600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1797

METRO

August 11, 2005

The Honorable Ron Wyden
US Senate
516 Hart Senate Office Building.

Re: SAFETEA-LU appreciation and invitation to JPACT

Dear Senator Wyden:

On behalf of the Portland metropolitan region and the members of the Joint Policy Advisory Committee on Transportation (JPACT), I want to extend our heartfelt appreciation for your efforts benefiting this region and all of Oregon. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU) presents a bright picture for our region's ability to cope with major transportation challenges. The wait (three years!) seems to have paid off—thanks to your help.

Your example of working with your colleagues from Oregon is a model we strive to emulate here in the Portland region. We will continue to bring you policy issues and projects that have been vetted here at home for their national importance.

We all very much enjoy coming to Washington as a group to talk with you about the region and look forward to seeing you again next spring. In the meantime, I'd like to invite you to come see us when you are in the state. I would like to set aside some time during our JPACT meeting for you to lay out your ideas on transportation, the economy, the state of the nation, in short, to give you time to share your vision for Oregon. If you can do this, please have your office contact me to set a date. Below is a list of dates of our regular monthly JPACT meetings held at Metro.

- Thursday, September 15, 2005
- Thursday, October 13, 2005
- Thursday, November 10, 2005

If these dates do not fit into your busy schedule let us know when you will be available and we can work to bring JPACT members together to meet with you

Thanks once again for all that you do.

Yours truly,

Rex Burkholder
Chair, Joint Policy Advisory Committee on Transportation

Attachment 'B'

Local Impacts Examples for the Metro Region

The following are local examples of how the "1/2 Mile Rule" could impact current efforts to implement the Region 2030 Growth Concept along interstate highway corridors:

Interstate-84 Interchanges

1. **NE 60th Ave and NE 82nd Avenue Station Communities:** The City of Portland is seeking Transportation Growth Management (TGM) funds to study eastside station areas; for these two specific areas, the primary goal is the improvement the pedestrian environment for neighborhood access to the light rail stations.

2. **Multnomah County Farm property at 242nd Avenue:** this 46 acres site across from Edgefield development is currently zoned Light Industrial, but within Troutdale's town center boundary. Multnomah County is currently marketing the property, and the City expects it to change to a mixed use or commercial land use designation, consistent with the 2040 plan.

Interstate-205 Interchanges

1. **Parkrose/Sumner Town Center:** The City of Portland is seeking TGM funds to study this eastside station area located at the Sandy Boulevard interchange, and expects a change in land use designations.

2. **Market/Main Street Station Community:** this interchange area is within the Gateway Urban Renewal area and it has already been zoned for higher density development; however, additional changes to zoning may accompany the construction of the I-205 light rail line.

3. **Stark/Washington and Glisan/Halsey Interchanges:** TriMet and the PDC are partnering on redevelopment projects in the Gateway Regional Center, including replacing the existing surface park and ride with a mixed-used development and parking structure. As such developments become more specific, zoning adjustments may be required. The Gateway area is an example where 2040-based zoning represents a substantial change in land use, and as these areas redevelop, changes to refine zoning to match emerging development trends are expected.

4. **Powell Boulevard Station Community:** the 2040 plan calls for a station community at the Powell Boulevard interchange upon completion of the I-205 light rail extension, and will require changes to existing plan and zoning designations to allow redevelopment to occur.

5. **Fuller Road Station Community:** this area is currently zoned for low traffic commercial, but the development on the ground is primarily (nonconforming) residential and is surrounded by big box retail. The station area is being considered as a site for a North County Clackamas Community College campus, which would

probably have a medical training focus. Both transit and freeway access would be highly desirable for this facility, but new zoning would be required to permit a campus and accompanying mixed-use development at the Fuller Road station area.

6. Clackamas Regional Center: the County expects to complete additional station area planning in response to the I-205 light rail extension that will result in changes to the Clackamas Regional Center plan designations.

Interstate-5 Interchanges

1. **Central Eastside Development Opportunity Strategy:** The Portland Development Commission have been developing an investment strategy for this area, which includes most of the land between the Willamette River and Third Avenue in the Central Eastside. In conjunction with this effort, the Portland Bureau of Planning is proposing modifications of existing zones in the area to allow a broader range of uses that would create a more lively, diverse area than currently exists under the industrial sanctuary zoning. This area is served by the Water Avenue and Morrison Bridge interchanges.

2. **Interstate Avenue Station Communities** – The Portland Development Commission and Planning Bureau are engaged in a major update to zoning along the new Interstate MAX corridor that includes new land use designations, and urban renewal investments to spur mixed-use development. The zoning has not been fully implemented in these areas. They are largely with the continues half-mile radius that includes the Broadway/Weidler, Going/Greely, Portland Boulevard, Lombard, Columbia and Marine Drive interchanges on Interstate-5. The specific 2040 plan designations include station communities at the following light rail stops within this corridor:

    - Interstate/Rose Quarter
    - Albina/Mississippi
    - Overlook Park
    - N Prescott St
    - N Killingsworth St
    - N Portland Blvd
    - N Lombard TC
    - Kenton/N Denver Ave
    - Delta Park/Vanport
    - Expo Center

3. **Burnside Bridgehead Planning:** the City of Portland is involved in new planning for the Burnside corridor and bridgehead area that will likely result in changes to zoning. This area is within the half-mile buffer of the Morrison Bridge interchange on I-5 and the Grand Avenue interchange on I-84.

Interstate-405 Interchanges

1. **River District Floor-Area Ratio Increases:** the City of Portland is involved in an update to River District zoning that would increase allowed floor-area ratios for

development north of Lovejoy Street. These areas fall within the half-mile radius of the Everett Street ramps in I-405.

Future Effects on Implementing the 2040 Plan

1. **Barbur Corridor:** other corridors slated for high-capacity transit service would likely be impacted by the ½-mile interchange rule. In Portland, this includes the Barbur corridor, would have multiple high-capacity transit station areas within ½ mile of the Corbett, Terwilliger, Taylors Ferry and Multnomah Boulevard interchanges along I-5, and the West Portland Town Center at the Capitol Highway interchange.

2. **Washington Co. Commuter Rail:** of the five planned commuter rail station areas, two, Wilsonville and Tualatin, would be affected by the ½-mile Interstate highway interchange rule.

3. **Additional Interstate Light Rail Station Communities:** the 2040 plan calls for station communities at Delta Park/Hayden Meadows and Hayden Island.

4. **Northeast Broadway Main Street:** a plan for redevelopment of lower Broadway as a 2040 Main Street has not been implemented, and would fall within the half-mile radius of the Broadway/Weidler interchange on I-5.

5. **Macadam/Johns Landing Main Street:** a plan for redevelopment of SW Macadam as a 2040 Main Street has not been implemented, and would fall within the half-mile radius of the Macadam interchange on I-5.

6. **University District (PSU):** Plans call for a major update to zoning in the vicinity of Portland State University, which would be impacted by the Fourth, Sixth and Twelfth Avenue interchanges on I-405.

7. **South Waterfront/Ross Island Bridge:** continued refinement of zoning in the South Waterfront area is expected as the market matures for this district. The area falls within the half-mile radius of the Macadam interchange on I-5.

SAFETEA – LU Reauthorization Priorities

1. Increase Funding levels

   YES – Overall highway funding levels were increased about 25% but with positive changes to the highway formula, the increase to Oregon is about 30% over TEA-21; in addition Oregon received a disproportionately high share of earmarked funds. The transit program is authorized at 18.5% of the bill, higher than TEA-21 and representing a 46% increase in guaranteed funds.

2. Retain the TEA-21 Program Structure

   YES – The core program categories of Interstate Maintenance, National Highway System, Surface Transportation Program, Bridge and Congestion Mitigation/Air Quality was retained.

3. Support the Multi-State Corridor Program

   YES – The previous "Borders and Corridors" program was divided into two separate programs and the funding level was increased by over three-fold.

4. Support Projects of National and Regional Significance

   YES – This new program was created and $160 million was earmarked for I-5 bridges in Oregon. These funds complement OTIA III state bridge funds and will be used to ensure I-5 is open to freight. In addition the earmark helps position the I-5 Columbia River Crossing project for construction funding in the next authorization bill.

5. Retain and Improve the New Starts Program

   YES – The program was retained, funding levels were increased and factors were added relating to economic development and land use. However, the program was substantially earmarked which suggests that the region pursue an aggressive schedule to secure the I-205/Mall Full-Funding Grant Agreement before the remaining funds are exhausted.

   In addition, the Wilsonville/Beaverton Commuter Rail project was grandfathered under the rules in force prior to the April 29, 2005 change.

6. Support the Small Starts Program

   YES – This was created as a new program for projects under $250 million requesting less than $75 million federal transit funds. In addition to authorizing the Portland

Streetcar extensions for this funding, the bill earmarked $3 million for the Alternatives Analysis and $4 million to develop a prototype of an American manufactured streetcar vehicle.

7. Support a freight program

SOMEWHAT - None of the freight programs proposed in earlier bills made it into the final bill. However, there are new provisions in the bill aimed at improving freight mobility, including authorization for $15 billion of private activity bonds (exempt from federal tax) that may be used to fund highways, bridges and intermodal freight projects. In addition, a number of the project earmarks are aimed at freight improvement, particularly the I-5/Delta Park project and the Columbia Intermodal Corridor project.

8. Retain Trust Funds and General Funds in the transit program

YES – 18% of the overall transit program is funded from the General Fund with the remaining from the Mass Transit Account of the Highway Transit Fund. In addition, the General Funds as distributed throughout the Transit Program rather than being concentrated on the New Starts Program.

9. Retain the CMAQ apportionment

I THINK SO! It appears that language was included to retain the CMAQ apportionment for those areas that were classified as Maintenance areas for ozone and will continue to be required to file a maintenance plan with EPA. In addition the previous provision that penalized an area with a 20% reduction of CMAQ funds once they meet clean air standards was eliminated.

10. Ensure federal legislation does not limit the use of toll revenues

YES – In fact there are a number of added provisions that facilitate the use of tolls.

11. Support increased Planning Funds

YES – Planning funds were increased from 1% to 1.25% of the highway program, providing an offset of the reduction that occurred when more MPOs were added after the 2000 Census.

12. Support adequate funding for AMTRAK

NOT YET - The AMTRAK Bill is still pending. But, the SAFETEA Bill included a provision allowing the use of CMAQ funds to support the operation of additional passenger rail service between Eugene and Portland.

13. Support the designation of PSU as a National University Transportation Research Center

YES – PSU in cooperation with UO, OSU and OIT were designated a Research Center and authorized $16 million in research funds through FY 2009.

14. Support Funding for Priority Project Earmarks

YES – The region received an earmark for 89% of the projects that were requested (24 out of 27) plus an additional five earmarks that were unexpected for a net result of 107% success! See attached list and map for specifics.

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1916 | FAX 503 797 1930

METRO

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
July 14, 2005

MEMBERS PRESENT	AFFILIATION
Rex Burkholder, Chair	Metro Council
Rod Park, Vice Chair	Metro Council
Brian Newman	Metro Council
Lynn Peterson	City of Lake Oswego, representing Cities of Clackamas County
Rob Drake	City of Beaverton, representing Cities of Washington County
Matthew Garrett	Oregon Department of Transportation (ODOT - Region 1)
Roy Rogers	Washington County
Paul Thalhofer	City of Troutdale, representing Cities of Multnomah County
Dick Pedersen	Oregon Department of Environmental Quality (DEQ)
Fred Hansen	TriMet

MEMBERS ABSENT	AFFILIATION
Sam Adams	City of Portland
Bill Wyatt	Port of Portland
Bill Kennemer	Clackamas County
Royce Pollard	City of Vancouver
Maria Rojo de Steffey	Multnomah County
Don Wagner	Washington State Department of Transportation (WSDOT)

ALTERNATES PRESENT	AFFILIATION
Susie Lahsene	Port of Portland
Martha Schrader	Clackamas County

GUESTS PRESENT	AFFILIATION
Jim Bernard	City of Milwaukie
Scott Bricker	Bicycle Transportation Alliance
Roland Chlapowski	City of Portland
Olivia Clark	TriMet
Danielle Cowan	City of Wilsonville
Jef Dalin	City of Cornelius
Rob DeGraff	CRC

GUESTS PRESENT (cont)	AFFILIATION
Mark Garrity	Parsons Brinckerhoff Quade & Douglas Inc.
Nancy Krushaar	City of Oregon City
Jay Lyman	David Evans and Associates
Tom Markgraf	CRC
Sharon Nasset	ETA
Dave Nordberg	Oregon Department of Environmental Quality (DEQ)
Ron Papsdorf	City of Gresham
Karen Schilling	Multnomah County
John Rist	Clackamas County
Phil Selinger	TriMet
Kris Strickler	CRC
Ron Swaren	Sellwood-Moreland Improvement League
Laurel Wentworth	City of Portland
John Wiebke	City of Hillsboro

STAFF

Scott Adams (Intern)	Richard Brandman	Andy Cotugno	Karen Kane
Tom Kloster	Ted Leybold	Jessica Martin	Robin McArthur
Amelia Porterfield	Kathryn Schutte	Mark Turpel	Randy Tucker
Bridget Wieghart			

I. CALL TO ORDER, DECLARATION OF A QUORUM, INTRODUCTIONS AND WELCOME OF NEW MEMBERS

Chair Rex Burkholder called the meeting to order and declared a quorum at 7:38 a.m.

Chair Burkholder welcomed and introduced new JPACT member representing the Cities of Multnomah County, Mayor Paul Thalhofer and noted that Mayor Charles Becker would serve as his alternate.

II. CITIZEN COMMUNICATIONS TO JPACT ON NON-AGENDA ITEMS

Mayor Jim Bernard, 10722 SE Main Street, Milwaukie, appeared before the committee to ask for support in activating the South Corridor committee and his desire to hear support from the Portland City Council for a light rail station on the corner of Tacoma and McLoughlin, currently the site of a proposed Wal-Mart. Chair Burkholder requested that this topic of discussion be added to the next JPACT agenda.

Ms. Sharon Nassett, 4772 N Lombard, Portland, appeared before the committee to speak in favor of the North Willamette Crossing Corridor study, mentioned specifically in the Corridor Initiatives Update handout (included as part of this meeting record) provided by Ms. Bridget Wieghart.

Mr. Ron Swaren, 1543 SE Umatilla, Portland, appeared before the committee to speak in favor of having lightrail or streetcar located at the corner of Tacoma and McLoughlin, currently the site of a proposed Wal-Mart.

III. UPDATES

End of Session Report
Mr. Randy Tucker appeared before the committee and reported on SB 71 ("Connect Oregon"), which was worked on Friday by the House State and Federal Affairs Committee. The committee made several changes to the version passed by the Senate, all of which are bad. The amendments have three main effects: (a) public transit is eliminated as an eligible recipient of funding; (b) the basis for regional allocation of funds is changed from congressional districts to regions closely approximating the ODOT regions; and (c) a pre-emption against the Port of Portland's construction of an intermodal transportation facility in Troutdale until 2014. The bill has been sent to the House Budget Committee, where it awaits action.

Mr. Tucker also stated that the Governor had signed HB 3415, which reallocates any leftover OTIA bridge money.

TEA-21 Reauthorization Update
Ms Olivia Clark appeared before the committee and provided an update on the TEA-21 Reauthorization. US House and Senate conferees are expected to begin working on the TEA-21 when they return to Washington July 12th after their week-long recess. Before leaving for their July 4th break, conferees reached tentative agreement on an overall framework and funding level for the reauthorization bill, HR 3 - $286.4 billion over six years, with $52.6 billion for transit. Conferees are facing a July 19th deadline to complete their work before the eighth temporary extension of TEA-21 expires. In the days leading up to the recess, conferees struggled over a number of highway-related issues, including the portion of highway funding included in the "minimum allocation" (the percentage of gas taxes returned to the state that they are collected); the amount for highway earmarks in the bill versus the amount for earmarks in the appropriations process; and the split between House and Senate highway earmarks. The federal surface transportation program has been operating under a series of short-term extensions since the original law expired September 30, 2003.

IV. CONSENT AGENDA

Minutes
ACTION TAKEN: Councilor Rod Park moved and Mayor Rob Drake seconded the motion to approve the meeting minutes for June 9th meeting. Hearing no objections, the motion unanimously passed.

V. DISCUSSION ITEMS

2040 Modal Targets Project – Final Recommendations INFORMATION
Mr. Matt Hastie, with Cogan Owens Cogan, appeared before the committee and presented the final Metro 2040 Modal Targets Project report (included as part of this meeting record). Mr. Hastie distributed handouts on and briefly summarized the following:

- Project Objectives & Tasks
- Summary Observations and Conclusions of Research
- Recommended Minimum RTP Requirements
- Additional Optional Strategies
- Processes for Measuring Success
- Recommended Procedures to Monitor Compliance
- Recommended Amendments for Consideration in the Upcoming RTP Update Process
- Next Steps

Proposed Revisions to Oregon Transportation Planning Rule
Mr. Tom Kloster appeared before the committee to report on recent transportation planning rule amendments. On March 15th, the Oregon Land Conservation and Development Commission (LCDC) adopted broad version to the state Transportation Planning Rule (TPR). This round of amendments focused on critical issues raised by the recent Jaqua vs. City of Springfield case that threatened current planning practices for balancing transportation and land use plans. While the LCDC response to the Jaqua case began as "fine tuning" amendments to the TPR, sweeping new provisions were introduced shortly before the draft rule was released for public view on January 3, 2005.

The amended TPR reaffirms the existing practice of evaluating land use and transportation plan amendments for the effects in the horizon year of adopted 20-year plans in response to the Jaqua decision. However, the amended rule also applies a special test for transportation system adequacy along certain interstate highway corridors. Known as the "1/2 mile rule", this provision represents a major shift in policy that Metro believes unacceptable because of the effects on the region's ability to implement the 2040 Growth Concept in these corridors. The ½ mile rule requires plan amendments within a half-mile radius of interchanges on I-5, I-205, I-405 and I-84 to be evaluated according to the Regional Transportation Plan (RTP) "financially constrained" system, a set of improvements that represents just over one-third of the needed projects in the region.

Due to the complexity and timing of the issue, TPAC held a special workshop on July 11th to further discuss the issue in depth.

Mr. Kloster presented a draft letter addressed to Mr. John VanLandingham, Chair of the Land Conservation and Development Commission (LCDC) outlining Metro's position on the ½ mile rule along with a handout highlighting proposed amendments to the TPR (both included as part of this meeting record).

The committee agreed that the letter should be amended to reflect their view that some of the new provisions are a substantial change to the TPR, going beyond the needed remedy to the Jaqua case, and shifts the purpose of the rule away from the intent of Goal 12 Transportation. The committee also agreed the letter should also ask for more opportunities for stakeholders to participate, and that the Commission reopen the discussion of the ½ mile rule. Chair Burkholder noted a consensus of the issue on the approach of the letter.

STIP Update Comments
Mr. Ted Leybold presented a draft comment letter on the project eligibility criteria and prioritization factors for the 2008-11 State Transportation Improvement Program (STIP) (included as part of this meeting record).

ODOT's Workforce Diversity Plan – Information
Kate Deane appeared before the committee and provided an overview ODOT's Workforce Development Plan (included as part of this meeting record).

Next Priority Discussion – Information
Mr. Richard Brandman and Ms. Bridget Wieghart appeared before the committee to report on the progress of a subgroup of TPAC. The subgroup has been reviewing the status of the corridor refinement planning work program that was adopted as an amendment to the 2000 RTP. The subgroup has been discussing potential updates to the work program to reflect work that has been completed in the first planning period and identify priorities in the second planning period. Mr. Brandman distributed a corridor initiatives update handout illustrating the work program for corridor refinement planning through 2020 and a summary of the findings of the corridor initiative evaluation that was prepared in 2001 (both included as part of this meeting record). Ms. Wieghart noted that after obtaining feedback from JPACT and the Metro Council on the overall approach, a more detailed work program would be developed and presented for approval at the September JPACT meeting.

VI. OTHER COMMITTEE BUSINESS

Chair Burkholder announced that the JPACT Finance committee meetings in July and August are cancelled. The next JPACT Finance committee meeting will be on September 22nd. While JPACT typically meets on the second Thursday of each month, he reminded the committee that the meeting in September would occur on the third Thursday, September 15th.

Chair Burkholder noted that at the Thursday, August 11th JPACT meeting, the 2006-2009 final MTIP and air quality conformity determination would be up for adoption and as such their attendance at the meeting would be essential.

VII. ADJOURN

There being no further business, Chair Rex Burkholder adjourned the meeting at 9:15 a.m.

Respectfully submitted,

Jessica Martin
Recording Secretary

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING AN AIR QUALITY CONFORMITY DETERMINATION FOR THE 2006-2009 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM AND THE I-205/AIRPORT WAY INTERCHANGE IMPROVEMENT PROJECT.	))))))	RESOLUTION NO. 05- 3599 Introduced by Deputy President Burkholder

WHEREAS, federal and state regulations require an air quality conformity determination whenever regionally significant changes are made to transportation documents, such as the regional transportation plan and the metropolitan transportation improvement program; and,

WHEREAS, the 2006 - 2009 Metropolitan Transportation Improvement Program has been proposed which includes projects that are regionally significant updates and changes; and,

WHEREAS, an amendment to the financially constrained system of the Regional Transportation Plan has been proposed to include improvements to the northbound on-ramp of the I-205/Airport Way Interchange and such improvements are considered regionally significant for purposes of air quality analysis; and,

WHEREAS, a draft air quality conformity determination has been completed and it includes the improvements proposed in the 2006-2009 Metropolitan Transportation Improvement Program and I-205/Airport Way Interchange improvement and is attached as Exhibit "A"; and,

WHEREAS, the air quality analysis included in Exhibit "A" demonstrates that the changes included in the 2006-2009 Metropolitan Transportation Improvement Program and the I-205/Airport Way Interchange improvement could be built and the resulting total air quality emissions, to the year 2025, are forecast to be less than the motor vehicle emission budgets, or maximum transportation source emission levels.

BE IT RESOLVED that the Metro Council:

1. Approves the air quality conformity determination as documented in Exhibit "A".

2. Directs the Chief Operating Officer to forward the air quality conformity determination to the Federal Highway Administration and Federal Transit Administration for approval.

ADOPTED by the Metro Council this _____ day of August 2005.

_____
David Bragdon, Council President

Approved as to Form:

_____
Daniel B. Cooper, Metro Attorney

Exhibit "A" to Resolution No. 3599,
FOR THE PURPOSE OF
APPROVING AN AIR QUALITY
CONFORMITY DETERMINATION
FOR THE 2006-2009
METROPOLITAN
TRANSPORTATION
IMPROVEMENT PROGRAM AND
THE I-205/AIRPORT WAY
INTERCHANGE IMPROVEMENT
PROJECT.

Air Quality Conformity Determination

for the proposed

2006-2009 Metropolitan Transportation Improvement Program

and an amendment to the

Financially Constrained System of the 2004 Regional Transportation Plan

7/28/05 DRAFT

METRO

Table of Contents

Appendices

Appendix A - *Project List*

Appendix B - *Comments and Responses.*

Appendix C - *Evidence of Compliance with Metro Interim Land Use Measures*

Appendix D - *EPA: Portland, Oregon Motor Vehicle Emissions Budget Adequacy*

Appendix E - *Public Notice*

1.0 Overview

1.1 Background

The federal Clean Air Act is the primary regulatory framework for national, state and local efforts to protect air quality. Under the Clean Air Act, the Environmental Protection Agency (EPA) is responsible for setting standards, known as national ambient air quality standards (NAAQS), for pollutants considered harmful to people and the environment. These standards are set at levels that are meant to protect the health of the most sensitive population groups, including the elderly, children and people with respiratory diseases. Air quality planning is focused on meeting the NAAQS and deadlines set by the federal Environmental Protection Agency and state Department of Environmental Quality for meeting the standards. Further, the United States Department of Transportation has established regulations. Failing to conform restricts an area's ability to receive federal transportation funds during the lapse period.

More specifically, federal air quality conformity requirements come from the integration of requirements in the Clean Air Act Amendments of 1990 and the *Intermodal Surface Transportation Efficiency Act* (ISTEA) of 1991 and are codified at 40 CFR Part 93. These requirements were also included in the Transportation Equity Act for the 21st Century (TEA21) and in some form will likely be included in new transportation funding legislation now being considered by Congress.

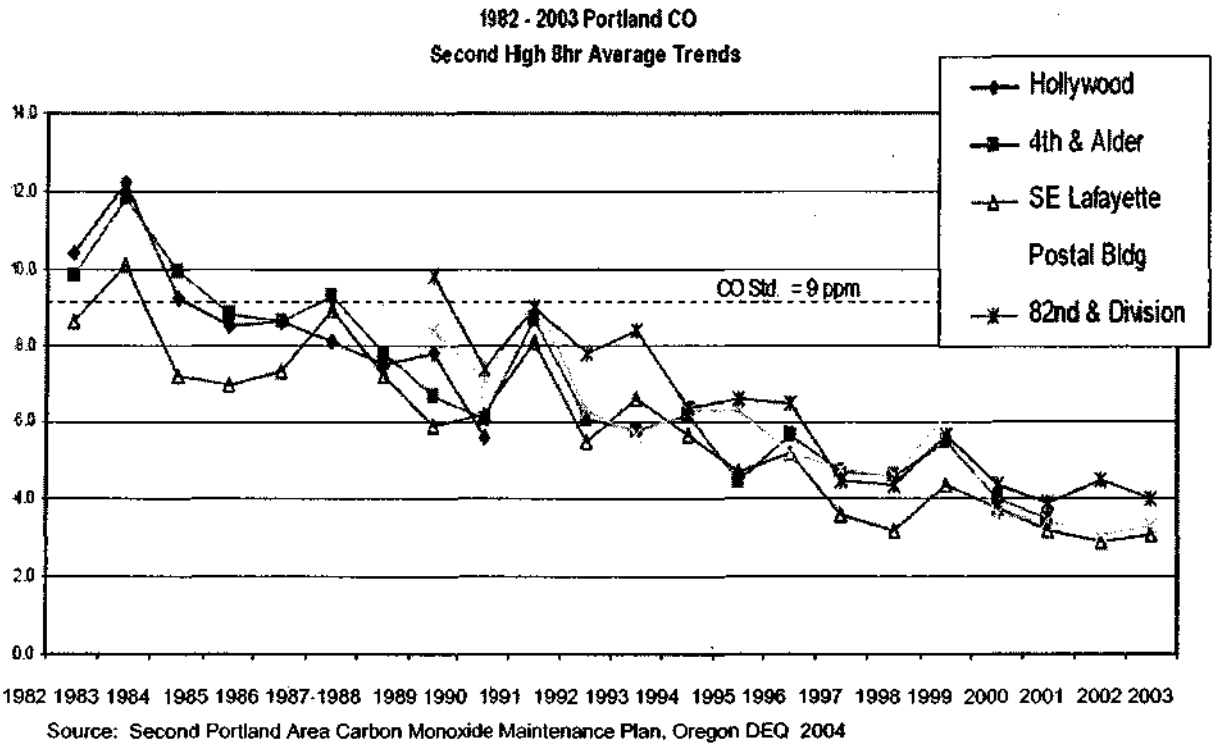
Oregon's Conformity SIP, adopted by the Oregon Environmental Quality Commission under OAR 340-200-0040 and approved by EPA, establishes rules and standards for determining air quality conformity of transportation plans, programs and projects within Oregon (specifically, OAR 340 Division 252). These regulations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

Metro is the Portland area's designated Metropolitan Planning Organization (MPO). As the MPO, Metro is the lead agency for development of regional transportation plans and the scheduling of federal transportation funds in the Portland urban area. The Metro Council, after receiving recommendations from the Joint Policy Advisory Committee on Transportation, approves regional transportation plans and implementation programs. In addition, the Transportation Policy Alternatives Committee (TPAC) is called out under the state rule as the standing committee designated for "interagency consultation" as required by the rule. In order to demonstrate that the proposed 2006-09 MTIP and Regional Transportation Plan (RTP) amendment meet federal and state air quality planning requirements, Metro must complete a technical analysis, consult with relevant agencies and provide for public comment that, in total, is known as air quality conformity.

1.2 Status of Pollutants in the Region

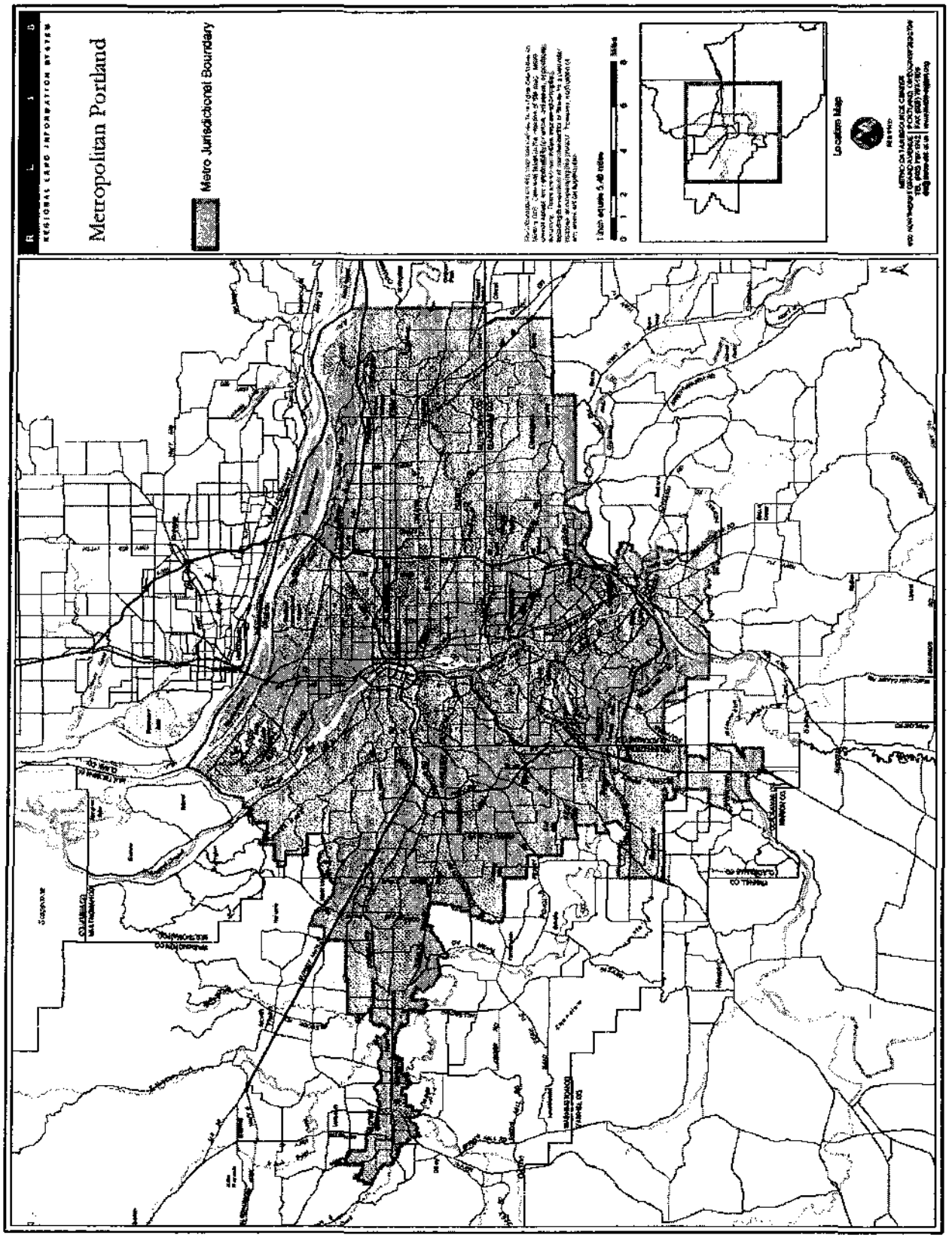
The Portland/Vancouver area has one interconnected airshed. However, given the State boundary along the Columbia River and the differing jurisdictions and state laws, the Federal government approved each side of the airshed taking responsibility for its area. For the Oregon side, a Portland Area Airshed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

While in past years both Carbon Monoxide and ground level ozone and its precursors were required to be analyzed, the Metro region is now in attainment for ozone for both the one-hour and eight-hour standards and the region is responsible for addressing Carbon Monoxide only. As shown by the figure below, the Portland Metro area has not exceeded Carbon Monoxide standards since 1984 and emissions have been trending downward.



Source: Second Portland Area Carbon Monoxide Maintenance Plan, Oregon DEQ 2004

For Carbon Monoxide, the Metro jurisdictional boundary was established as the geographic extent of concern for which emission budgets (maximum pollutant levels) were created. Below is a map of the metro jurisdictional boundary used for the air quality analysis. Within the regional area, there were sub-areas with their own emission budgets. These sub-areas were the Portland Central City sub-area and the 82nd Avenue sub-area. However, on February 15, 2005, the EPA found that the motor vehicle emission budgets in the proposed *Second Portland Area Carbon Monoxide Maintenance Plan* are adequate for transportation conformity purposes (see Appendix D). These new Carbon Monoxide budgets are region-wide and no longer include sub-area emission budgets.


Metropolitan Portland
Metro Jurisdictional Boundary
Location Map

1.3 Purpose of this Determination

This conformity determination has been prepared to demonstrate that the proposed 2006-2009 Metropolitan Transportation Improvement Program and amendment of the financially constrained system of the Regional Transportation Plan to include the I-205/Airport Way Interchange improvements meet federal and state air quality standards.

Metro has the responsibility for completing the transportation plans and implementation programs for the region. There are several events which can trigger the need to demonstrate air quality conformity, including any regionally significant changes to the transportation plan or the adoption of a new transportation improvement program. The conformity process is completed by first having local analysis and consideration. If the Metro Council approves the air quality conformity determination, it is submitted to the United States Department of Transportation (USDOT). In practice, this means review by the Federal Highway Administration and Federal Transit Administration. The USDOT makes a conformity determination after consultation with the Environmental Protection Agency.

The 2004 Regional Transportation Plan (RTP) and 2004-2007 Metropolitan Transportation Improvement Plan (MTIP) were conformed and, after consultation with the USEPA, received approval of USDOT on March 5, 2004.

The proposed 2006-2009 MTIP is consistent almost exactly with what was conformed in the financially constrained system of the 2004 RTP. However, a few projects were changed by shifting the construction date. In addition, a change to the financially constrained system of the RTP has been proposed for an improvement of the I-205 Northbound On-Ramp/Airport Way. Accordingly, this document is intended to analyze the air quality consequences of the proposed 2006-2009 MTIP and a proposed amendment of the financially constrained system of the RTP. This is accomplished by looking at the combined air quality results of: 1) the whole existing transportation system; 2) adding all of the transportation improvements included in the 2004 RTP out to the year 2025, as revised by the proposed 2006-2009 MTIP and the proposed I-205 Northbound On-Ramp/Airport Way improvement; and 3) the total population and jobs as included in the 2025 forecasts.

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

In some cases there are sections of federal statutes or state administrative rule that do not apply or do not apply directly and are not addressed. Sections not addressed directly and reasons for not addressing them include: *Purpose* (OAR 340-252-0010 and 40 CFR 93.100

- handled by addressing all sections with specific requirements); *Definitions* (OAR 340-252-0030 and 40 CFR 93.101 - this conformity determination uses these definitions when addressing requirements in other sections); *Priority* (OAR 340-252-0040 and 40 CFR 93.103 - this applies to the priorities that the Federal Highway Administration and Federal Transit Administration place on transportation improvements that have been prepared to attain or maintain air quality standards.); *Projects from a Plan and TIP* (OAR 340-252-0160 and 40 CFR 93.115 - this is a project level requirement and must be satisfied by the project, but is not needed in a regional emissions conformity determination.);*Localized CO and PM_{10} Violations* (OAR 340-252-0170 and 40 CFR 93.116 – this determination is a region-wide analysis. This section concerns local project conditions. Individual projects are responsible for independent hot spot, or localized CO analyses. The region has always been in compliance with PM_{10} standards. Accordingly, this section does not apply); *Compliance with PM_{10} Control Measures* (OAR 340-252-0180 and 40 CFR 93.117 – as noted, the region has always been in compliance with PM_{10} standards, so this section does not apply); *Emission Reductions in Areas without Motor Vehicle Emissions Budgets* (OAR 340-252-0200 and 40 CFR 93.119 - the Metro region has EPA approved emission budgets, so this section does not apply); *Consequences of Control Strategy Implementation Plan Failures* (OAR 340-252-0210 and 40 CFR 93.120 – EPA has approved implementation plans for the Metro region, so this section does not apply); *Requirements for Adoption or Approval of Project by Other Recipients of Funds Designated under Title 23 USC or the Federal Transit Laws* (OAR 340-252-0220 and 40 CFR 93.121- this conformity determination is being conducted to ensure that all federally funded transportation projects, as well as regionally significant locally funded projects, are assessed and no exception is being sought under this section); *Procedures for Determining Localized CO and Pm_{10} Concentration* (OAR 340-252-0240 and 40 CFR 93.123 – as noted above, this is a region-wide analysis of CO. Individual projects are responsible for local CO hot spot analyses independent of this region-wide analysis);*Using the Motor Vehicle Emissions Budget in the Applicable Implementation Plan or Implementation Plan Submission* (OAR 340-252-0250 and 40 CFR 93.124 – this regulation concerns the implementation plan, not the conformity determination directly, accordingly it is not addressed); *Enforceability of Design Concept and Scope and Project-Level Mitigation and Control Measures* (OAR 340-252-0260 and 40 CFR 93.125 – this is a individual project level requirement that each project must address and is not a region-wide requirement).

2.0 Demonstration of Conformity for CO

2.1 General Requirements

2.2.1 Applicability (OAR 340-252-0020 and 40 CFR 93.102)
This conformity rule applies to the proposed 2006-2009 Metropolitan Transportation Improvement Program and the proposed amendment of the financially constrained Regional Transportation Plan to include the I-205/Airport Way Interchange improvements as the Metro area is a Carbon Monoxide maintenance status and the actions being proposed are regionally significant.

2.1.2 Frequency of Conformity Determinations (OAR 340-252-0050 and 40 CFR 93.104)
. On March 5, 2004, the USDOT approved the 2004 RTP and 2004-2007 MTIP. However, as there are some changes to some individual project implementation years from that approval when compared with the proposed 2006-2009 MTIP and a proposed RTP amendment for the proposed I-205 Northbound On-Ramp/Airport Way improvement, this conformity determination of regional emissions is being conducted.

In addition, federal regulations mandate that a conformity determination be done within 18 months of EPA approval of an implementation plan which changes TCMs and state regulations call for conformity within 24 months of EQC adoption of a state implementation plan revision with adds TCMs. Depending on EPA action, this conformity determination may not fulfill this requirement and another conformity determination may need to be made after EPA approval of the Second Portland Area Carbon Monoxide Maintenance Plan.

2.1.3 Consultation (OAR 340-252-0060 and 40 CFR 93.105)
This section addresses the consultation requirements for air quality planning. The regulations in this section state that the metropolitan planning organization is responsible for development 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.

Since the March 5, 2004 USDOT conformity determination, Metro has not changed the financially constrained system of the 2004 RTP, though the proposed amendment concerning the I-205 Northbound On-Ramp/Airport Way improvement is now under consideration and Metro has, working with its local government partners, proposed a 2006-2009 MTIP. Combined, these are the subject of this transportation conformity determination.

Public consultation is an important aspect of these regulations. A public comment period must be provided prior to taking formal action and reasonable access to technical and policy information must be provided at the beginning of the public comment period. Any charges for public inspection and copying must be consistent with a specified fee schedule.

Metro is making this document available on its website at the beginning of the public comment period, July 11, 2005, so that it may be accessed for free at any public library via the internet or from a resident's home, if they have a computer and internet access. In addition, a telephone number has been advertised so that the public may call should they have questions. Metro has arranged to mail hard copies of this report to those who may wish to use this method of inspecting the document. Metro has also provided a telephone number for the hearing impaired so that questions may be answered using TTY technology, so that text messages may be conveyed back and forth. Public comments received by August 10, 2005, will be compiled and written responses addressing comments will be completed and made available to the Joint Policy Advisory Committee on Transportation and the Metro Council and are included in Appendix B.

With regard to technical review, the federal and state regulations state that there shall also be a standing committee responsible for consultation. Further, State OAR require that the standing committee must be provided a minimum of 30 days to comment on a proposed air quality conformity determination. For the Metro area, state administrative rules cite the Transportation Policy Alternatives Committee (TPAC), as the standing committee.

Accordingly, as the proposed 2006-2009 MTIP project list was developed, TPAC was part of the development process. In addition, at several points, TPAC has been consulted in advance, on the timing and assumptions proposed to be used for this air quality conformity determination. For example, at their March 2005 meeting, TPAC was given a copy of a "MTIP Transportation Conformity Plan", citing the background, proposed assumptions about demographics, transportation network, motor vehicle emission budgets and analysis years and how analysis years would be calculated. On June 9, 2005, a group including representatives of the EPA, Federal Highway Administration, Federal Transit Administration, DEQ, ODOT, TriMet met to further consult about the conformity determination, especially the proposed section concerning timely implementation of TCM. On June 24, 2005, TPAC members were given several elements of the proposed conformity determination including the project list (Appendix 1), an updated Transportation Conformity Plan and a revised section on timely implementation of TCM. As of July 11, 2005, TPAC members, have been provided with this draft conformity determination and provided a 30 day comment period to secure both technical comments to the assumptions, methods and results of this report. Further, on July 20, 2005, a meeting of representatives of Federal Highway Administration, Federal Transit Administration, US EPA, DEQ, ODOT, TriMet and Metro met and discussed the July 11, 2005 air quality conformity determination draft comment edition.

2.1.4 Content of Transportation Plans (OAR 340-252-0070 and 40 CFR 93.106)
This regulation concerns the years in which a "snapshot" of transportation conditions are estimated. The years may not be more than 10 years apart and the first horizon year must not be more than 10 years from the base year. The last year must be the last year of the transportation plan's forecast period and the forecast demographic conditions (location and amount of jobs, housing and population) for each of these analysis years must be included in the plan.

The 2004 RTP is based on forecasts out to the year 2025. Using an integrated computer model of economic growth and transportation accessibility known as Metroscope, the region forecast every five year increment starting at a base year of 2000 and going out each five year increment (2005, 2010, 2015) and then to the final transportation plan year of 2025. The proposed RTP amendment adding the I-205 Northbound On-Ramp/Airport Way maintains this set of demographic and employment assumptions, though the transportation model assumes this improvement in order to assess the likely resulting transportation conditions and from that, the air quality consequences. Accordingly, the base year for the travel demand model is 2000, with analysis years that include 2005, 2010, 2015, 2017 and 2025.

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

The Sunrise Project is currently being considered in a NEPA effort and for purposes of air quality conformity determination modeling, the project was analyzed consistent with the definition of the project already in the financially constrained system of the RTP. That is, the Project was modeled from 1-205 to 122nd as a 4 lane, limited access expressway, parallel with Hwy212. The Sunrise Project EIS and Damascus/Boring Concept Plan will identify projects beyond 122nd Avenue in the future.

The OTIA funding award is for that portion of the project that is included in the existing financially constrained 2004 RTP - that is, I-205 to 122nd (also known as Phase 1 of Unit 1). No construction project beyond 122nd was modeled for the conformity analysis or programmed in the MTIP at this time (and no right-of-way acquisition east of 122nd Avenue is planned at this time).

When a project hasn't been adequately defined through the NEPA process, conformity allows coding the network based upon a placeholder project as best as can be defined at the time. For purposes of this air quality conformity determination, a specific configuration to the phase 1 project has been made. If the final configuration is substantially different that what has been assumed, there will need to be a determination whether additional conformity analysis will be needed at that time.

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

This section requires that transportation plans and transportation improvement programs be fiscally constrained. That is, that the total cost of the transportation plan and the TIP be equal or less than the total of identified transportation resources. The 2004 RTP was adopted to include a fiscally constrained system and the proposed I-205 Northbound On-Ramp/Airport Way RTP amendment has been proposed showing how such an improvement can be financed with known revenues. Likewise, the 2006-2009 MTIP has been created based on the availability of funds, the project list starting from one that vastly exceeded available dollars, to the proposed project list consistent with foreseeable revenues during the program period.

Demonstration of Financial Constraint

	RTP	FY 2006-2009 MTIP			
Description	**FY 2004-2025**	**FY 2006**	**FY 2007**	**FY 2008**	**FY 2009**
Total Revenue	**$4.312 Billion**	**$260,776,000**	**$198,431,000**	**$232,895,000**	**$202,577,000**
Total Expenditures	**$4.312 Billion**	**$260,776,000**	**$198,431,000**	**$232,895,000**	**$202,577,000**
Difference between Revenues & Expenditures	**0**	**0**	**0**	**0**	**0**
Statement of Financial Constraint: Each project included in the Financially Constrained System of the Regional Transportation Plan and those programmed in the Metropolitan Transportation Improvement Program has an identified funding source(s) that can be reasonably expected to be available over the planning period.					

2.2 Criteria and Procedures for Determining Conformity

2.2.1 General (OAR 340-252-0100 and 40 CFR 93.109)
This section outlines which portion of the the conformity rule is applicable for particular actions. Compliance with this section is specifically demonstrated in the following sections.

2.2.2 Latest Planning Assumptions (OAR 340-252-0110 and 40 CFR 93.110)
The assumptions about land use, including the location of jobs, housing and the demographic characteristics of the population are a key element in the transportation analysis and accordingly, are reflected in the air quality assessment. As noted before, using 2000 data as a base year, estimates of the location and quantity of total housing, population and jobs for the years 2005, 2010, 2015 and 2025 were estimated for the 2004 RTP. These forecasts, as part of the 2004 RTP, were adopted by the Metro Council. As they provide a 20 year forecast – 2005 through 2025, they provide a long enough time horizon to understand the results of both the forecast demographic and employment changes and how the combination of the existing transportation system and improvements included in the financially constrained system will operate. From this, air quality analysis is derived.

A new set of forecasts out to the year 2030 have been developed and distributed to local governments for review and comment. Preliminary local government responses indicate that there are substantial concerns to be addressed. Accordingly, these 2030 forecasts will take substantial review time and discussion and will not be approved until after this air quality determination is completed and submitted to the USDOT. However, new 2030 forecasts, once fully reviewed, discussed and with revisions, adopted will become the basis for a new RTP and at that time be subject to air quality analysis for the new RTP.

2.2.3 Latest Emissions Model (OAR 340-252-0120 and 40 CFR 93.111)
One difference from the last conformity determination and this one is that a new air quality emission model is required to be used. This new model, MOBILE6.2, the latest EPA approved model, has been employed for this air quality conformity determination.

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. Both the first and second Portland Area CO Maintenance Plans have no further consultation requirements beyond those already addressed in the earlier consultation section.

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

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

The Portland Area Ozone Maintenance Plan approved by the EPA in 1997 included TCM. However, on June 15, 2005, the region will be in attainment with ozone regulations and will no longer be subject to ozone maintenance plan requirements, including TCM in the 1997 Ozone Plan. The Portland Area Carbon Monoxide (CO) Maintenance Plan approved by the EPA in 1997 also contains TCM similar to the TCM in the ozone maintenance plan. A Second Portland Area CO Maintenance Plan with fewer and different TCM has been completed by DEQ and approved by the Oregon Environmental Quality Commission and submitted to the US EPA for approval. However, the TCM in the 1997 CO Maintenance Plan is in force until the proposed revised TCM in the Second Portland Area CO Maintenance Plan is acted on by the EPA, likely to occur on or before October 2005. Depending on when the new CO Plan and its TCM are approved, compliance with either the new or current standards would have to be shown. It is unclear exactly when such approval will occur and there is great interest in a timely approval of the MTIP. By demonstrating compliance with both new and old TCM, these regulations are addressed. Accordingly, the air quality conformity determination of the 2006-2009 MTIP includes documentation showing implementation of both sets of TCM - existing and proposed.

For the sections below, TCM from the CO maintenance plan are quoted and then followed by a section that describes compliance actions.

1997 Transportation Control Measures

Non-funding based Transportation Control Measures

"Metro 2040 Growth Concept
Metro's 2040 Growth Concept is included because it changes typical growth patterns to be less reliant on motor vehicle travel, thereby reducing motor vehicle emissions. Two elements of the land use plan (the Interim Measures and the Urban Growth Boundary) provide appropriate implementation mechanisms to meet FCAA enforceability requirements for control strategies."

Compliance Actions - Metro 2040 Growth Concept
Since its adoption in 1995, the Metro Growth Concept has continued to serve as a means of coordinating land use and transportation, emphasizing a compact urban form, mixed uses where high quality transit service is provided or planned, a balanced transportation system that serves the Growth Concept and providing for transportation choices. The Metro 2004 RTP is designed to implement the 2040 Growth Concept. This includes using a 2040 land use hierarchy to guide transportation plans and MTIP criteria that direct transportation investment decisions with 2040 Growth Concept implementation in mind. The MTIP includes incentives for serving 2040 centers (mixed use areas) and reducing vehicle miles traveled. As a result, during the period 1996 (the date of adoption of the air quality maintenance plan requirements) to 2004, TriMet transit originating riders increased 45 percent (from 49,248,000 originating riders in fiscal year 1996 to 71,409,600 in fiscal year 2004). Further, in the period 1996 to the year 2003 (the latest data available), vehicle miles per capita (vmt/c) decreased from 21.7 vmt/c (vmt/c) to 19.5 vmt/capita - an 11% decrease.

Findings. Accordingly, it is found that that growth patterns resulting from the 2040 Growth Concept are less reliant on motor vehicles and that this TGM concerning the Metro 2040 Growth Concept has been met because:

- The RTP and MTIP are designed to implement the 2040 Growth Concept; and,
- Cities and counties in the region have approved comprehensive plan changes and transportation system plans to implement the 2040 Growth Concept including promoting mixed use development and pedestrian, bicycle and transit friendly designs; and,
- The RTP and MTIP provide funding for roads and transit; and,
- Since 1996 roads have been build and transit service has increased; and,
- TriMet originating riders have increased by 45 percent from 1996 to 2004; and,
- Vehicle miles traveled per capita have decreased by 11 percent between 1996 and 2003.

*"a. **Metro Interim Land Use Measures relating to:***

Requirements for Accommodation of Growth;
Regional Parking Policy; and
Retail in Employment and Industrial Areas.

The text of the interim land-use measures is included in Appendix D1-17 (for Ozone, Appendix D2-10 for CO)."

Compliance Actions - Metro Interim Land Use Measures
In 1996, the Metro Council adopted the Urban Growth Management Functional Plan, which was a set of recommendations and requirements for the twenty-four cities and the urban portions of three counties for implementing the 2040 Growth Concept. These regulations are not interim measures, rather, they provide lasting measures to address land use/transportation coordination. The Functional Plan set targets for cities and counties within the region for new jobs and housing as a means of encouraging land use patterns that are supportive of transit, walking and biking as well as setting standards for street connectivity and reducing the amount of land devoted to surface parking. As of January 2003, the Metro Council concluded (See appendix C, which includes Metro Resolution No. 03-3299, compliance tables and the Functional Plan recommendations and requirements) that 25 of the 27 jurisdictions complied with the minimum density standards, all jurisdictions complied with land partitioning standards, all but one complied with accessory dwelling unit standards. The total residential capacity demonstrated by the local jurisdictions was 94 percent of the total envisioned by the targets, without counting the capacity of the City of Wilsonville or unincorporated Multnomah County. With Wilsonville, unincorporated Multnomah County targets met and including the total capacity of the City of Portland using its Comprehensive Plan, the total would be 99 percent of the total envisioned by the targets. The regional total for accommodating jobs was 107 percent of the regional targets.

With regard to the regional parking policy, all but one jurisdiction (the City of Durham with a population in the 2000 Census of 1,382 people, about 1 percent of the population within the Metro jurisdictional boundary and with very little non-residential land uses or vacant buildable land for non single family use), had complied with reviewing parking space sizes and ratios and lowering the total amount of land devoted to surface parking.

Finally, for Title 4, Retail in Employment and Industrial Areas, every city or county with employment or industrially zoned lands complied. In addition, Metro is currently looking at further protection of encroachment on employment and industrial lands with additional regulations now being discussed by the Metro Council.

All of these land use measures were intended to encourage land use patterns which, in part, promoted a more balanced transportation system. In addition, Metro adopted a Title 6, which pertained to transportation accessibility and connectively. While not included as a land use measure in the air quality maintenance plans, these regional requirements for local government implementation encouraged street systems that connected more frequently which, in turn, encourages walking, biking and transit use - all contributing to better air quality. All 27 jurisdictions complied with connectivity standards.

Findings. Accordingly, it is found that relating to Metro Interim Land Use Measures, generally, and specifically for requirements for accommodation of growth, regional parking policy and retail in employment and industrial areas that this TCM has been met because:

- that Metro Title 1, Housing and Employment Accommodation, including standards for local government implementation of minimum densities, partitioning standards, accessory dwelling units, and capacity analysis, now a part of the Metro Code,

along with Metro Council actions to expand the urban growth boundary (as documented below under Urban Growth Boundary), address the requirement for accommodation of growth as specified in the transportation control measures; and,

- that Metro Title 2, Regional Parking Policy, now part of the Metro Code, and which includes minimum and maximum parking standards, a variance process and blended ratios address the regional parking policy element of the transportation control measures; and,
- that Metro Title 4, Retail in Employment and Industrial Areas, including requirements for local government implementation of retail restrictions in industrial areas, and retail restrictions in employment areas address the retail in employment and industrial area requirement of the transportation control measure; and,
- based on the staff reports and Metro Council conclusion documented in Metro Resolution 03-3299 and Metro Order No. 03-001, that requirements for Title 1 (accommodating growth), Title 2 (regional parking policy) and Title 4 (retail in employment and industrial areas) have been implemented by the cities and counties within Metro jurisdiction and that this TCM has been met.

*"b. **Urban Growth Boundary.***

The Urban Growth Boundary (UGB) as currently adopted or amended before EPA approval of the maintenance plan, assuming an amendment does not significantly affect the air quality plan's transportation emission projections."

Compliance Actions - Urban Growth Boundary

As noted above, the 2040 Growth Concept was envisioned to encourage a more compact urban form and to provide for land use patterns that encourage transportation choice and transportation modes with fewer emissions. The urban growth boundary was not intended to be static. Since the late 1970s, the boundary has been moved about three dozen times. Most of those moves were small - 20 acres or less. There were four times that Metro authorized more substantial additions as follows:

- in 1998 about 3,500 acres were added to make room for approximately 23,000 housing units and 14,000 jobs. Acreage included areas around the Dammasch state hospital site near Wilsonville, the Pleasant Valley area in east Multnomah, the Sunnyside Road area in Clackamas County, and a parcel of land south of Tualatin.
- in 1999 another 380 acres were added based on the concept of "subregional need." An example of "subregional need" would occur when a community needed land to balance the number of homes with the number of jobs available in that area.

- in 2002, the Metro Council approved a UGB expansion of 18,638 acres, including 2,851 acres dedicated to employment purpose.

- in 2004, 1,940 acres of land were added for industrial lands.

These expansions represent an increase of less than 10 percent.

In early 2002, the voters of the region approved Ballot Measure 26-29, which prohibits Metro from requiring higher densities within existing neighborhoods. Metro's goal is to locate higher density housing, such as townhouses and apartments, within "centers" such as the downtowns of Portland, Beaverton and Gresham, or along transportation corridors, particularly where there is a light-rail line.

As part of the 2002 UGB decision, the Metro Council adopted new policies that address the protection of existing neighborhoods and additional job land, and the improvement of downtown commercial centers and main streets. Transportation and air quality modeling have assumed urban land use consistent with population, housing and job forecasts. In turn, transportation system improvements have also been assumed to serve the area. To date, forecasts of air quality using these assumptions have demonstrated air quality conformity out to the year 2025.

Findings. Accordingly, it is found that this TCM has been met and emission projections have not been significantly affected because:

- the proposed 2006-2009 MTIP implements projects already identified in the 2004 RTP Financially Constrained System and for which the conformity determination completed in 2004 showed compliance with CO emission budgets out to the year 2025. The proposed RTP amendment is a minor change that Metro emission modelers have stated will not significantly affect emission projections; and,
- despite expansions of the urban growth boundary, recorded Carbon Monoxide emissions have trended down.

"2. ***Central City Parking Requirements***

The Portland City Council adopted the Central City Transportation Management Plan, Plan and Policy, and other supporting documents on December 6, 1995. The Central City Transportation Management Plan (CCTMP) was adopted by Ordinance No. 169535, Resolution 35472. The Ordinance became effective January 8, 1996. A key supporting document was the Zoning Code Amendments, containing the maximum parking ratios for new development, the requirements for providing structured parking to serve older historic buildings and other regulations on parking. Key elements of the Zoning Code Amendments related to CO air quality projections are incorporated into this document as given below.

The CCTMP replaced the former Downtown Parking and Circulation Policy, first adopted in 1975 and updated in 1980 and 1985. The 1980 update of the parking policy served as a foundation for the 1982 Portland area CO attainment plan. The CCTMP is designed to minimize new vehicle

traffic in the Central City and encourage alternative travel modes by extending the downtown maximum parking ratio concept to the entire Central City area. The CCTMP provided for the lifting of the downtown parking lid upon EPA approval of the maintenance plan and the request" for attainment redesignation. However, until EPA approval, the CCTMP retains the parking lid.

The parking offset program (OAR 340-020-0400 through OAR 340-020-0430), designed to allow the city to increase the parking lid by up to a maximum of 1,370 spaces, was also retained until after EPA approval of the maintenance plan. The DEQ's emission projection figures for the CCTMP emissions inventory area include an estimate for the emissions associated with 827 parking spaces, as documented in Appendix D2-4-4. These are the parking spaces yet to be developed, but which were authorized by the parking offset program.

The following is a list of zoning code amendments that were incorporated directly into the Portland Carbon Monoxide Maintenance Plan. The text of critical code provisions (such as maximum parking ratios for new development and parking provisions for existing buildings) is contained in Appendix D2-8. A list of other zoning code amendments used as supporting documents for the maintenance plan is contained in Appendix D2-13 of Volume 3 of the Oregon State Implementation Plan.

Items in Volume 3 of the SIP are federally enforceable. With regard to Volume 3 items, EPA has allowed DEQ to make changes which are merely administrative, without requiring public process. DEQ and EPA make a determination as to whether a proposed change by the City of Portland is merely administrative rather than substantive.

Section 1: Incorporated Amendments to Chapter 33.510, Central City Plan District

Code Number	*Code Title*
33.510.261 -	*Parking*
33.510.261.E	*Site split by subdistrict or parking sector boundaries*
(33.510.261.E.1.a(1)-(2),b,E.2.a(1)-(2),b)	
33.510.263 -	*Parking in the Core Area*
33.510.263.A	*Growth Parking*
(33.510.263.A.1.a-c(1)-(4),A.2-4.a-b(1)-(3),A.5-7.a-d)	
33.510.263.B -	*Preservation Parking*
(33.510.263.B.1.a-c(1)-(2),B.2-4.a)	

33.510.263.E - (33.510.263.E.1.a-b,E.3.a-c)	*Residential/Hotel Parking*
33.510.263.G -	*All Parking*
33.510.263.G.4 -	*Surface parking lots.*
(33.510.263. G .4.a. (1)-(2), G .4.d(1)-(3»)	
33.510.264	*Parking in Lloyd District*
33.510.264.A (33.510.264.A.1.a-c(1)-(4),A.2.a,A.4.a)	*Growth Parking*
33.510.264.B 33.510.264.B.1.a-c(I)-(2),B.2.a-c,B.4.a-c)	*Preservation Parking*
33.510.264.F	*All Parking*
33.510.264.F.4 (33.510.264.F .4.e.(1)-(3)	*Surface parking lots*
33.510.265	*Parking in the Goose Hollow Subdistrict and Central Eastside Sectors 2 and 3*
33.510.265.A (33.510.265.A.1.a-c,A.2.a,A.4.a)	*Growth Parking*
33.510.265.B (33.510.265.B.1.a-c(1)-(4),B.2.a,b) (33.510.265.B.4.a-c)	*Preservation Parking*

Section 2: ***Incorporated Portion of New Chapter 33.808, Central City Parking Review***

Code Number	*Code Title*
33.808.050	*Loss of Central City Parking Review Status*
33.808.100	*General Approval Criteria for Central City Parking Review*
33.808.100.G	

33.808.100.J *33.808.100.J.2.a*	*If the site is in the Core Area:*
33.808.100.M	

Section 3: Incorporated Maps

Map Number	*Map Title*
510-8	*Core and Parking Sectors - EPA*

Section 4: Incorporated Portion of CCTMP Administration Section

VI.D.1.a.(1)-(5)	*Administration Section: Preservation Parking*

Unless it is a substitution of a Transportation Control Measure producing equivalent emission reduction, any change in the Portland Metro Area CO Maintenance Plan language will require adoption of a formal amendment by the EQC and approval by EPA. The City of Portland may make changes to City policies and regulations which are included in the Portland Metro Area CO Maintenance Plan provided they do not relax the stringency of the air quality control strategies. DEQ will work with the City to notify EPA of such changes. These changes will be incorporated into the Portland Metro Area CO Maintenance Plan at a future convenient time.

Changes to documents supporting the Portland Metro Area CO Maintenance Plan' (zoning code amendments not directly incorporated into the Portland Metro Area CO Maintenance Plan, but listed in Appendix D2-13 of Volume 3 of the Oregon State Implementation Plan) which do not affect the stringency of the air quality control strategies will not require adoption of a formal amendment by the EQC and approval by EP A. DEQ and the City of Portland will review potential changes to the supporting documents to determine whether they affect the stringency of the air quality strategies. If it is determined that stringency will not be affected, DEQ will submit those changes to EPA for concurrence and administrative incorporation into the Portland Metro Area CO Maintenance Plan."

Compliance Actions - Central City Parking Requirements

These regulations were adopted by the City of Portland in 1995 and became effective January 8, 1996. These parking regulations are still in force and remain a part of City regulations pertaining to the Central City. Further, the DEQ has removed one CO monitoring station in downtown Portland because CO emissions have significantly decreased below maximum allowed levels.

Findings. Accordingly, this TCM concerning Portland Central City Parking requirements is met as:

- the Oregon Department of Environmental Quality has reduced the number of CO monitors in downtown Portland as CO levels have significantly reduced over past CO levels and the monitor was deemed to be more useful in other locations outside the Portland Central City; and,
- the Central City Parking requirements remain in force.

Funding Based TCM

"1. Increased Transit Service

a. Regional increase in transit service hours averaging 1.5% annually."

Compliance Actions - Regional Transit Service
Table 1 below displays the total region-wide annual service hours for light rail, bus and streetcar vehicles by year since the adoption of the region's transportation control measures (1996).

Table 1. Region-wide Annual Transit Service Hours

1996			2004				Average Annual Increase 1996-2004
Bus	LRT	Total	Bus	LRT	Streetcar	Total	
1,821,120	59,544	1,880,664	2,047,932	201,240	21,000	2,270,172	
							2.6%

Source: Through Fiscal Year 2004 the numbers from bus and rail are derived from the Monthly Performance Reports prepared by TriMet's Financial Analysis Division. Streetcar hours were provided by Portland Streetcar Inc. Data do not include City of Wilsonville SMART transit system service hours. SMART provides transit service to the City of Wilsonville and connects with Trimet system.

TriMet has increased regional transit service by an average of 2.6 percent since adoption of this transportation control measure. This is greater than the 1.5 percent average transit service increase required annually.

Service and financial planners at TriMet have forecast growth in transit service hours through the fiscal year 2006- 2009 years that will exceed the commitment to averaging 1.5 percent annual growth. Recently acquired authority from the 2003 State Legislature to increase the payroll tax rate once the recession has ended will further enable TriMet to meet this goal.

Findings. Accordingly, it is found that this TCM concerning increasing regional transit service hours averaging 1.5 percent annually is met because:

- the data in Table 1 show an average annual increase in regional transit service hours of 2.5 percent for the period 1996 to 2004; and,

- projections of regional transit service hours for the next funding period, 2006 through 2009 show average annual transit service hour increases greater than 1.5 percent.

> *"This commitment includes an average annual capacity increase in the Central City area equal to the regional capacity increase. The level of transit capacity increase is based on the regional employment growth projections adopted by Metro Council on Dec. 21, 1995. These projections assume that the Central City will maintain its current share of the regional employment. Should less employment growth occur in the Region and/or the Central City, transit service increase may be reduced proportionately."*

Compliance Action - Central City Transit Service
The following table illustrates the transit service increase for those transit services that serve the downtown.

Table 2. Central City Annual Transit Hours

1996			2004				Average Annual Increase 1996-2005
Bus	**LRT**	**Total**	**Bus**	**LRT**	**Streetcar**	**Total**	
1,340,508	59,544	1,400,052	1,417,216	201,240	21,000	1,639,456	
							2.1%

Note: Service hours are totals for all bus light rail and streetcar lines that serve the downtown Portland Central City area.

Findings. Accordingly, it is found that the TCM for average annual capacity increase in the Central City area equal to the regional capacity increase is met because:

- as Table 2 shows, the average annual increase in transit service in the Central City, 2.1%, exceeds the required 1.5%; and,
- as the transit system is focused on the Central City as a hub, increases in transit service hours often mean an increase in transit service in the Central City.

"b. Completion of Westside Light Rail Transit facility"

Compliance Action - Westside Light Rail Transit
Westside Light Rail was opened on September 12, 1998. The 18-mile Westside MAX extension, began service in 1998 between downtown Portland and the western suburbs of Beaverton and Hillsboro. At opening, half of the riders in this corridor were new to transit. Daily ridership now averages 31,400, surpassing projections for the year 2008.

Findings. Accordingly, it is found that this TCM for completion of the Westside Light Rail Transit facility is met because:

- the Westside Light Rail Transit facility was completed and opened on September 12, 1998 and; and,
- daily ridership of the Westside Light Rail Transit facility now averages 31,400.

"c. Completion of South/North Light Rail(LRT) in the South/North corridor by the year 2007. "

Compliance Actions - South/North Light Rail
A northern LRT line, the 5.8-mile Interstate MAX line opened May 1, 2004. This line added 10 stations from the Expo Center through North Portland to the Rose Quarter, and operates through downtown Portland. Along with MAX, bus service in N/NE Portland was improved.

Design work is underway on the South Corridor LRT project, the I-205 MAX line, a 6.5-mile extension into Clackamas County. This first phase and would add light rail in 2009 between Gateway Transit Center and Clackamas Town Center, and along the Portland Mall. The second phase would add light rail between downtown Portland and Milwaukie. Portland Mall Light rail is proposed to be included in the first phase of the South Corridor Project building along the Portland Mall between Union Station and Portland State University by 2009. The extension along 5th and 6th avenues adds capacity to the growing MAX system, serves the heart of downtown and will help revitalize downtown.

Because of changes to the original South/North light rail project in previous years, the project was substantially revised and rescheduled. It is asserted that progress continues, as documented by the publishing of the South Corridor I-205/Portland Mall Light Rail Project final environmental impact statement November 2004 and by the issuance of the Project's Record of Decision by the Federal Transit Administration February 2005.

Findings. Accordingly, it is found that this TCM concerning completion of the South/North Light Rail (LRT) in the South/North corridor by the year 2007 has been met and that obstacles to progress have been identified and sufficiently addressed because:

- two LRT lines, Airport MAX and Interstate MAX, have been built in a north corridor; and,
- obstacles to progress in the south corridor were a loss of local funding match and local resident concerns about the proposed alignment; and,
- residents now support two LRT lines in a south corridor, with the selection of locally preferred option to include Phase 1 in the I-205 to Clackamas Town Center alignment and Phase 2 in the Sellwood/Milwaukie alignment; and,
- local funding match for the I-205 segment has been identified; and
- a final Environmental Impact Statement for the Phase 1 I-205 to Clackamas Town Center was published November 2004; and,
- a Record of Decision was approved by the Federal Transit Administration in February 2005.

"2. Bicycle and Pedestrian Facilities

a. Multimodal facilities.

Consistent with ORS 366.514 [1], all major roadway expansion or reconstruction projects on an arterial or major collector shall include pedestrian and bicycle improvements where such facilities do not currently exist. Pedestrian improvements are defined as sidewalks on both sides of the street. Bicycle improvements are defined as bikeways within the Metro boundary and shoulders outside the Metro boundary but within the Air Quality Maintenance Area."

Compliance Actions - Multi-Modal Facilities

As noted in the TCM, it is State law that all major roadway expansion or reconstruction projects on an arterial or major collector shall include pedestrian and bicycle improvements where such facilities do not currently exist. Agencies seeking funding of transportation projects have designed and built projects to comply with this requirement.

Findings. Accordingly, it is found that this TCM concerning adding pedestrian and bicycle improvements to arterial or major collector roads where such pedestrian or bicycle facilities do not currently exist has been met because:

- this is state law and there is no evidence of non compliance on the part of local governments or State agencies.

"b. RTP Constrained Bicycle System.

In addition to the multimodal facilities commitment, the region will add at least a total of 28 miles of bicycle lanes, shoulder bikeways or multi-use trails to the Regional Bicycle System as defined in the Financially Constrained Network of Metro's Interim Federal RTP (adopted July 1995) by the year 2006. Reasonable progress toward implementation means a minimum of five miles of new bike lanes, shoulder bikeways or multi-use trails shall be funded in each two-year Transportation Improvement Program (TIP) funding cycle.

Bike lanes are striped lanes dedicated for bicycle travel on curbed streets, a width of five to six feet is preferred; four feet is acceptable in rare circumstances. Use by autos is prohibited. Shoulder bikeways are five to six foot shoulders for bicycle travel and emergency parking. Multi-use trails are eight to 12 foot paths separate from the roadway and open to non-motorized users."

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[1] This provides for the following exceptions:

- absence of any need;
- contrary to public safety; and
- excessively disproportionate cost.

Compliance Actions – Bicycle System

The region has added at least 32.03 miles of bicycle lanes and multi-use paths between 1996 and 2006 as shown in Table 3.[2] This is 14% above the 28-mile target.

Table 3. 1996-2006 Bicycle Projects

Constructed	
185th: TV Hwy to Kinnaman Bikeway	0.62 mi
Gresham/Fairview Trail	1.19 mi
Greeley/Interstate: Russell/Killingsworth bike lanes	3.2 mi
Cornell Rd Bike Path: Elam Young to Ray	1.0 mi
Halsey St: 223rd to 238th bike lanes	0.75 mi
Division St boulevard: Wallula to Kelley	1.0 mi
Stark St boulevard	0.5 mi
Mollala Ave: Will./Pearl & Mt View/Holmes bike lane	1.0 mi
Hall Blvd (SPRR to Ridgecrest)	0.62 mi
Springwater Corridor – Willamette River extension	3.0 mi
Peninsula Crossing trail	1.9 mi
Capitol Hwy: Bertha to BH Hwy	0.22 mi
Fanno Creek trail – Allen to Denny	0.63 mi
Sentinel Plaza – Cornell Rd at 113th	0.06 mi
Cedar Hills Blvd bike lanes	1.0 mi
Springwater Corridor: Palmblad to Rugg Rd	1.2 mi
Springwater Corridor: Milwaukie Ave trailhead connection	0.5 mi
Marine Dr trail: Kelley Pt. Park to Smith/Bybee Lakes	3.4 mi
Port of Portland trail: Kelley Pt. Park to Columbia Slough	1.4 mi
N. Columbia Slough trail: Peninsula Crossing to Denver Ave	1.77 mi
Clackamas River trail: I-205 to Clackamette Park	0.85 mi
Subtotal	25.81 mi
Programmed for Construction	
Eastbank-Springwater Trail (3 Bridges)	0.5 mi
Fanno Creek multi-use trail: Greenwood Inn-Scholls Ferry	0.6 mi
Beaverton Powerline Trail: Merlo LRT station to Shuepback Park	1.95 mi
Trolley Trail: Jefferson to Glen Echo	1.6 mi
Tualatin River bike/ped bridge	0.06 mi
McLoughlin (Oregon City) boulevard	0.14 mi
102nd Ave boulevard	0.8 mi
Washington Sq RC multi-use trail	0.57 mi
Subtotal	6.22 mi
Total (Constructed and Programmed)	**32.03 mi**

[2] Methodology for mileage calculations: The MTIP database was used to identify projects. (The current database does not distinctly identify bike and pedestrian projects, thus this list does not capture all projects funded through MTIP.) Calls to local jurisdictions were made to inquire about projects funded other ways, including Transportation Enhancements, bond measures, and other local sources. Metro has a map of other locally funded bike projects not included in this list. Projects including half street improvements were given credit for 1/2 mileage of a full street improvement.

Findings. Accordingly, it is found that the TCM to add at least 28 miles of bicycle lanes, shoulder bikeways or multi-use trails is met because:

- since 1996, 25.8 miles of bicycle lanes, shoulder bikeways or multi-use trails, in addition to multimodal facilities commitments have been constructed; and
- 6.22 miles of bicycle projects including bicycle lanes, shoulder bikeways or multi-use trails, in addition to multimodal facilities commitments are programmed for construction as documented in Table 3;and,
- reasonable progress is demonstrated as the programmed 6.22 miles of bicycle projects is more than the 5 miles needed to be demonstrated; and
- a total of 32.02 miles of bicycle paths will be completed by 2006.as shown in the data in Table 3, a sum greater than the 26 miles set in the TCM.

> *"c. Pedestrian facilities.*
>
> *In addition to the multimodal facilities commitment, the region will add at least a total of nine miles of major pedestrian upgrades in the following areas, as defined by Metro's Region 2040 Growth Concept: Central City/Regional Centers, Town Centers, Corridors & Station Communities, and Main Streets. Reasonable progress toward implementation means a minimum of one and a half miles of major pedestrian upgrades in these areas shall be funded in each two-year TIP funding cycle."*

Compliance Actions – Pedestrian Facilities

The region has added, or will add, at least 11.42 miles of pedestrian improvements between 1996 and 2006 as shown in Table 4. This is 27% above the 9-mile target for new pedestrian improvements. [3]

[3] Methodology for mileage calculations: The MTIP database was used to identify projects. (The current database does not distinctly identify bike and pedestrian projects, thus this list does not capture all projects funded through MTIP.) Calls to local jurisdictions were made to inquire about projects funded other ways, including Transportation Enhancements, bond measures, and other local sources. Projects that included half street improvements were given credit for 1/2 mileage of a full street improvement, and are marked with an *.

Table 4. Pedestrian Projects 1996-2006

Constructed		
Scott Creek Lane multi-use trail		0.2 mi
Capitol Hwy: Bertha/BH Hwy		0.45 mi
Fuller Rd: King Ave-Harmony Rd		1.0 mi
Washington County Sidewalk program		0.68 mi *
TriMet/Washington County ped to transit		0.09 mi
Mollala Ave ped project: Will./Pearl & Mt View/Holmes		0.5 mi
I-205 Multi-Use Path over-crossing Powell Blvd		0.05 mi
Stark St boulevard		0.5 mi
Gresham ped to MAX		0.25 mi
Eastbank Esplanade		1.54 mi
Hawthorne Bridge bike/ped improvements		0.36 mi
	Subtotal	5.62 mi
Programmed for Construction		
SW 170th: Merlo / Elmonica LRT Station ped path		0.3 mi
Forest Grove TC ped improvements		0.69 mi
Central Eastside bridgeheads		0.51mi
Hillsboro RC ped project		1.77 mi
Hwy 8: N10th Ave to N. 19th Ave boulevard		0.5 mi
Morrison Bridge multi-use trail		1.0 mi
McLoughlin (Oregon City) boulevard		0.7 mi
Division St (Gresham) boulevard		0.33 mi
	Subtotal	5.80 mi
Total		**11.42 mi**

Findings. Accordingly, it is found that the TCM for pedestrian facilities, in addition to multi-modal facilities commitment, has been met because:

- since 1996, over 5 miles of pedestrian facilities in the Central City, regional centers, town centers, corridors, station communities and main streets have been constructed; and,
- 5.8 miles of pedestrian facilities in the Central City, regional centers, town centers, corridors, station communities and main streets are programmed for construction; and,
- the total of such pedestrian facilities, constructed and programmed, is 11.42 miles, which substantially exceeds the TCM of nine miles; and,
- the current programming of 5.8 miles of pedestrian facilities in the Central City, regional centers, town centers, corridors, station communities and main streets substantially exceeds the standard of reasonable progress of one and a half miles in the TIP funding cycle.

2005 Proposed Transportation Control Measures

The draft Second Portland Area Carbon Monoxide Air Quality Maintenance Plan includes revised and fewer TCM. It is expected that the EPA will approve the new Maintenance Plan, although the approval date is not known. Should EPA approval occur during the period between release of this document and USDOT conformity approval, the new TCM would apply. Thus, Metro is documenting its progress in reaching these proposed TCM in addition to the 1997 TCM.

> **"1. Transit Service Increase**
> *Regional transit service revenue hours (weighted by capacity) shall be increased 1.0% per year. The increase shall be assessed on the basis of a 5 year rolling average of actual hours for assessments conducted between 2006 and 2017. Assessments made for the period through 2008 shall include the 2004 opening of Interstate MAX."*

Compliance Actions - Transit Service Increase

The TCM calls for calculation ...of actual hours for assessments conducted between 2006 and 2017. Data for 2006 will not be available until the year 2007 and a five year rolling average would first be calculated in year 2011, with data from 2006 through 2010. Presented below are projections of transit service hours from the 2005 TriMet *Transit Investment Plan*

Table 5. Service Hours – Weighted by Capacity

	Bus	Rail (bus equivalency)	Streetcar (bus equivalency)	Commuter Rail (bus equivalency)	Total	Percent Change year-to-year
2006	1,962,012	1,127,378	36,940		3,126,331	NA
2007	1,962,012	1,150,059	46,690		3,158,761	1.04%
2008	1,981,252	1,191,774	51,040	21,023	3,245,089	2.73%
2009	1,980,992	1,233,133	51,040	21,023	3,286,189	1.27%
2010	1,983,384	1,634,727	51,040	21,023	3,690,174	12.29%
Average annual change						**4.33%**

Source: FY 2006 through FY 2010 are projections based on planned changes to service. Streetcar hours were provided by Portland Streetcar Inc.

This TCM can only be calculated after actual service hour figures are obtained for the years between 2006 and 2010. In lieu of actual service hour numbers, the figures above

demonstrate that TriMet's planned service (based on their Transit Investment Plan) will increase an average of 4.33% per year between 2006 and 2010, which exceeds the 1 percent TCM goal.

Findings. Accordingly it is found that this TCM concerning transit service increase been met because:

- the 2005 TriMet Transit Investment Plan shows an annual average transit service increase of 4.33 percent, which exceeds the TCM of 1.5 percent.

> **"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 The region has allocated funding for at least 11.98 miles of bicycle lanes and multi-use paths for 2006-2009 as shown in Table 6.[4] This represents an average of 5.99 miles per biennium, 20% above the 5 mile per biennium target for new bicycle/trail improvements.

Table 6. MTIP 2006-09 Bicycle Projects

2006-2007 Funding		2008-2009 Funding	
Trolley trail	1.60 mi	Springwater trail	0.90 mi
Beaverton Powerline trail	1.95 mi	Marine Dr. bike lanes	1.50 mi
Washington SQ RC multi-use trail	0.57 mi	Gresham MAX trail	1.90 mi
Mcloughlin: I-205 to Hwy 43 bridge	0.1 mi	Rock Creek trail	0.80 mi
102nd Ave boulevard improvements	0.80 mi	Trolley trail	1.20 mi
		SE 92nd Ave	0.38 mi
Total 2006-2007	5.05 mi	Waud Bluff trail	0.25 mi
		Total 2008-2009	6.93 mi
Total 2006-2009	**11.98 mi**		

4 Mileage counts are derived from GIS measurements based on project descriptions.

Additionally, the RTP Financially Constrained list includes several bicycle projects to be completed by 2017. A sample is provided below (analysis was stopped once it could be shown that the goal could be met and in no case were projects beyond the year 2015 even counted).

Table 7. RTP Financially Constrained System Bicycle Projects

NE/SE 50s Bikeway (Tillamook to Woodstock)	4.06 mi
SE Holgate Bikeway, Phase 1 (28th to 136th)	5.53 mi
NE Glisan Street Bikeway (162nd to 202nd)	2.01 mi
NE Glisan Bikeway (47th to 162nd, excluding I-205 to 106th)	5.18 mi
Total:	**16.78 mi**

Adding this mileage to the 11.98 miles from 2006-2009 MTIP allocations totals 28.73 miles, which exceeds the target of 28 miles by 2017.

Findings. Accordingly, it is found that this TCM concerning bicycle paths has been met because:

- almost 12 miles of bicycle paths are programmed for the years 2006-2009; and,
- the Financially Constrained System of the RTP shows an additional 16.78 miles of bicycle paths to be constructed by 2017; and,
- the total miles planned to be constructed by 2017 is 28.73 miles, which slightly exceeds the TCM of 28 miles by the year 2017.

> **"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 8, the region has allocated funding for at least 4.56 miles of new pedestrian improvements in mixed-use centers for 2006-2009.[5] This represents an average of 2.28 miles per biennium, 52% above the 1.5 mile per biennium target for new pedestrian improvements.

5 Mileage counts are derived from GIS measurements based on project descriptions.

Table 8. MTIP 2006-09 Pedestrian Projects[6]

2006-2007 Funding		2008-2009 Funding	
St John's Ped/Freight Improvement	0.45 mi	Forest Grove TC	0.51 mi
Hillsboro Regional Center Ped Project	1.77 mi	Milwaukie TC	0.26 mi
Forest Grove Town Center[7]	0.69 mi	SE 92nd Ave	0.38 mi
Central Eastside Bridgeheads	0.10 mi	Gresham MAX trail	0.40 mi
Total 2006-2007	3.01 mi	Total 2008-2009	1.55 mi
Total 2006-2009	**4.56 mi**		

Additionally, the RTP Financially Constrained list, includes several bicycle projects to be completed by 2017. A sample is provided below. See Appendix 3 for a detailed list of projects.

Table 9. RTP Financially Constrained System Pedestrian Projects	
Hawthorne Blvd Pedestrian Improvements (20th to 60th)	2.1 mi
Foster-Woodstock (87th-94th) and 92nd within the couplet)	0.72 mi
SW Capitol Hwy Ped Improvements (Multnomah to Taylor's Ferry)	1.0 mi
Cornelius Main Street Couplet Improvements (10th to 19th)	0.55 mi
Westhaven Rd Pathways (Morrison to Springcrest)	0.17 mi
Total:	**4.54 mi**

Adding this mileage to the 4.56 miles from the 2006-2009 MTIP allocations totals 9.1 miles, which exceeds the target of 9 miles by 2017.

Findings. Accordingly, it is found that this TCM concerning pedestrian projects has been met because:

- a total of 4.56 miles of pedestrian paths are programmed for the period 2006-2009;and,
- a total of an additional 4.54 miles of pedestrian paths are included in the Financially Constrained System of the RTP by the year 2017; and
- the total of programmed and planned pedestrian paths between 2006 and 2017 is 9.1 miles, which slightly exceeds the TCM of 9 miles by the year 2017. (The

6 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.

7 Forest Grove Town Center project builds a total of 1.2 miles of sidewalk improvements. $900,000 of funding was allocated for 2006-2007, and 660,000 of funding was provided for 2008-2009. Thus 0.69 miles are applied toward the 2006-07 biennium and 0.51 miles toward the 2008-2009 biennium.

documentation of this was stopped once it could be shown that the target could be met and in no case were projects beyond the year 2015 counted in the tally)

Overall TCM findings

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

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

2.2.6 Currently conforming transportation plan and TIP (OAR 340-252-0150 and 40 CFR 93.114)
This section concerns projects, and that only one conforming transportation plan or TIP may exist at any one time and the old conformity determination for a transportation plan or TIP expires once the new one is approved. Potentially a project could lose its conformity determination if not built and not carried over to the new conformity determination.

The proposed financially constrained system RTP amendment, with conformity determination approval, will allow the proposed I-205 Northbound On-Ramp/Airport Way improvement to proceed, along with the other unchanged 2004 RTP elements. The 2006-2009 MTIP, upon conformity determination approval will allow for three years of transportation improvements, consistent with the financially constrained system of the 2004 RTP, to proceed.

2.2.7 Motor Vehicle Emissions Budget (OAR 340-252-0190 and 40 CFR 93.118)
This section requires that the projected emissions from the entire transportation system not exceed the approved motor vehicle emission budget for each year that an emission budget has been established. By a letter dated February 15, 2005, the EPA found that the motor vehicle emission budgets in the proposed *Second Portland Area Carbon Monoxide Maintenance Plan* are adequate for transportation conformity purposes (see Appendix D)

These EPA approved budgets for winter time Carbon Monoxide levels from all transportation sources are as follows:

2005 - 1,238, 575 pounds per day
2010 – 1,003,578 pounds per day
2017 – 1,181,341 pounds per day (2017 is the proposed end year of the Maintenance Plan)
2025 – same as 2017

As will be demonstrated below, none of these budgets have been exceeded.

Using the Metro travel forecast model, the transportation network capacity that would result with the implementation of the financially constrained system of the 2004 RTP, as proposed to be amended for the I-205 Northbound On-Ramp/Airport Way and the specific timing of projects included in the proposed 2006-2009 MTIP, as consistent with the financially constrained 2004 RTP, the forecasts of population, housing, employment and the use of the MOBILE6.2 air quality model with the assumptions as listed above, the following results were found:

Year	Winter CO emission from transportation
2000:	1,419,490 lbs per winter day
2005:	1,197,626 lbs per winter day (interpolated result)
2010:	975,761 lbs per winter day
2015:	822,051 lbs per winter day
2017:	837,990 lbs per winter day (interpolated result)
2025:	901,748 lbs per winter day

When comparing these to the motor vehicle emission budgets, the following is found:

Table 11. Winter Carbon Monoxide Emission Results Compared with Budgets
(in pounds per winter day)

Year	Carbon Monoxide Motor Vehicle Emission Budget	Forecast Carbon Monoxide Emission	Motor Vehicle Emission Budget Standard Met?
2005	1,238,575	1,197,626	Yes
2010	1,033,578	975,761	Yes
2017	1,181,341	837,990	Yes
2025	1,181,341	901,748	Yes

Accordingly, based on these model results, the other data provided in this document and on documents in the appendices, it is concluded that the proposed 2006-2009 MTIP and the proposed amendment of the financially constrained system of the 2004 RTP to allow for improvements to the I-205 Northbound On-Ramp/Airport Way have met the transportation air quality conformity determination requirements and standards.

2.3 Regional Emissions Analysis & Methodology

2.3.1 Transportation Networks

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

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

This section requires that the analysis be performed for all "regionally significant" projects. Metro's approach has been to attempt to model any improvement that can be modeled.

This approach helps ensure that any capacity increases that may be involved in an improvement are included in the analysis and that all possible consideration of improvements has been made.

This section also addresses the model assumptions and methods to be used. The Metro travel demand model (known as Agnes, last validated to base year 2000 in 2003) was used in the first step of this analysis. Once the travel demand model has been run for a particular year, with the attendant assumptions about the transportation network improvements and capacities, transit service levels, jobs, housing and demographic characteristics, the miles traveled and the speeds at which the miles are traveled are estimated.

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

Table 10. MOBILE6.2 Input Assumptions

	Parameter	Details	Data Source
a.	Emission Model Version:	MOBILE6.2	EPA
b.	Emission Model Runs:	2010, 2015, 2025	EPA, DEQ
c.	Time Periods:	Seven - 2200hrs-0559; 0600-0659;0700-0859; 0900-1359; 1400-1459, 1800-1859 (PM shoulder); 1500-1759 and 1900-2159.	
d.	Pollutants Reported:	Carbon Monoxide	
e.	Vehicle Class:	As per MOBILE6.2	EPA
f.	Functional Class:	MOBILE6.2 default (freeways, arterials, local and ramp)	
g.	Temperatures:	Min, Max for January	OR DEQ
h.	VMT mix:	MOBILE6.2 default	
i.	Speed:	3-65 MPH	
j.	Vehicle Registration:	1999 fleet for 2000 run, all other runs using 2004 fleet, except for trips originating in Washington State which are provided through the SW Clean Air Agency.	OR DEQ / ODOT DMV
k.	I/M Program:	Assumes oxygenated fuels and three Inspection and Maintenance tests depending on vehicle manufacture year - Basic, Enhanced and On-Board Diagnostic*	OR DEQ
l.	Reid Vapor Pressure:	13.6 – Jan.	OR DEQ

* While the DEQ has proposed phase out of both oxygenated fuels and the Enhanced I/M test, these have not been approved by the EPA and may not expected to be decided by the EPA within the MTIP air quality conformity schedule.

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

This section also provides for emission reduction credits for any transportation control measures (TCM) that may be implemented as long as timely implementation can be assured. As the analysis has demonstrated that the region's regional CO emission levels have been achieved at this time without the use of emission reduction credits, these credits have not been included in these calculations. Such emission credits could be used, however, in future conformity determinations, should projected emissions exceed motor vehicle emission budgets.

2.3.3 Exempt Projects (OAR 340-252-0270 and 40 CFR 93.126)
This section includes certain safety (railroad/highway crossings, hazard elimination program, etc.), mass transit (operating assistance to transit agencies, purchase of support vehicles, etc.) air quality (ride-sharing and van pooling promotion, bicycle and pedestrian facilities, etc.), unless the standing committee concurs that the project has potentially adverse emission impacts.

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

2.3.4 Projects Exempt from Regional Emissions Analyses (OAR 340-252-0280 and 40 CFR 93.127)
In addition to the list of exempt projects, certain projects are exempt from regional emissions analyses. These include intersection channelization projects, intersection signalization at individual intersections, changes in vertical and horizontal alignments and other projects which do not significantly affect the regional emission analysis (but which must have a local hot spot analysis to check on potential impact to the area directly around the project's location.)

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

2.3.5 Traffic Signal Synchronization Projects (OAR 340-252-0290 and 40 CFR 93.128)
Regionally significant signalization projects must be included as required by this section. No traffic signal synchronization change from the 2004 conformity determination was made in this conformity determination analysis.

Appendix A - *Project List*

Metro Region Transportation Project List

2004 RTP Project list as
Amended by Metro Resolution No. 03-3380A,
Ordinance No. 04-1045A, and Ordinance No. 05-3589

Travel Forecast Model Input?	RTP Number	Sponsor Agency	Project Name	Project Location	Project Description	Earliest Air Quality Analysis Year Project Operating**
Y	1001	TriMet	I-205 LRT Extension	Gateway RC to Clackamas TC	Construct LRT and improvements to downtown transit mall	2010
Y	1003	TriMet	Milwaukie Light Rail Extension	Rose Quarter to Milwaukie TC	Construct LRT	2015
N	1007	Multnomah Co.	Broadway and Burnside Bridge Improvements	Broadway and Burnside bridges	Broadway-painting, phase 1 seismic retrofit, sidewalk replacements and resurface bridge deck and approaches; Burnside - deck rehabilitation, mechanical improvemensts, painting and phase 1 seismic retrofit	2004-25
N	1008	ODOT/Metro	I-5 South Corridor Study	Highway 217 to Wilsonville/Charbonneau	Study to define needed improvements for motor vehicle, truck and transit travel in corridor	2025
N	1009	Portland	Springwater Trail Access Improvements	Sellwood Bridge to SPRR	Construct shared-use path; improve bicycle/pedestrian access	2010
N	1010	Multnomah Co.	Morrison Bridge Deck Replacement	Morrison Bridge	Replace deck on lift-span and bridge approach	2010
Y	1012	Multnomah Co.	Sellwood Bridge Replacement	Multnomah County	Implement recommendations from South Willamette Study	2010
Y	1015	TriMet/Portland	Portland Street Car - Phase 3a (River Place)	PSU to Riverplace	Construct street car	2010
N	1020	Various	Red Electric Line Trail	Willamette Park to Oleson Road	Study feasibility of shared-use path	2010
N	1022	Portland	I-84/Banfield Trail	Willamette River/Eastbank Esplanade to I-205 bike lanes	Study feasibility of shared-use path	2025
Y	1024	ODOT	I-5/McLoughlin Ramps	McLoughlin to I-5 north at Division	Construct new I-5SB off-ramp and I-5 NB on-ramp at McLoughlin Boulevard	2025
Y	1025	ODOT	I-5/North Macadam Access Improvements	NB I-5 to NB Macadam Avenue	Construct new off-ramp	2015
N	1027	Portland/ODOT	South Portland Improvements	South Portland sub-area	Redesign Naito Pkwy as a neighborhood collector and reconnect east-west local streets. Rebuild Ross Island Bridge Ramps to separate regional traffic from neighborhood streets and improve access to I-405 and I-5	2015
N	1028	Portland/ODOT	Kerby Street Improvements	Kerby Street at I-5	Improve I-405/Kerby Street interchangeto calm traffic and improve local access	2010
Y	1029	Portland	SE Water Avenue Extension	SE Water Avenue	Extend SE Water Avenue from Carruthers to Division Place	2010
Y	1030	ODOT	Ross Island Bridge Interchange	East approach to Ross Island Bridge	Interchange improvement	2025
Y	1032	Portland	Southern Triangle Circulation Improvements	Between the Ross Island Bridge - Hawthorne Bridge/ Willamette River - SE Grand-MLK	Improve local street network and regional access routes in the area. Improve freeway access route from CEID to I-5 SB via the Ross Island Bridge	2025
N	1035	Portland	SW Columbia Street Reconstruction	18th Avenue to Naito Parkway	Rebuild street	2010
N	1036	Portland	Broadway/Flint Arena Access	Broadway/Flint at Rose Quarter	Intersection realignment	2010

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Travel Forecast Model Input?	RTP Number	Sponsor Agency	Project Name	Project Location	Project Description	Earliest Air Quality Analysis Year Project Operating**
Y	1037	Portland	Bybee Boulevard Overcrossing	Bybee Boulevard/McLoughlin Boulevard	Replace substandard 2-lane bridge with 2-lane bridge with standard clearance	2015
Y	1039	Portland	SE Belmont Ramp	Belmont ramp of Morrison Bridge, eastside	Reconstruction of the ramp to provide better access to the Central Eastside	2015
N	1046	Portland	Transit Mall Restoration	Central City	Reduce maintenance and repair costs	2010
N	1047	Portland	SE 7-8th Avenue Connection	Central Eastside Industrial District	Construct new street connection from SE 7th to 8th Avenue at Division Street	2015
N	1048	Portland	South Waterfront Pedestrian and Bicycle Access Improvements	South Waterfront District of the central city	Implement pedestrian and bicycle district access improvements identified in the South Waterfront Framework Plan, including overcrossings of I-5, improvements to Sheridan-Corbett and the Greenway Trail	2010
N	1049	Portland	South Waterfront Transit Improvements	South Waterfront District of the central city	Implement transit improvements identified in the North Macadam Framework Plan, including central city transit hub and local bus service improvements	2015
N	1050	TriMetPortland	North Macadam TMA	South Waterfront District of the central city	Implement transportation management area improvements identified in the South Waterfront Framework Plan (placeholder TMA)	2010
N	1051	Portland	W. Burnside Street Improvements	W 15th to NW 23rd	Boulevard design improvements including pavement reconstruction, wider sidewalks, curb extensions, safer crossings, traffic signals at W 20th Pl and W 22nd, and traffic management to limit motorist delays	2010
N	1052	Portland	North Macadam Street Improvements	South Waterfront District of the central city	Implement street improvements identified in the South WaterfrontFramework Plan, including Bancroft, Bond, Curry, River Parkway, Harrison connector, key access intersections and other street improvements	2010
N	1053	Portland	Naito Parkway Improvements	NW Davis to SW Market	Complete boulevard design improvements, including bike lanes, pedestrian crossings and pavement reconstruction	2010
N	1054	Portland	Broadway/Weidler Improvements, Phase II and III	At Arena and 15th Avenue to 24th Avenue	Complete boulevard design improvements and ITS	2010
N	1055	Portland/ODOT	MLK/Grand Improvements	Central Eastside and Lloyd districts	Complete boulevard design improvements	2025
N	1057	Portland	Eastbank-Springwater Trail Connector (Three Bridges) Improvement	Sellwood Bridge to SPRR	Construct shared-use path and three bridges to connect the Eastbank Esplanade and Springwater Corridor shared-use path, including new bridges over McLoughlin boulevard and Johnson Creek	2010
N	1062	Multnomah Co.	WRBAP Future Phase Project Implement.	Morrison Bridge	Morrison Bicycle Pathway; improve pedestrian access	2010
N	1068	Portland	SE Division Place/SE 9th Bikeway	SE 7th Avenue to SE Center Street	Retrofit bike lanes to existing street	2025

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N	1080	Portland	Hawthorne Boulevard Pedestrian Improvements	20th Avenue to 60th Avenue	Improved lighting, crossings, bus shelters, bike parking, benches and parallel facility bike improvements	2010
Y	1082	Portland	SE Grand Avenue Bridgehead Improvements	Central Eastside Industrial District	Reconstruct west edge of SE Grand at bridgehead to provide sidewalks and urban standard turn lanes for vehicles and truck safety and access	2010
N	1084	Portland	Clay/2nd Pedestrian/Vehicle Signal	SW Clay Street and SW 2nd Avenue	New signal installation	2010
Y	1086	TriMet/Portland	Portland Street Car - Phase 3b (Gibbs)	Riverplace to Gibbs Street	Construct street car	2010
Y	1087	TriMet/Portland	Portland Street Car - Phase 3c (Bancroft)	Gibbs Street to Bancroft Street	Construct street car	2010
Y	1089	Portland	East Burnside/NE Couch Couplet and Street Improvements	East 12th Avenue to Burnside Bridge	Implement a one-couplet design including new traffic signals, widened sidewalks, curb extension, bike lanes, on-street parking and street trees	2015
Y	1090	Portland	W Burnside/NW Couch Couplet and Street Improvements	Burnside Bridge to West 15th Avenue	Implement a one-couplet design including new traffic signals, widened sidewalks, curb extension, bike lanes, on-street parking and street trees	2015
N	1095	Portland	Union Station Multi-modal Center Study	North transit mall in Central City	Identify improvements to meet additional transportation services to Union Station.	2025
N	1096	Portland	Barbur/I-5 Corridor Study	I-405 to Highway 217	Assess corridor improvement options	2010
N	1097	Portland	Naito Parkway Street and Pedestrian Improvements	Broadway Bridge north of Terminal one property	Construct streetscape improvements including pedestrian amenities	2010
Y	1098	Portland	Aerial Tram	Marquam Hill - South Waterfront District	Develop and implement an aerial tram between Marquam Hill and South Waterfront District. Project implementers include Oregon Health & Science University, Portland Aerial Tram Inc, and others.	2010
N	1100	ODOT/Portland	Central City TSM Improvements	Central City - various locations	Implement Central City TSM improvements to arterials.	2010
N	1101	Portland	SW Jefferson Street ITS	At SW 18th Avenue	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	2015
N	1102	Portland	Macadam Avenue ITS	Three signals between the Sellwood Bridge and Hood/Bancroft	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	2015
N	1103	Portland	N. Going Street ITS	Two signals at N. Greeley and at Interstate Avenue	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	2015
N	1104	Portland	NW Yeon/St. Helens	Four signals between I-405/Vaughn/23rd and Nicolai Street	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	2010

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N	1105	Portland	SW-NW 14/16th - SW 13th/14th Avenue ITS	Six signals between SW Clay and NW Glisan	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	2015
Y	1106	Portland	Portland Streetcar - Eastside, Phase 1 (Lloyd District)	Pearl District to Lloyd District	Construct street car from NW Lovejoy/10th Avenue to NE 7th Avenue/Oregon Street	2010
Y	1107	Portland	Portland Streetcar - Eastside, Phase 2 (Central Eastside Industrial District)	Lloyd District to Central Eastside Industrial District	Construct street car from NE Oregon Street to Water Avenue	2010
N	1108	Portland	Streetcar Feasibility Study	Inner eastside Portland neighborhoods	Conduct a feasibility study of streetcar service	2010
Y	1109	Portland	Going Street Rail Overcrossing	North Going Street at Swan Island	Seismic retrofit project will include work to both the substructure and superstructure to help minimize the risk of structural collapse in a major earthquake	2010
N	1113	Portland	Going Street Bikeway	N Interstate Avenue to N Basin Street and N. Lagoon to Channel	Retrofit bike lanes to existing street	2010
N	1118	TriMet	Sandy Boulevard Frequent Bus	Sandy Boulevard	Construct improvements that enhance Frequent Bus service	2015
N	1119	Portland	Sandy Boulevard/Burnside/12th Avenue Intersection	Sandy Boulevard/Burnside/12th Avenue Intersection	Redesign intersection	2010
N	1120	Portland	Sandy Boulevard Multi-Modal Improvements, Phase I	12th Avenue to 47th Avenue	Retrofit existing street with multi-modal boulevard improvements including redesign of selected intersections to add turn lanes and improve pedestrian crossings, bike lanes, on-street parking, and safety improvements	2010
N	1122	Portland	Sandy Boulevard Multi-Modal Improvements, Phase II	47th Avenue to 99th Avenue	Retrofit existing street with multi-modal boulevard improvements including redesign of selected intersections to add turn lanes and improve pedestrian crossings, bike lanes, on-street parking, and safety improvements	2015
N	1126	Portland	NE/SE 50s Bikeway	NE Tillamook to SE Woodstock	Retrofit streets to add bike lanes	2010
N	1130	Portland	Hollywood TC Pedestrian District Improvements	NE Halsey Street, NE 37th to 47th, Tillamook Street to I-84	Multi-modal street improvements, traffic signals, restriping, improved pedestrian crossings and connections to transit center	2010
N	1135	TriMet	MLK/Lombard Frequent Bus	PCBD to St. Johns Town Center	Construct improvements that enhance Frequent Bus service	2015
N	1137	Portland	Lombard/St. Louis/Ivanhoe Multi-modal Improvements	Lombard Street/St. Louis/Ivanhoe Streets	Implement signal and pedestrian crossing improvements to improve pedestrian safety and freight flow	2010
N	1138	TriMet	Lombard/39th Frequent Bus	Milwaukie Town Center to St. Johns Town Center	Construct improvements that enhance Frequent Bus service	2010
N	1143	ODOT	N / NE Lombard Bikeway	N Reno to N Columbia; St. Johns Bridge to MLK Boulevard	Retrofit bike lanes to existing street	2015
N	1147	Portland	Willamette Cove Segment Trail	Willamette Cove to St. Johns Bridge	Study feasibility of shared-use path	2010

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N	1150	Portland/ODOT	St. Johns TC Pedestrian District	Lombard Street: MLK Jr. Boulevard to St. Johns TC	Plan and construct improvements to the pedestrian environment within the Pedestrian District such as improved lighting and crossings	2010
N	1156	Portland	SE Ellis Bikeway	SE Foster Road to SE 92nd Avenue	Retrofit bike lanes to existing street	2025
N	1157	Portland	SE 92nd Avenue Bikeway and Pedestrian Improvements	SE Powell Boulevard to Foster Road	Construct sidewalk, crossing improvements, and bike lanes	2010
N	1158	Portland	Lents TC Pedestrian District	Lents Town Center Pedestrian District	Pedestrian facility improvements to key links accessing th Foster-Woodstock couplet	2015
N	1159	Portland	Foster Pedestrian Access to Transit Improvements	Powell Boulevard to Lents TC	Improve sidewalks, lighting, crossings, bus shelters & benches	2010
N	1160	Portland	Foster-Woodstock, Phase I	87th-94th Avenues and 92nd Avenue within the Foster-Woodstock couplet	Implement Lent Town Center Business District Plan with new traffic signals, pedestrian amenities, wider sidewalks, pedestrian crossings, street lighting, increased on-street parking	2010
N	1161	Portland	Foster-Woodstock, Phase II	87th-94th Avenues and 92nd Avenue within the Foster-Woodstock couplet	Implement Lent Town Center Business District Plan with new traffic signals, pedestrian amenities, wider sidewalks, pedestrian crossings, street lighting	2015
N	1162	Portland	Foster Road Improvements	79th to 87th Avenues	Implement Lent Town Center Business District Plan with new traffic signals, pedestrian amenities, wider sidewalks, pedestrian crossings, street lighting, increased on-street parking, as appropriate	2025
Y	1163	ODOT	I-205/Powell Boulevard/Division Interchanges	I-205 and Powell Boulevard and Division Street	Construct improvements to allow full turning movements	2025
N	1164	ODOT	I-205 Ramp Study - PE/EA	I-205/Powell to Division	Perform a design study to evaluate modifications to the existing overpass at I-205 and Powell Boulevard, including full access ramps to and from I-205. The study should also address impacts to the interchange influence area along Powell Boulevard, Division Street, and SE 92nd Avenue.	2010
N	1165	ODOT	I-205 Ramp Right-of-way Acquisition	I-205/Powell to Division	Acquire ROW	2010
N	1166	Portland	Capitol Highway/Vermont/30th Avenue Intersection Improvement	Capitol Highway at Vermont and 30th Avenue	Provide traffic safety and pedestrian and bicycle improvements at this intersection and approaching street segments	2015
N	1167	Portland	Capitol Highway Improvements	Sunset Boulevard to Barbur Boulevard	Provide pedestrian and bicycle improvements to implement Capitol Highway Plan	2015
N	1168	Portland	Hillsdale Intersection Improvements	BH Highway/Capitol Highway/Bertha Boulevard	Redesign the Intersection with "boulevard design"	2010
N	1169	Portland	SW Vermont Bikeway, Phase I and II	SW Oleson to 45th Avenue; SW 45th Avenue to SW Terwilliger	Retrofit bike lanes to existing street	2025
N	1171	Portland	SW 30th Avenue Bikeway	BH Highway to SW Vermont Street	Retrofit bike lanes to existing street	2025

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N	1172	Portland	SW Bertha Bikeway Improvements	SW Vermont to BH Highway	Widen street to add bike lanes	2010
N	1173	Portland/ODOT	Hillsdale TC Pedestrian Improvements	Capitol, BH Highway, Bertha, and neighborhood streets	Construct pedestrian and street network improvements	2015
N	1176	Portland	SW Beaverton-Hillsdale Highway Pedestrian and Bicycle Improvements	Capitol Highway to 65th Avenue	Construct sidewalks, crossing improvements for access to transit and bike improvements	2010
N	1177	Portland	SW Sunset Pedestrian and Bicycle Improvements	Capitol Highway to Dosch Road	Construct sidewalks, crossing improvements for access to transit and bike improvements	2010
N	1181	Portland	Beaverton-Hillsdale Highway ITS	Three signals: at Terwilliger, Bertha Boulevard and Shattuck Road	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	2015
Y	1184	ODOT/WashCo	BH Highway/Oleson/Scholls Ferry Redesign	BH Highway/Scholls/Oleson intersection	Redesign intersection to improve safety and relieve traffic congestion (FC project to complete PE and construct Phase 1 of project realigning Oleson Rd. to provide direct connections to Scholls Ferry Rd. and BH Hwy)	2015
Y	1185	Washington Co.	Oleson Road Improvements	Fanno Creek to Hall Boulevard	Improve to urban standard with bike lanes, sidewalks, lighting, crossings, bus shelters & benches; signal at 80th	2010
N	1189	Portland	SW 62nd Avenue at Beaverton-Hillsdale Highway	SW 62nd Avenue at Beaverton-Hillsdale Highway	Install median refuge to improve pedestrian crossing.	2010
N	1193	Portland/ODOT	West Portland TC Safety Improvements	Barbur/Capitol/Taylors Ferry intersection	Safety improvements, incl. signalization at Capitol Hwy/Taylors Ferry and Huber/Barbur and sidewalks and crossing improvements	2010
N	1199	Portland/ODOT	Barbur Boulevard Pedestrian Access to Transit Improvements	Downtown Portland to Tigard	Improve sidewalks, lighting, crossings, bus shelters and benches	2010
N	1202	Portland	SW Capitol Highway Pedestrian and Bicycle Improvements	Multnomah Boulevard to Taylors Ferry Road	Construct sidewalks, improve crossings and bike facilities	2010
N	1209	Portland	NW 23rd Avenue Reconstruction	Burnside Street to Lovejoy Street	Rebuild street	2010
N	1211	Portland	Garden Home/Oleson/Multnomah Improvements	Multnomah Boulevard to 71st Avenue	Reconstruct intersection, sidewalks, crossings	2010
N	1212	Portland	SE Division Bikeway	SE 52nd to SE 82nd; SE 122nd to Portland city limit	Retrofit bike lanes to existing street	2025
N	1214	Portland	Division Street Transit Improvements, Phase I	SE Grand Avenue to 136th Avenue	Improve sidewalks, lighting, crossings, bus shelters & benches	2010
N	1219	Portland	Belmont Pedestrian Improvements	25th Avenue to 43rd Avenue	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	2015
N	1220	Portland	Fremont Pedestrian Improvements	NE 42nd Avenue to 52nd Avenue	Plan and develop streetscape and transportation improvements	2010

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N	1221	Portland	Killingsworth Street Improvements	N. Interstate to NE MLK Jr. Blvd.	Construct street improvements to improve pedestrian connections to Interstate Max LRT and to establish a mainstreet character promoting pedestrian-oriented activities	2010
N	1223	Portland	NE Alberta Pedestrian Improvements	NE Alberta - MLK Boulevard to 33rd Avenue	Construct streetscape and transportation improvements	2010
N	1224	Portland	NE Cully Boulevard Multi-modal Improvements	NE Fremont to Columbia Blvd.	Road reconstruction (Prescott-Killingsworth) including intersection improvements at Prescott. Bike lanes (Prescott-Columbia). Sidewalks and crossing improvements (Killingsworth -Fremont)	2015
N	1225	Portland	Lower Albina Area Improvements	Russell Avenue, Albina Avenue, Mississippi Avenue	Construct improvements to Russell (Williams - Interstate), Albina & Mississippi (Russell - Interstate) to enhance ped connections from Eliot neighborhood and Lower Albina dist to the LRT station	2015
N	1226	Portland	Killingsworth Bridge Improvements	Killingsworth at I-5	Improvements to bridge to create a safe and pleasant crossing for pedestrians and bicyclists over I-5	2025
N	1227	Portland	Tacoma Mainstreet Plan Phase III, Spokane & Umatilla Bike Boulevard	7th Avenue to Tacoma Overcrossing	Project development and implementation of Spokane/Umatilla bike boulevard to complete Tacoma Mainstreet Plan	2010
N	1230	Portland	NE/SE 122nd Avenue ITS	Seven signals between Powell Boulevard and Airport Way	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	2015
N	1231	Portland	SE Tacoma Street ITS	Four signals between Sellwood Bridge and SE 45th/Johnson Creek Boulevard	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	2015
N	1232	TriMet	NW 23rd/Belmont Frequent Bus	NW 23rd to Mt. Tabor via Belmont Avenue	Construct improvements that enhance Frequent Bus service	2010
N	1233	TriMet	Hawthorne Boulevard Frequent Bus	Hawthorne Boulevard	Construct improvements that enhance Frequent Bus service	2010
N	1234	Portland	Lombard Street Improvements	I-5 to Denver Street	Establish a landscaped boulevard to promote pedestrian-oriented uses and to create a safe, pleasant pedestrian link to I-5 w/ new traffic light and road access to Fred Meyer development	2010
N	1235	Portland	Prescott Station Area Street Improvements	Prescott, Skidmore and Maryland streets	Construct improvements to Prescott & Skidmore (Interstate-Maryland) & Maryland (Interstate-Prescott) to provide neighborhood focal point at LRT	2015
N	1236	TriMet	NE 15/Jackson Park Frequent Bus Improvements		Construct improvements that enhance Frequent Bus service	2010
N	1237	TriMet	Fessenden Frequent Bus Improvements		Construct improvements that enhance Frequent Bus service	2010

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N	1239	Portland	NE Sandy Boulevard ITS	Burnside to 82nd Avenue	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	2010
N	1240	Portland	82nd Avenue ITS Corridor	82nd Avenue: entire corridor within city limits	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	2010
N	1242	Portland	MLK/Interstate ITS	MLK/Interstate Avenue intersection	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	2010
N	1245	Portland	Capitol Highway Pedestrian Improvements	SW Barbur Blvd. to 49th Avenue	Complete curb extensions and medians recommended in the Capitol Highwayy Plan	2015
N	1246	Portland	NE Klickitat/Siskiyou Bikeway	NE 14th Avenue to Rocky Butte Road	Retrofit streets to add bike boulevard	2025
N	1247	Portland	SE Holgate Bikeway, Phase I	28th Avenue to 136th Avenue	Retrofit street to add bike lanes	2010
N	1248	Portland	SE Holgate Bikeway, Phase II	SE McLoughlin Boulevard to SE 39th Avenue	Stripe bike lanes	2025
N	1252	Portland	Inner Powell Streetscape Plan	Ross Island Bridge to SE 50th Avenue	Develop streetscape improvements that address pedestrian safety and urban design issues	2010
N	1253	Portland	NE Prescott Pedestrian and Bicycle Improvements	NE Prescott, Cully to I-205; sidewalks from Sandy to I-205	Retrofit bike lanes to existing street; improve sidewalks, lighting and crossings	2010
N	1259	Portland	N/NE Skidmore Bikeway	N Interstate to NE Cully	Retrofit streets to add bike boulevard	2010
N	1263	Portland/ODOT	Banfield SC Pedestrian Improvements	60th, 82nd, 148th, 162nd & intersecting streets	Improve sidewalks, lighting, crossings, bus shelters & benches	2015
N	1264	Portland	Ventura Park Pedestrian District	Eastside MAX Station Corridor at 122nd Avenue	Improve sidewalks, lighting, crossings, bus shelters & benches to improve ease of crossing and install curb extensions at transit stops.	2010
N	1266	Portland	NE/SE 99th Avenue Phases II and III	NE Glisan Street to SE Washington Street and SE Washington Street to SE Market Street	Reconstruct primary local main street in Gateway regional center	2015
Y		Portland/ODOT	US 30: Lake Yard Hub Access	Entrance into Lake Yard	New signal and turn lane into Lake Yard from Hwy 30.	**2010**
N	**1271**	ODOT	Linnton Community Bike and Pedestrian Improvements	Harbor Avenue to 112th Avenue	Replace 2 traffic signals @ 105th & 107th Ave., curb bulb-outs, sidewalks, and possibly adding pedestrian crossings	2025
N	**1277**	Portland	NW Champlain Viaduct Reconstruction	NW Champlain/US 30	Replace existing viaduct with retaining wall and geofoam fill	2010
N	**1278**	Portland	SE 39th Avenue Reconstruction, Safety and Pedestrian Improvements	Sandy Boulevard to Woodstock Boulevard	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	2010

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N	1279	Portland	Holgate Street Improvements	SE 39th Avenuee to 52nd Avenue	Reconstruct street pavement structure and stormwater drainage facilities, upgrade corner curb ramps to ADA standards, improve pedestrian crossings and add bike lanes	2010
Y	2000	Multnomah Co.	Hogan Corridor Improvements	Stark Street to Palmquist (Stark to Powell in FC)	Interim capacity improvements and access controls	2010
Y	2006	Multnomah Co.	Hogan Corridor Improvements	Glisan Street to Stark Street	Upgrade to include bicycle and pedestrian facilities and center turn lane/median	2010
N	2008	Portland	102nd Avenue Boulevard and ITS/Safety Improvements, Phase 1	NE Weidler to NE Glisan Street	Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, improved pedestrian facilities and crossings, street lighting, bicycle lanes and multi-modal safety improvements	2010
N	2010	Portland	Halsey/Weidler Boulevard and ITS	within regional center between I-205 and NE 114th Avenue	Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, improved pedestrian facilities and crossings, street lighting and new bicycle facilities	2025
N	2011	Portland	Glisan Street Boulevard and ITS	within regional center between I-205 and NE 106th Avenue	Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, improved pedestrian facilities and crossings, street lighting and new bicycle facilities	2015
N	2012	Portland	SE Stark/Washington Boulevard and ITS/Safety Improvements	92nd Avenue to 111th Avenue	Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, improved pedestrian facilities and crossings, street lighting, bicycle lanes and multi-modal safety improvements	2015
N	2014	Multnomah Co.	Glisan Street Bikeway	162nd Avenue to 202nd Avenue	Widen to retrofit bike lanes to existing street	2010
N	2015	Portland	102nd Avenue Boulevard and ITS/Safety Improvements, Phase II	NE Glisan Street to SE Market Street	Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, improved pedestrian facilities and crossings, street lighting, bicycle lanes and multi-modal safety improvements	2015
N	2017	Portland	SE Stark/Washington Bikeway	NE 75th Avenue to Portland city limits (excluding 92nd Avenue to 111th Avenue)	Retrofit bike lanes to existing street	2010
N	2018	Portland	SE 111th/112th Avenue Bikeway	SE Mt. Scott Boulevard to SE Market Street	Retrofit bike lanes to existing street	2025
N	2019	Portland	NE Glisan Bikeway	NE 47th Avenue to NE 162nd Avenue (excluding segment of I-205 to NE 106th Avenue	Retrofit bike lanes to existing street	2010
N	2020	Portland	Gateway Regional Center Pedestrian District Improvements, Phase 1	Gateway Regional Center	High priority local street and pedestrian improvements in regional center	2010
N	2021	Portland	Gateway Regional Center Pedestrian District Improvements, Phase II	Gateway Regional Center	High priority local street and pedestrian improvements in regional center	2015

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N	2022	Portland	Gateway Traffic Management	Gateway Regional Center	Manage traffic infiltration in residential areas east and west of Gateway & necessary street and utility work; improve connectivity	2015
N	2023	TriMet/Portland	Gateway TMA Startup	Gateway Regional Center	Implements a transportation management association program with employers (placeholder TMA)	2015
N	2025	TriMet	Division Street Frequent Bus Capital Improvements	Gresham to PCBD	Construct improvements that enhance Frequent Bus service	2010
N	2026	Portland	NE/SE 99th Avenue Phase I/NE Pacific Avenue	NE 99th from NE Weidler to Glisan Street and NE Pacific Avenue from 97th to 102nd Avenue	Reconstruct primary local main street in Gateway regional center	2010
N	2027	TriMet/Gresham	Civic Neighborhood LRT station/plaza	MAX line west of Gresham City Hall	LRT station and retail plaza	2010
Y	2028	ODOT	Powell Boulevard Improvements - East County	174th Avenue to Eastman Parkway	Implement streetscape design based on Gresham study recommendations	2010
Y	2029	Multnomah Co.	242nd Avenue Reconstruction	Powell Boulevard to Burnside Road	Reconstruct 242nd Avenue to five lanes	2025
Y	2032	Multnomah Co.	Burnside/Hogan Intersection Improvement	Intersection of 242nd/Burnside Street	Improve intersection by adding a southbound through lane	2025
N	2035	Gresham	Cleveland Street Reconstruction	Stark Street to Powell Boulevard	Reconstruct street from Stark Street to Powell Boulevard	2015
N	2036	Gresham	Wallula Street Reconstruction	Division Street to Stark Street	Reconstruct street from Division Street to Stark Street	2025
N	2038	Gresham	Walters Road Reconstruction	Powell Boulevard to 7th Street	Reconstruct to improve access to Springwater Trail	2025
N	2039	Gresham	Regner Road Reconstruction	Cleveland Street to city limits	Reconstruct Regner Road from Cleveland to city limits	2025
Y	2041	Multnomah Co.	257th Avenue Corridor Improvements	Division Street to Powell Valley Road	Reconstruct street to arterials standards, including bike lanes, sidewalks, drainage, lighting and traffic signals	2010
N	2042	Multnomah Co.	257th Avenue Intersection Improvements	Intersection of 257th/Palmquist Road/US 26	Realign intersection to provide for safety, capacity, bike and pedestrian movements	2010
Y	2044	Multnomah Co.	Orient Drive Improvements	282nd Avenue to 257th Avenue	Improve Orient Drive	2025
Y	2045	Multnomah Co.	190th Avenue Improvements	Butler Road to Highland Drive and Powell Boulevard to 190th Avenue	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 Avenue based on the recommendations from Phase 2 of the Powell Boulevard/Foster Road Corridor Study	2015
N	2047	Gresham	Division Street Improvements	Kelly Street to Burnside Street	Complete boulevard design improvements	2010
N	2048	Multnomah Co.	Burnside Street Improvements	NE Wallula Street to Hogan Road	Complete boulevard design improvements	2010

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Y	2051	ODOT	US 26/Springwater Interchange Improvement	US 26 at Springwater	New interchange on US 26 to serve industrial area	2010
N	2052	Gresham	MAX Shared-Use Path	Ruby Junction to Cleveland Station	Construct new shared-use path	2010
N	2053	Gresham	Gresham/Fairview Trail	Springwater Trail to Marine Drive	Springwater Trail connection	2010
N	2054	Gresham	Springwater Trail Connections	Springwater Trail at 182nd Avenue and Pleasant View/190th Ave.	Provide bike access to regional trail	2025
N	2055	Gresham	SW Walters Road/Springwater Trail Access	SW 7th to Powell Boulevard	Upgrade pedestrian signal to full traffic signal and provide bike access to regional trail	2025
N	2056	Multnomah Co.	Division Street Bikeway	174th Avenue to Wallula Avenue	Retrofit street to add bike lanes	2015
N	2057	Gresham/ODOT	Gresham RC Pedestrian and Ped-to-MAX Improvements	Burnside, Division, Powell, Civic Way, Eastman Pkwy, Main Street, Cleveland and intersecting streets and LRT stations areas	Improve sidewalks, lighting, crossings, bus shelters and benches	2010
N	2058	Gresham	Springwater Trail Pedestrian Access	Eastman, Towle, Roberts, Regner, Hogan	Improve sidewalks and lighting	2025
N	2059	Gresham	Division Street Pedestrian to Transit Access Improvements	174th to Wallula Avenue	Improve sidewalks, lighting, crossings, bus shelters and benches	2025
N	2065	Gresham	Phase 3 Signal Optimization	System-wide	Optimize signals	2010
Y	2069	ODOT	I-205 Interchange Improvement	I-205 NB/Airport Way Interchange	New I-205 NB on-ramp at I-205/Airport Way interchange (Phase 1 in FC: modify signing, striping channelization and signal timing for NB on-ramp) - **changed to full improvement in FC system.**	2010
Y	2070	ODOT	I-205 Interchange Improvement	I-205 SB/Airport Way Interchange	Widen I-205 SB on-ramp at Airport Way; modify signing, striping channelization and/or signal timing for the I-205 NB on-ramp at Airport Way	2010
Y	2074	Multnomah Co.	Sandy Boulevard Widening	122nd Avenue to 238th Avenue	Widens street to five lanes with sidewalks and bike lanes	2025
N	2078	TriMet	181st Avenue Frequent bus	Gresham to Columbia South Shore	Construct improvements that enhance Frequent Bus service	2015
Y	2077	Multnomah Co.	181st Avenue Widening	Halsey Street to EB on-ramp to I-84	Widens street to three lanes southbound	2010
N	2080	Multnomah Co.	202nd Railroad Crossing Improvement	202nd Avenue/railroad bridge	Replacing railroad bridge to allow for road widening	2010
Y	2081	Multnomah Co.	223rd Railroad Crossing Improvement	223rd Avenue/railroad bridge	Replacing railroad bridge to allow for road widening and two crossings; one north of Sandy and one south of I-84	2010
Y	2084	Multnomah Co.	181st Avenue Intersection Improvement	181st Avenue/Glisan Street intersection	Improve intersection	2025
Y	2085	Multnomah Co.	181st Avenue Intersection Improvement	181st Avenue/Burnside Road intersection	Improve intersection	2025

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Y	2088	Portland	NE Marine Drive/122nd Avenue Improvements	NE Marine Drive/122nd Avenue intersection	Signalization, widen dike to install left turn lane on Marine Drive	2010
N	2091	Portland	NE/SE 148th Avenue Bikeway	NE Marine Drive to Knott and NE Glisan to SE Division	Retrofit bike lanes to existing street	2015
Y	2099	Multnomah Co.	201st/202nd Avenue Corridor Improvements	Sandy Boulevard-Powell Boulevard	Reconstruct and widen to three lanes (Sandy to Halesey in FC System)	2010
N	2101	Gresham	Stark Street Improvements	190th to 197th	Complete boulevard design improvements	2015
N	2102	Gresham	Stark Street Improvements	181st to 190th	Complete boulevard design improvements	2010
N	2103	Multnomah Co.	181st Avenue Improvements	Glisan to Yamhill	Complete boulevard design improvements	2015
N	2104	Multnomah Co.	Burnside Road Boulevard Improvements	181st Avenue to 197th Avenue	Complete boulevard design improvements	2010
N	2105	Gresham	Rockwood TC Pedestrian and Ped-to-MAX Improvements	181st, 188th, Stark and intersecting streets and LRT station areas	Improve sidewalks, lighting, crossings, bus shelters and benches	2025
Y	2109	Multnomah Co.	Glisan Street Improvements	202nd Avenue to 207th Avenue	Complete reconstruction of Glisan Street to five lanes	2010
Y	2110	Multnomah Co.	MKC Collector	Halsey Street to Arata Road	Construct new collector of regional significance	2025
N	2115	MultCo/FV/ WV	Fairview-Wood Village TC Pedestrian Improvements	Fairview, Halsey, Glisan and neighborhood streets	Improve sidewalks, lighting, crossings, bus shelters and benches	2025
N	2116	Multnomah Co.	NE 223rd Avenue Bikeway and Pedestrian Improvements	NE Halsey Street to Marine Drive	Retrofit bike lanes and sidewalks on existing street	2015
N	2120	Multnomah Co.	Sandy Boulevard Bicycle and Pedestrian Improvements	162nd to Troutdale	Retrofit bike lanes and sidewalks on existing street	2025
Y	2123	Multnomah Co.	Stark Street Improvements	257th Avenue to Troutdale Road	Widens street to five lanes	2010
Y	2124	Multnomah Co.	Halsey Street Improvements - Troutdale	238th to 257th	Improve Halsey Street to 3 lanes and complete boulevard design improvements	2015
N	2125	Mult. Co./Troutdale	Troutdale TC Pedestrian Improvements	Old Col. River Highway, 257th/Graham, Buxton Road	Improve sidewalks, lighting, crossings, bus shelters and benches	2025
N	2126	Troutdale	257th Avenue Pedestrian Improvements	Cherry Park Road to Stark Street	Improve sidewalks, lighting, crossings, bus shelters and benches	2010
Y	3001	ODOT	Highway 217 Improvements	NB - TV Highway/Canyon Road to US 26	Widen NB to three lanes; ramp improvements	2015
Y	3003	ODOT	US 26/Jackson School Road interchange	Jackson School Road at US 26	Construct new interchange	2010
N	3004	ODOT	US 217 EIS Study	I-5 to US 26	Complete planning and environmental works for improvements in corridor	2015
Y	3005	ODOT	US 26 Refinement and EA Study	Sylvan Interchange to 185th Avenue	Complete planning and environmental work for improvements in corridor	2010
Y	3006	ODOT	US 26 Improvements	US 26 between Sylvan and Highway 217	Complete interchange improvements by adding third through-lane and collector distributor system from Camelot Court to Sylvan Road (Phase 3)	2010

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Y	3008	ODOT	US 26 Improvements	Highway 217 to Murray Boulevard	Widen US 26 to six lanes	2010
Y	3009	ODOT	US 26 Improvements	Murray Boulevard to Cornell Road	Widen US 26 to six lanes	2010
Y	3011	ODOT	US 26 Improvements	Cornell Road to 185th Avenue	Widen US 26 to six lanes	2010
N	3012	Hillsboro	Rock Creek Greenway Shared-Use Path	TV Highway to Evergreen Parkway	Completes shared-use path along Rock Creek from Tualatin Valley Highway to Evergreen Parkway	2010
N	3013	Various	Bronson Creek Greenway Shared-Use Path	Beaverton Creek to Powerline Trail	Study feasibility of corridor and construct shared-use path	2010
N	3014	Various	Powerline Beaverton Trail Corridor Trail	Bronson Creek Greenway to Farmington Road	Plan, design and construct shared-use path	2010
N	3015	Various	Beaverton Creek Greenway Corridor Study	Rock Creek to Fanno Creek Greenway	Study feasibility of corridor and construct shared-use path	2010
N	3016	Washington Co.	Washington County ATMS	Washington County	Acquire hardware for new traffic operations center and conduct needs analysis	2010
N	3017	TriMet	Beaverton Hillsdale Highway- Frequent Bus	Beaverton-Hillsdale Highway	Improvements to enhance Frequent bus service	2010
Y	3019	Beaverton	Beaverton Connectivity Improvements I: East-West	(1) Center: Cedar Hills to Hocken via Westgate/Dawson; (2) Crescent: Cedar Hills to Hall; (3) Millikan Way: Watson/Hall to 114th; (4) Broadway to 115th connection; (5) Electric to Whitney to Carousel to 144th	Complete central Beaverton street connections	2010
Y	3020	Beaverton	Beaverton Connectivity Improvements II: North/South	(6) Rose Biggi: Westgate to Broadway; (7) 120th Ave.: Center to Canyon; (8) 114th/115th: LRT to Beaverton-Hillsdale Hwy./Griffith Drive; (9) Tualaway Ave.: Electric to Millikan	Complete central Beaverton street connections	2010
N	3021	Washington Co.	2040 Centers and Station Areas Pedestrian System Infill	Regional pedestrian system in Washington County	Fill in missing gaps in regional pedestrian system	2010
N	3022	Washington Co.	2040 Centers and Station Areas Bicycle System Infill	Regional bicycle system in Washington County	Fill in missing gaps in regional bicycle system	2010
Y	3029	Beaverton	Lombard Improvements	Broadway to Farmington	Three lane improvement to realign road with segment to the north with pedestrian facilities	2010
Y	3030	Beaverton	Farmington Road Improvements	Hocken Avenue to Murray Boulevard	Widen to five lanes; intersections improvements, add turn lanes, bike lanes and sidewalks	2010
Y	3032	Beaverton	Cedar Hills Boulevard Improvements	Farmington Road to Walker Road	Widen to five lanes with sidewalks and bike lanes	2015
Y	3033	Beaverton	125th Avenue Extension	Brockman Street/Greenway to Hall Boulevard	Construct two/three-lane extension with intersection improvements, bike lanes and sidewalks	2010
Y	3034	Beaverton	Hall Boulevard Extension	Cedar Hills Boulevard to Hocken	Construct three-lane extension with bikeways and sidewalks	2015
Y	3035	Beaverton	Hocken Avenue Improvements	LRT to Beaverton Creek	Widen to 3 lanes with bike lanes and sidewalks and reconstruct bridge	2010

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Y	3038	Beaverton	Center Street Improvements	Hall Boulevard to 113th Avenue	Widen to three lanes with bikeways and sidewalks	2025
Y	3039	Beaverton	Hocken Avenue Improvements	Farmington Road to Millikan Way	Widen street to accommodate 2 additional lanes between Tualatin Valley Highway and Farmington Road to allow turn lanes	2015
N	3041	Beaverton	Hall/Watson Improvements	Allen Boulevard to Cedar Hills Boulevard	Complete boulevard design improvements including crosswalks and intersection improvements, lighting and furniture replacement, create pedestrian plazas and park entries, add turn lanes, bike lanes, and sidewalks	2010
N	3042	ODOT/Beaverton/ TriMet	TV Highway Pedestrian Access to Transit Improvements	Murray to Highway 217	Improve sidewalks, lighting, crossings, bus shelters and benches	2015
N	3045	Beaverton	Farmington Road Bikeway	Hocken to Highway 217	Retrofit to include bike lanes	2015
N	3046	Beaverton	Hall Boulevard Bikeway	BH Highway to Cedar Hills Boulevard	Retrofit to include bike lanes	2010
N	3047	Beaverton	Watson Avenue Bikeway	BH Highway to Hall Boulevard	Retrofit to include bike lanes	2010
N	3049	Beaverton	Downtown Beaverton Pedestrian/Bike Improvements	Hocken Avenue/TV Highway/113th Avenue/110th Avenue/Cabot Street	Improve sidewalks, bike lanes, lighting, crossings, bus shelters and benches	2010
N	3051	WashCo/Beaverton /TriMet	Hall Boulevard/Watson Pedestrian-to-Transit Improvements	Cedar Hills Boulevard to Tigard TC	Improve sidewalks, lighting, crossings, bus shelters and benches	2015
N	3052	Beaverton	110th Avenue Pedestrian Improvements	B-H Highway to Canyon Road	Fill in missing sidewalks	2010
N	3053	Beaverton	117th Avenue Pedestrian Improvements	light rail transit to Center Street	Improve sidewalks, lighting, crossings	2010
N	3055	ODOT/Beaverton	Beaverton-Hillsdale Highway Pedestrian and Bicycle Improvements	65th Avenue to Highway 217 (only portion from 91st to Hwy. 217 Financially Constrained)	Improve sidewalks, lighting, crossings, bus shelters and benches; stripe bike lanes	2025
N	3057	Beaverton	Denney Road Bike/Pedestrian Improvements	Nimbus Avenue to Scholls Ferry Road	Improve sidewalks, crossings and fill in bicycle network gaps	2025
N	3058	TriMet/Beaverton	Beaverton Regional Center TMA	Beaverton Regional Center	Implements a transportation management association program with employers	2010
Y	3061	ODOT/WashCo	TV Highway System Management	TV Highway from Highway 217 to 209th	Interconnect signals on TV Highway from 209th Avenue to Highway 217	2015
Y	3063	Washington Co.	Murray Boulevard Improvements	TV Highway to Allen Boulevard	Signal coordination	2010
Y	3067	Washington Co.	185th Avenue Improvements	West View High School to Springville Road	Widen to five lanes with bike lanes and sidewalks	2015
N	3071	WashCo/THPRD	Fanno Creek Greenway Shared-Use Path	Greenwood Inn to Scholls Ferry Road	Completes Fanno Creek Greenway shared-use path	2010
N	3072	Tualatin Hills PRD	Beaverton Powerline Shared-Use Trail	Farmington Road to Scholls Ferry Road	Construct multi-use trail within powerline easement	2010
Y	3074	Beaverton	Hall Boulevard Bikeway	12th Street to south of Allen Boulevard	Retrofit to include bike lanes; intersection turn lanes at Allen Boulevard	2010

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N	3075	Beaverton/WashCo	Cedar Hills Boulevard Improvements	Butner Road to Walker Road	Improve sidewalks, lighting, crossings, bike lanes, bus shelters and benches	2010
Y	3076	Beaverton	Allen Boulevard Improvements	Highway 217 to Western Avenue	Widen to five lanes with bike lanes and sidewalks	2025
N	3079	Beaverton	Allen Boulevard Bike/Ped Improvements	Western Avenue to Scholls Ferry Road	Retrofit to include bike lanes and fill in missing sidewalks	2015
Y	3081	Hillsboro	Quatama Street Improvements	205th Avenue to 227th Avenue; 227th at Baseline	Widen to three lanes and extend to Baseline with sidewalks and bike lanes	2015
N	3092	Washington Co.	Powerline/Rock Creek Trail	Bethany/Kaiser Road to Evergreen Road/Rock Creek Greenway	Construct shared-use path for bicyclists and pedestrians just north of US 26	2010
N	3094	Hillsboro	Cornell Road Bikeway	Elam Young Parkway (W) to Ray Circle	Retrofit to include bike lanes	2010
N	3095	Washington Co.	170th Avenue Pedestrian Improvements	Merlo Drive to Elmonica light rail station	Fill in sidewalk gaps and extend to light rail eastside only	2010
N	3098	Washington Co.	Walker Road Bike/Ped Improvements	Canyon Road to Cedar Hills Boulevard	Retrofit to include bike lanes and sidewalks	2025
Y	3099	Washington Co.	1st Avenue/Glencoe Road	Lincoln Street to Evergreen Road	Widen to three lanes with sidewalks and bike lanes	2010
Y	3102	Washington Co.	Baseline Road Improvements	201st to 231st Avenue	Widen to three lanes with bike lanes and sidewalks	2010
Y	3104	Hillsboro	NW Aloclek Drive Extension	NW Amberwood Drive to Cornelius Pass Road	New three-lane facility with sidewalks and bike lanes	2010
Y	3105	Hillsboro	E/W Collector	185th Avenue to west of Cornelius Pass Road	New 3-lane facility	2010
Y	3106	Washington Co.	229th/231st/234th Connector	Lois Street to Dogwood Street	New 3-lane facility and bridge	**2010**
Y	3107	Hillsboro/WashCo.	SW 205th Avenue Improvements	LRT to Baseline Road	Widen to five lanes, including bridge, sidewalks and bike lanes (sidewalk on eastside and bike lanes only in financially constrained system)	2015
N	3111	Washington Co.	First Avenue Improvements	Grant Street to Glencoe High School	Improve sidewalks and pedestrian crossings and make transit improvements	2010
Y	3112	ODOT	First Avenue Improvements	Oak Street to Baseline Street	Rechannelize NB and SB to provide protected left turn lanes and signal phasing at 1st/Oak and 1st/Baseline	2010
Y	3113	Hillsboro	10th Avenue Improvements	Main Street to Baseline Road	Add right turn lane and widen sidewalk	2010
Y	3114	Hillsboro	NE 28th Avenue Improvements	Grant Street to East Main Street	Widen to three lanes with sidewalks, bike lanes, street lighting and landscaping	2010
Y	3118	Hillsboro	Tualatin Valley Highway/Brookwood Avenue Intersection Alignment	Tualatin Valley Highway at Brookwood Avenue	Reconfigure TV Highway/Brookwood Avenue/Witch Hazel intersection and roadway improvements to Alexander Street	2010
N	3123	TriMet/Hillsboro	Hillsboro Regional Center TMA Startup	Hillsboro Regional Center	Implements a transportation management association program with employers	2010
Y	3126	Washington Co.	Cornelius Pass Road Improvements	TV Highway to Baseline Road	Widen to five lanes including sidewalks and bike lanes	**2010**

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N	3127	ODOT/Hillsboro/ WashCo	Hillsboro RC Pedestrian Improvements	18th, 21st, Oak, Maple and Walnut streets	Improve sidewalks, lighting, crossings, bus shelters and benches	2010
Y	3128	Washington Co.	Cornell Road Improvements	Arrington Road to Main Street	Widen to five lanes	2025
Y	3131	Washington Co.	Evergreen Road Improvements	25th Avenue to 253rd Avenue	Widen to five lanes including sidewalks and bike lanes	2010
Y	3133	Washington Co./ ODOT	Cornelius Pass Road Interchange Improvement	US 26/Cornelius Pass Road	Construct eastbound on-ramp, westbound off-ramp and southbound auxiliary lane	2010
Y	3134	Washington Co.	Cornelius Pass Road Improvements	TV Highway to Baseline Road	Widen to three lanes including sidewalks, bike lanes and signals at Johnson and Francis	2010
Y	3135	Washington Co.	Cornelius Pass Road Improvements	Baseline Road to Alociek Drive	Widen to five lanes including sidewalks and bike lanes	2010
Y	3137	Washington Co.	Brookwood Avenue Improvements	TV Highway to Baseline Road	Widen to three lanes including sidewalks and bike lanes	2010
Y	3139	Hillsboro	US 26 Overcrossing - Sunset IA	NW Bennett Avenue to NW Wagon Way	Construct two-lane new overcrossing with sidewalks and bike lanes to better connect areas north and south of US 26	2010
Y	3140	Hillsboro	229th Avenue Extension	NW Wagon Way to West Union Road	New three-lane facility with sidewalks and bike lanes	2015
Y	3141	Washington Co.	170th/173rd Improvements	Baseline to Walker	Improve to 3 lanes	2015
Y	3143	Washington Co.	Walker Road Improvements	Cedar Hills to 158th Avenue	Widen to five lanes including sidewalks and bike lanes	2015
Y	3144	Washington Co.	Walker Road Improvements	158th Avenue to Amberglen Parkway	Widen to five lanes including sidewalks and bike lanes	2015
Y	3147	Hillsboro	25th Avenue Improvements	Cornell Road to Evergreen	Widen street to three lanes with bike lanes	2015
Y	3148	Washington Co.	Walker Road Improvements	Highway 217 to Cedar Hills Boulevard	Widen to three lanes including sidewalks and bike lanes	2015
Y	3149	ODOT/Washington Co.	Shute Road Interchange Improvements	Shute Road and US 26	Relocate westbound on-ramp to construct westbound to southbound loop ramp and widen overcrossing to accommodate additonal southbound through lane	2010
Y	3150	Washington Co.	Cornell Road System Management	10th Avenue to Multnomah County line	Upgrade traffic controllers and install CCTV cameras and monitoring stations	2010
Y	3153	Forest Grove	David Hill Road Connector	Thatcher Road to Highway 47 (Sunset Drive)	Extend easterly from Thatcher Road to Sunset Drive (Highway 47) as a two -lane arterial facility with left-turn lanes at major intersections, traffic signal at 47 and bike lanes	2010
Y	3157	Washington Co.	Sunset Drive Improvements	University Avenue to Beal Road	Widen to three lanes including bike lanes, signals and sidewalks	2010
Y	3158	Washington Co.	Martin Road/Cornelius-Schefflin Road Improvements	Forest Grove northern UGB to Roy Road	Realign with widened paved shoulders Martin Road and Cornelius Schefflin Road	2010
Y	3159	ODOT/Forest Grove	Highway 8 Improvements - Forest Grove	B' Street to Cornelius city limits	Complete boulevard design improvements (OTIA project in FC)	2015

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N	3160	Washington Co.	Verboort Road Intersection Improvement	at Highway 47	Intersection safety improvement	2015
N	3163	ODOT/Forest Grove	Forest Grove TC Pedestrian Improvements	TV Highway, Pacific, 19th, College, Sunset, "B" and intersecting streets	Improve sidewalks, lighting, crossings, bus shelters and benches	2010
N	3164	TriMet	TV Highway Frequent Bus	Forest Grove to Hillsdale via TV Highway and B-H Highway	Provide improvements that enhance frequent bus service	2004-25
N	3166	Cornelius/ODOT	Highway 8 Intersection Reconstruction - 10th Avenue	Intersection of 10th Avenue and Highway 8 couplet at Baseline and Adair	Increase turning radii, add protected turn lanes, and improve pedestrian crossings to support freight access and improve pedestrian and vehicle safety	2010
N	3167	Cornelius/ODOT	Highway 8 Intersection Realignment - 19th/20th Avenue	Intersection of 19th/20th Avenue and Highway 8 at initiation of couplet	Create new intersection by the aligning of 19th Avenue/20th Avenue at Highway 8; improve S. 20th (including RR crossing) to S. Alpine and improve N. 19th to RR crossing north of N. Davis)	2010
N	3168	Cornelius/ODOT	Highway 8/14th Avenue Intersection Improvements	Intersection of 14th Avenue at Highway 8 couplet (Adair and Baseline)	Intersection geometry improvements and conversion of pedestrian signal to full mode signalization for improved Main Street District circulation and improved pedestrian safety on Adair and Baseline streets	2010
Y	3169	Cornelius/ODOT	Main Street Couplet Improvements	Highway 8 couplet from 10th to 19th Avenue	Complete boulevard design improvements to Baseline, 11th, 12th, 13th, 14th, and 17th Avenues, and pedestrian alley within the Adair/Baseline couplet in Main Street District	2010
N	3170	Cornelius/ODOT	West Couplet Enhancement	1st Avenue to 10th Avenue	Complete boulevard design improvements	2015
N	3171	Cornelius/Wash Co.	North Davis Street Reconstruction	19th Avenue to 10th Avenue	Reconstruct street to urban standards	2015
Y	3172	Forest Grove	23rd/24th Avenue Extension	Hawthorne Ave. to Quince St. (Hwy. 47)	Construct collector roadway with left-turn lane at Hawthorne	2010
N	3178	Washington Co.	Westhaven Road Pathways	Morrison to Springcrest	Constructs off-road pathway to improve bicycle and pedestrian access to Sunset transit center	2015
Y	3182	Washington Co.	Cornell Road Improvements - West Cedar Mill	143rd Avenue to Murray Boulevard	Widen to five lanes with boulevard design treatment	2025
Y	3183	Washington Co.	Cornell Road Improvements	Murray Boulevard to Saltzman Road	Widen to three lanes with bikeways and sidewalks	2010
Y	3185	Washington Co.	Barnes Road Improvement	Saltzman Road to 119th Avenue	Widen to five lanes with intersection improvement at Saltzman	2010
Y	3186	Washington Co.	Murray Boulevard Improvements - Cedar Mill	US 26 to Cornell Road	Widen Murray Boulevard to five lanes and improve Cornell/Murray intersection	2010
Y	3188	Washington Co.	Saltzman Road Improvements	Cornell Road to Laidlaw Road	Widen to three lanes with sidewalks and bike lanes	2010
N	3192	Washington Co.	Cedar Mill Town Center Local Connectivity, Phase 1	Various locations in the town center	Construct additional local road connections to improve traffic circulations	2010
N	3195	Washington Co.	Saltzman Pedestrian Improvements	Marshall Road to Dogwood Road	Construct sidewalks on west side of road	2010

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Y	3197	Washington Co.	Bethany Boulevard Improvements, Phase 1	Bronson Road to West Union Road	Widen to three lanes with bike lanes and sidewalks	2010
Y	3204	Washington Co.	Cornell Road Improvements - East Tanasbourne	179th Avenue to Bethany Boulevard	Widen to five lanes with sidewalks and bike lanes	**2010**
N	3208	Washington Co.	Tanasbourne TC Pedestrian Improvements	Cornell, Evergreen Pkwy and intersecting streets	Improve sidewalks, lighting, crossings, bus shelters and benches	2025
Y	3216	Washington Co.	185th Avenue Improvements	TV Highway to Bany Road	Widen to three lanes	2015
Y	3217	Washington Co.	Farmington Road Improvements	185th Avenue to 209th Avenue	Widen to three lanes	2015
Y		Hillsboro	Airport Road	Brookwood to 48th	3 lane road improvement	**2010**
Y		Hillsboro	Cherry Lane	231st to Cornelius Pass	Extend 3-lane road.	**2010**
Y		Hillsboro	Davis Road	Hillsboro	Extend 3-lane road to River Road	**2010**
Y		Hillsboro	Alexander Road	Hillsboro	Extend 2-lane road to Davis Road (link Lone Oak Roa	**2010**
Y		Hillsboro	188th Avenue	Hillsboro	Extend 2-lane road south to Walker Road	**2010**
N	4001	TriMet	Killingsworth Frequent Bus	Swan Island to Clackamas TC	Construct improvements that enhance Frequent Bus service	2015
Y	4004	ODOT	I-5 Reconstruction and Widening	Greeley Street to I-84	Modernize freeway and ramps to improve access to the Lloyd District and Rose Quarter (Greeley ramp improvements in financially constrained system)	2010
Y	4005	ODOT	I-5 North Improvements	Lombard Street to Expo Center/Delta Park	Widen to six lanes	2010
Y	4006	ODOT	I-5/Columbia Boulevard Improvement	I-5/Columbia Boulevard interchange	Construct full direction access interchange based on recommendations from I-5 North Trade Corridor Study	2015
Y	4007	Multnomah Co.	Sauvie Island Bridge Replacement	Sauvie Island Bridge	Replace substandard bridge	2010
N	4009	ODOT	I-5 Trade Corridor Study and Tier 1 DEIS	I-405 (OR) to I-205 (WA)	Plan improvements to I-5 to benefit freight traffic	2010
N	4011	Portland	NE Marine Drive Bikeway	NE 6th to 33rd Avenue and Gantenbein to Vancouver Way	Retrofit bike lanes to existing street; off-street paths in missing locations	2010
N	4012	Portland	N/NE Lombard/Killingsworth ITS	Six signals: at junction, MLK, Interstate, Greeley, Portsmouth and Philadelphia/Ivanhoe	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	2015
N	4017	Port	SW Quad Access	33rd Avenue	Provide street access from 33rd Avenue into SW Quad	2010
Y	4021	Port	Airport Way Improvements, West	82nd Avenue to PDX terminal	Widen to three lanes in both directions	2015

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Y	4022	Portland/Port	East Columbia/Lombard Street Connector	Columbia/US 30 Bypass: NE 82nd Avenue to I-205	Provide free-flow connection from Columbia Boulevard/82nd Avenue to US 30 Bypass/I-205 interchange	2010
Y	4026	Port/Portland	Cascades Parkway Connection	Cascades Parkway to Alderwood Road	Construct two-lane extension	2010
Y	4028	Port	Airport Way/82nd grade separation	82nd Avenue/Airport Way	Construct grade separated overcrossing	2015
N	4029	Portland	PDX ITS	Traffic signalization	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	2010
N	4031	Port	Airport Way return and Exit Roadways	Airport Way	Relocate Airport Way exit roadway and construct new return roadway	2015
N	4032	Port	Airport Way terminal entrance roadway relocation	PDX terminal	Relocate and widen Airport Way northerly at terminal entrance to maintain access and circulation	2010
N	4033	Port	Airport Way east terminal access roadway	PDX east terminal	Construct Airport Way east terminal access roadway	2015
Y	4037	Portland/Port	Lombard-Columbia Connection near MLK Jr. Boulevard	Columbia Boulevard and Lombard Street near MLK	Improve road connection between Columbia Boulevard and Lombard in the vicinity of MLK Jr. Boulevard to 11/13th Avenue to facilitate freight movement. **PE only in FC system.**	2010
Y	4038	Port	82nd Avenue/Alderwood Road Improvement	82nd Avenue/Alderwood Road intersection	Construct new turn lanes, restripe and modify traffic signal	2010
N	4039	Port	NE 92nd Avenue	NE 92nd/Columbia Boulevard/Alderwood	Improvement to be defined	2025
Y	4040	Portland	47th Avenue Intersection and Roadway Improvements	at Columbia Boulevard	Widen and channelize NE Columbia Boulevard to facilitate truck turning movements; add sidewalks and bike facilities	2010
Y	4041	Portland	Columbia Boulevard/Alderwood Improvements	at Alderwood Road intersection	Widen and signalize intersection	2010
N	4042	Port	Cornfoot Road Intersection Improvement	Alderwood/Cornfoot intersection	Add signal, improve turn lanes at intersection	2010
N	4043	Portland	33rd/Marine Drive Intersection Improvement	NE 33rd and Marine Drive	Signalize 33rd/Marine Drive intersection for freight movement	2015
Y	4044	Port/Portland	Columbia/82nd Avenue Improvements	Columbia Boulevard at 82nd Avenue southbound ramps	Add through lanes on Columbia Boulevard, a SB right turn lane and signalize	2010
Y	4045	Port/Portland	Airport Way/122nd Avenue Improvements	Airport Way at 122nd Avenue	Add NB left turn lane, modify traffic signal and reconstruct island	2010
N	4046	Portland	NE Alderwood Bikeway	NE Columbia Boulevard to Alderwood Trail	Retrofit bike lanes to existing street	2015
N	4049	Portland	NE 82nd Avenue Bikeway	Columbia Boulevard to Airport Way	Retrofit bike lanes to existing street	2010
N	4050	Portland	N/NE Columbia Boulevard Bikeway	N Lombard to MLK Boulevard	Retrofit bike lanes to existing street	2015
N	4051	Portland	NE Cornfoot Bikeway	NE Alderwood to NE 47th Avenue	Retrofit bike lanes to existing street	2025

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N	4053	Port	Pedestrian and Bicycle Access Improvements	PDX terminal between N. Frontage Road and the terminal building	Provide pedestrian and bicycle access to the terminal	2010
N	4054	Portland	N Columbia Pedestrian Improvements, Phase I and Phase II	Swift to Portland Road; Argyle Way to Albina	Construct sidewalk and crossing improvements.	2010
N	4055	Port	Airtrans/Cornfoot Rd Intersection Improvement	Airtrans and Cornfoot Road	Provide channelization, construct new traffic signal	2010
N	4056	Portland	Columbia Boulevard ITS	Six signals between N. Burgard and I-205	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	2015
N	4057	Portland	N/NE Marine Drive ITS	Three signals between N. Portland Road and NE 185th Avenue	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	2010
N	4058	Portland	NE Airport Way ITS	Three signals between I-205 and NE 158th Avenue	Communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow	2010
N	4059	Port	82nd Avenue Pedestrian Access Improvements	Airport Way to Alderwood Road	Provide pedestrian improvements	2010
N	4060	Port/Portland	Lightrail station/track realignment	PDX terminal	Realign light rail track into terminal building (incudes double tracking)	2015
Y	4063	ODOT/Portland	N. Lombard Improvements	Lombard Street from Rivergate Boulevard (Purdy) to south of Columbia Slough bridge	Widen street to three lanes	2010
N	4064	Port	Marine Drive Improvement, Phase 2	Rail overcrossing	Contruct rail overcrossing	2025
Y	4065	Port/Portland	North Lombard Overcrossing	South Rivergate	Construct overpass from Columbia/Lombard intersection into South Rivergate entrance to separate rail and vehicular traffic. Project includes motor vehicle lanes, bike lanes, and sidewalks.	2010
N	4067	Port	Columbia River Channel Deepening - Regional Share	Deepen Columbia River Channel from Astoria to Portland	State-wide issue, project is outside Metro region	2010
N	4072	Portland	N. Force/Broadacre/Victory Bikeway	N. Marine Drive to N. Denver	Signed bikeway connection to I-5 river crossing	2025
N	4073	Portland/Metro	Kelley Point Park AccessTrail/40 Mile Loop Trail	Vicinity of Kelley Point Park	Construct shared-use path	2010
N	4076	Various	Columbia Slough Greenway Trail Study	Kelly Point Park to Blue Lake Park	Determine feasibility of shared-use path of regional significance	2010
N	4082	Port/RR	Ramsey Rail Complex	South of Columbia Slough bridge	Construct six tracks and one mainline track and lead	2010
N	4084	Port	East Airport Pedestrian and Bicycle Access Improvements	Mt. Hood Avenue to Marine Drive	Provide bicycle and pedestrian connection between Mt. Hood Avenue and Marine Drive	2010
N	4085	Port	Terminal area Bicycle and Pedestrian Improvements	Southside of PDX terminal to 82nd Avenue	Provide bicycle and pedestrian connection between terminal and 82nd Avenue south of Airport Way	2015
N	4086	Port	PIC Bike and Pedestrian Improvements	Portland International Center	Provide bicycle and pedestrian connection between Alderwood Road and Mt. Hood LRT station	2010

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Y	4087	Port	Leadbetter Street Extension and Grade Separation	to Marine Drive	Extend street and construct grade separation	2010
N	4088	Port/Portland	Terminal 4 Driveway Consolidation	Lombard Street at Terminal 4	Consolidate two signalized driveways at Terminal 4	2010
N	5001	TriMet	Transit center and park-and-ride upgrades	Various locations in subarea	Construct, expand and/or upgrade transit stations and park-and-rides throughout subarea	2004-25
Y	5007	ODOT	Highway 212	Rock Creek to Damascus	Construct climbing lanes to 172nd Avenue	2010
N	5013	ODOT	I-205 Climbing Lanes	Willamette River to West Linn in Clackamas County	New SB Truck climbing lane at I-205 bridge (between Willamette River and 10th Street) - PE/ROW in financially constrained system	2025
Y	5016	ODOT	Highway 213 Grade Separation	Washington Street at Highway 213	Grade separate southbound Highway 213 at Washington Street and add a northbound lane to Highway 213 from just south of Washington Street to the I-205 on-ramp.	2015
Y	5017	ODOT	Highway 213 Intersection Improvements	Abernethy at Highway 213	Intersection improvements	2015
Y	5020	ODOT	Highway 213 Improvements	Clackamas CC to Leland Road	Access management, sidewalks and capacity improvements including (adding one lane in each direction north of Canyon Ridge Drive in FC system)	2015
Y	5021	ODOT	Highway 224 Extension	I-205 to Highway 212/122nd Avenue	Construct new four-lane highway and reconstruct Highway 212/122nd Avenue interchange	2015
Y	5023	ODOT	I-205/Highway 213 Interchange Improvement	I-205 at Highway 213	Reconstruct I-205 southbound off-ramp to Highway 213 to provide more storage and enhance freeway operations and safety	2015
N	5024	ODOT/Clackamas County	Sunrise Project Supplemental EIS	I-205 to Rock Creek	Corridor analysis from I-205 to 172nd Avenue to develop and complete the environmental process that would determine selected alternative and develop phasing recommendations adequate to support future ROW acquisition	2010
N	5025	ODOT/Clackamas County	Sunrise Corridor Unit 2 Locational EIS	Rock Creek to US 26	Evaluate Sunrise Corridor Unit 2 as part of the Damascus/Boring Concept plan	2010
N	5026	Metro	Portland Traction Co. Shared-Use Trail	Milwaukie to Gladstone	Planning, PE and construction of multi-use trail	2010
N	5027	Metro/ODOT	I-205 South Corridor Study- EIS	I-5 to Highway 224	Conduct EIS corridor analysis to study long-term transit and road improvements	2015
N	5033	Various	Willamette River Greenway Study	Sellwood Bridge to Lake Oswego	Study feasibility of corridor	2010
N	5035	TriMet	McLoughlin Boulevard Rapid Bus	Milwaukie TC to Oregon City TC	Construct improvements that enhance Rapid Bus service	2015
N	5037	Milwaukie/ClackCo	Lake Road Improvements	21st Avenue to Highway 224	Reconstruct street to narrow travel lanes and bike lanes and add sidewalks, landscaped median, curbs, storm drainage and left turn refuges at some intersections	2015

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N	5040	Milwaukie	Railroad Avenue Bike/Ped Improvement	37th Avenue to Linwood Road	Retrofit bike lanes and sidewalks	2015
N	5041	Milwaukie	37th Avenue Bike/Ped Improvement	Highway 224 to Harrison Street	Retrofit bike lanes and sidewalks	2025
Y	5045	Clack. Co./Milwaukie	Linwood/Harmony/Lake Road Improvements	Linwood/Harmony/Lake Road Intersection	Add NB right turn lane, add EB right turn lane, add WB left turn lane and grade separate UPRR	2015
N	5048	ODOT	McLoughlin Boulevard Improvements - Milwaukie	Harrison Street to Kellogg Creek	Complete boulevard design improvements	2010
N	5052	Milwaukie	17th Avenue Trolley Trail Connector	Springwater Corridor to Trolley Trail	Construct sidewalks on 17th Avenue to provide trail connection	2010
N	5053	Region	Tillamook Branch Trestle Trail Study	Milwaukie TC to Lake Oswego TC	Conduct feasibility study of east-west multi-use trail connection across Willamette River in conjunction with evaluating bridge as a freight connection and possible future commuter rail connection	2010
N	5059	Milwaukie	King Road Boulevard Improvements	42nd Avenue to Linwood Avenue	Boulevard design, including wider sidewalks, bikeway, median treatment and access management	2015
N	5062	TriMet/Milwaukie	Milwaukie TMA Startup	Milwaukie town center area	Implements a transportation management association program with employers	2025
Y	5066	Clackamas Co.	East Sunnyside Road Improvements	122nd Avenue to 172nd Avenue	Widen to five lanes to improve safety and accessibility to Damascus	2015
Y	5067	Clackamas Co.	Johnson Creek Boulevard Interchange Improvements	Johnson Creek Boulevard at I-205	Add loop ramp and NB on-ramp; realign SB off-ramp	2025
Y	5069	Clackamas Co.	Harmony Road Improvements	Sunnyside Road to Highway 224	Widen to five lanes to improve safety and accessibility	2015
Y	5070	Clackamas Co.	Otty Road Improvements	82nd Avenue to 92nd Avenue	Widen and add turn lanes	2010
Y	5071	Clackamas Co.	William Otty Road Extension	I-205 frontage road to Valley View Terrace	Extend William Otty Road as two-lane collector to improve east-west connectivity	2025
Y	5072	Clackamas Co.	West Monterey Extension	82nd Avenue to Price Fuller Road	Two-lane extension to improve east-west connectivity	2015
Y	5073	Clackamas Co.	Monterey Improvements	82nd to new overcrossing of I-205	Widen to five lanes from 82nd to I-205	2010
Y	5074	Clackamas Co.	Causey Avenue Extension	Causey - over I-205 to new east frontage road	Extend new three-lane crossing over I-205 to improve east-west connectivity	2025
Y	5076	Clackamas Co.	Fuller Road Improvements	Johnson Creek Boulevard to Otty Road	Widen street and add turn lanes	2010
Y	5077	Clackamas Co.	Summers Lane Extension	122nd Avenue to 142nd Avenue	New three-lane extension to provide alternative e/w route to Sunnyside	2025
Y	5080	Clackamas Co.	Fuller Road Improvements	Harmony Road to Monroe Street	Widen to three lanes with sidewalks and bike lanes; includes disconnecting auto access to King Road	2025
Y	5081	Clackamas Co.	Boyer Drive Extension	82nd Avenue to Fuller Road	New two-lane extension	2025

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N	5082	Clackamas Co.	82nd Avenue Multi-Modal Improvements	Clatsop Road to Monterey Avenue	Widen to add sidewalks, lighting, crossings, bike lanes and traffic signals	2015
N	5085	Clackamas Co.	Clackamas RC Bike/Pedestrian Corridors	Clackamas RC existing and new developments	Provide bike and pedestrian connections in the RC	2025
N	5086	Clackamas Co.	82nd Avenue Boulevard Design Improvements	Monterey Avenue to Sunnybrook Street	Complete boulevard design improvements	2010
Y	5087	Clackamas Co.	West Sunnybrook Road Extension	82nd Avenue to Harmony Road	Construct three-lane extension to provide alternative e/w route to Sunnyside Road	2025
N	5089	Clackamas Co.	Sunnyside Road Bikeway	SE 82nd Avenue to I-205	Restripe to include bike lanes	2015
N	5090	Clackamas Co.	Lawnfield Road Bikeway	SE 82nd Dr. to SE 97th Avenue	Widen to include bike lanes	2025
N	5091	Clackamas Co.	Causey Avenue Bikeway	I-205 path to SE Fuller	Restripe to include bike lanes	2015
N	5092	Clackamas Co.	SE 90th Avenue Bikeway	SE Causey to SE Monterey	Construct bike lanes	2025
N	5093	Clackamas Co.	SE 97th Avenue Bikeway	SE Lawnfield to SE Mather	Construct bike lanes	2025
N	5094	Clackamas Co.	CRC Trail	Clackamas Regional Park to Phillips Creek	N Clackamas shared-use path	2015
N	5095	Clackamas Co.	Phillips Creek Greenway Trail	Causey Avenue to Mt. Scott Greenway	Conduct feasibility study and construct trail ($100,000 feasibility study in FC only)	2010
N	5098	TriMet	King Road Frequent Bus	Clackamas Regional Center	Construct improvements that enhance Frequent Bus service	2015
N	5099	TriMet	Webster Road Frequent Bus	Clackamas Regional Center	Construct improvements that enhance Frequent Bus service	2015
N	5100	Clackamas Co.	Fuller Road Pedestrian Improvements	Harmony Road to King Road	Improve sidewalks	2010
N	5101	Clack. Co./ODOT	Clackamas RC Pedestrian Improvements	82nd Avenue, Sunnyside, Sunnybrook, Monterey and intersecting streets	Improve sidewalks, lighting, crossings, bus shelters and benches	2025
N	5103	Clackamas Co.	Clackamas County ITS Plan	County-wide	Advanced transportation system management and intelligennt transportation system program	2010
Y	5106	Clackamas Co.	SE 82nd Drive Improvements	Highway 212 to Lawnfield Road	Widen to five lanes to accommodate truck movement	2025
N	5109	Clackamas Co.	82nd Drive Bicycle Improvements	SE Jennifer Street to Fred Meyer	Widen to include bike lanes	2015
N	5110	Clackamas Co.	Jennifer Street Bicycle Improvements	SE 106th to 120th Avenue	Widen to include bike lanes	2010
N	5117	Clackamas Co.	Linwood Road Bike Lanes	SE Monroe Street to SE Johnson Creek Boulevard	Widen to include bike lanes	2010
N	5126	Oregon City	South Amtrak Station Phase 2	Oregon City Amtrak Station	Improve Amtrak station	2010
N	5132	Oregon City	Main Street Extension	Highway 99E to Main Street	Widen to include bike lanes	2010
Y	5133	Oregon City	Washington/Abernethy Connection	Abernethy Road to Washington Street	Construct new two lane minor arterial with sidewalks and bike lanes	2015

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N	5135	ODOT/ClackCo	McLoughlin Boulevard Improvements Phase 1 - Oregon City	I-205 to 10th Street	Complete boulevard design improvements	2015
N	5136	Clackamas Co.	7th Street Improvements	High Street to Division Street	Complete boulevard design improvements	2025
N	5137	Oregon City	Washington Street Improvements	Abernathy to 5th Street	Complete boulevard design improvements	2015
N	5138	Oregon City	Washington Street Improvements	Abernathy to Highway 213	Complete boulevard design improvements	2025
N	5142	TriMet	Molalla Avenue Frequent Bus	Oregon City to Clackamas Community College	Construct improvements that enhance Frequent Bus service	2015
N	5143	Oregon City/ ODOT/TriMet	Oregon City RC Pedestrian Improvements	McLoughlin, Main, Washington, 7th, 5th and neighborhood streets	Improve sidewalks, lighting, crossings, bus shelters and benches	2025
N	5144	Oregon City/ODOT	Oregon City RC River Access Improvements	McLoughlin Boulevard	Improve pedestrian access to the Willamette River from downtown Oregon City	2025
N	5149	Oregon City	Oregon City Bridge Study	Highway 43/7th Street in Oregon City	Evaluate long-term capacity of Oregon City bridge	2025
N	5150	TriMet/Oregon City	Oregon City TMA Startup Program	Oregon City Regional Center	Implements a transportation management association program with employers	2025
N	5152	Oregon City	Willamette River Shared-Use Path	Clackamette Park and Smurfit	Construct shared-use path	2015
Y	5154	Clackamas Co.	Beavercreek Road Improvements Phase 3	Clackamas Community College to urban growth boundary	Widen to 4 lanes with sidewalks and bike lanes	2025
Y	5156	Clackamas Co.	Beavercreek Road Improvements, Phase 1	Highway 213 to Molalla Avenue	Green Street major arterial design, widen to five lanes, improve access management, and provide sidewalks and bike lanes to connect multi-family and commercial/ employment areas	2015
N	5157	Oregon City	Molalla Avenue Streetscape Improvements	7th Street to Highway 213 (9 segments)	Streetscape improvements, including widening sidewalks, sidewalk infill, ADA accessibility, bike lanes, reconfigure travel lanes, add bus stop amenities, streetscape	2004-25
N	5161	TriMet	Macadam Frequent Bus	Lake Oswego to PCBD	Construct improvements that enhance Frequent Bus service	2015
N	5165	Lake Oswego	Willamette Greenway Path	Roehr Park to George Rogers Park	shared-use path	2015
N	5169	Lake Oswego	Trolley Trestle Repairs	Lake Oswego to Portland	Repair trestles along rail line	2010
N	5171	Lake Oswego	Transit Station Relocation	from 4th Avenue to location TBD	Relocate transit station	2025
N	5172	TBD	Lake Oswego Trolley Study	Study phasing of future trolley commuter service between Lake Oswego and Portland	Study phasing of future trolley commuter service between Lake Oswego and Portland	2010
Y	5199	ODOT	I-205 Auxiliary Lanes	I-5 to Stafford Road	Add auxiliary lanes as part of pavement preservation project	2010
Y	5204	Clackamas Co.	Stafford Road	Stafford Road/Rosemont Intersection	Realign intersection, add signal and right turn lanes	2010

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N	5207	Clack. Co./Happy Valley/NCPRD	Mt. Scott Creek Trail	Sunnyside Road to Mt. Talbert	Feasibility study and construction of undercrossing of Sunnyside Road to Mt. Talbert (feasibility study of $100,000 in FC only)	2025
Y	5209	Clackamas Co.	122nd/129th Improvements	Sunnyside Road to King Road	Widen to three lanes, smooth curves	2025
N	5211	Happy Valley	Scott Creek Lane Pedestrian Improvements	SE 129th Avenue to Mountain Gate Road	Construct pedestrian path and bridge crossing	2010
Y	6000	WashCo/TriMet	Beaverton-Wilsonville Commuter Rail	Wilsonville to Beaverton	Peak-hour service only with 30-minute frequency in existing rail corridor	2010
N	6004	ODOT	I-5/99W Connector Corridor Study	I-5 to 99W	Conduct study and complete environmental design work for I-5 to 99W Connector. (See Project 6141)	2010
Y	6011	ODOT/Tigard	Highway 217 Overcrossing - Cascade Plaza	Nimbus to Locust	Provide a new connection from Nimbus to Washington Square south of Scholls Ferry Road	2025
Y	6015	Tigard/WashCo	Greenburg Road Improvements, North	Hall Boulevard to Washington Square Road	Widen to five lanes with bikeways and sidewalks	2010
Y	6016	Tigard/WashCo	Greenburg Road Improvements, South	Shady Lane to North Dakota	Widen to five lanes with bikeways and sidewalks	2010
Y	6018	Washington Co.	Scholls Ferry/Allen Intersection Improvement	Scholls Ferry Road/Allen Boulevard intersection	Realign intersection	2015
N	6019	Washington Co.	Oak Street Improvements	Hall Boulevard to 80th Avenue	Signal improvement, bikeway and sidewalks	2010
N	6020	Tualatin Hills PRD	Beaverton Powerline Shared-Use Trail	Scholls Ferry Road to Tualatin River Greenway	Plan, design and construct multi-use path	2010
Y	6025	Washington Co.	Scholls Ferry Road TSM Improvements	Highway 217 to 125th Avenue	Implement appropriate TSM strategies such as signal interconnects, signal re-timing and channelization to improve traffic flows	2010
N	6026	TriMet/WashCo	Washington Square Regional Center TMA Startup Program	Washington Square Regional Center	Implements a transportation management association program with employers	2010
N	6029	TriMet	Hall/Kruse Frequent Bus	Tigard-Lake Oswego-Kruse Way	Construct improvements that enhance Frequent Bus service	2015
Y	6034	Tigard	Walnut Street Improvements, Phase 3	135th Avenue to 121st Avenue	Widen to three lanes with bikeways and sidewalks	2015
Y	6035	Tigard	Gaarde Street Improvements	110th Avenue to Walnut Street	Widen to three lanes with bikeways and sidewalks	2010
Y	6040	Tigard	72nd Avenue Improvements	99W to Hunziker Road	Widen to five lanes	2010
Y	6041	Tigard	72nd Avenue Improvements	Hunziker Road to Bonita Road	Widen to five lanes	2015
Y	6042	Tigard	72nd Avenue Improvements	Bonita Road to Durham Road	Widen to five lanes with bikeways and sidewalks	2015
Y	6045	Tigard	Dartmouth Street Improvements	72nd Avenue to 68th Avenue	Widen to four lanes with turn lanes	2015
N	6056	ODOT	Highway 99W/Hall Boulevard Intersection Improvements	99W/Hall Boulevard	Add turn signals and modify signal	2015
N	6057	Tigard	Washington Squre Regional Center Greenbelt Shared Use Path	Hall Boulevard to Highway 217	Complete shared-use path construction	2015

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N	6064	TriMet	Hall Boulevard Frequent Bus	Tualatin-Hall-TV Highway	Construct improvements that enhance Frequent Bus service	2015
Y	6065	Tualatin	Herman Road Improvements	Tualatin Road to Cipole Road	Widen to three lanes including bike lanes and sidewalks	2010
Y	6066	ODOT/Tualatin	I-5 Interchange Improvement - Nyberg Road	Nyberg Road/I-5 interchange.	Widen Nyberg Road/I-5 Interchange	2010
N	6070	ODOT/WashCo	Lower Boones Ferry	Boones to Bridgeport	Sidewalk, bikeway, interconnect signals	2010
Y	6071	Washington Co.	Tualatin-Sherwood Road Improvements	99W to Teton Avenue	Widen to five lanes with bike lanes and sidewalks; intertie signals at Oregon and Cipole streets	2015
Y	6073	Tualatin	124th Avenue Improvements	Myslony Street to Tualatin-Sherwood Road	Construct new 3 lane arterial with bikeways and sidewalks	2015
Y	6076	Tualatin	Myslony/112th Connection	Myslony to Tualatin-Sherwood Rd. @ Avery	Extend 3 lane road with sidewalks and bike lanes	2010
N	6079	WashCo/Tualatin/ ODOT	Tualatin TC Pedestrian Improvements	Nyberg, Boones Ferry, Tualatin, Tualatin-Sherwood, Sagert and neighborhood streets	Improve sidewalks, lighting, crossings, bus shelters and benches	2010
N	6080	Tualatin/Durham	Tualatin River Pedestrian Bridge	Durham City Park to Tualatin Community Park	Construct cantilevered pedestrian/bike path on railroad trestle across Tualatin River to Tualatin town center	2010
N	6081	WashCo/Tualatin	Nyberg Road Pedestrian and Bike Improvements	65th Avenue to I-5	Complete sidewalks and bike facilities	2010
N	6083	TriMet /WashCo	Tualatin Town Center TMA Startup	Tualatin Town Center	Implements a transportation management association program with employers	2010
Y	6086	Wilsonville	Kinsman Road Extension	Kinsman Road to Boeckman Road	Two-lane extension	2010
Y	6088	Wilson./WashCo	Elligsen Road Improvements	Canyon Creek to Parkway Center	Improve Elligsen Road to 5 lanes	2015
Y	6090	Wilsonville	Boeckman Road Extension - West	Boeckman Road to Tooze Road	Extend 3 lanes with sidewalks and bike lanes	2015
Y	6093	Wilsonville	Barber Street Extension	Barber Street at Kinsman Road	Extend Barber Street as 3 lanes to 110th	**2015**
N	6105	Wilsonville	Town Center Loop Bike and Pedestrian Improvements	Parkway to Wilsonville Road	Retrofit street to add bike lanes and sidewalks	2015
N	6109	Washington Co.	Beef Bend/175th Avenue Realignment	Beef Bend at 175th Avenue	Realign intersection to eliminate offset of Been Bend road with 175th Avenue	2025
Y	6119	Washington Co./Beaverton	Teal Boulevard Extension	Barrows Road to Scholls Ferry Road	Construct 2-lane extension with sidewalks and bike lanes to town center loop and Barrows Road	2010
Y	6121	Beaverton/WashCo /Tigard	Murray Boulevard Extension	Scholls Ferry Road to Barrows Road at Walnut Street	Construct 2-lane roadway and bridge, additional turn lanes at intersections, bike lanes, and sidewalks	2010
Y	6122	Beaverton	Davies Road Connection	Scholls Ferry Road to Barrows Road	Three lane connection with bikeways and sidewalks	2015

* Includes all 2004 RTP financially constrained system, all 2006-09 MTIP and locally funded projects.
** Dates in bold represent change from 2004 RTP/MTIP conformity analysis.

Metro Region Transportation Project List

2004 RTP Project list as Amended by Metro Resolution No. 03-3380A, Ordinance No. 04-1045A, and Ordinance No. 05-3589

Travel Forecast Model Input?	RTP Number	Sponsor Agency	Project Name	Project Location	Project Description	Earliest Air Quality Analysis Year Project Operating**
Y	6127	Lake Oswego	Boones Ferry Road Improvements -	Kruse Way to Washington Court	Widen to five lanes with sidewalks and bike lanes; Boones Ferry Corridor Stugy completed in 2000 with Lake Grove Town Center study work continuing in 2003/04 funded by City. Project will be broken into three phases; upper, middle and lower.	2015
N	6129	Clackamas Co.	Bangy Road Intersection Improvements	Bangy Road/Bonita Road intersection	Add traffic signal and turn lanes	2015
N	6130	Clackamas Co.	Bangy Road Intersection Improvements	Bangy Road/Meadows Road intersection	Add traffic signal and turn lanes	2015
N	6131	Lake Oswego	Willamette River Greenway	Roehr Park to Tryon Creek	shared-use path	2015
N	6135	Clackamas Co.	Boones Ferry Road Bike Lanes	Kruse Way to Multnomah County line	Construct bike lanes	2010
N	6138	ODOT/Wilsonville	Wilsonville Road/I-5 Interchange Improvements (Phase 1 and 2)	Town Center Loop to Boones Ferry Road ramps	Construct ramp improvements (PE and ROW only in financially constrained system)	2010
Y	6141	ODOT/WashCo	I-5/99W Connector: Phase 1 Arterial	I-5 to 99W	Acquire right-of-way and construct new arterial based on recommendations from I-5/99W Arterial connection study that protects through traffic movements between these highways.	2015
Y	6142	Durham	Upper Boones Ferry Road Improvement	Durham Road to Tualatin River	Widen to 3 lanes with sidewalks and bike lanes	2010
N	7000	Clackamas Co.	172nd Avenue Improvements	Foster Road to Highway 212	Widen to five lanes	2025
Y	7001	Clackamas Co.	Sunnyside Road Improvements	172nd Avenue to Highway 212	Widen to five lanes in preferred/3 lanes in strategic and constrained	2015
Y	7006	Portland	SE Foster Improvements	SE 122nd Avenue to Jenne Road	Widen Foster Road to four lanes from SE 122nd to SE Barbara Welch Road. Widen and determine the appropriate cross section of Foster Road from SE Barbara Welch Road to Jenne Road by completing Phase 2 of the Powell Boulevard/Foster Road Corridor Study in order to meet roadway, transit, pedestrian and bike needs	2015
Y	7007	Portland/Gresham	SE 174th North/South Improvements	SE Foster to Powell Boulevard	Based on the recommendations from the Powell Boulevard/Foster Road Corridor Study (#1228), construct a new north-south capacity improvement project in the vicinity of SE 174th Avenue/Jenne Road between SE Powell Boulevard and Giese Road in Pleasant Valley. This replaces former project 7007 which widened Jenne Road to three lanes from Powell Boulevard to Foster Road	2015
N	7009	Clackamas Co.	SE 145th/147th Bike Lanes	SE Clatsop to SE Monner	Widen to construct bike lanes	2015
N	7010	Clackamas Co.	SE 162nd Avenue Bike Lanes	SE Monner to SE Sunnyside	Widen to construct bike lanes	2025

* Includes all 2004 RTP financially constrained system, all 2006-09 MTIP and locally funded projects.
** Dates in bold represent change from 2004 RTP/MTIP conformity analysis.

Metro Region Transportation Project List

2004 RTP Project list as Amended by Metro Resolution No. 03-3380A, Ordinance No. 04-1045A, and Ordinance No. 05-3589

Travel Forecast Model Input?	RTP Number	Sponsor Agency	Project Name	Project Location	Project Description	Earliest Air Quality Analysis Year Project Operating**
N	7011	Clackamas Co.	SE Monner Bike Lanes	SE 147th to 162nd Avenue	Widen to construct bike lanes	2025
Y	7019	Clackamas Co.	242nd Avenue Improvements	Multnomah County line to Highway 212	Reconstruct and widen to three lanes	2025
N	7022	TriMet	Sunnyside Road Frequent bus	Clackamas TC to Damascus TC	Construct improvements that enhance Frequent bus s	2015
Y	7034	Gresham/Mult. Co	Foster Road Extension		New north extension of Foster Road	2015
Y	7035	Gresham/Mult. Co	Giese Road Extension	Giese Road to Foster Road	New extension of Giese Road to Foster Road	2025
Y	7036	Gresham/Mult. Co	190th Avenue Improvements	Butler Road to city limits	Widen to five lanes with sidewalks and bike lanes	2025
Y	7037	Gresham/Mult. Co	172nd Avenue Improvements	Giese Road to Butler Road	Upgrade street to urban standards with sidewalks and bike lanes	2025
N	7038	Gresham/Mult. Co	172nd Avenue Improvements	Bulter Road to Cheldelin Road	Upgrade street to urban standards with sidewalks and bike lanes	2025
N	7039	Gresham/Mult. Co	Giese Road Improvements	172nd Avenue to 182nd Avenue	Upgrade street to urban standards with sidewalks and bike lanes	2025
N	7040	Gresham/Mult. Co	Giese Road Improvements	182nd Avenue to 190th Avenue	Upgrade street to urban standards with sidewalks and bike lanes	2025
Y	7041	Gresham/Mult. Co	Foster Road bridge	Foster Road	Construct bridge crossing	2025
Y	7042	Gresham/Mult. Co	Giese Road Extension bridge	Giese Road	Construct bridge crossing	2025
Y	7043	Gresham/Mult. Co	Butler Road Bridge	Bulter Road	Construct bridge crossing	2025
N	8000	Metro	Bicycle Travel Demand Forecasting Model	Region-wide	Develop regional bicycle travel demand forecasting model	2010
N	8001	Metro	Bike Safety, Educ.& Encouragement Pilot Project	Region-wide	Encourage bicyclist, pedestrian and motorist safety	2010
N	8002	Metro	Expand "Bike Central" Program	Selected Regional Centers and Town Centers	Provide shower, locker and storage facilities for bike commuters	2015
N	8003	Metro	LRT Station Area "Free Bike" Pilot Project	LRT Station Areas throughout the region	Administer free bike program in station areas	2025
N	8004	TriMet	LRT and Transit Station Bike Parking	Selected LRT Station Areas and transit centers	Administer and maintain bicycle lockers	2015
N	8005	Metro	Regional TOD Projects	Region-wide	Flexible funding program to leverage transit-oriented development	2004-25
N	8007	ODOT	Pedestrian/Bicycle Improvements to ODOT Preservation/Maintenance Projects	Various locations in region	Implement bicycle and pedestrian enhancements as part of preservation and maintenance projects on ODOT facilities	2004-25
N	8025	TriMet/SMART	Transit Center Upgrades	Region-wide	New or improved transit centers at various locations in the region	2004-25
N	8028	TriMet	Vehicle Purchases	1.5% per year expansion	Vehicle purchases to provide for expanded service	2004-25

* Includes all 2004 RTP financially constrained system, all 2006-09 MTIP and locally funded projects.
** Dates in bold represent change from 2004 RTP/MTIP conformity analysis.

Metro Region Transportation Project List

2004 RTP Project list as
Amended by Metro Resolution No. 03-3380A,
Ordinance No. 04-1045A, and Ordinance No. 05-3589

Travel Forecast Model Input?	RTP Number	Sponsor Agency	Project Name	Project Location	Project Description	Earliest Air Quality Analysis Year Project Operating**
N	8032	TriMet/SMART	Bus Operating Facilities	Region-wide	Bus operating facilities	2004-25
N	8035	TriMet/SMART	Frequent/Rapid Bus Improvements	Baseline Network	Transit stations, improved passenger amenities, bus priority and reliability improvements	2025
N	8038	TriMet	Tri-Met Park and Ride Lots	Baseline Network	Park-and-ride facilities to serve bus and light rail stops and stations	2004-25
N	8042	SMART	SMART Park and Ride Lots	SMART district	Park-and-ride facilities to serve bus and commuter rail station	2004-25
N	8043	TriMet/SMART	Bus Stop Improvements	Region-wide	Bus stop improvements region-wide	2004-25
N	8046	TriMet/SMART	Bus Priority Treatments	Region-wide	Bus Priority Treatments	2025
N	8049	TriMet	Priority Pedestrian Access to Transit Improvements	Region-wide	Construct improvements that enhance pedestrian access to transit - sidewalks, crosswalks, ADA improvements	2004-25
N	8050	Metro/SMART	SMART TDM Program	SMART district	Regional employer outreach, transit marketing, vanpool and carpool, station cars and car sharing programs	2004-25
N	8052	Metro/TriMet	Regional Travel Options TDM Program	Financially Constrained	Regional employer outreach, transit marketing, vanpool and carpool, station cars and car sharing programs	2004-25
N	8053	Metro/TriMet	Region 2040 Initiatives	Region-wide	Implementation of innovative transportation solutions in locations with high regional significance	2004-25
N	8054	Metro/DEQ	ECO Clearinghouse	Region-wide	Continue provision of ECO information clearinghouse services	2004-25
N	8055	Metro/TriMet	Transportation Management Associations Innovative Programs	Region-wide	Implementation of innovative transportation solutions in locations with high regional significance	2004-25
N	8056	Metro/TriMet	Future Transportation Management Associations Start-Up and Sustainability	Region-wide	Future implementation and sustainability of TMA's with employers	2004-25
N	8057	TriMet	LIFT Vehicle Purchases	Region-wide	4 percent per year expansion	2010
N	8058	TriMet	Ride Connection Vehicle Purchases	Region-wide	Purchase five vehicles per year	2010

* Includes all 2004 RTP financially constrained system, all 2006-09 MTIP and locally funded projects.
** Dates in bold represent change from 2004 RTP/MTIP conformity analysis.

Appendix B - *Comments and Responses.*

Mark Turpel - Metro's Draft Conformity Determination

From: "Eraut, Michelle" <Michelle.Eraut@fhwa.dot.gov>
To: "Mark Turpel" <turpelm@metro.dst.or.us>, <Wayne.Elson@epamail.epa.gov>, "Vinish, Kirk <FTA>" <Kirk.Vinish@fta.dot.gov>, <Marina.J.ORLANDO@odot.state.or.us>, "Dave Nordberg" <NORDBERG.Dave@deq.state.or.us>
Date: 7/20/2005 5:40 PM
Subject: Metro's Draft Conformity Determination
CC: "Ted Leybold" <leyboldt@metro.dst.or.us>, "Young, Jon" <Jon.Young@fhwa.dot.gov>, "Sandhu, Satvinder" <Satvinder.Sandhu@fhwa.dot.gov>

Mark,

Thank you for organizing today's interagency consultation meeting. I've summarized my comments in the attachments. We will proceed assuming that the comments in the attachment will be included in the final document and that the final document will include an appendix of comments received and the disposition of those comments. Assuming that the document submitted incorporates these comments and any public comments received during the comment period, I see no outstanding issues for the USDOT conformity determination. As we discussed today, USDOT will aim for an approximate October 1, 2005, USDOT conformity determination unless we hear otherwise from you. Thanks for your good work!

Will you please forward this to Phil? I do not have his e-mail. Thanks!

Michelle Eraut
Environmental Protection Specialist
Oregon Division - Federal Highway Administration
530 Center St., NE, Suite 100
Salem, OR 97301

(503) 587-4716
(503) 399-5838 (Fax)

Metro Air Quality Conformity Determination
2006-2009 TIP and RTP as Amended by Airport Way Project
FHWA Comments

(and Metro responses)

1. Recommend **not** restating portions of the regulations at beginning of each section, but instead writing the response that addresses the regulation. Several regulations are incompletely or improperly restated.

   Metro Response: Sections restating regulations have been deleted or revised according to following comments in 7/22/05 draft.

2. Replace Federal Highways Administration with Federal Highway Administration.

   Metro Response: This revision has been included in the 7/22/5 draft.

3. Page 3, paragraph 1. In general, federal transportation funds are not lost during a conformity lapse, but the area's ability to access those funds is restricted during the lapse period.

   Metro Response: This revision has been included in the 7/22/5 draft.

4. Page 6, paragraphs 1 and 2. USDOT makes a conformity determination after consultation with EPA. USDOT does not "approve" Metro's conformity determination.

   Metro Response: This revision has been included in the 7/22/5 draft.

5. Page 6, last paragraph. Please check the *Applicability* and *Definitions* cites. The federal regulation cites are reversed.

   Metro Response: This revision has been included in the 7/22/5 draft.

6. Page 6, last paragraph and near page 8. 93.102 *Applicability* is relevant and should be included within the documentation. The conformity rule applies in this case since the area is CO maintenance and the actions being taken are a new TIP and an amended RTP.

   Metro Response: This revision has been included in the 7/22/5 draft.

7. Pages 6 and 7. Consultation should include the July 20, 2005, interagency consultation meeting to review the draft.

Metro Response: No change was made to pages 6 or 7 as these sections do not address consultation. However, on page 9 the July 20, 2005 interagency consultation meeting is referenced and this comment and response document cited.

8. Page 9, paragraph 1. Specify that the 30 day comment period is required by the Oregon SIP.

Metro Response: This revision has been included in the 7/22/5 draft.

9. Page 9, section 93.106. Clearly specify the base year of the travel demand model and the analysis years used in this conformity determination.

Metro Response: This revision has been included in the 7/22/5 draft.

10. Near Page 9. Section 93.107 is relevant and should be included. Specifically, the disposition of the Sunrise project should be discussed because of the debate surrounding how to include the project in the determination. Generally it is more likely that criticism would be encountered for ***not*** including a project, than for including a project. This description should include a brief description of how the project was included in the emissions analysis (termini, number of lanes). We need to include the reasons for not including the full project in the emissions analysis. The project team should be able to read this description and understand what portion of the project is included in the analysis and how the project was analyzed.

Metro Response: This revision has been included in the 7/22/5 draft.

11. Pages 9 and 10, 93.108. Include financial summary (not exhaustive) tables from the TIP and RTP demonstrating fiscal constraint.

Metro Response: This information is being complied and will be made available in the near future.

12. Page 10, 93.109. The summary of the regulation is not correct, please read the regulation and revise this section. This regulation outlines which portion of the conformity rule is applicable for particular actions.

Metro Response: This revision has been included in the 7/22/5 draft.

13. Page 10, 93.111. Delete "available" since Mobile 6 was available for the last determination, but was not used.

Metro Response: This change has been made to the 7/22/05 draft.

14. Page 11, 93.113. Discussion of EPA SIP approval and the conformity triggers needs to be included in the frequency regulation discussion. The 18-month new SIP, new budget, new TCM trigger starts when EPA takes an action on the submitted SIP. Depending upon the EPA action, this conformity determination may not fulfill that trigger. The discussion should be modified to reflect this.

Metro Response: The section concerning new TCM that trigger new conformity determinations has been moved to the frequency section and a note about EPA action and the trigger has been added.

15. Page 31. The 2.3.1 Emissions factor section is better placed under 93.122. 93.122 should include a brief discussion of what is assumed for transit service in this conformity determination.

Metro Response: The emissions factor section has been relocated in the 7/22/05 draft and the transit service assumptions have been included.

16. Page 32, 93.128. Please include a list of any traffic signal synchronization projects that have been included in the regional travel demand model, since the last conformity determination. If no synchronization projects have been included since the last conformity determination, please state this.

Metro Response: No synchronization projects have been included since the last conformity determination and the 7/22/05 draft includes this statement.

17. The emissions modeling results better fit under 93.118.

Metro Response: Emission modeling results have been relocated to the section addressing CFR 93.118.

18. Wayne Elson requested that a discussion be included regarding the increase in CO beyond 2015. Since CO g/mile is decreasing and VMT/capita is decreasing, is the increase from population increase?

Metro Response: In discussions with Metro emission modeler Bill Stein, there appear to be three factors which may be influencing the increase in CO after 2015. These factors seem to include increased vehicle miles traveled, greater vehicle emission rates (the MOBILE6.2 model seems to be aging the vehicle fleet and assuming higher per vehicle CO emission rates and slower vehicle speeds.

19. Appendix B could be eliminated.

Metro Response: The Conformity Plan document included in the 7/11/05 comment draft has been deleted and replaced with comment and responses in the 7/22/05 draft.

20. Appendix D should include the Federal Register notices for the Motor Vehicle Budget Adequacy determination and for the 1997 CO maintenance plan.

Metro Response: These documents have been added to the 7/22/05 draft.

Appendix C - *Evidence of Compliance with Metro Interim Land Use Measures*

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENTERING AN ORDER RELATING TO COMPLIANCE WITH THE URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN	))))	RESOLUTION NO. 04-3428 Introduced by Council President David Bragdon

WHEREAS, Title 8 of Metro Code Chapter 3.07, the Urban Growth Management Functional Plan ("UGMFP"), requires the Chief Operating Officer to submit a report to the Metro Council on the status of compliance of local governments with each requirement of the UGMFP, and to provide public notice of the report; and

WHEREAS, the Chief Operating Officer submitted a report to the Metro Council, entitled "2003 Urban Growth Management Functional Plan Compliance Report," on December 10, 2003, and provided public notice of the report; and

WHEREAS, the Metro Council held hearings for the purpose of taking testimony on the question whether cities and counties have complied with the UGMFP on January 29, 2004, and February 12, 2004, and heard testimony from interested persons, local governments and the staff on the question; and

WHEREAS, Title 8 of the UGMFP requires the Metro Council to enter an order that determines the status of each city's and county's compliance with the requirements of the UGMFP, and to send a copy of the order to all cities and counties and all persons who participated at the hearing; now, therefore,

BE IT RESOLVED:

1. That the Metro Council adopt Order No. 04-001, attached hereto as Attachment A, which accepts the "Urban Growth Management Functional Plan Annual Compliance Report, Revised February 5, 2004," as the Metro Council's determination of the status of city and county compliance with the UGMFP, pursuant to Subsection 3.07.880C of the Metro Code.

2. That the Metro Council direct the Chief Operating Officer to send a copy of Order 04-001, with the attached compliance report, to all cities and counties and all persons who participated at the hearing, pursuant to Subsection 3.07.880C of the Metro Code.

ADOPTED by the Metro Council this 4th day of March, 2004.

APPROVATO APPROVED METRO COUNCIL CONSIGLIO METROPOLITANO

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Attachment A to Resolution No. 04-3428

Order No. 04-001

RELATING TO COMPLIANCE WITH THE URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN

IT IS ORDERED THAT:

1. The Metro Council accepts the report from the Chief Operating Officer entitled "Urban Growth Management Functional Plan Annual Compliance Report, Revised February 5, 2004," attached to this order as Exhibit A, as fulfilling the requirement of Urban Growth Management Functional Plan (UGMFP) Title 8 (Compliance Procedures), Metro Code Subsection 3.07.880A.

2. Based upon the December 10, 2003, report from the Chief Operating Officer and staff reports and testimony received at public hearings on January 29, 2003, and February 12, 2004, the Metro Council adopts Table A of the Compliance Report, entitled "Status of Compliance with the Functional Plan – February 4, 2004,"as its determination of the status of city and county compliance with the UGMFP requirements of Titles 1 through 12, as required by Title 8 (Compliance Procedures), Metro Code Subsection 3.07.880C.

ENTERED this 4th day of March, 2004.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

APPROVATO APPROVED METRO COUNCIL CONSIGLIO METROPOLITANO

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Appendix D - *EPA: Portland, Oregon Motor Vehicle Emissions Budget Adequacy*

FEB 18 2005

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 10
1200 Sixth Avenue
Seattle, Washington 98101

15 FEB 2005

Reply To
Attn Of: AWT-107

Stephanie Hallock, Director
Oregon Department of Environmental Quality
811 SW Sixth Avenue
Portland, Oregon 97204-1390

Re: Portland, Oregon Motor Vehicle Emissions Budget Adequacy

Dear Ms. Hallock:

We have found adequate for transportation conformity purposes the motor vehicle emission budget (the budget) included in the Second Portland Area Carbon Monoxide Maintenance Plan. This finding is based on our review of the budget in accordance with the procedures and criteria for adequacy review in the transportation conformity rule, 40 CFR Part 93.118(e)(4). As a result of this adequacy finding, Portland Metro, Oregon Department of Transportation, Federal Highway Administration, and Federal Transit Administration are required to use this budget in future conformity analyses.

On March 2, 1999, the United States Court of Appeals for the District of Columbia issued a decision on EPA's conformity rule revisions in response to a court case brought by the Environmental Defense Fund. This decision stated that EPA must determine the adequacy of the submitted budget. In response to the court's decision, EPA issued guidance on our new adequacy process on May 14, 1999.

On December 27, 2004, the Oregon Department of Environmental Quality submitted the Second Portland Area Carbon Monoxide Maintenance Plan. Page 20 of Section 4.58.3.2.1 of the Plan identifies the motor vehicle emission budgets in pounds of carbon monoxide per winter day for the listed years as follows: 1,238,575 in 2005; 1,033,578 in 2010; and 1,181,341 in 2017. These were the only budgets included in the Plan. Pursuant to the May 14, 1999, guidance we announced the receipt of the Plan on EPA's adequacy website http://www.epa.gov/otaq/transp/conform/currsips.htm and requested public comments by February 10, 2005 . We received no comments on the Plan.

We will announce this adequacy determination in the Federal Register. This determination becomes effective 15 days after the Federal Register Announcement.

If you have any questions, please contact Wayne Elson of my staff at (206) 553-1463.

Sincerely,

Richard Albright, Director
Office of Air, Waste, and Toxics

cc: Jennifer Bowman, Federal Transit Administration
Michelle Eraut, Federal Highway Administration
Dave Nordberg, Oregon Department of Environmental Quality
Robin McArthur, Oregon Department of Transportation
Mark Turpel, Portland Metro

An agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number. The OMB control numbers for EPA's regulations in 40 CFR are listed in 40 CFR part 9 and are identified on the form and/or instrument, if applicable.

Burden Statement: The annual public reporting and record keeping burden for this collection of information is estimated to average 15 hours per response. Burden means the total time, effort, or financial resources expended by persons to generate, maintain, retain, or disclose or provide information to or for a Federal agency. This includes the time needed to review instructions; develop, acquire, install and utilize technology and systems for the purposes of collecting, validating, and verifying information, processing and maintaining information, and disclosing and providing information; adjust the existing ways to comply with any previously applicable instructions and requirements; train personnel to be able to respond to a collection of information; search data sources; complete and review the collection of information; and transmit or otherwise disclose the information.

Respondents/Affected Entities: Homeland security technology developers or vendors.

Estimated Number of Respondents: 70.

Frequency of Response: On occasion.

Estimated Total Annual Hour Burden: 1,050 hours.

Estimated Total Annual Cost: $66,000, includes $0 annual capital/startup costs, $500 annual O&M costs, and $65,000 annual labor costs.

Changes in the Estimates: There is an increase of 675 hours in the total estimated burden currently identified in the OMB Inventory of Approved Burdens. This increase is due to adjustments made to the amount of time necessary for the compiling, submitting and commenting on information provided under this ICR after having consulted with respondents.

Dated: February 25, 2005.

Oscar Morales,

Director, Collection Strategies Division.

[FR Doc. 05-4276 Filed 3-3-05; 8:45 am]

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

[Docket #: R10-OAR-2005-OR-0001; FRL-7880-8]

Adequacy Status of the Portland, OR Carbon Monoxide Maintenance Plan for Transportation Conformity Purposes

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of adequacy.

SUMMARY: In this notice, EPA is notifying the public that we have found the Second Portland Area Carbon Monoxide Maintenance Plan adequate for transportation conformity purposes. On March 2, 1999, the DC Circuit Court ruled that submitted State Implementation Plans (SIPs) cannot be used for conformity determinations until EPA has found them adequate. This affects future transportation conformity determinations prepared, reviewed and approved by the Portland Metro, Oregon Department of Transportation, Federal Highway Administration and the Federal Transit Administration.

DATES: This finding is effective March 21, 2005.

FOR FURTHER INFORMATION CONTACT: The finding is available at EPA's conformity Web site: *http://www.epa.gov/otaq/transp.htm*, (once there, click on the "Transportation Conformity" button, then look for "Adequacy Review of SIP Submissions"). You may also contact Wayne Elson, U.S. EPA, Region 10, Office of Air, Waste, and Toxics (AWT-107), 1200 Sixth Ave, Seattle WA 98101; (206) 553-1463 or *elson.wayne@epa.gov*.

SUPPLEMENTARY INFORMATION:

Background

Today's notice is simply an announcement of a finding that we have already made. EPA Region 10 sent a letter to the Washington Department of Ecology dated February 15, 2005, stating that the SIP is adequate for transportation conformity purposes.

Transportation conformity is required by section 176(c) of the Clean Air Act. EPA's conformity rule requires that transportation plans, programs, and projects conform to SIPs. Conformity to a SIP means that transportation activities will not produce new air quality violations, worsen existing violations, or delay timely attainment of the national ambient air quality standards.

The criteria by which we determine whether a SIP is adequate for conformity purposes are outlined in 40 CFR 93.118(e)(4). Please note that an adequacy review is separate from EPA's completeness review and it also should not be used to prejudge our ultimate approval of the SIP. Even if we find a SIP adequate for conformity, the SIP could later be disapproved. For the reader's ease, the motor vehicle emission budget included in the Maintenance Plan in pounds per winter time day of carbon monoxide is: 1,238,575 in 2005; 1,033,578 in 2010; and 1,181,341 in 2017.

We have described our process for determining the adequacy in SIPs in guidance dated May 14, 1999. This guidance in now is reflected in the amended transportation conformity rule, July 1, 2004 (69 FR 40004). We followed this process in making our adequacy determination.

Authority: 42 U.S.C. 7401-7671q.

Dated: February 18, 2005.

Michael F. Gearheard,

Acting Regional Administrator, Region 10.

[FR Doc. 05-4274 Filed 3-3-05; 8:45 am]

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

[FRL-7880-1]

Announcement of the Board of Trustees for the National Environmental Education and Training Foundation, Inc.

SUMMARY: The National Environmental Education and Training Foundation was created by Section 10 of Public Law 101-619, the National Environmental Education Act of 1990. It is a private 501(c)(3) non-profit organization established to promote and support education and training as necessary tools to further environmental protection and sustainable, environmentally sound development. It provides the common ground upon which leaders from business and industry, all levels of government, public interest groups, and others can work cooperatively to expand the reach of environmental education and training programs beyond the traditional classroom. The Foundation supports a grant program that promotes innovative environmental education and training programs; it also develops partnerships with government and other organizations to administer projects that promote the development of an environmentally literal public.

The Administrator of the U.S. Environmental Protection Agency, as required by the terms of the Act,

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Parts 52 and 81

[OR 58–7271; FRL–5884–4]

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

AGENCY: Environmental Protection Agency.

ACTION: Final rule.

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

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

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

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

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

SUPPLEMENTARY INFORMATION:

I. Background

On March 15, 1991, the Governor of Oregon recommended that the Portland portion of the Portland-Vancouver Air Quality Maintenance Area be designated as nonattainment for CO as required by section 107(d)(1)(A) of the 1990 Clean Air Act Amendments (CAAA) (Pub. L. 101–549, 104 Stat. 2399, codified at 42 U.S.C. 7401–7671(q)). The area was designated nonattainment and classified as "moderate" with a design value less than or equal to 12.7 parts per million (ppm) under the provisions outlined in sections 186 and 187 of the CAA. (See 56 FR 56694, November 6, 1991, codified at 40 C.F.R. § 81.338). On September 29, 1995, EPA approved the separation of the Portland-Vancouver CO nonattainment area into two distinct nonattainment areas, effective November 28, 1995. Because the Portland area had a design value of 9.8 ppm (based on 1988–1989 data), the area was considered moderate. The CAA established an attainment date of December 31, 1995, for all moderate CO areas. The Portland area has ambient monitoring data showing attainment of the CO National Ambient Air Quality Standard (NAAQS) since 1989. On August 30, 1996, Oregon submitted a CO redesignation request and a CO Maintenance Plan for the Portland area. Oregon submitted evidence that public hearings were held on May 22, 1996, in Portland, Oregon, and on May 23, 1996, in Tigard, Oregon.

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

PORTLAND CO TRANSPORTATION EMISSION BUDGETS

[Thousand pounds per winter day]

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

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

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

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

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

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

II. Response To Comments

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

III. Final Action

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

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

IV. Administrative Requirements

A. Executive Order 12866

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

B. Regulatory Flexibility Act

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

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

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

C. Unfunded Mandates

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

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

D. Submission to Congress and the General Accounting Office

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

E. Petitions for Judicial Review

Under section 307(b)(1) of the CAA, petitions for judicial review of this action must be filed in the United States Court of Appeals for the appropriate circuit by November 3, 1997. Filing a petition for reconsideration by the Administrator of this final rule does not affect the finality of this rule for the purposes of judicial review nor does it extend the time within which a petition for judicial review may be filed, and shall not postpone the effectiveness of such rule or action. This action may not be challenged later in proceedings to enforce its requirements. (See section 307(b)(2).)

List of Subjects

40 CFR Part 52

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

40 CFR Part 81

Environmental protection, Air pollution control.

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

Dated: August 11, 1997.

Chuck Findley,

Acting Regional Administrator.

PART 52—[AMENDED]

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

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

Authority: 42 U.S.C. 7401–7671q.

Subpart MM—Oregon

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

§ 52.1970 Identification of plan.

* * * * *

(c) * * *

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

(i) Incorporation by reference.

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

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

(ii) Additional material.

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

PART 81—[AMENDED]

* * * * *

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

Authority: 42 U.S.C. 7401–7671q.

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

§ 81.338 Oregon.

* * * * *

OREGON-CARBON MONOXIDE

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

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

* * * * *

[FR Doc. 97–23227 Filed 8–29–97; 8:45 am]

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Appendix E - *Public Notice*

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PUBLIC NOTICES
CLASS 8

Public Notices 8

A FCC licensed wireless telecommunication tower is to be constructed at 22770 SW Elwert Rd, Sherwood, Washington County, Oregon. The FCC is seeking public comment on the proposed project as part of the review process by the Oregon State Historic

A FCC licensed wireless telecommunication tower is to be constructed at the SW corner of intersection of N Albina Ave & N Interstate Ave, Portland, Multnomah County, Oregon. The FCC is seeking public comment on the proposed project as part of the review process by the Oregon State Historic Preservation Office. Please respond within 30 days of this publication to: LSI Adapt Inc., 10725 SW Barbur Blvd, Suite 350, Portland, OR 97219 Attn: PL44 Russell & Albina

A FCC licensed wireless telecommunication tower is to be constructed at 6899-7001 NE Columbia Blvd, Portland, Multnomah County, Oregon. The FCC is seeking public comment on the proposed project as part of the review process by the Oregon State Historic Preservation Office. Please respond within 30 days of this publication to: LSI Adapt Inc., 10725 SW Barbur Blvd, Suite 350, Portland, OR 97219 Attn: PX28 Cully & Columbia

A FCC licensed wireless telecommunication tower is to be constructed at 5017 St. Paul Highway NE, St. Paul, Marion County, Oregon. The FCC is seeking public comment on the proposed project as part of the review process by the Oregon State Historic Preservation Office. Please respond within 30 days of this publication to: LSI Adapt Inc., 10725 SW Barbur Blvd, Suite 350, Portland, OR 97219 Attn: PL65 St. Paul

A FCC licensed wireless telecommunication tower is to be constructed at 16411 NE Halsey Street, Gresham, Multnomah County, Oregon. The FCC is seeking public comment on the proposed project as part of the review process by the Oregon State Historic Preservation Office. Please respond within 30 days of this publication to: LSI Adapt Inc., 10725 SW Barbur Blvd, Suite 350, Portland, OR 97219 Attn: PL06 Moose Lodge

CITY OF ASHLAND
REQUEST FOR PROPOSAL
for
Professional Recruitment Consulting Services

The City of Ashland is soliciting proposals from qualified professional firms or individuals with experience in the development, design and implementation of a customized recruitment process. Services may consist of: development of appropriate recruitment strategy and selection process to guide the search for Ashland's next Community Development Director. Proposals should include a recruitment timeline, methodology, and details about how the project is to be organized and managed. The recruitment and selection process should be designed with public input and community involvement as a priority. Consideration should be given to the methods necessary to attract a variety of qualified candidates from varying Planning and Land-use Development backgrounds.
RFQ packages may be requested by contacting City Administration at Ashland City Hall, 20 East Main Street, Ashland OR 97520 (541)488-6002, Fax (541)488-5311. Submittals must be received no later than 2:00 PM Friday, July 29, 2005 at the above address.

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A FCC licensed wireless telecommunication tower is to be constructed at 16302 NW Sheltered Nook Road, Portland, Multnomah County, Oregon. The FCC is seeking public comment on the proposed project as part of the review process by the Oregon State Historic Preservation Office. Please respond within 30 days of this publication to: LSI Adapt Inc., 10725 SW Barbur Blvd, Suite 350, Portland, OR 97219 Attn: PL29 Burlington

A PUBLIC meeting of the Washington County Consolidated Communications Agency Chief Executive Officers Board will be held on July 14, 2005 from 8:00 am to 12noon at 17911 NW Evergreen Parkway, Beaverton, Oregon. The purpose of the meeting is to discuss the recruitment of a Director, and discussions will be conducted in executive session pursuant to ORS192.660(1)(a). A final recommendation may be made in a public meeting immediately following the executive session.

METRO

Metropolitan Transportation Improvement Plan (MTIP) And Regional Transportation Plan Amendments
Air Quality Conformity Determination Notice

Metro has prepared an Air Quality Conformity Determination as required by state and federal law. The document shows that the Portland area will continue to meet federal and state air quality standards to the year 2025, even with the transportation improvements included in the 2004 Regional Transportation Plan Financially Constrained System as implemented by the 2006-09 Metropolitan Transportation Improvement Plan (MTIP) and including proposed amendments to the Regional Transportation Plan.

The document is available for public review and comment for a 30-day period beginning noon Mon., July 11 and ending noon Wed., Aug. 10, 2005. Copies may be obtained from:

Metro Regional Planning
600 NE Grand Avenue
Portland, OR 97232

The document is also available on Metro's web site:
www.metro-region.org/airquality

Or by calling staff at (503) 797-1839
Or fax a request to (503) 797-1911
Or e-mail comments to trans@metro.dst.or.us
The hearing impaired may call TDD (503) 797-1804

The factors addressed in the Air Quality Conformity Determination are used to estimate future air quality emissions from cars and trucks operating within the greater Portland area airshed to the year 2025. The estimated emissions must be no greater than the "budget" established for carbon monoxide from mobile sources by plans approved for the region by the Oregon Environmental Quality Commission and the United States Environmental Protection Agency.

Written comments about the document should be addressed to Mark Turpel at the above address and must be received no later than noon Wed., Aug. 10, 2005.

The Metro Council will hold a hearing on Thurs., Aug. 18, 2005 in the council chamber at the address above to deliberate on the air quality conformity document, written public comments and act on a resolution.

NOTICE OF SEIZURE AND INTENT TO FORFEIT

Notice is hereby given that one 1994 Chevrolet K2500 Pickup, VIN 1GCGK29KERE224400 [illegible], one Loadrunner Interstate Trailer, VIN 4RACS1482XCN822293, two 2001 KTM SX520 motorcycles, VIN VBKMXM4031M51388 and VBKEXM4031M517122 and one Suzuki Dualsport motorcycle, VIN JS1SP46A7W2100874 were seized on May 6, 2005, at Portland, Oregon, for violation of 18 USC 981, 1956, 1957 and 21 USC 881; case number 2005-2904-000159. Notice is also hereby given that $8,000.00 U.S. Currency was seized on May 5, 2005, at Portland, Oregon for violation of 18 USC 981, 1956, 1957 and 21 USC 881; case number 2005-2904-000166. Any person who asserts a legal interest in the

City of Scappoose, Oregon
Sewer Rate Study
Responses due by July 21, 2005
Request for Qualifications

The City of Scappoose is requesting Statement of Qualifications from qualified consulting firms to assist the City of Scappoose in updating its Sewer Rates.

Tasks under this contract will include all work necessary to develop the methodology and determine a new Sewer Rate Structure. Interested consultants should forward a Statement of Qualifications (SOQ) to the City. Statement of Qualifications should only include pertinent experience in working with communities to update Sewer Rate Structure.

SOQ's must be received no later than 3:00 pm Thursday, July 21, 2005.
For copies of the RFQ and/or questions, please contact Gene Smith, City Engineer, at (503)543-7184

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FCC licensed wireless telecommunication antennas are to be installed on the rooftop at 0615 SW Palatine Hill Road, Portland, Multnomah County, Oregon. The FCC is seeking public comment on the proposed project as part of the review process by the Oregon State Historic Preservation Office. Please respond within 30 days of this publication to: LSI Adapt Inc., 10725 SW Barbur Blvd, Suite 350, Portland, OR 97219 Attn: PX07 Lewis & Clark College

FCC licensed wireless telecommunication antennas are to be installed on the rooftop at 404 NW 10th Ave, Portland, Multnomah County, Oregon. The FCC is seeking public comment on the proposed project as part of the review process by the Oregon State Historic Preservation Office. Please respond within 30 days of this publication to: LSI Adapt Inc., 10725 SW Barbur Blvd, Suite 350, Portland, OR 97219 Attn: Glisan & 9th Ave PX58

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6. Limit one entry per person per week. Neither Sponsors, Stations, nor any of their agents are responsible for entries that are lost, late, misdirected, unintelligible, illegible, stolen, returned, or undelivered, entries including by reason of hardware, software, browser or network failure, malfunction, congestion, or incompatibility at Sponsor's servers or elsewhere. Sponsors, in their sole discretion, reserve the right to disqualify any person tampering with the entry process, the operation of the Web site or otherwise in violation of the rules. Sponsors further reserve the right to cancel, terminate or modify any promotion not capable of completion as planned, including infection by computer virus, bugs, tampering, unauthorized intervention or technical failures of any sort.
7. All eligible participants can go to The Oregonian or www.oregonlive.com/classifieds each week and look in the Marketplace classified section for a station logo and code word. Participants then go to www.oregonlive.com/contests and click on "Hide and Seek" to access the entry form. Participants fill out name, address, age and phone number and the code word, then push the submit button to complete entry. Entries must be received by 11:59 pm PST on Sunday of each week to be eligible for that week's drawing.
8. The Sponsors will randomly select five (5) entries on or about Monday of each week for a total of 60 winners, and will notify potential winners by e-mail or phone. If any potential winner cannot be contacted within 5 days of the drawing, an alternate winner may be selected in a random drawing of all remaining eligible entries and contacted by telephone. Winners may not substitute or transfer prizes. Sponsors reserve the right to substitute prizes of equal or greater value. All entries become the property of sponsors and will not be acknowledged or returned. The weekly prizes are: Week of 6/6 - Clutch and Brake Doctors brake job, value $149; week of 6/13 - one Dennis' Seven Dees custom-designed flower pot, value $50; week of 6/20 - two-hour deep cleaning of your home by White Glove Housekeeping, value $50; week of 6/27 - Bally Total Fitness 3-month VIP membership, value $150; week of 7/4 - certificate for M & S Grill at Bridgeport Village, value $75; week of 7/11 - Spa La La luxury manicure and pedicure plus a free gift, value $50; week of 7/18 - family four-pack of admission passes to the Oregon Zoo; week of 7/25 - certificate for Jake's Grill, $75 value; week of 8/1 - certificate for Diva Den Salon & Spa, $50 value; week of 8/8 - certificate for McCormick & Schmick's restaurant, $75 value; week of 8/15 - Clutch and Brake Doctors oil change, $50 value; week of 8/22 - certificate for Sylvia's Authentic Italian Restaurant, $50 value.
9. By participating in this Sweepstakes, the Winners give permission and consent to Sponsors recording and/or broadcasting such Winners' name, voice, participation in the Sweepstakes. Each Winner agrees that no additional compensation will be paid for such usage.
10. By participating in the Sweepstakes, the Winners consent to the Sponsors, Stations and their affiliates, employees, agents and all other related entities using for advertising and/or other promotional purposes, without additional compensation, each Winner's image, voice and/or biographical information on radio or TV broadcasts, newspaper advertisements and/or any other medium in connection with such Winners' participation in the Sweepstakes.
11. The Sponsors and Stations accept no responsibility of liability in connection with any injuries, losses or damages of any kind caused by or resulting from participating in the sweepstakes or the acceptance, possession and/or use of a Prize. In addition, the Winners will be required to sign a release form to collect their Prize. Failure or refusal to sign such release form will result in forfeiture of such Prize.
12. The Sponsors and Stations reserve the right to: (a) terminate or declare the Sweepstakes null and void and the Prize, if in its sole judgment, the rules or the integrity of the Sweepstakes have been violated or compromised in any way, intentionally or unintentionally by any person whether or not a participant in the Sweepstakes; (b) alter or amend these Sweepstakes rules at any time; and (c) stop or conclude the Sweepstakes at any time without prior notice.
13. Prizes are not transferable or redeemable for cash.
14. Income and other taxes, if any, are the sole responsibility of Winners.
15. Each potential Winner must claim his/her Prize within 5 days of being awarded.
16. The Sponsors and Stations shall be the sole arbiters in all matters relating to the Sweepstakes and the interpretation of these Sweepstakes rules. The decisions of the Sponsors shall be final. Entry into the Sweepstakes constitutes agreement by contestants to abide by these rules. The Sponsors reserve the right to disqualify or remove any entry at

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Affidavit of Publication

I, Lara Ceglie, duly sworn depose and say that I am the Principal Clerk Of The Publisher of The Oregonian, a newspaper of general circulation, as defined by ORG 193.010 and 193.020, published in the city of Portland, in Multnomah County, Oregon; that the advertisement, the printed text of which is shown below, was published without interruption in the entire and regular issue The Oregonian or the issue on the following dates:

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Affidavit of Publication

Metropolitan TransportationImprovement Plan (MTIP)And Regional TransportationPlan AmendmentsAir Quality ConformityDetermination Notice

Metro has prepared an Air Quality Conformity Determination as required by state and federal law. The document shows that the Portland area will continue to meet federal and state air quality standards to the year 2025, even with the transportation improvements included in the 2004 Regional Transportation Plan Financially Constrained System as implemented by the 2006-09 Metropolitan Transportation Improvement Plan (MTIP) and including proposed amendments to the Regional Transportation Plan.

The document is available for public review and comment for a 30-day period beginning noon Mon., July 11 and ending noon Wed., Aug. 10, 2005. Copies may be obtained from:

Metro Regional Planning600 NE Grand AvenuePortland, OR 97232

The document is also available on Metro's web site:www.metro-region.org/airquality

Or by calling staff at (503) 797-1839Or fax a request to (503) 797-1911Or e-mail comments to trans@metro.dst.or.usThe hearing impaired may call TDD (503) 797-1804

The factors addressed in the Air Quality Conformity Determination are used to estimate future air quality emissions from cars and trucks operating within the greater Portland area airshed to the year 2025. The estimated emissions must be no greater than the "budget" established for carbon monoxide from mobile sources by plans approved for the region by the Oregon Environmental Qual-ity Commission and the United States Environmental Protection Agency.

Written comments about the document should be addressed to Mark Turpel at the above address and must be received no later than noon Wed., Aug. 10, 2005.

The Metro Council will hold a hearing on Thurs., Aug. 18, 2005 in the council chamber at the address above to deliberate on the air quality conformity document, written public comments and act on a resolution.

STAFF REPORT

In consideration of Resolution No. 05-3599, FOR THE PURPOSE OF APPROVING AN AIR QUALITY CONFORMITY DETERMINATION FOR THE 2006-2009 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM AND THE I-205/AIRPORT WAY INTERCHANGE IMPROVEMENT PROJECT.

Date: July 20, 2005 Prepared by: Mark Turpel

BACKGROUND

Overview

Following is the staff report for the region's air quality conformity determination for Carbon Monoxide. The conformity determination is required by federal and state regulations. A conformity determination for Carbon Monoxide for the Metro region must be approved in order to continue to be eligible to receive federal funds for transportation projects.

In addition, as documented in Attachment 1, a voluntary analysis of ozone has been completed. There are no longer any requirements for ozone air quality conformity determination and no action by Metro is required. The region was recently re-designated as being in attainment with ozone analysis. The ozone analysis was voluntarily done because of concerns that in the past ozone levels have been estimated to be close to maximum allowed levels. Should ozone levels increase to levels above standards, severe corrective actions could be required for the region's employment and transportation sectors.

Carbon Monoxide Conformity Determination

The region must analyze Carbon Monoxide emissions from all transportation sources - existing and planned - and demonstrate how federal Clean Air Act standards, as well as State standards, will be met. Exhibit "A" to Resolution No. 05-3599, FOR THE PURPOSE OF APPROVING AN AIR QUALITY CONFORMITY DETERMINATION FOR THE 2006-2009 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM AND THE I-205/AIRPORT WAY INTERCHANGE IMPROVEMENT PROJECT includes a Carbon Monoxide emission analysis.

The analysis shows that federal and state air quality standards for Carbon Monoxide can be met in the Metro region even with: 1) the projects included in the 2006-2009 Metropolitan Transportation Improvement Program; and, 2) the I-205/Airport Way Interchange improvements; and, 3) existing transportation system; and 4) all of the other improvements included in the financially constrained system of the Regional Transportation Plan.

Accordingly, approval of the air quality conformity determination can be considered. If approved, the conformity determination may be forwarded to the Federal Highways Administration and Federal Transit Administration, who, after conferring with the EPA, may approve the conformity determination. Approval of the conformity determination also allows consideration of approval of the 2006-2009 Metropolitan Transportation Improvement Program and amendment of the Regional Transportation Plan to include the I-205/Airport Way Interchange improvement.

ANALYSIS/INFORMATION

1. **Known Opposition** None.

2. **Legal Antecedents**

Federal: 40 CFR 93. (transportation air quality conformity)

State: OAR 340-252 (transportation air quality conformity)

Metro:

Resolution No. 03-3381A, FOR THE PURPOSE OF ADOPTING THE 2004-2007 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA.

Resolution No. 03-3382A-02, FOR THE PURPOSE OF ADOPTING THE PORTLAND AREA AIR QUALITY CONFORMITY DETERMINATION FOR THE 2004 REGIONAL TRANSPORTATION PLAN AND 2004-2007 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM.

Resolution No. 05-3589A, FOR THE PURPOSE OF AMENDING THE REGIONAL TRANSPORTATION PLAN TO MOVE THE I-205 NORTHBOUND ONRAMP/AIRPORT WAY INTERCHANGE IMPROVEMENT FROM THE ILLUSTRATIVE LIST TO THE FINANCIALLY CONSTRAINED LIST.

Resolution No. 05-3529A, FOR THE PURPOSE OF ALLOCATING $62.2 MILLION OF TRANSPORTATION PRIORITIES FUNDING FOR THE YEARS 2008 AND 2009, PENDING AIR QUALITY CONFORMITY DETERMINATION.

3. **Anticipated Effects** Allows for consideration of approval of proposed transportation projects in the Metropolitan Transportation Improvement Program and amendment of the financially constrained system of the Regional Transportation Plan to include the I-205/Airport Way Interchange improvement.

4. **Budget Impacts** None directly by this action. Upon approval of another related resolution for the 2006-2009 Metropolitan Transportation Improvement Program, the budget impact would be provision of funding support for some Metro transportation activities.

RECOMMENDED ACTION

Approve Resolution No. 05-3599, FOR THE PURPOSE OF APPROVING AN AIR QUALITY CONFORMITY DETERMINATION FOR THE 2006-2009 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM AND THE I-205/AIRPORT WAY INTERCHANGE IMPROVEMENT PROJECT.

Ozone Analysis (Voluntary Assessment)

As of June 15, 2005, the US EPA revoked the one-hour ozone standard and the Metro region has been designated as "attainment" status with the new eight hour standard for ground level ozone (measured and regulated by the emissions that contribute formation, which are volatile organic compounds, VOC [or alternatively, hydrocarbons (HC)] and oxides of Nitrogen, NOx). Accordingly, the requirement for ozone conformity determination, including comparison of VOC and NOx emission results against motor vehicle emission budgets, is no longer required.

However, past estimates of future ozone levels have been relatively close to the motor vehicle budgets. In addition, many employers, existing or potential to the region, emit VOC and NOX. The region has been very interested in maintaining sufficient air shed capacity to accommodate existing employers, expansions of existing employers and new employers. Accordingly, avoiding increases of transportation related sources of emissions that form ozone provides more opportunity for more employment in the region.

In addition, should an actual violation occur of the ozone standard, substantial penalties for the region could be invoked. These penalties could adversely impact employers in the region as well as the transportation system.

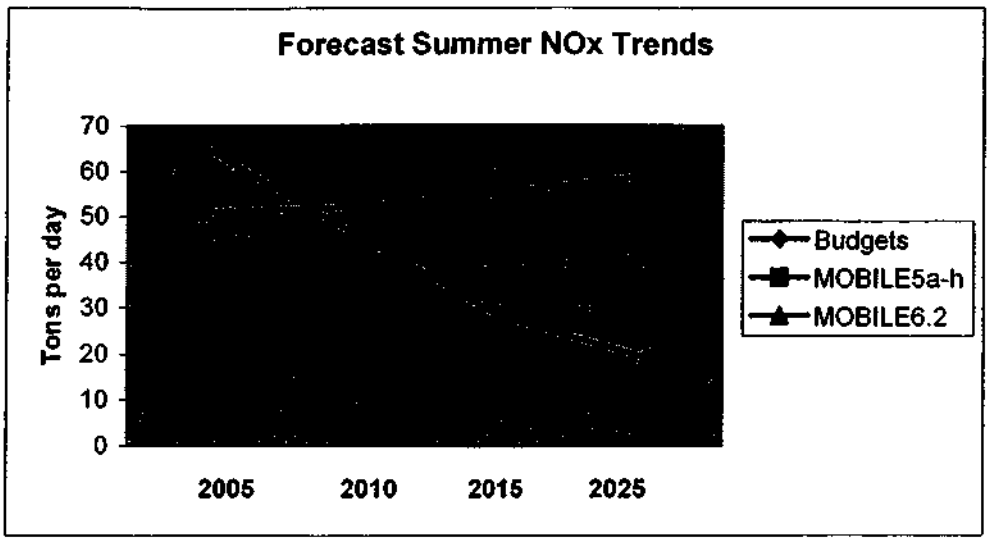
Latest Forecasts
Accordingly, there is interest in continuing to monitor the ozone levels. Below is ozone data prepared in 2005 using MOBILE6.2 model compared with ozone budgets (no longer in effect) based on MOBILE5a-h calculations.

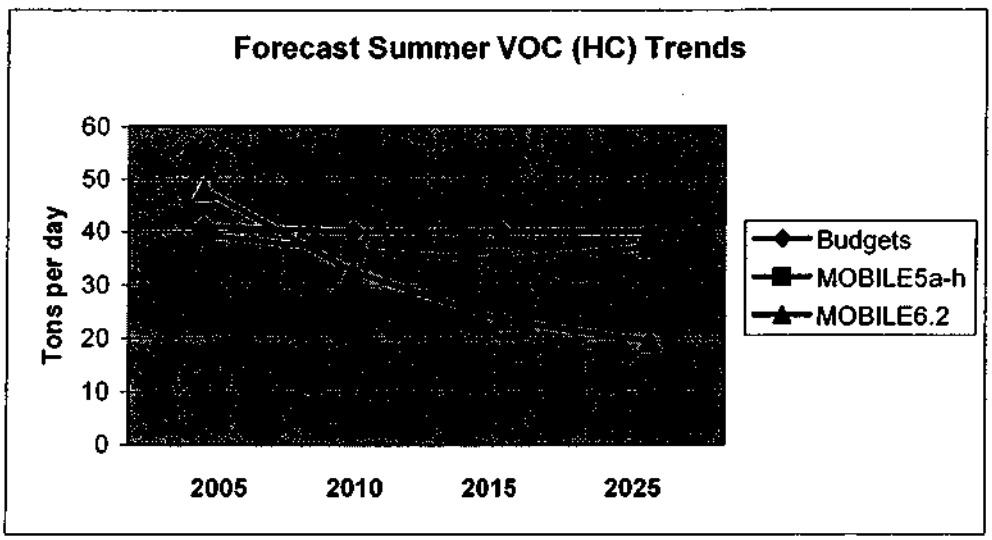
Ground Level Ozone Forecasts for the Portland Area

	Summer VOC (HC)			Summer NOx		
	Budget (MOBILE5a.h)	2004 Projected Conformity (MOBILE5a.h)	2005 Projected Emissions (MOBILE6.2)	Budget (MOBILE5a.h)	2004 Projected Conformity (MOBILE5a.h)	2005 Projected Emissions (MOBILE6.2)
2005/2006*	41	39.4	47.9	51	46.1	65.5
2010	40	36.4	32.5	52	42.2	46.6
2015	40	34.7	23.5	55	38.0	28.5
2025	40	37.2	19.5	59	41.3	19.2

* Emissions projected for 2005 using MOBILE6.2. Budget and last conformity are for year 2006 and are MOBILE5a-h based.

These data are also graphically represented below:





It is important to note that the budgets were set using MOBILE5 model and so comparisons with MOBILE6.2 forecasts are not directly comparable. However, these are the best available data. If the data are compared they seem to show that in the short term - to the year 2010 - the region is projected to exceed the now obsolete motor vehicle emission budgets for ozone. After 2010, the region is projected to have lower ozone emissions from transportation sources than predicted with MOBILE5a-h.

While the transportation picture in the future beyond year 2010 looks good as far as ozone emissions, there are other ozone sources. As some employers (existing or prospective) emit ozone, there is good reason to continue to monitor transportation sources in order to accommodate expansion of existing businesses and to encourage new jobs that might involve ozone emissions, into the region.

The region recommended to the Oregon Environmental Quality Commission that transportation control measures (TCM) be included in the Second Portland Area Carbon Monoxide Plan in order to help manage ozone as well as Carbon Monoxide emissions from transportation sources. The EQC approved the Maintenance Plan with TCM and the US Environmental Protection Agency is now reviewing the Plan. Such TCM can help address monitor vehicle miles traveled and help address the pre 2010 emission levels.

In addition to those pollutants historically assessed in the region, other pollutants from transportation sources may be important to monitor. These pollutants include air toxics and greenhouse gases and may be estimated using MOBILE6.2 software. Discussion of these pollutants and their existing and estimated future levels is suggested for discussion when these data are available.