirements, -1100 Area Source Common Provisions Applicability, -1110 Compliance Extensions, -1120 Exemption from Disclosure to the Public, -1130 Future Review. State-effective date August 14, 1996.

EPA also approves the Industrial Emissions Management Program Regulations (OAR 340-030-0700 through -340-030-0740); Employee Commute Options Program Regulations (OAR 340-030-0800 through -340-030-1080); Voluntary Maximum Parking Ratios Program Regulations (OAR 340-030-1100 through -340-030-1190). The above three amendments to the OAR became State-effective on August 14, 1996. The following three amendments became State-effective on August 19, 1996: Definitions of Boundaries (OAR 340-031-0500); Nonattainment Areas (OAR 340-031-0520); Maintenance Areas (OAR 340-031-0530).

EPA approves the amendment to Oregon's Motor Vehicle Inspection and Maintenance Area Boundary (OAR 340-024-0301), effective August 12, 1996. EPA approves the Oregon I/M revisions to OAR 340-24-0100, -0300, -0305, -0306, -0307, -0308, -0309, -0312, -0314 (with the exception of all language in (4)(a) referring to a “sixth hill extrapolation”), -0318, -0320, -0325, -0330, -0332, -0335, -0337, -0340, -0355, -0357, and -0360, State effective on November 26, 1996. EPA also approves the deletion of OAR 340-24-0310, -0315, and -0350, State effective on November 26, 1996.

During EPA's review of a SIP revision involving Oregon's statutory authority, a problem was detected which affected the enforceability of point source permit limitations. Even though the SIP does not contain additional point source controls to attain the standard, existing and federally approved point source emission limitations are relied upon to

maintain and demonstrate attainment with the O<sub>3</sub> NAAQS. EPA determined that, because the five-day advance notice provision required by ORS.126(1) (1991) bars civil penalties from being imposed for certain permit violations, ORS 468 fails to provide the adequate enforcement authority the State must demonstrate to obtain SIP approval, as specified in Section 110 of the CAA and 40 CFR 51.230. Accordingly, the requirement to provide such notice would preclude federal approval of a O<sub>3</sub> nonattainment area SIP revision. EPA notified Oregon of the deficiency. To correct the problem, the Governor of Oregon signed into law new legislation amending ORS 468.126 on September 3, 1993. This amendment added paragraph 468.126(2)(e) which provides that the five-day advance notice required by ORS 468.126(1) does not apply if the notice requirement will disqualify the State's program from federal approval or delegation. ODEQ responded to EPA's understanding of the application of 468.126(2)(e) and agreed that, if federal statutory requirements preclude the use of the five-day advance notice provision, no advance notice will be required for violations of SIP requirements contained in permits.

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

#### IV. Administrative Requirements

##### A. Executive Order 12866

This action has been classified as a Table 3 action for signature by the Regional Administrator under the procedures published in the **Federal Register** on January 19, 1989, (54 FR 2214-2225), as revised by a July 10, 1995, memorandum from Mary Nichols, Assistant Administrator for Air and Radiation. The Office of Management and Budget (OMB) has exempted this regulatory action from E.O. 12866 review.

##### B. Regulatory Flexibility Act

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



enterprises, and government entities with jurisdiction over populations of less than 50,000.

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

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

#### C. Unfunded Mandates

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

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

#### D. Submission to Congress and the General Accounting Office

Under 5 U.S.C. 801(a)(1)(A), as added by the Small Business Regulatory Enforcement Fairness Act of 1996, EPA submitted a report containing this rule and other required information to the U.S. Senate, the U.S. House of Representatives, and the Comptroller General of the General Accounting Office prior to publication of the rule in today's **Federal Register**. This rule is not a “major rule” as defined by 5 U.S.C. 804(2).

#### E. Petitions for Judicial Review

Under section 307(b)(1) of the Clean Air Act, petitions for judicial review of this action must be filed in the United States Court of Appeals for the appropriate circuit by July 18, 1997. Filing a petition for reconsideration by the Administrator of this final rule does not affect the finality of this rule for the purposes of judicial review nor does it extend the time within which a petition for judicial review may be filed, and shall not postpone the effectiveness of such rule or action. This action may not be challenged later in proceedings to enforce its requirements. (See section 307(b)(2).)

#### List of Subjects

##### 40 CFR Part 52

Environmental protection, Air pollution control, Hydrocarbons, Incorporation by reference, Intergovernmental relations, Nitrogen dioxide, Ozone, Reporting and recordkeeping requirements, Volatile organic compounds.

##### 40 CFR Part 81

Air pollution control, National parks, Wilderness areas.

Dated: April 30, 1997.

**Chuck Clarke,**  
Regional Administrator.

Chapter I, title 40 of the Code of Federal Regulations is amended as follows:

#### PART 52—[AMENDED]

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

**Authority:** 42 U.S.C. 7401–7671q.

#### Subpart MM—Oregon

2. Section 52.1970 is amended by adding paragraph (c)(120) to read as follows:

##### § 52.1970 Identification of plan.

\* \* \* \* \*  
(c) \* \* \*

(120) The Oregon Department of Environmental Quality (ODEQ) and the Washington Department of Ecology (WDOE) submitted Maintenance Plans that demonstrate continued attainment of the NAAQS for O<sub>3</sub> and requested redesignation of the Pdx/Van interstate nonattainment area from nonattainment to attainment for O<sub>3</sub>. The SIP revision requests were submitted by the WDOE on June 13, 1996, and by ODEQ on August 30, 1996. A number of other O<sub>3</sub> supporting revisions were included in this submittal, such as: the 1990 O<sub>3</sub> Emission Inventories; changes to the NSR programs; regulations implementing the hybrid low enhanced I/M programs; an expanded vehicle inspection boundary; minor RACT rule changes (Vancouver only); Employee Commute Options rule (Portland only); Voluntary Parking Ratio rule (Portland only); PSEL management rules (Portland only); and local area source supporting rules.

(i) Incorporation by reference.

(A) Ozone Maintenance Plan and Redesignation Request for the Portland/Vancouver AQMA (Oregon Portion) effective August 14, 1996.

(B) Oregon Inspection and Maintenance SIP revision to Section 5.4; OAR 340–024–0100, –0300, –0305, –0306, –0307, –0308, –0309, –0312 (with the exception of all language in (4) (a) referring to a “sixth hill extrapolation”), –0314, –0318, –0320, –0325, –0330, –0332, –0335, –0337, –0340, –0355, –0357, and –0360, State effective on November 26, 1996.

(C) New Source Review: OAR 340–020–0047; OAR 340–028–0110, 1900 through 1940, 1960, 1970, and 2000; OAR 340–030–0111, State effective on November 26, 1996.

(D) Supporting Regulations approved as part of the Ozone non-attainment redesignation package: OAR 340–022–0400, –0401, –0402, –0403, –0700, –0710, –0720, –0730, –0740, –0750, –0760, –0800, –0810, –0820, –0830, –0840, –0850, –0860, –0900, –0910, –0920, –0930, –0940, –0950, –0960, –0970, –0980, –0990, –1000, –1010, –1020, –1030, –1040, –1050, –1100, –1110, –1120, –1130, State effective on 8/14/96; OAR 340–024–0301, State effective on 8/12/96; OAR 340–030–0700, –0710, –0720, –0730, –0740, –0800, –0810, –0820, –0830, –0840, –0850, –0860, –0870, –0880, –0890, –0900, –0910, –0920, –0930, –0940, –0950, –0960, –0970, –0980, –0990, –1000, –1010, –1020, –1030, –1040, –1050, –1060, –1070, –1080, –1100, –1110, –1120, –1130, –1140, –1150, –1160, –1170, –1180, –1190, State effective on 8/14/96; and OAR 340–031–0500, –0520, –0530, State effective on 8/19/96.

**Subpart WW—Washington**

3. Section 52.2470 is amended by adding paragraph (c) (72) to read as follows:

**§ 52.2470 Identification of plan.**

\* \* \* \* \*

(c) \* \* \*

(73) The Washington Department of Ecology (WDOE) and the Oregon Department of Environmental Quality (ODEQ) submitted Maintenance Plans that demonstrate continued attainment of the NAAQS for O<sub>3</sub> and requested redesignation of the Pdx/Van interstate nonattainment area from nonattainment to attainment for O<sub>3</sub>. The SIP revision requests were submitted by the WDOE on June 13, 1996, and by ODEQ on August 30, 1996. A number of other O<sub>3</sub> supporting revisions are included in this submittal they are: the 1990 O<sub>3</sub> Emission Inventories; changes to the NSR programs; regulations implementing the hybrid low enhanced

I/M programs; an expanded vehicle inspection boundary; minor RACT rule changes (Vancouver only); Employee Commute Options rule (Portland only); Voluntary Parking Ratio rule (Portland only); PSEL management rules (Portland only); and local area source supporting rules.

(i) Incorporation by reference.

(A) Vancouver, Washington Ozone Maintenance Plan and Redesignation Request—state adopted June, 17, 1996.

(B) Washington Inspection and Maintenance SIP revision WAC 173 422–030, –050, –060, –070, –170, –190—State adopted November 9, 1996.

(C) NSR: SWAPCA 400–030 (except for the second sentence of subsections (14) and (49), and subsection (84)), 101, 109 (except subsections (3)(b), (3)(c), (3)(g), (3)(h), and (3)(i)), 110, 111, 112, 113, 114, 116, and 190, effective November 21, 1996.

(D) Supporting Rules.

(1) SWAPCA 491–010, –015, –020, –030, –040, –050, –060,—State-effective on November 1, 1996.

(2) SWAPCA 490–010, –020, –025, –030, –040, –080, –090, –200, –201, –202, –203, –204, –205, –207, –208—State effective November 21, 1996.

(3) SWAPCA 493–100, 493–200–010, –020, –030, –040, –050, –060, 493–300–010, –020, –030, –040, –050, –060, 493–400–010, –020, –030, –040, –050, –060, –070, 493–500–010, –020, –030, –040,—State effective May 26, 1996.

**PART 81—[AMENDED]**

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

**Authority:** 42 U.S.C. 7401–7671q.

2. In § 81.338, the table entitled “Oregon-Ozone” is amended by revising the entry for the “Portland-Vancouver AQMA Area” to read as follows:

**§ 81.338 Oregon.**

\* \* \* \* \*

**OREGON—OZONE**

Designated area	Designation		Classification	
	Date <sup>1</sup>	Type	Date <sup>1</sup>	Type
Portland-Vancouver AQMA Area .....	.....	Attainment	.....	.....
Air Quality Maintenance Area				
Clackamas County (part)				
Multnomah County (part)				
Washington County (part)				
* * * * *				

<sup>1</sup>This date is November 15, 1990, unless otherwise noted.

\* \* \* \* \*

3. In § 81.348 the table entitled, “Washington-Ozone” is amended by revising the entry for the “Portland—Vancouver AQMA Area” to read as follows:

**§ 81.348 Washington.**

\* \* \* \* \*

**WASHINGTON—OZONE**

Designated area	Designation		Classification	
	Date <sup>1</sup>	Type	Date <sup>1</sup>	Type
Portland-Vancouver AQMA Area .....	.....	Attainment	.....	.....
Clark County (part)				
Air Quality Maintenance Area				
* * * * *				

<sup>1</sup>This date is November 15, 1990, unless otherwise noted.

\* \* \* \* \*

[FR Doc. 97–12919 Filed 5–16–97; 8:45 am]

BILLING CODE 6560–50–P

## APPENDIX Q - Memorandum of Understanding Between Metro and Oregon DEQ Concerning Air Quality

Metro Contract No. 934536

### MEMORANDUM OF UNDERSTANDING

Between METRO and

Oregon Department of Environmental Quality

Implementing the Federal Clean Air Act and Transportation Regulations

This MEMORANDUM OF UNDERSTANDING between METRO and the DEPARTMENT OF ENVIRONMENTAL QUALITY (DEQ), is created pursuant to the current transportation law: Fixing America's Surface Transportation (FAST) Act and 23 CFR 450.314 (c) which specifies that maintenance areas have an agreement between the metropolitan planning organization (Metro) and the agency responsible for air quality planning (DEQ). The memorandum describes the respective roles and responsibilities of each of these agencies for air quality related transportation planning and interagency consultation.

#### Background and Agency Interests

- Metro and DEQ are mutually interested in the exchange of information related to transportation planning, vehicle miles of travel, emission of transportation related air pollutants, transportation control measures and the effects transportation has on achieving and maintaining air quality in the greater Portland Metropolitan Area.
- Metro and DEQ are mutually interested in ensuring that transportation plans, programs and projects that are proposed in or that affect the metropolitan Portland air quality maintenance areas conform with the State Implementation Plan (SIP) for both Ozone and Carbon Monoxide, and where feasible, decrease the public health impacts of transportation related air pollutants including air toxics.
- Metro and DEQ have responsibilities for complying with Federal, State and Local regulations related to transportation and air quality issues through an interagency consultation process defined in OAR 340-252-0060.

#### Agreement

Metro Agrees to:

#### For Transportation Conformity Purposes

1. Maintain and update the regional travel forecasting model for the Portland Metropolitan region based on current and regionally adopted estimates of population and employment.
2. Provide travel demand forecasts and regional emissions analyses for the regional transportation system as required for conformity determinations until the expiration of the conformity requirement on October 2, 2017.
3. Until the expiration of conformity requirements on October 2, 2017, monitor changes in design concept and scope of regionally significant projects to enable the Transportation Policy Alternatives Committee to determine if projects have changed significantly since the previous RTP and MTIP conformity determination and may warrant an updated air quality conformity determination.

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4. Until expiration of conformity requirements on October 2, 2017, coordinate with DEQ on the operation of the currently approved U.S. Environmental Protection Agency's (EPA) air quality vehicle emissions model, called Motor Vehicle Emission Simulator (MOVES), used for air quality analyses.
5. Until expiration of conformity requirements on October 2, 2017, prepare air quality conformity determinations for RTP and MTIP through consultation with DEQ consistent with federal and state conformity regulations for the Oregon portion of the air quality maintenance area, including that portion outside Metro's boundary.
6. Estimate the emission of additional transportation-related pollutants beyond those required by the transportation conformity rules when conducting regional emissions analyses. Pollutants to be estimated are Carbon Dioxide (CO<sub>2</sub>) Equivalent, Volatile Organic Compounds (VOC), Oxides of Nitrogen (NO<sub>x</sub>), Benzene, Acetaldehyde, Acrolein, Formaldehyde, 1,3-Butadiene, Chromium 6, Arsenic, PM<sub>2.5</sub> from Diesel Exhaust (Particulate Matter 2.5 microns and smaller in diameter), and 15 PAH (both particle and gas): Acenaphthene, Acenaphthylene, Anthracene, Benz(a)anthracene, Benzo(a)pyrene, Benzo(b)fluoranthene, Benzo(g,h,i)perylene, Benzo(k)fluoranthene, Chrysene, Dibenzo(a,h)anthracene, Fluoranthene, Fluorene, Indeno(1,2,3-cd)pyrene, Phenanthrene, Pyrene. The expanded assessment of transportation pollutants will be limited to those addressed by EPA's approved emission factor model. The expanded assessment of transportation pollutants will be calculated for both financially constrained and illustrative RTPs as well as Metropolitan Transportation Improvement Programs.

For SIP Purposes

1. Develop and evaluate transportation control measures through their specified date of completion in the SIP and ensure maximum priority for their timely implementation through the metropolitan transportation improvement program (MTIP) and financially constrained regional transportation plan (RTP).
2. Annually assess and report to DEQ VMT/Capita trends for the purpose of the Carbon Monoxide and Ozone Contingency Plans that are part of the Carbon Monoxide and Ozone Maintenance Plans.
3. Ensure that public involvement procedures are adequate and support OAR 340-252-0060, Consultation.

For Other Coordination Purposes

Metro desires to support DEQ in common goals in the Metro region to the best of its ability. For each of the elements below, Metro will work with DEQ to consult on transportation issues related to air quality, and when needed explore and develop mutually agreeable work plans to achieve the desired outcomes, taking in to account available agency resources.

1. Assist DEQ by providing transportation emissions data or analysis for non-conformity or Portland area SIP-related research projects or legislative requests. Metro and DEQ will be expected to come to an agreement on scope, schedule, and budget and/or exchange of services to perform the analysis prior to performing analysis.

2. Meet with DEQ each year in the fall to complete a list of needed data and analyses for inclusion in the following fiscal year's Unified Work Plan.

DEQ Agrees to:

For Transportation Conformity and SIP Purposes

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

For Other Coordination Purposes

DEQ desires to support Metro in common goals to enhance livability in the Metro region to the best of its ability. For each of the elements below, DEQ will work with Metro to consult on air quality issues, and when needed explore and develop mutually agreeable work plans to achieve the desired outcomes, taking in to account available agency resources.

1. Consult with Metro on developing methods for supplementary air quality analyses, particularly in areas which can better focus and address air pollutants of emerging concern and better address public health disparities. Consultation work would include: 1) identifying transportation-generated air pollution necessary to conduct transportation system evaluation (outside of transportation conformity analysis); 2) identify the factors, inputs, and assumptions which affect the dispersion of transportation-generated air pollution; 3) assist in developing a methodology using existing tools available to Metro to conduct supplementary air quality assessments.
2. For purposes of demonstrating whether the Regional Transportation Plan is achieving the region's per capita greenhouse gas emission reduction target, assist Metro with the tailoring of key input assumptions in the most recent version the approved U.S. EPA transportation

emissions model to best reflect assumptions affecting greenhouse gas emissions, including fleet mix and fuel economy.

3. Assist Metro and state agencies with updating the region's greenhouse gas emissions inventory as part of on-going efforts to monitor and report on statewide greenhouse gas emissions.
4. For purposes of informing and supporting the Regional Transportation Plan policies and investment program and Metropolitan Transportation Improvement Program investments, DEQ will work with Metro to develop a mutually agreeable workplan to update Portland Air Toxics Solutions (PATS) analysis for select emissions for base and future year transportation scenarios and perform an updated PATS environmental justice analysis for transportation related air toxics.
5. Meet with Metro each year in the fall to complete a list of needed data and analyses for inclusion in the following fiscal year's Unified Work Plan.
6. DEQ continue to work in coordination and in partnership with Metro as the Metropolitan Planning Organization by participating in discussions relevant to reducing mobile source emissions impacts to the Portland region's air quality. This includes participating and advising in transportation processes for policies and programming which mutually address air pollution reduction, public health benefits, and multimodal transportation options, outside of the scope of the development of SIPs or regional conformity analyses.

IT IS MUTUALLY AGREED:

The undersigned agencies in the State of Oregon, in accordance with Part 450 Subsection 450.314 (Metropolitan Planning Organization Agreements) of Title 23 U.S.C. do hereby commit to cooperate in the development and submission of data, analyses, reports and documents necessary to fulfill the obligations established in the CAAA of 1990, Oregon Transportation Conformity Rules OAR 340-252-0010 et. seq., and the FAST Act as they relate to regional transportation planning, mobile source emissions for the SIP and air quality conformity determinations.

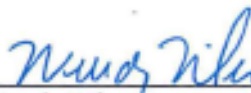
DEQ and Metro will review this MEMORANDUM OF UNDERSTANDING after October 2, 2017 in recognition transportation conformity requirements will no longer be in effect for the Portland metropolitan area and it will be necessary to revisit agreed upon roles and responsibilities.



Martha Bennett  
Chief Operating Officer  
Metro

3/1/17

Date



Wendy Wiles  
Environmental Solutions Administrator  
Oregon DEQ

3.3.17

Date



## APPENDIX R – Ozone Monitoring Trends

### Ozone

The Oregon DEQ describes ozone and its threat as follows:

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

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

*Ozone is not emitted directly into the air. It is formed through a series of photochemical (sunlight requiring) reactions between other pollutants and oxygen (O<sub>2</sub>) during hot weather. Most important are nitrogen oxides and volatile organic compounds. To control ozone pollution, it is necessary to control emissions of these other pollutants. It is primarily caused by chemicals from car and small engine exhaust, and business and industry emissions on hot sunny days.*

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

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

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

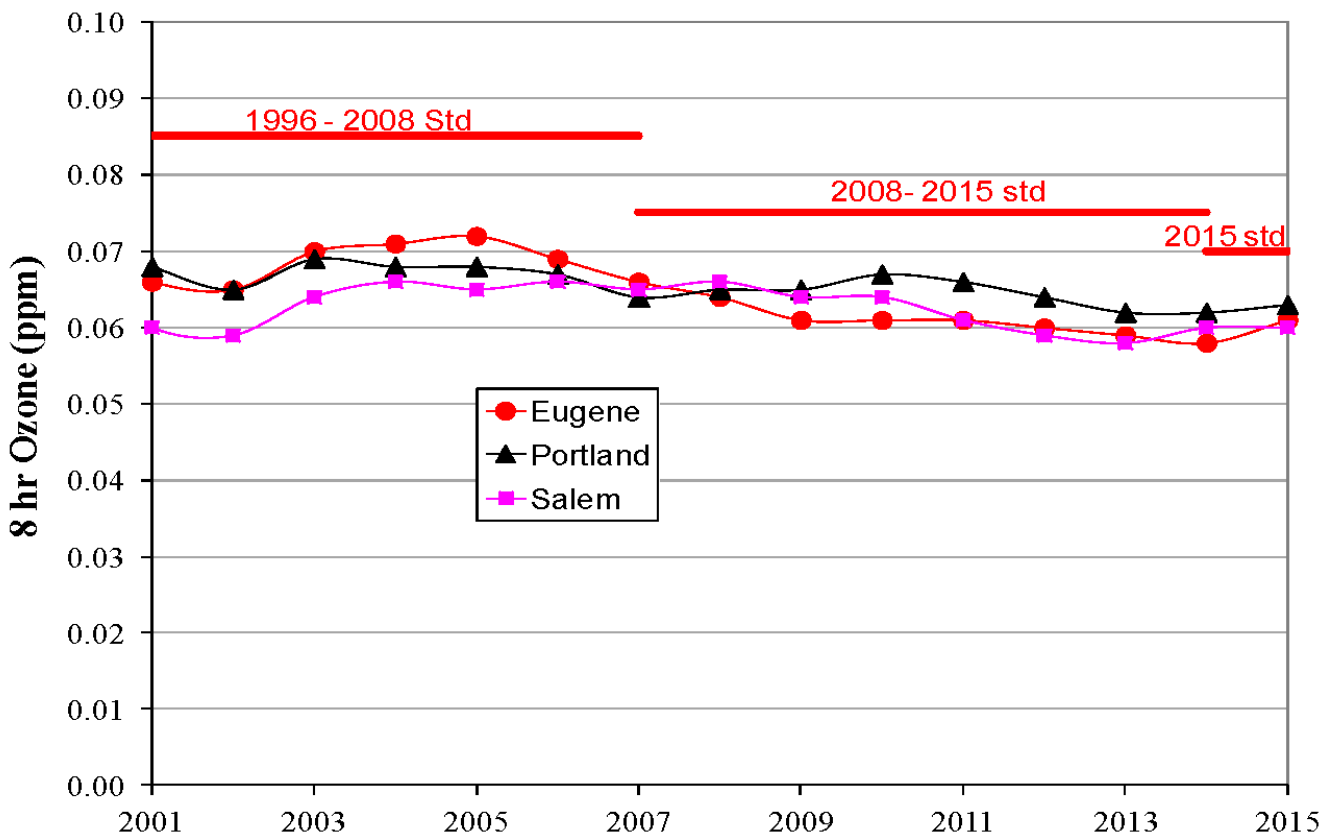
In February 2007, the Oregon Environmental Quality Commission adopted an updated Portland Ozone Maintenance Plan and the US EPA approved the plan effective January 18, 2012. This plan no longer requires air quality conformity determinations for ozone. However, Metro and DEQ have agreed that ozone levels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

In 2015, EPA announced revised the 8-hour Ozone standard reduction in the ozone standard 70ppm. DEQ has conducted a review of the ambient air quality data across the state of Oregon and

Metro is not being nominated to EPA for a non-attainment designation as the data has not shown a violation of the new standard.

Below are charts showing the historic rates of ozone levels in the Metro region as compared with the federal and state standards.

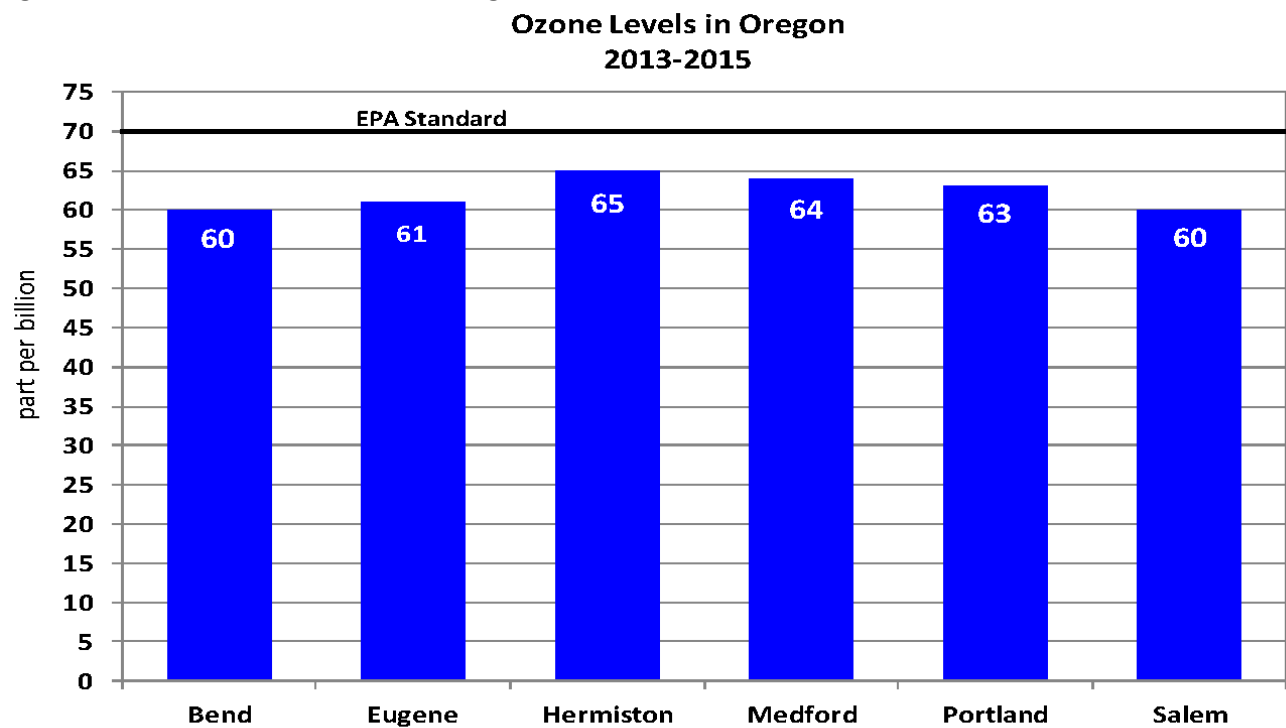
**Figure R-1. Ozone Trends – Total Emissions, All Sources, Willamette Valley**



Source: 2015 Oregon Air Quality Data Summaries, Oregon Department of Environmental Quality.



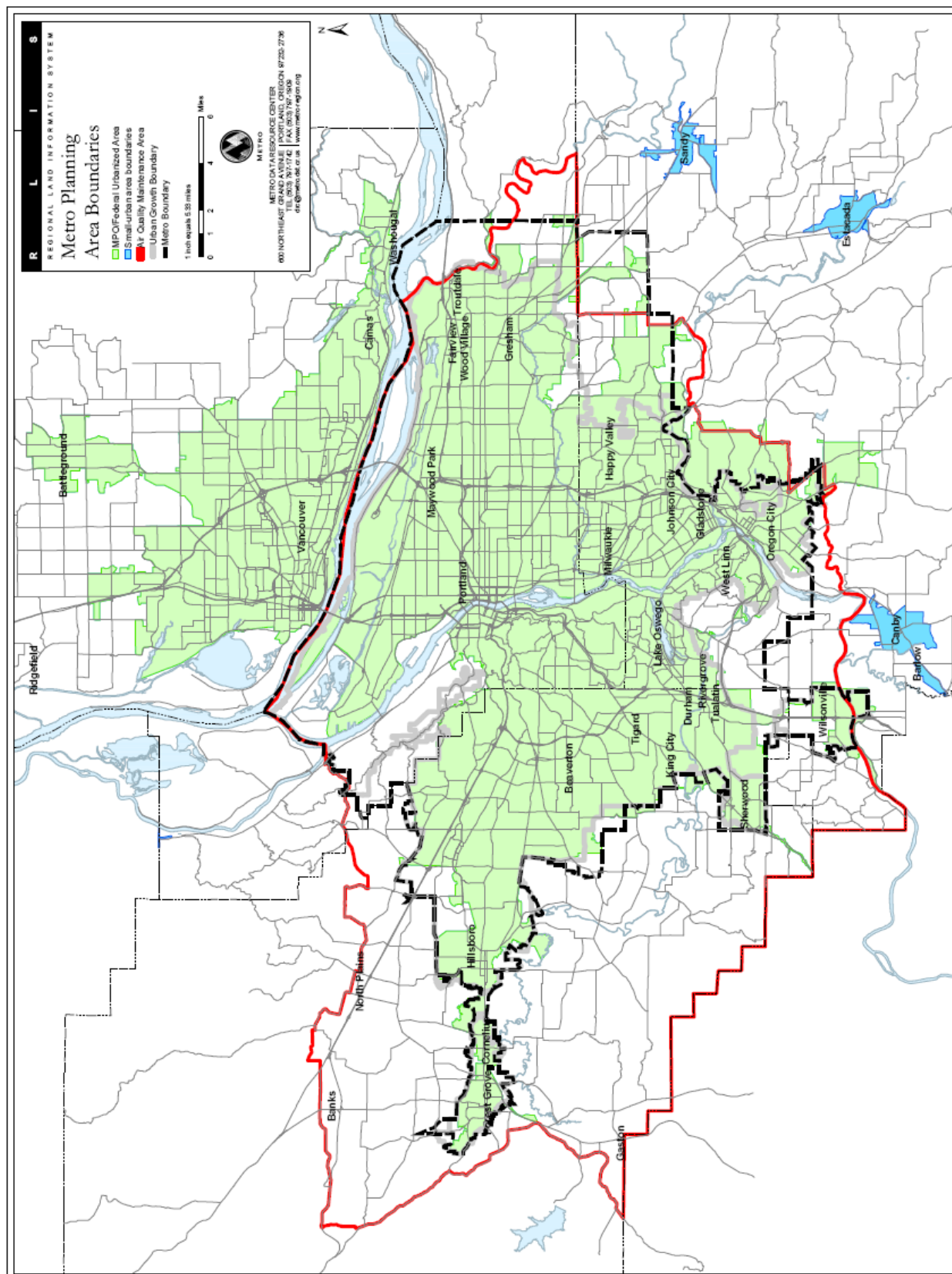
Figure R-2. Ozone Trends - Levels in Oregon, 2013-2015



*Three Year Average of Fourth Highest Eight Hour Average*

*Source: 2015 Oregon Air Quality Data Summaries, Oregon Department of Environmental Quality.*

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



Plot time: Feb 26, 2003 J:\tristad\03-067\mpo.mxd

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## APPENDIX S – Vehicle Miles Traveled per Capita Information

Metro and Oregon Department of Environmental Quality have a Memorandum of Understanding (2014) that contains agreements concerning air quality in the region and the responsibilities that each entity will carry out. Among the memorandum of understanding responsibilities, Metro will assess and report to DEQ vehicle miles traveled (VMT)/capita trends for the purpose of the Carbon Monoxide and Ozone Contingency Plans that are part of the Carbon Monoxide and Ozone Maintenance Plans.

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

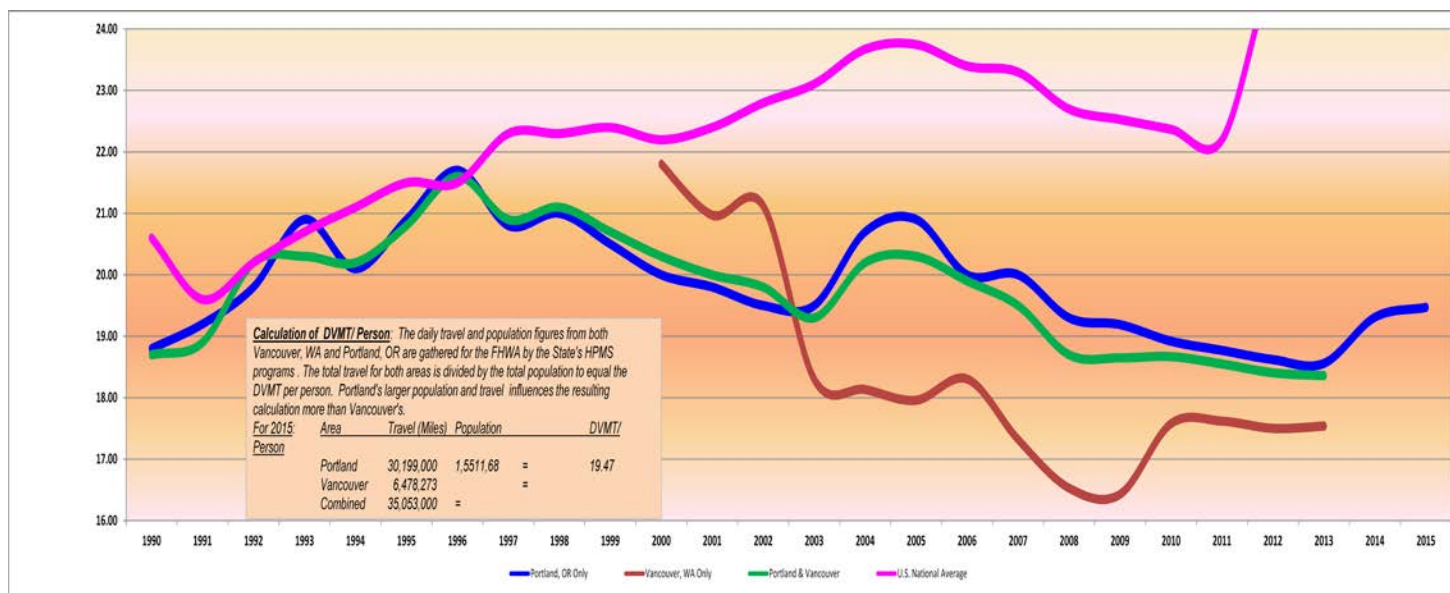
### *“2. Contingent Actions.*

- a. Metro will review the vehicle miles traveled per capita (vmt/capita) based on the most recent estimates of population and daily vehicle miles traveled from Federal, State sources, as reviewed and verified by Metro.*
- b. Should reported vmt per capita exceed a rate of 21.5 vmt/capita (a 10 percent increase above the 2002 rate) for the Oregon portion of the Portland-Vancouver Air Quality Maintenance Area for two successive years, the following measures would become required TCM for the region:*
  - i. Washington County Commuter Rail within six years after exceeding the 21.5 vmt/capita rate;*
  - ii. I-205 LRT within six years after exceeding the 21.5 vmt/capita rate;*
  - iii. An increase of efforts for the Regional Travel Options Program sufficient to increase the number of employers reached by the program by at least 5 % per year the number of employers currently subject to the DEQ Employee Commute Options Program. Alternatively, specific projects from the Regional Transportation Options Program could be substituted.*
  - iv. An increase of funding of at least 5% for Transit Oriented Development projects.*
  - v. Other programs or projects consistent with State and Federal law as may be determined by the Metro Council after consultation with the Joint Policy Advisory Committee on Transportation.*
- c. Should vmt/capita exceed 20.5 daily vmt/capita (a 5% increase above 2002 rate) for two successive years, the Standing Committee (TPAC, as defined at OAR 340-252-0060 (2) (b) (A) (iii)] shall be convened to consider:*
  - i) Whether there is a data problem with the trigger; and,*
  - ii) If there is not a data problem with the trigger, identification of and analysis of effectiveness of those local actions that could reduce air pollutant emissions; and,*
  - iii) Whether a recommendation to initiate one or more of these local air quality actions until the 2002 vmt/capita level is one again attained, should be made to JPACT.”*

Accordingly, the attached data, below, illustrate the latest data concerning vmt per capita. The latest data (2015) show a rate of 19.47 vmt/capita - less than either TCM “triggers”.

## Daily vehicles miles traveled per person 1990 to 2012

Figure X: Daily Vehicle Miles traveled per capita, 1990 to 2012



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

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

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

## APPENDIX T – Air Toxics and Greenhouse Gas Emissions Information

Metro and Oregon Department of Environmental Quality have a Memorandum of Understanding (2017) containing agreements concerning air quality in the region and the responsibilities each entity will carry out. Among Metro's responsibilities, Metro will report emissions for the following air toxics: Carbon Dioxide (CO<sub>2</sub>) Equivalent, Volatile Organic Compounds (VOC), Oxides of Nitrogen (NO<sub>x</sub>), Benzene, Acetaldehyde, Acrolein, Formaldehyde, 1,3-Butadiene, Chromium 6, Arsenic, PM<sub>2.5</sub> from Diesel Exhaust (Particulate Matter 2.5 microns and smaller in diameter), and 15 PAH (both particle and gas): Acenaphthene, Acenaphthylene, Anthracene, Benz(a)anthracene; Benzo(a)pyrene, Benzo(b)fluoranthene, Benzo(g,h,i)perylene, Benzo(k)fluoranthene, Chrysene, Dibenzo(a,h)anthracene, Fluoranthene, Fluorene, Indeno(1,2,3-cd)pyrene, Phenanthrene, Pyrene.

Following are the estimates from MOVES2010b computer model run as the carbon monoxide analysis reported as part of the formal conformity determination, required by EPA and USDOT.

**Table T-1: Metro Area Additional Air Pollutant Emissions from Surface Transportation**

		Summer			Winter		
Pollutant	Unit	2010	2017	2040	2010	2017	2040
<u>Greenhouse Gases</u>							
CO <sub>2</sub> Equivalent	metric tons	13,703	14,125	15,013			
<u>Air Toxics</u>							
1,3-Butadiene	pounds	83	37	20	68	30	15
Acetaldehyde	pounds	206	96	47	243	115	59
Acrolein	pounds	22	10	4	21	9	3
Arsenic Compounds	grams	63	69	85	58	63	78
Benzene	pounds	741	335	192	487	215	109
Chromium 6+	grams	25	26	32	23	24	29
Formaldehyde	pounds	338	165	84	291	141	69
Oxides of Nitrogen (NO <sub>x</sub> )	pounds	96,229	45,343	20,631	84,813	39,398	17,329
Primary Exhaust PM <sub>2.5</sub> - Total	pounds	2,788	1,255	611	3,140	1,603	1,034
Primary PM <sub>2.5</sub> - Brakewear Particulate	pounds	306	346	457	265	297	387
Primary PM <sub>2.5</sub> - Elemental Carbon	pounds	1,748	606	74	1,651	605	130
Primary PM <sub>2.5</sub> - Organic Carbon	pounds	1,035	643	531	1,477	985	891
Primary PM <sub>2.5</sub> - Sulfate Particulate	pounds	6	6	6	12	12	14
Primary PM <sub>2.5</sub> - Tirewear Particulate	pounds	104	116	149	93	102	130
Volatile Organic Compounds	pounds	21,077	9,961	6,017	20,044	9,410	5,421
<u>PAHs</u>							

Pollutant	Unit	Summer			Winter		
		2010	2017	2040	2010	2017	2040
Acenaphthene gas	grams	417	166	30	384	154	28
Acenaphthene particle	grams	0	0	0	0	0	0
Acenaphthylene gas	grams	1,058	446	152	1,008	428	141
Acenaphthylene particle	grams	0	0	0	0	0	0
Anthracene gas	grams	294	116	19	270	107	17
Anthracene particle	grams	179	114	99	286	196	184
Benz(a)anthracene gas	grams	48	18	1	43	16	1
Benz(a)anthracene particle	grams	122	52	18	131	63	34
Benzo(a)pyrene gas	grams	0	0	0	0	0	0
Benzo(a)pyrene particle	grams	70	38	26	95	58	48
Benzo(b)fluoranthene gas	grams	0	0	0	0	0	0
Benzo(b)fluoranthene particle	grams	51	33	30	85	59	56
Benzo(g,h,i)perylene gas	grams	35	14	2	32	13	2
Benzo(g,h,i)perylene particle	grams	67	49	49	124	91	92
Benzo(k)fluoranthene gas	grams	0	0	0	0	0	0
Benzo(k)fluoranthene particle	grams	41	30	30	76	56	56
Chrysene gas	grams	26	10	1	23	9	1
Chrysene particle	grams	89	42	21	106	57	39
Dibenzo(a,h)anthracene gas	grams	0	0	0	0	0	0
Dibenzo(a,h)anthracene particle	grams	1	1	0	1	0	0
Fluoranthene gas	grams	663	254	19	599	230	18
Fluoranthene particle	grams	343	181	119	455	273	220
Fluorene gas	grams	749	303	59	686	279	54
Fluorene particle	grams	192	110	84	275	176	153
Indeno(1,2,3,c,d)pyrene gas	grams	0	0	0	0	0	0
Indeno(1,2,3,c,d)pyrene particle	grams	28	20	19	50	36	36
Phenanthrene gas	grams	2,163	868	133	1,956	787	123
Phenanthrene particle	grams	477	290	235	699	461	415
Pyrene gas	grams	824	315	23	744	285	21
Pyrene particle	grams	498	263	173	663	397	320

The data shows the following:

- A majority of the air toxics are forecast to decrease in the period 2014-2040, some quite dramatically.

- Of those air toxics projected to increase are: Arsenic Compounds, Chromium 6+, Primary PM<sub>2.5</sub> (breakware, tireware, and sulfate particulate), and Benzo(g,h,i)perylene particle.
- Greenhouse Gas (carbon dioxide, or CO<sub>2</sub>) is forecast to increase – by nearly 10%.

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

**So, hello. We’re Metro – nice to meet you.**

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