

A G E N D A

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



METRO

MEETING: METRO COUNCIL REGULAR MEETING
DATE: September 28, 1995
DAY: Thursday
TIME: 7:00 p.m.
PLACE: Council Chamber

<u>Approx. Time *</u>		<u>Presenter</u>
7:00 PM	CALL TO ORDER AND ROLL CALL	
(5 min.)	1. INTRODUCTIONS	
(5 min.)	2. CITIZEN COMMUNICATIONS	
(5 min.)	3. EXECUTIVE OFFICER COMMUNICATIONS	
	4. CONSENT AGENDA	
7:15 PM (5 min.)	4.1 Consideration of Minutes for the September 21, 1995 Metro Council Meeting.	
	5. INFORMATIONAL ITEM	
7:20 PM (15 Min.)	5.1 Report by the Office of the Auditor; Regional Parks and Greenspaces - Observations Related to the Outreach and Education Program's Salmon Festival.	Dow
	6. RESOLUTIONS	
7:35 PM (5 Min.)	6.1 Resolution No. 95-2194 , For the Purpose of Approving Change Order No. 19 to the Waste Transport Services Contract with Jack Gray Transport, Inc.	McLain
7:40 PM (5 Min.)	6.2 Resolution No. 95-2212 , For the Purpose of Amending the Council Organizing Resolution.	Kvistad
7:45 PM (5 Min.)	6.3 Resolution No. 95-2195 , For the Purpose of Endorsing the Oregon Department of Transportation U.S. 30 Interim Corridor Project.	Kvistad
7:50 PM (5 Min.)	6.4 Resolution No. 95-2196 , Adopting the Portland Area Air Quality Conformity Determination for the FY 96 Transportation Improvement Program and 1995 Interim Federal Regional Transportation Plan.	Monroe

For assistance/Services per the Americans with Disabilities Act (ADA), dial TDD 797-1804 or 797-1540 (Council Office)

* All times listed on the agenda are approximate; items may not be considered in the exact order listed.

Approx.
Time *

Presenter

- | | | | |
|----------------------|-----|--|------------|
| 7:55 PM
(5 Min.) | 6.5 | Resolution No 95-2213, Amending the FY 1995-96 Unified Work Program to Include a Tri-Met Sponsored Transit Finance Task Force. | Washington |
| 8:00 PM
(10 Min.) | 7. | COUNCILOR COMMUNICATIONS | |
| 8:10 PM | | ADJOURN | |

* All times listed on the agenda are approximate; items may not be considered in the exact order listed.

Agenda Item 4.1
Meeting Date: September 28, 1995

Minutes of the September 21 meeting will be distributed prior to the September 28 meeting.

Agenda Item 5.1
Meeting Date: September 28, 1995

**Report by the Office of the Auditor; Regional Parks and Greenspaces -
Observations Related to the Outreach and Education Program's Salmon
Festival.**

METRO REGIONAL PARKS AND GREENSPACES

Observations Relating to the Outreach and Educational Program's Salmon Festival

September 1995

A Report by the Office of the Auditor



METRO

**Alexis Dow, CPA
Metro Auditor**



METRO
OFFICE OF THE AUDITOR

September 21, 1995

Mike Burton, Executive Officer
Councilor Ruth McFarland, Presiding Officer
Councilor Jon Kvistad
Councilor Patricia McCaig
Councilor Susan McLain
Councilor Rod Monroe
Councilor Don Morissette
Councilor Ed Washington

COPY

Re: Regional Parks and Greenspaces Department: Observations Relating to the Outreach and Education Program's Salmon Festival

Dear Mr. Burton and Councilors:

The accompanying report covers our review of the 1994 Salmon Festival, which is co-hosted by the Regional Parks and Greenspaces Department's Education and Outreach Program. We undertook this study in response to an inquiry by a Metro area citizen.

We reviewed a draft of the report with the Executive Officer, the Director of the Regional Parks and Greenspaces Department and the Event Coordinator. The last section of this report is comprised of a written response from Executive Officer Burton.

We would appreciate receiving a written status report from the Executive Officer, or a designee, in six months indicating what further progress has been made to address the report's recommendations.

We appreciate the cooperation and assistance provided by staff from the Regional Parks and Greenspaces Department and the Administrative Services Department.

Very truly yours,

Alexis Dow, CPA

Auditor: Leo Kenyon, CPA

Table of Contents

Executive Summary	1
Purpose	3
Scope and Methodology	3
Background	4
Creation of Regional Parks and Greenspaces Department	4
Structure of Regional Parks and Greenspaces Department	4
The Salmon Festival	5
Salmon Festival Hosts	5
Salmon Festival Sponsors	6
Salmon Festival Accomplishments	6
Differing 1994 Salmon Festival Financial Reports	6
December 1994 Report	6
May 1995 Report	7
Accounting Records	7
Explanation of Financial Statement Amounts	7
Financial Records Confusing	8
Analysis of Metro's Net Costs of Co-Hosting the Salmon Festival	9
Statement of Metro's Net Costs of Co-Hosting the Salmon Festival	10
The Question: To What Extent Should Metro Be Funding the Outreach and Education Program?	11
Regional Parks and Greenspaces Department Unmet Needs and Priorities	11
Funding for Outreach and Education Program	11
Reevaluation of Costs and Benefits of Outreach and Education Program	13
Recommendations	15
Attachment 1: December 1994 Report	17
Attachment 2: May 1995 Report	19
Response to the Report	21
Executive Officer Mike Burton	—

EXECUTIVE SUMMARY

The Regional Parks and Greenspaces Department was created in January 1994 from a merger of Metro's Metropolitan Greenspaces program with the Multnomah County Parks Services Division. The merger was intended to put Metro in a position to develop a regional system of parks, natural areas and trails.

One of the Department's programs—Outreach and Education—promotes awareness, understanding, appreciation and involvement of Metro's stewardship of regional parks and greenspaces. The program does it by providing publications, activities and events, such as the Salmon Festival, to citizens in the Metro area.

In December 1994, the Outreach and Education Program produced a financial report showing that the Festival earned a small profit. Subsequently, in May 1995, the Program revised the report and showed the Festival incurring a loss. A Metro area citizen asked us to determine why the results changed and to disclose the net costs to Metro of hosting the Festival.

We found that neither report provided a realistic picture of Metro's costs of co-hosting the Salmon Festival. We recommend that the Department:

- take steps to ensure that employees preparing financial reports have the skills necessary to prepare meaningful and reliable reports, and
- make use of available project codes in the accounting system to record all revenues and expenses of events such as the Salmon Festival.

During the course of our work, we reviewed certain aspects of the Department's funding of the Outreach and Education Program. We observed that:

- there are unmet funding needs of the Parks Department,

- a Metro evaluation team recommended that programs be evaluated with respect to the Department's mission,
- Metro provides significant funding to the Salmon Festival, and
- the Outreach and Education Program needs support from the General Fund.

We suggest that the Executive Officer and the Council may wish to reconsider the costs and benefits of the Salmon Festival and other similar Outreach and Education events. Such information will be useful during deliberations in Phase II of the intergovernmental agreement with Multnomah County as well as in allocating limited General Fund monies.

Purpose

We undertook this study in response to an inquiry by a Metro area citizen. We did it to:

- analyze why the original December 1994 Salmon Festival Financial Report was revised in May 1995,
- determine why the two reports differed so significantly from each other, and
- determine the net cost to Metro of co-hosting this Festival.

The inquiry did not suggest that Festival funds and revenues may have been mishandled, misappropriated or used for unauthorized purposes; only that the reported information did not fairly disclose the costs of the Festival.

During the course of this work, we reviewed certain aspects of the Parks Department's funding of its Outreach and Education Program. We also learned that Metro will be deciding which Parks Department facilities and programs should be transferred from Multnomah County to Metro effective January 1, 1996.

Scope and Methodology

We analyzed the two Salmon Festival financial reports, the accounts related to the project in Metro's accounting system and pertinent budget documents. We also interviewed the event coordinator to determine the nature of each item of revenue and expense shown on the two reports. From this information, we calculated the costs incurred by Metro for the Festival and included the results on page 10.

We reviewed the Parks Department's proposed budgets for Fiscal Years 1994-95 and 1995-96, and the findings and recommendations of Metro's "Parks/Expo Fund Management Report." We compared the two budgets and analyzed the

changes in funding amounts and sources. We then related this information to the recommendations in the report.

Our review was conducted between June and August 1995, in accordance with generally accepted government auditing standards. Because of the limited purpose of our review, we did not perform an in-depth analysis of the Festival's revenues and expenses to determine if funds may have been mishandled or misappropriated or that expenditures were not authorized.

We requested comments on this report from the Executive Officer and have included these comments in the report.

Background

Creation of Regional Parks and Greenspaces Department

The Regional Parks and Greenspaces Department was created as a result of an Intergovernmental Agreement (IGA) which transferred Multnomah County's Park Service Division to Metro. The consolidation of Multnomah County's role as a parks provider with Metro's role as a greenspaces planner was intended to result in a regional system of parks and natural areas. The IGA became effective on January 1, 1994.

Structure of Regional Parks and Greenspaces Department

The Regional Parks and Greenspaces Department is made up of these three divisions:

- Administrative
- Planning and Capital Development
- Operations and Maintenance

The Salmon Festival is funded as part of the Outreach and Education Program which is a part of the Planning and Capital Development Division. This division's responsibilities also include activities such as Restoration and Environmental Education Grants Programs, Regional Trails coordination and local government and citizen involvement, capital development

projects, and preparation of management plans and all activities associated with outreach, education and special events.

The Outreach and Education Program conducts interpretive and environmental education, awards environmental grants, works with students conducting environmental inventories, develops a calendar of greenspaces activities and publishes Metro GreenSpaces three times a year. In addition to hosting the Salmon Festival, it also hosts special events such as Music By Blue Lake and Especially for Kids.

The Salmon Festival

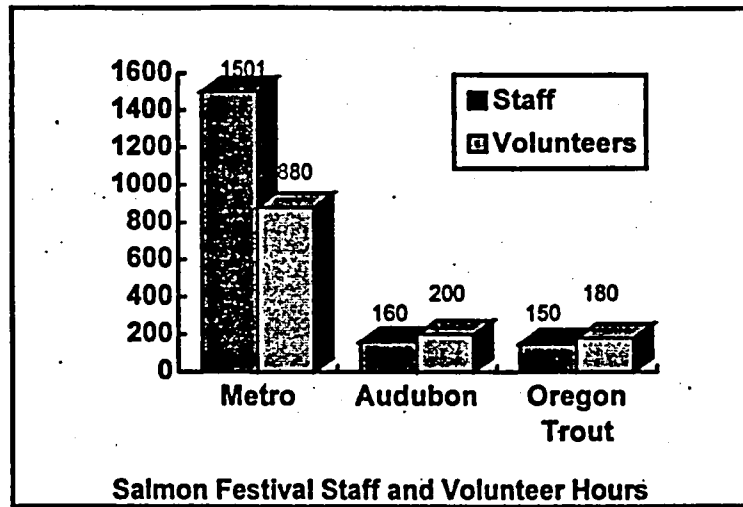
The Eleventh Annual Salmon Festival was held at Oxbow Park on October 15 and 16, 1994. The Festival featured guided salmon viewing walks explaining the life cycle of the Fall Chinook salmon. In addition to the walks, environmental education displays and seminars, entertainment, arts and crafts demonstrations and a salmon bake were offered.

Salmon Festival Hosts

The event was co-hosted by Metro, Oregon Trout and the Portland Audubon Society. Metro was responsible for the overall coordination of the event as well as the salmon walk, much of the logistical support, event marketing, sponsor development and solicitation and the salmon bake. The other two organizations provided food and beverages, exhibit coordination, education activities and sponsor development and solicitation.

The event coordinator reported that Regional Parks and Greenspaces Department employees from the Regional Center, Oxbow and Blue Lake Parks, and Operations and Maintenance Support furnished an estimated 1,501 hours of time to the event. Oregon Trout and Portland Audubon furnished an estimated 150 hours and 160 hours respectively. An estimated 200 unpaid volunteers provided an estimated 1,260 hours of assistance.

A bar graph illustrating Salmon Festival staff and volunteer hours is presented on the next page.



Salmon Festival Sponsors

The Festival was sponsored by the US Bureau of Land Management, US Mount Hood National Forest, Oregon Department of Fish and Wildlife and Portland General Electric Company. These organizations provided financial resources, in-kind donations, staff commitment, and some services and supplies.

Salmon Festival Accomplishments

Salmon Festival staff estimated that the event was attended by about 7,900 people, 3,300 of whom participated in the salmon viewing walks. The staff also reported, among other accomplishments, that:

- 990 people participated in the School of Fish,
- 1,315 salmon bake lunches were served, and
- 50 environmental exhibits and eight arts and crafts displays were hosted.

Differing 1994 Salmon Festival Financial Reports

December 1994 Report

The event coordinator prepared a financial report which was included in the 1994 Salmon Festival Final Report dated December 5, 1994 (Attachment 1). This report showed that the

Festival received \$37,173 in gross revenues and spent \$36,258 in total expenses earning a net profit of \$915.

May 1995 Report

Subsequently, in May 1995, the Salmon Festival staff decided to revise the report (Attachment 2) to include factors that they thought would more accurately reflect the financial performance of the Festival. For example, they included the Metro Fiscal Year 1994-95 approved budget amounts for expenses as Festival revenues. They included, on the expense side, estimated labor costs for Metro employees, and imputed staff costs for Portland Audubon, Oregon Trout and Festival volunteers. The event coordinator reported that inclusion of Metro staff and volunteer time of the host organizations provided "interesting statistics on the human resource investment to produce this great event." The revised financial report showed total revenues of \$69,471, total expenses of \$77,842 and a net loss of \$8,371.

**Accounting
Records**

The Salmon Festival used discrete project codes in Metro's chart of accounts which should have captured all cash revenues and all Metro-paid expenses related to the event. We attempted to agree the reported Festival revenues and Metro-paid expenses to Metro's financial records using those codes. We found, however, that we could only identify a portion of the data. For example, we found the amounts for Gate, Salmon Bake and Memorabilia revenues, but could not find the \$1,450 for Exhibit Registration. We also found that of the more than \$52,000 in Metro-paid expenses (net of amounts paid by co-sponsors), many of the payroll costs could not be identified in the discrete project codes.

**Explanation of
Financial
Statement
Amounts**

Since we could not agree the amounts using Metro's accounting records, we asked the author of the reports to explain them. The event coordinator offered these explanations:

- The \$12,600 in revenues from the Bureau of Land Management, Mount Hood National Forest, and Oregon Department of Fish and Wildlife was money given to Festival co-host, Oregon Trout. Oregon Trout then used these funds to pay for \$9,060 of Festival expenses. The remaining

\$3,540 were retained by Oregon Trout for future Salmon Festival expenses.

- The \$4,450 in-kind revenues from Portland General Electric should have been \$5,542, the actual value of goods and services donated by the company.
- The \$32,298 revenue item was the total amount included in Metro's approved Fiscal Year 1994-1995 budget for Salmon Festival expenses other than the costs of payroll and fringe benefits.
- Metro did not receive the \$1,450 shown for Exhibit Registration revenues. Instead, Oregon Trout collected and retained those funds for future Salmon Festival expenses.
- The \$30,622 Metro Parks staff time represents the estimated staff hours of each staff member involved in the Festival multiplied by the staff member's pay rate plus fringe benefits.
- The \$16 Metro fleet item was the cost of dispatching a Metro truck to the Festival site.
- The expenses for Portland Audubon Society (\$2,400), Oregon Trout (\$2,475) and Festival volunteers (\$6,300) are imputed amounts representing the estimated value of the time spent by those people and are not amounts paid in cash by Metro.

**Financial Records
Confusing**

Analysis of the data included in these reports indicated that neither report provided a realistic picture of Metro's costs of co-hosting the Salmon Festival. In his initial comments to this report, the Executive Officer said that the reports were intended to provide information to the other co-hosts and co-sponsors involved in the Festival and that while the reports were not prepared in conventional formats, they met the needs of the intended audience. Because Festival staff did not properly record some of the revenues and most of the expenses by the discrete project code, much of the financial information included in the financial report could not be agreed to Metro's accounting records. The Executive Officer concurred that the tracking of

revenues and expenses could have been more thorough and stated that some changes had been made which he believed would result in improved financial tracking for 1995. He stated that accounting records were only as good as the data input and that the Parks Department had implemented more complete and accurate coding including more detailed recording of staff time.

Finally, in comments on this report, the Executive Officer advised us that the Parks Department has added higher level financial staff and will continue to provide training to existing staff. He said that the Accounting Division will provide training to department representatives on the use of the chart of accounts. He also stated that he will instruct departments to work with the Accounting Division when preparing financial reports.

Analysis of Metro's Net Costs of Co-Hosting the Salmon Festival

Using the explanations provided by the event coordinator, we adjusted the May 1995 Financial Report to show only the net costs of Metro's co-hosting the event. After eliminating revenues and expenses of the other co-hosts, we calculated Metro's revenues to be \$18,673 and expenses to be \$52,066. After offsetting revenues and expenses, we found that Metro funded the Festival's costs in the amount of \$33,393.

Our analysis is presented in financial statement format on the next page.

**STATEMENT OF METRO'S NET COSTS
OF CO-HOSTING THE SALMON FESTIVAL**

REVENUES

FESTIVAL SALES

Gate Revenues	\$7,477
Salmon Bake	9,349
Memorabilia	<u>1,847</u>

TOTAL REVENUES **\$18,673**

EXPENSES PAID FROM METRO BUDGET

Awards and Tokens	928
Education	51
Entertainment	2,200
Facility Logistics and Support	5,492
Marketing	6,837
Retail Sales Costs	549
Salmon Bake Supplies	5,371
Metro Fleet	16
Metro Parks Staff Time	<u>30,622</u>

TOTAL EXPENSES **52,066**

EXPENSES IN EXCESS OF REVENUES

(Amount of net costs absorbed by Metro)

\$33,393

The Question: To What Extent Should Metro Be Funding the Outreach and Education Program?

Regional Parks and Greenspaces Department Unmet Needs and Priorities

In November 1994, a Metro evaluation team issued the "Parks/Expo Fund Management Report" which stated that the Parks Department had identified unmet needs for current operations. These included needs for staff, development and management plans, miscellaneous materials and services, deferred capital maintenance and capital improvements. The Department stated that the current level of funding support did not address those needs.

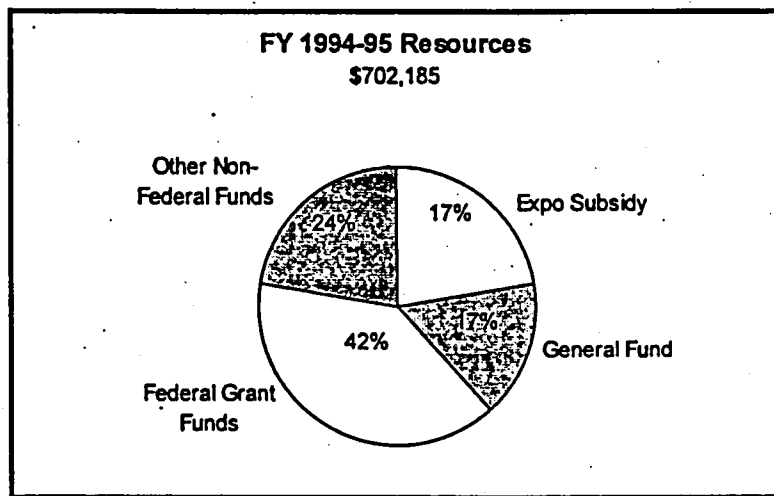
The Fund Management Report recommended that all facilities, programs and functions covered by the IGA between Metro and Multnomah County should be evaluated for organizational fit with the Parks Department mission and reviewed for "metropolitan concern". It concluded that those that did not meet those tests should not be transferred to Metro from Multnomah County. The Executive Officer stated that at the time of this study, the Pioneer Cemeteries were viewed as a problem. He acknowledged that in view of the Phase II deliberations, other Parks Department facilities, programs and functions could also be evaluated.

Phase II of the IGA with Multnomah County will be negotiated and the future of the parks is to be determined by January 1, 1996. A variety of issues will need resolution through the negotiation process. Discussions with Multnomah County officials have only recently commenced.

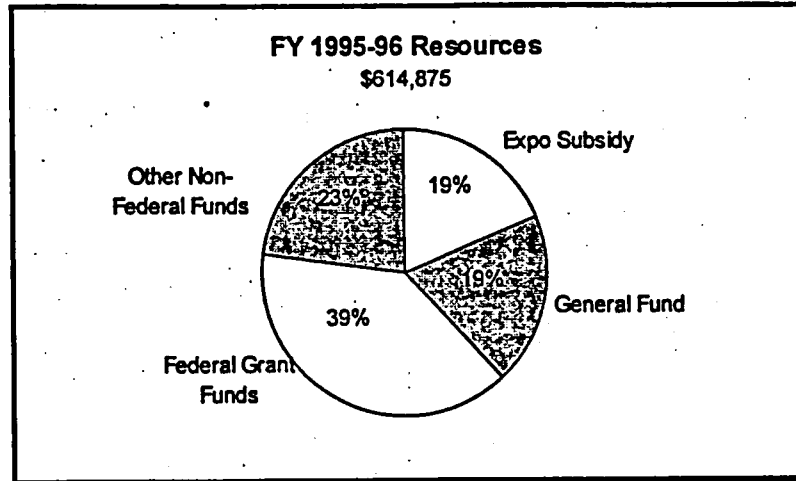
Funding for Outreach and Education Program

The Parks Department's Outreach and Education Program manages and substantially funds the Salmon Festival. The Program's adopted budget for Fiscal Year 1994-95, after adding carryover funds from Fiscal Year 1993-94 and Council ordinance adjustments, allocated resources of \$702,185 to cover the Program's costs. Of the total resources, \$292,660 (42 percent) were from federal grant funds and \$409,525 (58 percent) from non-federal funds.

Transfers from the General Fund and the Expo subsidy were the largest single sources of non-federal funding. Of the total resources allocated to the Program, the General Fund provided \$117,735 (17 percent) and the Expo subsidy provided \$121,178 (17 percent).



The Fiscal Year 1995-96 adopted budget resources allocated to the Program decreased by \$87,310 to \$614,875. Of the total resources, \$239,318 (39 percent) were to come from federal grant funds and \$375,557 (61 percent) were to come from non-federal funds. Again, transfers from the General Fund and the Expo subsidy were the largest single sources of non-federal funding. Of the total resources to be allocated to the Program, the General Fund was to provide \$116,245 (19 percent) and the Expo subsidy \$118,768 (19 percent).



**Reevaluation of
Costs and
Benefits of
Outreach and
Education
Program**

In view of:

1. the identified unmet funding needs of the Parks Department,
2. the Fund Management Report recommendations that programs be evaluated with respect to the Department's mission,
3. the significant funding of the Salmon Festival and other Outreach and Education activities, and
4. the Outreach and Education Program's need for General Fund financing,

we believe that the Executive Officer and the Council may wish to reevaluate the costs and benefits of the Festival and other Outreach and Education Programs. This evaluation could provide valuable information useful to Metro in its negotiations with Multnomah County during Phase II of the IGA.

In commenting on this report, the Executive Officer said that the department's programs and activities, including the Salmon Festival, support the mission and objectives of the department and the Greenspaces Master Plan. Furthermore, he and the Council annually evaluate and approve the department's

mission and objectives through the budgeting process and presumably evaluate the costs and benefits of the department's programs to meet these objectives. He stated, however, that he and the department are willing to respond to Council inquiries and provide information necessary for policy-related deliberations. He emphasized that while costs of outreach and education programs are quantifiable, measuring benefits is a significantly greater challenge.

Recommendations

To ensure that financial reports of department activities are accurate and meaningful, we recommend that the Department:

- ***take steps to ensure that employees preparing financial reports have the skills necessary to prepare reliable and meaningful financial reports, and***
- ***make use of the project codes available in the accounting system to record all revenues and expenses of events such as the Salmon Festival.***

The financial reports published by the Regional Parks and Greenspaces Department for the Salmon Festival did not provide a realistic picture of Metro's costs of co-hosting the Festival. Without a realistic picture of the financial performance and true cost to Metro of any activity, truly informed decisions cannot be made by management or the Council. The Executive Officer concurred that improvements were needed and initiated measures (see page 9) which, when fully implemented, could improve the department's financial reports.

Consideration should be given to reevaluating the costs and benefits of the Salmon Festival and other Outreach and Education Programs, once reliable and meaningful financial reports are available to reflect the true cost of these activities. Because of the findings and recommendations included in Metro's "Parks/Expo Fund Management Report," the funding of the Salmon Festival, and the Outreach and Education Program's growing reliance on non-federal funding such as the General Fund, the Executive Officer and Council may wish to consider the costs and benefits of the Festival and other Outreach and Education Programs. Such information will be useful during deliberations in Phase II of the IGA as well as allocating limited General Fund monies. The Executive Officer stated that the Regional Parks and Greenspaces Department is always willing to respond to Council inquiries and provide information necessary for policy-related deliberations.

This page intentionally left blank.

December 1994 Report

1994 SALMON FESTIVAL FINANCIAL REPORT				
REVENUE				
Source	Amount	Cash	In-Kind	Total Revenue
Sponsor - BLM	4,100.00	4,100.00		4,100.00
Sponsor - MHFS	4,100.00	4,100.00		8,200.00
Sponsor - PGE	4,450.00		4,450.00	12,650.00
Sponsor - ODFW	4,400.00	4,400.00		17,050.00
Gate Revenue	7,477.00	7,477.00		24,527.00
Salmon Bake Revenue	9,349.00	9,349.00		33,876.00
Memorabilia	1,847.00	1,847.00		35,723.00
Exhibit Registrations	1,450.00	1,450.00		37,173.00
Category Column Totals	37,173.00	32,723.00	4,450.00	37,173.00
EXPENSES				
Source	Amount	Cash	In-Kind	Total Expense
Awards	80.00	80.00		80.00
Education	4,646.36	4,646.36		4,726.36
Entertainment	3,415.00	3,415.00		8,141.36
Facility Logistics & Support	8,389.08	8,389.08		16,530.44
Marketing	12,379.62	6,837.62	5,542.00	28,910.06
Retail Supplies	1,049.20	1,049.20		29,959.26
Salmon Bake	5,371.08	5,371.08		35,330.34
Volunteers	927.65	927.65		36,257.99
Category Column Totals	36,257.99	30,715.99	5,542.00	36,257.99
Net Profit/Loss				
		Cash	In-Kind	Total
Total Profit <Loss>		2,007.01	-1,092.00	915.01

(This page intentionally left blank.)

May 1995 Report

1994 SALMON FESTIVAL FINANCIAL REPORT					
REVENUE					
Source		Amount	Cash	In-Kind	Total Revenue
Sponsors					
	Sponsor - BLM	4,100.00	4,100.00		4,100.00
	Sponsor - MHFS	4,100.00	4,100.00		8,200.00
	Sponsor - PGE	4,450.00		4,450.00	12,650.00
	Sponsor - ODFW	4,400.00	4,400.00		17,050.00
Metro Budget		32,298.00	32,298.00		49,348.00
Festival Revenue					49,348.00
	Gate Revenue	7,477.00	7,477.00		56,825.00
	Salmon Bake Revenue	9,349.00	9,349.00		66,174.00
	Memorabilia	1,847.00	1,847.00		68,021.00
	Exhibit Registrations	1,450.00	1,450.00		69,471.00
					69,471.00
Category Column Totals		69,471.00	65,021.00	4,450.00	69,471.00
EXPENSES					
Source		Amount	Cash	In-Kind	Total Expenses
Awards & Tokens					
		1,007.65	1,007.65		1,007.65
Education					
		4,418.36	4,418.36		5,426.01
Entertainment					
		3,415.00	3,415.00		8,841.01
Facility Logistics & Support					
		8,389.08	8,389.08		17,230.09
Marketing					
		12,379.62	6,837.62	5,542.00	29,609.71
Retail Supplies					
		1,049.20	1,049.20		30,658.91
Salmon Bake					
		5,371.08	5,371.08		36,029.99
Metro Parks Staff time					
		30,621.81		30,621.81	66,651.80
Metro Fleet					
		15.60		15.60	66,667.40
PAS Staff time					
		2,400.00		2,400.00	69,067.40
OT Staff Time					
		2,475.00		2,475.00	71,542.40
Festival Volunteers					
		6,300.00		6,300.00	77,842.40
Category Column Totals		77,842.40	30,487.99	47,354.41	77,842.40
Net Profit/Loss					
			Cash	In-Kind	Total
Total Profit <Loss>			34,533.01	-42,904.41	-8,371.40

(This page intentionally left blank.)

Response to the Report



METRO

Date: September 20, 1995

To: Alexis Dow, CPA, Metro Auditor

From: Mike Burton, Executive Officer

Re: Response to "A Report by the Office of the Auditor, Regional Parks & Greenspaces – Observations Relating to the Outreach and Educational Program's Salmon Festival"

I have received the audit report of September 1995 titled "Observations Relating to the Outreach and Educational Program's Salmon Festival." I appreciate the opportunity to review and discuss this report with you.

Based on staff's evaluation of the report it appears that there are two main issues:

1. The methodology used to track the festival's financial performance, and
2. Metro's funding commitment to Parks & Greenspaces outreach and education programs.

Financial Methodology

I will begin by addressing the findings regarding the financial reporting for the festival:

Auditor Recommendation, page 15

"Make use of the project codes available in the accounting system to record all revenues and expenses of events such as the Salmon Festival."

There were five Metro revenue and expense budget project codes established for the Salmon Festival and these were used in 1994 to track revenue and expenses. As indicated above, project codes were not used to track all staff time. However, all Metro paid expenses for the Festival relating to materials and services were coded with Metro budget codes. All of the festival's non-payroll cash expenses paid by Metro were recorded by object and project numbers.

Prior to the Auditor's report, changes were made which will result in improved financial tracking for 1995. Beginning with FY 1995-96, we have implemented a more complete chart of accounts to include more detailed recording of staff time specific to the festival.

Auditor Recommendation, page 15

"Take steps to ensure that employees preparing financial reports have the skills necessary to prepare reliable and meaningful financial reports."

The Parks & Greenspaces Department has added higher level financial staff and will better train program staff. I believe in using the chart of accounts. The Accounting Division will continue to provide training through the Financial Management Team of department representatives. I will also instruct departments to work with Financial Planning and Accounting staff in preparing such reports. Standard formats and reporting conventions such as documenting assumptions are important in generating useful financial information.

Auditor Observations, page 13

3. the significant funding of the Salmon Festival and other Outreach and Education activities, and
4. the Outreach and Education Program's need for General Fund financing."

No General Fund revenues support Salmon Festival Activities. In executing Phase I of the intergovernmental agreement with Multnomah County, the Council made the policy decision that Metro General Fund revenues would not be used to support traditional County activities, and budgeting has been consistent with this policy. Staff involved in organizing and hosting the Salmon Festival were originally transferred to Metro from Multnomah County, and are supported by traditional County revenue sources. I would also note that FY 1994-95 marked the 11th annual Salmon Festival, ten of which were hosted by Multnomah County.

Auditor Recommendation, page 5

"Consideration should be given to reevaluating the costs and benefits of the Salmon Festival and other Outreach and Education Programs, once reliable and meaningful financial reports are available to reflect the true cost of these activities."

Metro Regional Parks & Greenspaces Department programs and activities, including the Salmon Festival, support the mission and objectives of the department and the Greenspaces Master Plan. The Executive Officer and the Metro Council annually evaluate and approve the department's mission and objectives through the budgeting process and evaluate the costs and benefits of the department's programs to meet those objectives. The Greenspaces Master Plan is the primary policy document which guides

department activities. The Plan was developed through an extensive public involvement process and adopted by the Metro Council in 1992.

The Greenspaces Master Plan includes a section on citizen involvement and education (pages 57-60). The education policies include directives for developing education programs, "to inform the public about opportunities related to protection, restoration or creation of greenspaces; about responsible use of sites and how the public impacts these and other natural resources; and about how citizens can become involved in solving these problems."

Outreach and education programs and activities are an integral part of the department's adopted mission and objectives as approved in the 1995-96 Metro budget. The department's mission statement (Department Overview, page 1) establishes that the department will "provide educational opportunities that inspire wise stewardship of natural resources." The 1995-96 objectives (Department Overview, Page 2) further state that the department will continue to be a provider of "resource-based outdoor recreation and environmental education opportunities through citizen involvement,...special events, interpretive programs,...and other outreach activities."

It should be noted that Metro Parks & Greenspaces staff and Festival co-hosts Oregon Trout and Portland Audubon Society have significantly leveraged this investment with contributions from Festival sponsors. The positive news about the partnerships we have forged to put on this event is not included in this report. Rather than Metro footing the bill for the entire Festival, we have greatly reduced our cost by gaining sponsors and co-hosts.

To evaluate the Festival's benefits, one must consider the mission, benefits and brief history of the Festival as a regional event. The mission of the Salmon Festival is to *inspire people of all ages to value and protect native salmon and their habitat*. Festival attendance peaked at about 10,000 in 1992 and has averaged about 8,000 over the last 6 years. Visitors learn about the life-cycle of native salmon, the importance of healthy rivers and riparian habitat, and what they can do to help ensure that native fish recover and remain a viable component of our Northwest culture.

The Salmon Festival has benefited the region, its natural resources, and Metro in many ways during its eleven-year history:

- Prior to the Salmon Festival, Oxbow Park had a significant problem related to illegal fishing in salmon spawning areas. Efforts to control the problem were time consuming, costly and the benefits appeared to be minimal. Through the public awareness brought about by the Salmon Festival, the Oregon Fish & Wildlife

Commission closed the spawning areas in Oxbow to angling during the spawning season, the only river in Oregon to have received this consideration.

- The Festival has educated over 50,000 visitors about the value of natural resource protection. Educated citizens make better visitors and this results in reduced maintenance and law enforcement costs and less resource damage.
- The Festival increases the base of public support for the park by drawing culturally diverse people from throughout the region and the state.
- Shoulder-season attendance is increased by utilizing the park during a traditionally low visitation period, and the Festival brings new people who haven't previously visited the park, resulting in the potential to increase use at the other times.
- Because the Festival relies heavily on volunteers, it provides opportunities for the community to become personally involved in park activities and natural resource issues.

I appreciate the opportunity to review and comment on the report.

Agenda Item 6.1
Meeting Date: September 28, 1995

**Resolution No. 95-2194, For the Purpose of Approving Change Order No. 19 to
the Waste Transport Services Contract with Jack Gray Transport, Inc.**

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 95-2194 FOR THE PURPOSE OF APPROVING CHANGE ORDER NO. 19 TO THE WASTE TRANSPORT SERVICES CONTRACT WITH JACK GRAY TRANSPORT, INC.

Date: August 30, 1995

Presented by: Jim Watkins

PROPOSED ACTION

Adopt Resolution No. 95-2194, authorizing the Executive Officer to execute change order No. 19 to the Waste Transport Services Contract.

FACTUAL BACKGROUND AND ANALYSIS

On April 20, 1994, Metro began purchasing diesel fuel required for transporting waste from Metro facilities to the Columbia Ridge Landfill per Change Order No. 15 to the Waste Transport Services Contract. As a result, Metro will save approximately \$9 million over the life of the contract.

Per Change Order No. 15, Metro purchases fuel from suppliers. The purchase price does not contain the excise tax which the Contractor was required to pay. Savings accrue to Metro through a reduction in the per load payment to Jack Gray Transport (JGT). The amount of the reduction in payments was based on an estimate of fuel consumed per trip times a negotiated price per gallon. Both Metro and JGT agreed to reexamine and adjust (if appropriate) the amount of fuel consumed per trip at a later date when accurate fuel consumption data were available.

It has taken over a year to determine that the fuel assumptions in Change Order No. 15 overestimated fuel consumption, resulting in a larger reduction in the per load payment to JGT than appropriate. This length of time was needed to account for climatological changes and to consider the effects of more fuel efficient vehicles being introduced by the Contractor. In addition, staff had to devise a method to adjust for fuel consumption that was consistent with IRS rules.

Since April, 1994 Metro has saved approximately \$621,000 due to Change Order No. 15. Of these savings, about \$437,000 was due to excise tax savings. The \$184,000 additional savings was due to lower than anticipated fuel prices (about \$147,000) and the remaining approximately \$37,000 was due to lower fuel consumption than assumed. IRS rules maintain that Metro must enjoy all excise tax savings and assume the risk and benefits of fuel price fluctuations. Change Order No. 15 has accomplished both these objectives.

The inequity of Change Order No. 15 was that it did not provide a mechanism to compensate the contractor for conserving fuel while penalizing the contractor if they used more than 58 gallons

per load. The change order stated that if the contractor requires more fuel per load than 58 gallons, the contractor is responsible for purchasing the additional fuel required including paying the excise tax. It was the intent of both parties to operate for an extended period to determine a more representative value of fuel per load that would not penalize the contractor for conserving fuel and, in fact, promote the environmental and economic benefits of fuel conservation.

As a result, Change Order No. 19 was developed to compensate the contractor for the cost of the unused amount of fuel that had been deducted from the payments and develop a mechanism for future adjustments. The proposed Change Order will preserve Metro's savings due to the excise tax and continue Metro's risk position in relation to fuel prices. The change order will also adjust payments to the Contractor annually to correct for actual fuel consumption. If the Contractor averages fuel consumption per trip in excess of the multiplier, the Contractor will be required to compensate Metro, thus penalizing the Contractor for excess fuel consumption. If the Contractor averages fuel consumption below the multiplier, Metro will return the appropriate amount previously deducted from monthly payments.

BUDGET IMPACT

The \$9 million in savings originally projected for Change Order 15 remains unaffected. The adjustment due Jack Gray Transport per Change Order 19 is \$36,825.55 for the period of April 20, 1994 to June 30, 1995.

EXECUTIVE OFFICER RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 95-2194.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING CHANGE) RESOLUTION NO. 95- 2194
ORDER NO. 19 TO THE WASTE TRANSPORT)
SERVICES CONTRACT WITH JACK GRAY) Introduced by Mike Burton
TRANSPORT, INC.) Executive Officer
)

WHEREAS, Metro and Jack Gray Transport, Inc. executed Change Order No. 15 (Exhibit "A") to the Waste Transport Services Contract in order to allow Metro to purchase fuel for the performance of the contract and to enjoy substantial savings; and

WHEREAS, As explained in the accompanying staff report, Metro has realized savings in excess of the intent of Change Order No. 15; and

WHEREAS, Change Order No. 19 makes annual adjustments to Contractor payments to reflect the amount of fuel actually consumed during the period; and

WHEREAS, Per Metro Code 2.04.045 (b), such an amendment requires Metro Council approval; and

WHEREAS, The resolution was submitted to the Executive Officer for consideration and was forwarded to the Council for approval; now therefore,

BE IT RESOLVED, That the Metro Council authorizes the Executive Officer to execute Change Order No. 19 to the Waste Transport Services Contract attached as Exhibit "B".

ADOPTED by the Metro Council this _____ day of _____, 1995.

J. Ruth McFarland, Presiding Officer

CHANGE ORDER NO. 15
METRO CONTRACT NO. 900848

MODIFICATION TO THE CONTRACT BETWEEN
METRO AND JACK GRAY TRANSPORT, INC.
ENTITLED
"WASTE TRANSPORT SERVICES"

PROJECT: Waste Transport Services
METRO POC: Jim Watkins, Engineering & Analysis Manager
CONTRACTOR POC: Gary Goldberg, Executive V.P.

This Amendment is to Metro Contract No. 900848, entitled "Waste Transport Services," dated March 1, 1989 (herein, "Original Contract"). In exchange for the promises and other consideration set forth in the Waste Transport Services Contract and this Amendment, the Parties agree as follows:

1. Purpose. The purpose of this Amendment is for Metro to supply fuel for Contractor's "over the road" tractors while exclusively used in transporting solid waste for Metro.
2. Fuel Delivery Periods. The initial period covered by this Amendment shall be from the date on which Metro begins supplying fuel to Contractor until June 30, 1994. Subsequent periods shall begin on July 1 of each year and end on June 30 of each subsequent year, until termination of the Original Contract between the Parties.
3. Termination. (a) Either Party may terminate this Amendment by giving notice to the other no later than April 30 of any period (other than the initial period), of pending termination on June 30. Upon termination, Metro's per load payments to Contractor shall revert to the adjusted amount that would have been paid under the Original Contract, had this Amendment not been executed.

(b) If the Internal Revenue Service (IRS) contacts Contractor, either through audit or otherwise, and indicates that it may have to pay federal excise taxes on fuel provided by Metro under this amendment, Contractor shall immediately notify Metro and provide Metro with a copy of all correspondence received from the IRS. Once Metro confirms that the IRS has made such a contact, the parties shall cooperate to contest the IRS and/or to establish a reasonable date for terminating this amendment. In either case, at the point at which Metro determines not to contest the IRS further, Metro shall pay directly to the IRS all amounts required to be paid to the IRS related to fuel provided to Contractor under this amendment and used by Contractor in conformance with this amendment.

4. Amount of Fuel Provided.

(a) The amount of fuel provided by Metro to Contractor for Metro's sole and exclusive use shall be equal to the number of loads projected for the period times 58 gallons. The projected number of loads shall be established by written notice from Metro provided on or before April 30 of each year for the subsequent period. Metro may update such notice, in writing, as necessary throughout the period. Metro shall also provide notice to its fuel supplier of the amount of fuel that may be provided to Contractor.

(b) If Contractor requires more fuel per actual load than provided by this section 4, Contractor shall be responsible for purchasing the additional fuel required during that period and for payment of all applicable taxes.

5. Exclusive Use of Metro. Fuel supplied by Metro to the Contractor is to be used exclusively for the performance of the Contract, and Contractor shall ensure, and comply with all Metro-established safeguards to ensure, that fuel provided by Metro is used only for the performance of the Waste Transport Contract.

6. Per Load Payment Reduction.

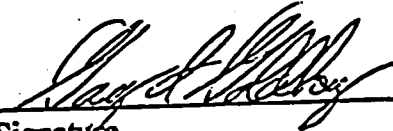
(a) From the date on which Metro begins supplying fuel to Contractor through September 30, 1994, the per load unit price paid to the Contractor shall be \$333.50.

(b) Beginning October 1, 1994, the per load unit price paid to the Contractor shall be \$332.92. This per load unit price shall be adjusted in the same manner as Contractor's unit price is adjusted as specified in Article 12 of the general conditions.

7. Fuel Deliveries. Metro shall make fuel available in a manner reasonably acceptable to Contractor and reasonably consistent with historical service levels obtained by Contractor.

8. Effect of Amendment. Except as modified herein, all other terms and conditions of the Contract and previous Change Orders shall remain in full force and effect.

JACK GRAY TRANSPORT, INC.



Signature

Gary L. Goldberg Ex. Vice Pres.
Print Name and Title

4-18-94
Date

1197

METRO


Signature

Rena Cisma
Executive Officer
Print Name and Title

4-12-94
Date

**CHANGE ORDER NUMBER 19
TO THE CONTRACT BETWEEN JACK GRAY TRANSPORT, INC.
AND METRO ENTITLED "WASTE TRANSPORT SERVICES"**

This Amendment, dated as of the last signature date below, is to Change Order 15 to the Waste Transport Services Contract, No. 900848. In exchange for the promises and other consideration set forth in the Waste Transport Services Contract and this Amendment, the Parties agree as follows:

- Section 4 of Change Order No.15 is deleted, and replaced with the following:

As soon as the necessary information is available after the end of a Fuel Delivery Period, Metro will perform the following calculation.

(loads transported during the period) (58 gallons)	= w
Gallons purchased by Metro for JGT during the period	= x
x - w	= y
(y)(\\$0.96*)	= Fuel Credit

*For the period April 20th through September 30, 1994, a multiplier of \$.94 shall be used. For the period October 1 through December 31, 1994, \$.95 shall be used.

If the Fuel Credit is a positive number it shall be a Metro credit on Metro's next monthly payment to JGT under the waste transport contract. If the Fuel Credit is a negative number then the amount by which it is negative shall be an additional payment to JGT on Metro's next monthly payment to JGT under the waste transport contract. This procedure shall begin with the first fuel purchases of April 20, 1994 and including the Fuel Delivery Period ending June 30, 1995. The \$0.96 multiplier is adjusted at the same time and in the same amount as the JGT per load fee (per Article 12 of the General Conditions), beginning with the adjustment next occurring after the date of this Amendment.

- Except as modified herein, all terms and conditions of the original agreement and previous change orders remain in full force and effect.

JACK GRAY TRANSPORT, INC.

METRO

Signature

Signature

Print Name and Title

Print Name and Title

Date

Date

Agenda Item 6.2
Meeting Date: September 28, 1995

**Resolution No. 95-2212, For the Purpose of Amending the Council Organizing
Resolution.**

SOLID WASTE COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 95-2212, FOR THE PURPOSE OF
AMENDING THE COUNCIL ORGANIZING RESOLUTION

Date: September 21, 1995

Presented by: Councilor Kvistad

Committee Recommendation: At the September 21 meeting, the Committee voted Unanimously to recommend Council adoption of Resolution No. 95-2212. Voting in favor: Councilors Kvistad, McFarland and McLain.

Committee Issues/Discussion: Council Analyst Houser explained that at the most recent Committee meeting, he had been directed to prepare a resolution to change the committee name to be the Regional Environmental Management Committee. The change would reflect the recent renaming of the Solid Waste Department to be the Regional Environmental Management Department.

Houser noted that this resolution deletes all references to the Solid Waste Committee and the Solid Waste Department in the Council's organizing resolution and replaces them with references to the Regional Environmental Management Department and the Regional Environmental Management Committee.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE) RESOLUTION NO. 95-2212
COUNCIL ORGANIZING RESOLUTION) Introduced by Councilor
) Kvistad

WHEREAS, the Metro Council has annually adopted an organizing resolution since January 1988 which established standing committees of the Council, made appointments to committees and established meeting schedules; and

WHEREAS, there is a need to revise the name of the Solid Waste Committee to reflect the renaming of the Solid Waste Department,

BE IT RESOLVED,

1. That this resolution amends Resolution No. 95-2166A, relating to Council Committees to change the name of the Solid Waste Committee to the Regional Environmental Management Committee.

ADOPTED by the Metro Council this _____ day of _____ 1995.

J. Ruth McFarland, Presiding Officer

EXHIBIT A

PURPOSE OF THE COUNCIL STANDING COMMITTEES

Finance Committee

The purpose of the Finance Committee shall be to:

1. Review and make recommendations to the Council on the process to follow to consider and act on the Executive Officer's Proposed Fiscal Year Budget and Appropriations Schedule.
2. Review and make recommendations to the Council on periodic requests for amendments to the annual Adopted Budget and Appropriations Schedule.
3. Review and make recommendations to the Council on the annual financial audit and investment and credit policies and practices of Metro.
4. Review and make recommendations to the Council on revenue proposals of Metro including property tax measures, excise tax measures, bond measures, other tax measures, service charges and fees, etc.
5. Review and make recommendations to the Council on long-range financial plans and policies of Metro and its various functions.
6. Review and make recommendations to the Council on the duties, functions and work of the Department of Administrative Services, except those functions related to the management of Metro Regional Center, to insure that the adopted policies, program goals and objectives are carried out or met.
7. Review and make recommendations to the Council on the duties, functions and work of the Office of the Auditor, Office of the Executive, Office of General Counsel and the Council Office to insure that the adopted policies, program goals and objectives are carried out or met.
8. Review and make recommendations to the Council on confirmation of Executive Officer appointments to committees and appropriate administrative positions relating to Metro financial responsibilities.
9. Review and make recommendations to the Council on other matters referred or requested by the Presiding Officer or Council.

Land Use Planning

The purpose of the Land Use Planning Committee shall be to:

1. Review and make recommendations to the Council on policies and programs relating to Metro growth management and land use planning activities including the Future Vision, Regional Framework Plan, local government planning coordination, urban reserves, urban growth boundary administration, transit station area planning, water resource planning and management, housing, earthquake preparedness planning and other matters related to Metro's growth management and land use planning activities.
2. Review and make recommendations to the Council on the duties, functions and work of that portion of the Planning Department which performs growth management and land use planning programs to ensure that the adopted policies, program goals and objectives are carried out or met.
3. Review and make recommendations to the Council on confirmation of Executive appointments to the Metropolitan Policy Advisory Committee (MPAC) or other appropriate positions relating to the purpose of this assignment and for proposed changes to the MPAC Bylaws.
4. Review and make recommendations to the Council on other matters referred or requested by the Presiding Officer or Council.

Transportation Planning Committee

The purpose of the Transportation Planning Committee shall be to:

1. Review and make recommendations to the Council on policies and programs relating to Metro Transportation planning activities including but not limited to the High Capacity Transit studies, Regional Transportation Plan, the Transportation Improvement Program, Urban Arterial Fund development, Public Transit Management Plan, Intermodal Management System Plan, Congestion Management System Plan, and Data Resource Center.
2. Review and make recommendations to the Council on the duties, functions and work of that portion of the Planning Department which performs transportation planning and data resource programs to ensure that the adopted policies, program goals and objectives are carried out or met.

3. Review and make recommendations to the Council on appointments to the Transportation Policy Alternatives Committee and other appropriate appointments to positions relating to the purpose of this assignment, and review and make recommendations to the Council on proposed changes to the Joint Policy Advisory Committee on Transportation (JPACT) Bylaws.
4. Review and make recommendations to the Council on other matters referred or requested by the Presiding Officer or Council.

Regional Facilities Committee

The purpose of the Regional Facilities Committee shall be to:

1. Review and make recommendations to the Council on policies and programs relating to the development, construction, renovation and operation of Metro facilities including the Metro Washington Park Zoo, the Oregon Convention Center, the Metro Regional Center, City of Portland facilities under Metro management responsibility according to the Consolidation Agreement with the City of Portland, and the Multnomah County Park and Exposition facilities under Metro management according to the transfer agreement with Multnomah County, and the Metropolitan Greenspaces Program.
2. Review and make recommendations to the Council on the duties, functions and work of the Zoo Department, the Parks and Greenspaces Department and the Metro Exposition-Recreation Commission (MERC) and any other administrative unit which is established to work on the development of regional facilities to ensure that adopted policies and program goals and objectives are carried out or met.
3. Review and make recommendations to the Council on confirmation of Executive Officer appointments to: 1) the MERC, 2) any other committee or task force created to advise the Council on matters pertaining to the purpose of this assignment, and 3) appropriate administrative appointments.
4. Review and make recommendations to the Council on other matters referred or requested by the Presiding Officer or Council.

[Solid Waste] Regional Environmental Management Committee

The purpose of the [Solid Waste] Regional Environmental Management Committee shall be to:

1. Review and make recommendations to the Council on policies and programs relating to the preparation, adoption and implementation of the Regional Solid Waste Management Plan (RSWMP), the development and operation of solid waste disposal facilities, and Metro's waste reduction responsibilities.
2. Review and make recommendations to the Council on the duties, functions and work of the [Solid Waste] Regional Environmental Management Department to ensure that adopted policies and program goals and objectives are carried out or met.
3. Review and make recommendations to the Council on confirmation of Executive Officer appointments to committees and appropriate positions relating to Metro's solid waste responsibilities.
4. Review and make recommendations to the Council or other matters referred or requested by the Presiding Officer or Council.

EXHIBIT B

COUNCIL STANDING COMMITTEE MEMBERSHIP*

Finance Committee

Councilor Patricia McCaig, Chair
Councilor Rod Monroe, Vice Chair
Councilor Jon Kvistad
Councilor Ruth McFarland
Councilor Susan McLain
Councilor Don Morissette
Councilor Ed Washington

Land Use Planning

Councilor Susan McLain, Chair
Councilor Don Morissette, Vice Chair
Councilor Patricia McCaig

Regional Facilities

Councilor Ed Washington, Chair
Councilor Patricia McCaig, Vice Chair
Councilor Don Morissette

[Solid Waste] Regional Environmental Management

Councilor Jon Kvistad, Chair
Councilor Susan McLain, Vice Chair
Councilor Ruth McFarland

Transportation Planning

Councilor Rod Monroe, Chair
Councilor Jon Kvistad, Vice Chair
Councilor Ed Washington

*The Presiding Officer may serve as a member of a committee for which there is a vacancy as a result of a vacancy on the Council.

EXHIBIT C

COUNCILOR ANCILLARY APPOINTMENTS

Council Parliamentarian

Councilor Rod Monroe

Friends of the Washington Park Zoo Board of Directors

Councilor Jon Kvistad

Councilor Don Morissette

Future Vision Commission

Councilor Susan McLain, Vice Chair

Councilor Ed Washington

Joint Policy Advisory Committee on Transportation

Councilor Rod Monroe, Chair

Councilor Don Morissette

Councilor Susan McLain

Councilor Patricia McCaig, Alternate

Metro Policy Advisory Committee

Councilor Susan McLain

Councilor Ed Washington

Councilor Jon Kvistad

Councilor Don Morissette, Alternate

Greenspaces Citizens Advisory Committee

Councilor Ed Washington

Councilor Susan McLain, Alternate

Greenspaces Liaison

Councilor Susan McLain

Metro CCI Liaison

Councilor Susan McLain

Oregon Regional Council Association Board of Directors

Councilor Ruth McFarland

Councilor Patricia McCaig, Alternate

Regional Emergency Management Policy Advisory Committee

Councilor Rod Monroe

Councilor Don Morissette

Regional Water Services Leadership Group

Councilor Jon Kvistad

Councilor Susan McLain, Alternate

Smith and Bybee Lakes Management Committee

Councilor Ed Washington

Councilor Jon Kvistad

Solid Waste Enhancement Committees

-North Portland	Councilor Ed Washington, Chair
-Metro Central	Councilor Ed Washington, Chair
-Oregon City	Councilor Don Morissette
-Forest Grove	Councilor Susan McLain

Solid Waste Policy Advisory Committee

Councilor Jon Kvistad
Councilor Susan McLain, Alternate

Solid Waste Rate Review Committee

Councilor Jon Kvistad, Chair
Councilor Susan McLain, Alternate

SW Washington Regional Transportation Policy Committee

Councilor Rod Monroe

South/North Steering Committee

Councilor Rod Monroe

**Special District Association of Oregon Board of Directors/
Legislative Committee**

Councilor Ruth McFarland,
Councilor Rod Monroe, Alternate

Tri-Met Committee on Accessible Transportation

Councilor Ed Washington
Councilor Jon Kvistad, Alternate

Water Resources Policy Advisory Committee

Councilor Jon Kvistad
Councilor Susan McLain
Councilor Patricia McCaig

Westside Corridor Project Steering Group

Councilor Jon Kvistad

Washington County Transportation Advisory Group

Councilor Jon Kvistad

Neighboring Cities Grant

Councilor Susan McLain
Councilor Don Morissette

Cascadia Task Force

Councilor Jon Kvistad
Councilor Rod Monroe

1% for Art

Councilor Ed Washington

Portland/Multnomah County Progress Board

Councilor Ruth McFarland

DEQ Parking Ratio Employee Policy Advisory Committee
Councilor Don Morissette

Portland State Institute of Urban Studies
Councilor Ed Washington
Councilor Jon Kvistad

Columbia Slough Watershed Council
Councilor Ed Washington

FOCUS Liaison
Councilor Susan McLain

EXHIBIT D

COUNCIL AND COMMITTEE MEETINGS

Council

The Metro Council meetings shall be regularly scheduled as outlined below except when the Presiding Officer finds a need to: 1) convene special meetings; 2) change meeting dates or times to respond to special scheduling needs, such as during Thanksgiving, Christmas or other religious holiday periods; or 3) cancel a meeting due to a lack of quorum or agenda items or other precipitating events.

Regular Sessions: The Metro Council shall meet in Regular Session on each Thursday beginning at 2:00 P.M., except that on the fourth Thursday of each month the regular session shall begin at 7:00 P.M.:

Committees

The Metro Council standing committee meetings shall be regularly scheduled as outlined below except when the Committee Chair finds a need to: 1) convene special meetings; 2) change meeting dates or times to respond to special scheduling needs, such as during holiday periods; or 3) cancel a meeting due to a lack of quorum or agenda items or other precipitating events.

Finance: At the call of the chair or the Presiding Officer

Land Use Planning: Second and fourth Tuesdays of each month beginning at 1:30 P.M.

Regional Facilities: Second and fourth Tuesdays of each month beginning at 3:30 P.M.

[Solid Waste] Regional Environmental Management: First and third Tuesdays of each month beginning at 3:30 P.M.

Transportation Planning: First and third Tuesdays of each month beginning at 1:30 P.M.

Agenda Item 6.3
Meeting Date: September 28, 1995

Resolution No. 95-2195

**Resolution No. 95-2195, For the Purpose of Endorsing the Oregon Department of
Transportation U.S. 30 Interim Corridor Project.**

Transportation Planning Committee Report

Resolution No. 95-2195, For the Purpose of Endorsing the Oregon Department of Transportation U.S. 30 Interim Corridor Strategy

Date: September 21, 1995

Presented by: Councilor Kvistad

COMMITTEE RECOMMENDATION: At its September 19, 1995 meeting, the Committee voted 2/0 to recommend Council adoption of Resolution No. 95-2195. Councilors Kvistad and Monroe voted aye. Councilor Washington was absent.

COMMITTEE DISCUSSION/ISSUES: The resolution endorses ODOT U.S. 30 (Portland to Astoria) Corridor Strategy. The corridor is one of five corridors. Updates to the Regional Transportation Plan (RTP) inside the Urban Growth Boundary (UGB) inconsistent with the strategy will be forwarded to ODOT as proposed amendments.

Councilor Kvistad noted his concerns about safety on the corridor. Fred Everly, ODOT staff, stated U.S. 30 would be five lanes out to the North end of Columbia County, narrowing to two lanes with frequent passing lanes to Astoria. He said in areas of higher traffic there would be four lanes.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 95-2195 FOR THE PURPOSE OF ENDORING THE OREGON DEPARTMENT OF TRANSPORTATION U.S. 30 INTERIM CORRIDOR STRATEGY

Date: August 16, 1995

Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution endorses the Oregon Department of Transportation (ODOT) U.S. 30 (Portland to Astoria) Corridor Strategy. With the endorsement, the Metro Council and JPACT recognize the strategy as the guiding document for developing corridor system recommendations for Highway 30 as part of the Regional Transportation Plan (RTP) Update, Phase II. As the RTP Update will act as the first refinement to the corridor strategy, any RTP actions inconsistent with the strategy will be forwarded to ODOT as proposed amendments.

FACTUAL BACKGROUND AND ANALYSIS

Corridor Strategy

The corridor strategy recommendations are identified in Chapter 7 of a broader corridor document. The other chapters contain background information, analyses of existing and forecast conditions and a list of major issues. Chapter 7 is identified as Exhibit A to the resolution and is the component of the overall corridor study for which ODOT is seeking endorsement.

As noted on Page 7-1, the corridor strategy proposes a long-term (20-year) program for the operation, preservation, and enhancement of transportation facilities within the Portland-Astoria (U.S. Highway 30) Corridor. As a first step in the corridor planning process, the purpose of the Corridor Strategy is to establish realistic performance objectives for transportation in the corridor and to make major transportation tradeoff decisions. Objectives were developed for all modes of transportation in the corridor based upon issues identified by local and regional governments in the corridor, interest groups, and the general public. Objectives address the corridor as a whole as well as major segments of the corridor, but do not address specific sites or transportation improvements. Site-specific decisions will be made during preparation of transportation system plans (TSPs). The corridor strategy is intended to be interim as it may be further refined during TSP development.

Process

The key steps in the planning process are described on Page 7-2. Metro area agencies and jurisdictions participating in the corridor study as part of the technical and policy committees included ODOT Region 1 (project staff), Metro, Multnomah County, the City of Portland, Tri-Met, and the Port of Portland. The

corridor study was presented at Metro's January 1995 Transportation Fair and at five other meetings held within the corridor in February 1995. The meetings were used to identify needs and issues within the corridor and supplemented those presented by ODOT staff and the technical and policy committees. The policy committee (steering group) met in May 1995 to provide comments on the final review draft. Those comments have been incorporated into Chapter 7 (Exhibit A).

Key Findings

Recommendations for improvements to the corridor within the Metro area are oriented primarily to transportation system management (TSM) activities. Essentially, the strategy recognizes that there is adequate roadway capacity in the corridor between Portland and Columbia City. The primary focus in this segment will be to enhance operations, maintain the roadway, promote alternative modes and address safety needs. The strategy recognizes the existing shoulder as generally adequate for bicycle transportation. This may be one area we want to examine as part of the bicycle element of the RTP.

The report also recognizes that a slight shift in freight movement from truck to rail/ship can be anticipated in the corridor. Furthermore, most through truck traffic from Portland to Astoria travels via I-5, the Longview Bridge, and U.S. 30 west of Rainier. Therefore, the study found no great need to provide freight-related roadway improvements north of the Metro area UGB on U.S. 30. Again, TSM actions should be examined first and other system improvements south of the UGB, particularly around the St. Johns Bridge, may be identified in future system plans.

Similarly, the corridor strategy promotes deepening the Columbia River channel and potentially constructing a new crossing in the Longview/Rainier area. The latter strategy would encourage even more through truck traffic to use I-5 as an alternative to U.S. 30. This would imply that the region needs to study the implications of this movement on the segments of I-5 within the urban area.

Other highlights of the plan include separation of through and local traffic in the smaller communities; enhancing pedestrian and bicycle access and highway crossings to improve alternative mode travel; and establishing appropriate "green corridor" strategies consistent with the Region 2040 Concept to preserve the natural area between Portland and Scappoose.

In sum, the strategy identifies the basic function of the corridor, identifies issues and needs, provides a wealth of background and technical information, and identifies a useful list of general strategies for consideration in the development of TSPs within the corridor.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 95-2195.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE) RESOLUTION NO. 95-2195
OREGON DEPARTMENT OF TRANSPORTATION)
U.S. 30 INTERIM CORRIDOR STRATEGY) Introduced by
Councilor Rod Monroe,
JPACT Chair

WHEREAS, The State of Oregon, acting by and through its Oregon Transportation Commission, has caused to be prepared and submitted to JPACT and the Metro Council an interim strategy for the Portland-Astoria Corridor for a resolution of support; and

WHEREAS, Said document has been developed collaboratively with representatives of the cities and counties within the corridor; regional, federal and state agencies with jurisdiction in the corridor; and in consultation with key stakeholders and the public in the corridor; and

WHEREAS, Said document proposes an interim strategy and objectives for the operation, preservation and enhancement of all transportation modes and facilities within the Portland-Astoria Corridor; and

WHEREAS, The Interim Corridor Strategy and objectives will guide development of local and regional Transportation System Plans for the corridor, refinement plans for specific areas and issues in the corridor, and the development of a final corridor plan and strategy for the corridor; now, therefore,

BE IT RESOLVED:

That JPACT and the Metro Council supports this Interim Corridor Strategy document, urges its adoption by the Oregon

Transportation Commission, and directs Metro staff to develop the U.S. 30 portion of the RTP to conform with, implement and refine, as necessary, the Interim Corridor Strategy.

ADOPTED by the Metro Council this _____ day of _____,
1995.

J. Ruth McFarland, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

PORTLAND-ASTORIA CORRIDOR PLAN

INTERIM CORRIDOR STRATEGY

July 24, 1995

The attached Interim Corridor Strategy for the Portland-Astoria Corridor Plan replaces earlier drafts and represents a final version for purposes of endorsement by jurisdictions within the Corridor and by the Oregon Transportation Commission.

This Interim Corridor Strategy should be inserted as Chapter 7 in the Portland-Astoria Corridor Plan document.

CHAPTER 7

INTERIM CORRIDOR STRATEGY

A. Introduction

1. Corridor Strategy

This Interim Corridor Strategy proposes a long-term (20-year) program for the operation, preservation and enhancement of transportation facilities within the Portland-Astoria (U.S. Highway 30) Corridor. As a first step in the Corridor Planning process, *the purpose of the Corridor Strategy is to establish realistic performance objectives for transportation in the corridor and to make major transportation tradeoff decisions.* Objectives have been developed for all modes of transportation in the corridor based upon issues identified by local and regional governments in the Corridor, interest groups, and the general public. Objectives address the corridor as a whole, as well as major segments of the corridor, but do not address specific sites or transportation improvements. Site-specific decisions will be made during preparation of city and county Transportation System Plans (TSPs) and General Plans. This is intended to be an *Interim* Corridor Strategy, as it may be further refined during development of TSPs and General Plans.

Implementation of the Strategy will require actions and investments by a variety of parties, including ODOT, local and regional governments, and/or private parties. For example, Burlington Northern would have primary responsibility for implementation of strategies to expand rail service in the corridor. Assignments of responsibility will be developed during refinement of these objectives in city and county TSPs, then incorporated into the Corridor Plan.

The Portland-Astoria Interim Corridor Strategy builds on the strategies and policies found in the Oregon Transportation Plan (OTP) and the Oregon Highway Plan (OHP). Similarly, it incorporates the corridor-specific strategies and recommendations found in the 1990 U.S. 30 Access Oregon Highway Study (AOH) and the 1991 U.S. 30 Multimodal Study.

2. Development of the Corridor Strategy

This Interim Corridor Strategy has been developed over the last nine months with the active involvement of local and regional governments in the corridor, interest groups, statewide agency and stakeholder committees, and the general public. A draft Interim Corridor Strategy was developed by a Corridor Technical Advisory Group (CTAG), composed of representatives of ODOT and 19 regional and local governments with the Corridor, and circulated for broad agency, stakeholder and public review. The CTAG draft was then reviewed and approved, with some revisions, by a Corridor Steering Committee (CSC), consisting of elected officials or other representatives from the affected jurisdictions represented on the CTAG. Formal endorsement of the Interim Corridor Strategy by the

affected jurisdictions and the Oregon Transportation Commission is expected to be completed in summer, 1995.

Key steps in the development of this Strategy include:

- Stakeholder surveys

A survey of 200 stakeholders and other interested parties in the Portland-Astoria Corridor was conducted by ODOT beginning in September, 1994. The primary purpose of the survey was to identify issues and needs to be addressed in the corridor planning process.

- Local government briefings

Local and regional governments within the corridor were briefed on the corridor planning process and asked to designate representatives to serve on technical and policy review committees.

- Technical committees

Two technical committees were created to identify preliminary issues, opportunities and constraints; develop draft corridor objectives for public review; and advise on the planning process. These included an Internal Review Team (IRT), composed of ODOT regional and district planners and engineers, and the Corridor Technical Advisory Group (CTAG), previously described. The CTAG is the primary author of recommended objectives.

- Policy Committee

This Interim Corridor Strategy was finalized and approved by a Corridor Steering Committee (CSC) composed of elected officials or appointed representatives from each of the local and regional jurisdictions in the Corridor.

- Corridor newsletter

A January, 1995 newsletter was distributed to more than 2,500 individuals and organizations within the corridor. The newsletter provided information on the corridor planning process, announced open houses and other public involvement strategies, and solicited input on significant issues and priorities to maintain or improve transportation services in the corridor.

- Open houses

Open houses were conducted at six locations in the corridor in January and February, 1995 to provide information on the planning process and to solicit input on issues, needed improvements to the transportation system, and priorities.

- Stakeholder Outreach

Input was also solicited through direct mailings to key stakeholders, including transportation service providers and interest groups, on a Preliminary Draft Interim Corridor Strategy.

3. Assumptions

The Interim Corridor Strategy assumes implementation of several near-term projects within the corridor that have been previously approved for construction, as well as standard levels of roadway maintenance and repair. Specific capital improvements that are assumed include:

- Widening of Highway 30 to five lanes between Warren and the northern city limits of Columbia City.
- Realignment of Highway 30 between Fernhill Road and the John Day River Bridge.

All transportation projects are assumed to meet federal and state standards, including applicable Americans with Disabilities Act requirements. In addition, any highway improvements will meet federal, state and local standards for construction of new highways.

B. Role/Functions

The Portland-Astoria Corridor is a major route connecting the Portland metropolitan area with the northern Oregon and southern Washington coasts and providing access to communities along the lower Columbia River. It is an important recreational, commuter and commercial traffic corridor and one of the most multi-modal corridors in the state, with active truck freight, rail, air and water transport services. Often referred to as the Lower Columbia River Corridor, it extends from the intersection with I-405 in Portland to the intersection with U.S. Highway 101 in Astoria.

U.S. Highway 30, formerly the Lincoln Highway, is the oldest, most historic and most populated route between Portland and the Coast. The highway serves as the "Main Street" for a number of cities along the lower Columbia River -- Scappoose, St. Helens, Columbia City, Prescott, Rainier, Clatskanie, and Astoria. It also serves the Ports of Portland, Astoria and St. Helens with rail and highway connections on the Oregon side of the Columbia River and the Ports of Longview, Kalama and Vancouver on the Washington side of the river.

Highway 30 is a designated bike route on the Oregon Statewide bike route system, and accommodates substantial bicycle traffic, particularly during summer months. It is also designated as both an Access Oregon Highway and a State Scenic Highway.

The function of the corridor varies in different segments:

- ◆ Near Portland, U.S. 30 handles a high amount of commuter and commercial traffic as it provides access to downtown Portland and the interstate highway system in the metro area. It also provides direct access to the Port of Portland and the industrial area in northwest Portland.
- ◆ Between St. Helens and downtown Portland, U.S. 30 is an important commuter route.
- ◆ West of St. Helens, U.S. 30 assumes more of a rural roadway function, serving trips from outlying areas to the towns and cities in this section, as well as recreational and commercial through-traffic. This section also serves substantial truck traffic due to several lumber mills along the route.
- ◆ Between Rainier and Portland, U.S. 30 competes with I-5 in Washington as a travel corridor, with the connection between these highways through Longview, Washington via the Columbia River bridge at Rainier. While U.S. 30 in general is an attractive route between Portland and the coast, I-5 provides a quicker alternative route between Portland and Rainier.
- ◆ West of Rainier, U.S. 30 is a more attractive route to the coast than State Route 4 in Washington (which parallels U.S. 30 on the north side of the Columbia River) because of better alignment.

C. Key Themes

A wide variety of objectives have been developed to address various aspects of the corridor's transportation system. The following identify the key themes reflected in this Strategy:

- Allocation of state resources to highway projects according to the following priorities:
 - (1) Maintenance of the existing facility to ensure that it remains safe and functional, e.g. fixing potholes;
 - (2) Preservation of the roadway by investing in roadbed and pavement reconstruction as needed to minimize maintenance costs; and
 - (3) Safety and capacity improvements.
- No additional expansion in highway capacity from Columbia City to Portland, except for transportation system management (TSM) improvements such as turning lanes and signal improvements.
- No major expansions in highway capacity from Columbia City to Astoria, except for truck climbing/passing lanes, and turning lanes and through lanes in congested urban areas.

- A stronger I-5/Highway 30 connection to provide a high-speed through-route between the western portion of the corridor and Portland.
- Reconstruction or construction of a new river crossing at Longview/Rainier and/or alternative bridge locations, if legislation is enacted enabling public-private toll facilities.
- Minimizing additional long-haul truck use of Highway 30 by promoting increased bulk freight movement by rail and water.
- Deepening of the Lower Columbia River navigation channel to accommodate deep draft ships.
- Construction of the Astoria Bypass, defining a new route for U.S. 30 from the John Day Bridge area to U.S. 101.
- Reliance upon local access management and circulation plans to relieve localized congestion problems, to facilitate local trips crossing Highway 30 safely without unduly interfering with through-traffic, to reduce the need for Highway 30 improvements, and to meet other local transportation system needs.
- Application of the most restrictive access management standards (regulating the number, spacing, type, opportunities for left turns and location of driveways, intersections and traffic signals) for both local arterials and U.S. 30, consistent with existing or planned adjacent land uses.
- Transportation-efficient land use patterns that reduce vehicle miles traveled and promote a live/work balance.
- Targeting of realignment and widening to sections with above-average accident rates and to sections with high congestion rates.
- Prioritization of projects that enhance development of port properties and other designated industrial and commercial sites.
- Prioritization of projects that reduce automobile travel in urban areas through promotion of alternative transportation modes.
- Prioritization of projects that support increased recreation and tourism.
- Accommodation of increasing bicycle and pedestrian uses through bikeways along the entire corridor length, and, in urban areas, sidewalks on both sides of the highway and convenient and safe pedestrian crossings.

D. Transportation System Objectives

The following objectives are organized to respond to categories of policies and objectives in the OTP.

A. TRANSPORTATION BALANCE

The OTP establishes state policy to provide a balanced transportation system. A balanced transportation system is one *"that provides transportation options at appropriate minimum service standards, reduces reliance on the single-occupant automobile where other modes or choices can be made available, particularly in urban areas, and takes advantage of inherent efficiencies of each mode."*

Autos

In concert with improving systems and facilities that accommodate alternative modes of travel (e.g. rail, bike, pedestrian), the Oregon Highway Plan (OHP) indicates that Oregon must commit to protecting and improving its highway system or risk losing its economic base and potential economic expansion. As a statewide highway, the management objective for U.S. 30 as stated in the OHP is *"to provide for safe and efficient high-speed continuous flow operation in rural areas and moderate to high-speed operations of flow in urban and urbanizing areas."* Modal balance and transportation system efficiency are to be achieved, in part, through efforts to reduce reliance on the single-occupant vehicle. The Oregon Transportation Planning Rule (TPR) mandates reductions in per capita automobile travel in the larger urban areas of the state, including Portland. The Oregon Transportation Plan (OTP) discourages highway capacity improvements which primarily serve commuters from outside of urban growth boundaries.

- A.1 Provide no additional expansion in highway capacity from Columbia City to Portland, except for transportation system management (TSM) improvements such as turning lanes.
- A.2 Provide no major expansions in highway capacity from Columbia City to Astoria, except for passing lanes, turning lanes and through lanes in congested urban areas.
- A.3 In lieu of capacity expansions, emphasize transportation demand management (TDM) techniques, especially the promotion of alternative modes; pricing mechanisms; and land use patterns which encourage alternatives to single occupant vehicles.

Air Service

Commercial air passenger service was recently started between Portland and Astoria with four daily round trips. This exceeds the minimum level of three daily round-trips identified in the OTP.

- A.4 Encourage private airport shuttle service to the Astoria Regional Airport to improve airport access and usage.
- A.5 Investigate use of the Scappoose Industrial Airpark to accommodate increased regional demands.

Bicycles

According to the Oregon Bicycle and Pedestrian Plan, state highways are to be improved to safely accommodate bicycle travel. The OTP calls for integrating statewide and regional bicycle systems with other transportation systems in urban and rural areas to accommodate commuting and other trips by bicycle. The TPR mandates the provision of safe, convenient, and adequate facilities that meet the travel needs of bicyclists and pedestrians.

- A.6 Provide bicycle lanes in urban areas and, at a minimum, provide five-foot shoulders to accommodate bicycle use along the entire corridor length.
- A.7 Provide connections to local bicycle and (hiking) systems where feasible.
- A.8 Provide bicycle crossings across Highway 30 where appropriate and feasible.
- A.9 Improve bicycle access to the St. John's and Longview Bridges.
- A.10 Incorporate adequate bikeways into the Astoria Bypass and Fern Hill-John Day River Bridge project and enhance bicycle access into Astoria along the existing Highway 30 corridor.
- A.11 Develop abandoned railroad corridors, e.g. the BN alignment over Cornelius Pass and the alignment from Tongue Point west to Smith Point in Astoria, into bike/pedestrian corridors.
- A.12 Where feasible, develop remaining sections of the Old Highway 30 alignment into bicycle routes.

Pedestrians

Minimizing barriers to safe and convenient pedestrian crossings is a goal of the OTP, while providing pedestrian facilities that allow direct, hazard-free travel (such as sidewalks in urban areas) is required by the TPR.

- A.13 In urban areas, at a minimum, provide six-foot sidewalks on both sides of the highway and convenient and safe pedestrian crossings.

Urban Transit/Intercity Transit

The OTP calls for commuter transit service between Portland and St. Helens, at least two daily round-trip intercity bus trips between Astoria and Portland, and linking local elderly and disadvantaged transit services to intercity bus service. The U.S. 30 Multimodal Study concluded that passenger rail in the corridor is not feasible at this time, in part due to insufficient population densities.

- A.14 Investigate contracted transit services to serve increasing numbers of commuters between St. Helens and Portland.
- A.15 Investigate expansion of Kelso-Longview transit service into St. Helens/Rainier.
- A.16 Ensure ongoing intercity bus service between Astoria and Portland.
- A.17 Encourage vanpooling to large employment centers.
- A.18 Develop "Park and Ride" and "Park and Pool" lots.
- A.19 Manage the rail line to preserve future opportunities for rail service, particularly self-propelled passenger rail. Through Transportation System Plans and the Corridor General Plan, identify the conditions that would warrant future investigation of the feasibility of passenger rail services.

Rail Service

A Burlington Northern (BN) branch line connects the cities of Astoria, Clatskanie, Rainier, Columbia City, St. Helens and Scappoose with the BN mainline in Portland. The OTP calls for the Lower Columbia River ports to have multimodal connections, and have access to rail freight service. The OTP includes a rail/truck intermodal facility at Astoria (Tongue Point), as demand warrants.

- A.20 Upgrade railroad crossings in conjunction with other roadway improvements.
- A.21 Make infrastructure improvements (railroad, streets, utilities, etc.) to enhance the investment climate for rail users.
- A.22 Maintain active rail service to Tongue Point.
- A.23 Develop rail/truck/marine intermodal, including reload, facilities at Tongue Point, Rainier, Columbia City, Port Westward, and other developed sites.
- A.24 Develop a consortium of railroad shippers and target industrial recruitment on rail shippers. Encourage coordinated marketing between BN and the ports.
- A.25 Develop excursion/tourism uses of the railroad.

Truck Freight

The OTP calls for open and competitive connections between deep draft ports and trucking lines, and level of service (LOS) C or better on state highways for off-peak period truck movements.

- A.26 Minimize additional long-haul truck use of Highway 30 by promoting increased bulk freight movement by rail and water.
- A.27 Promote use of I-5 and the Astoria Bypass as truck routes.
- A.28 Construct truck climbing/passing lanes in the corridor's western portion.
- A.29 Improve truck access to industrial sites, including turn and acceleration/deceleration lanes where appropriate.
- A.30 Design local street systems to separate local truck traffic from through traffic.

Water

The Ports of Portland, Astoria and St. Helens are deep draft ports with rail and highway connections on the Oregon side of the Columbia River. The Ports of Longview, Kalama and Vancouver are deep draft ports on the Washington side of the Columbia River. Except for bulk commodities, it is assumed that Columbia River water transport will continue to be primarily international, national and regional, rather than local, in nature.

- A.31 Support the proposed deepening of the Lower Columbia River navigation channel from 40 to 43 feet to accommodate deep draft ships, as currently being studied by the U.S. Army Corps of Engineers.
- A.32 Improve access to port properties to take advantage of significant expansion opportunities.
- A.33 Maintain ferry service between Cathlamet/Westport.
- A.34 Investigate commercial ferry service between Astoria/Longview and St. Helens/Portland.

Pipelines

The OTP calls for the provision of a natural gas pipeline to Astoria by the year 2012. Pipelines can be constructed by permit in ODOT rights-of-way. However, pipeline companies generally prefer to use more direct alignments for their trunk line facilities.

- A.35 To the extent feasible, utilize pipeline rights-of-way as bicycle and pedestrian pathways and wildlife corridors.

Telecommunications

Telecommunication is identified by the OTP as a transportation demand management (TDM) technique that reduces auto usage. Telecommunication is expected to play an increasingly important role in linking individuals and communities in the corridor.

- A.36 Promote telecommunication technologies and programs that reduce vehicle miles traveled.
- A.37 Coordinate the installation of fiber optics with highway improvements.

B. REGIONAL CONNECTIVITY

The OTP establishes state policy *"to provide a transportation system with connectivity among modes within and between urban areas, with ease of transfer among modes and between local and state transportation systems."* (Note: A number of regional connectivity strategies are included under other sections, particularly Section A, and are not repeated here.)

Interconnected, Cooperative Transportation Roles Among Corridor Communities

Each community along the corridor is unique, with issues and concerns that reflect the needs of local citizens and businesses. However, U.S. 30 acts as a common lifeline, and actions taken by one community may affect others. In addition, decisions made about the future role of U.S. 30 may affect other transportation facilities.

Increased traffic on the Longview/Rainier (Lewis & Clark) Bridge is anticipated with continued regional growth and increased use of I-5 as an alternative route between Portland and Rainier. The existing structure is believed to be functionally obsolete and Oregon and Washington are currently discussing options, including public/private partnerships to rebuild and operate the bridge.

- B.1 Encourage use of I-5 as an alternate route to avoid congestion in the segment from Columbia City to Portland.
- B.2 Construct the Astoria Bypass, defining a new route for U.S. 30 from the John Day Bridge area to the Oregon Coast Highway (U.S. 101).
- B.3 Analyze the effects of construction of the Astoria Bypass on the use of Business Highway 101 and identify needed improvements, access management, and other traffic mitigation measures.
- B.4 Reconstruct or construct a new Longview/Rainier river crossing. If legislation is enacted enabling public-private toll facilities, examine alternative bridge locations, including the existing alignment; crossings in other locations such as Goble/Kalama and Columbia City/Woodland; and alternatives to bridges, e.g. tunnels.
- B.5 With reconstruction or construction of a new Longview/Rainier river crossing, investigate the feasibility of connecting BN branch lines in Longview and Rainier.
- B.6 Continue to work with the State of Washington to improve access management on SR 432 and SR 433.
- B.7 Continue to work with the State of Washington to improve signage connecting Highway 30 and I-5.
- B.8 Assess future travel demand and uses for Cornelius Pass Road and identify needed improvements and alternative connections between Highway 30 and 26.
- B.9 Improve signalization to facilitate movement through urban areas.

Connections Between Places: Appropriate Travel Times

The OHP establishes a management directive for U.S. 30 "to provide for safe and efficient high-speed continuous flow operation in rural areas and moderate to high-speed operations of flow in urban and urbanizing areas." Astoria-Portland travel times are currently about 145 minutes for autos and 191 minutes for trucks. They are predicted to degrade to 164 and 206 minutes by the year 2016 based on continuation of current growth trends and assuming no major improvements or changes in maintenance and operation practices.

- B.10 In lieu of major capacity expansions, strive to maintain existing travel times for both autos and freight through high levels of facility management (acceleration/deceleration lanes, turn refuges, coordinated signals, and access management).
- B.11 In urban areas, establish travel times compatible with the promotion of compact, pedestrian friendly "Main Streets".
- B.12 Construct more passing and truck climbing lanes from Columbia City to the Astoria Bypass.
- B.13 Provide a better network of local streets (alternate routes) in urban and developed rural areas.

C. HIGHWAY CONGESTION

The OHP calls for providing Level of Service (LOS) B or better in rural areas, LOS D or better in the Portland and Rainier areas, LOS C or better in other urban areas. LOS is a qualitative measure of highway operations, graded on a scale from A to F. LOS A represents free flow traffic movements with no delays while LOS F represents congested, stop and go conditions with significant delays. ODOT statistics indicate that 19% of the corridor is currently highly congested and 55% moderately congested. Without improvements, the forecast for 2016 is that 45% of the corridor will be highly congested and 37% will be moderately congested.

Facility Management

Facility management helps avoid premature obsolescence of highways and related transportation facilities by accommodating growth and increased traffic with and without capital-intensive improvements. One of the most important facility management techniques to preserve the function of the highway is access management, which includes regulating the number, spacing, type, and location of driveways, intersections and traffic signals. The OHP establishes six access management categories, ranging from full access control (freeways) to partial control (for regional or district highways). Other facility management techniques include enhanced utilization of parallel local streets, reconfigured land use patterns, and transportation demand management (TDM) strategies such as rideshare, park-and-ride and telecommuting.

- C.1 Adopt the highest applicable (most restrictive) access management categories for both local arterials and U.S. 30, consistent with existing or planned adjacent land uses. As interim standards until local TSPs are completed, adopt the access management categories in Attachment A.
- C.2 Develop consistent access management plans within and between urban areas.
- C.3 Establish consistent policy on raised medians in congested areas.
- C.4 Utilize LOS levels established in the OTP as goals, recognizing that they may not be achievable in all segments.

Congestion in Urbanized Areas

- C.5 Develop local access management and circulation plans to relieve localized congestion problems, to facilitate local trips crossing Highway 30 safely without unduly interfering with through traffic, and to meet other local transportation system needs.
- C.6 Improve local street systems to reduce the need for Highway 30 improvements.
- C.7 Improve traffic signalization in urban areas to improve safety and livability.

Congestion in Rural Areas

The Access Oregon Highway (AOH) Study calls for one mile passing lanes at a spacing of no more than five miles, as needed to meet operating speed goals within rural segments of the corridor.

- C.8 Preserve rural sections as rural, particularly in the Portland-to-Rainier segment, through access management and land use controls.
- C.9 Provide passing and truck climbing lanes in key locations from Columbia City to the Astoria Bypass.

D. ROADWAY CONDITIONS

Roadway Geometry

The AOH Study calls for providing minimum travel lane widths of twelve feet, and minimum paved shoulders of six feet. Approximately 28% of the highway currently does not meet that standard. There are also several segments of highway with substandard vertical and horizontal curves, resulting in delays due to slow moving vehicles and reduced safety in those segments.

- D.1 Target realignment and widening to sections with above average accident rates and to sections with high congestion rates where there is a favorable cost/benefit ratio.
- D.2 Investigate the need to reconstruct the Maggie Johnson Road overpass over Highway 30 (near M.P. 31) to eliminate over-height load detours.
- D.3 In the short term, target pavement of substandard shoulders to "easy fix"/low cost areas.
- D.4 Widen bridges at Big Creek, Gnat Creek, and Goble Creek.

Roadway Condition

The AOH Study calls for improving and maintaining pavement surface to good or better condition. Only 48% of the highway currently meets that standard.

- D.5 Maintain roadway surface conditions at 90% fair/better by the year 2010.
- D.6 Address drainage problems where they affect the function and condition of the roadway.

E. SAFETY

In 1992, the number of high accident locations per mile for the U.S. 30 corridor was higher than the statewide average, while the overall accident rate per million vehicle miles of travel was slightly lower than the statewide average.

- E.1 Target resources to reduce accident potential in the top 10% of accident locations within the corridor.
- E.2 Improve lighting at key locations along the corridor and maintain delineation (e.g. fog lines, reflector buttons) to be highly visible.
- E.3 Investigate the need for additional safety rest facilities and emergency telephones.
- E.4 Install guard rails where needed to meet highway safety standards.
- E.5 Install rural railroad track crossing protection where needed to meet safety standards.
- E.6 Provide adequate turn lanes near congested railroad crossings to prevent highway backups.
- E.7 Consider realignment or other improvements of intersections with limited sight distances.
- E.8 Widen the shoulders at the base of Rainier Hill to provide adequate truck chain-up area.
- E.9 Target additional law enforcement to entrances/exits of urban areas and to base of Rainier Hill (eastbound)
- E.10 Expand speed limit enforcement, e.g. install mobile digital speed indicators at mid-point of Rainier Hill eastbound (southbound) and between Portland and Scappoose.
- E.11 Review and modify if needed, the current hazardous materials response program. Identify potentially unsafe locations (e.g. access/egress points to industrial sites) and develop necessary improvements to accommodate customary freight transport needs.
- E.12 Investigate additional safety improvements to Cornelius Pass Road.
- E.13 Re-open weigh stations and install weigh-in motion detectors to address trucks using Longview-Rainier Bridge and U.S. 30 to avoid weigh stations on I-5 north of Vancouver.
- E.14 Install weather condition monitoring devices at strategic locations in the corridor.

F. ENVIRONMENTAL AND ENERGY IMPACTS

Scenic Resources

The OTP requires the protection and enhancement of scenic resources in the corridor *"to support economic development and preserve quality of life."* Impacts to views to and from the highway corridor must be considered with any proposed improvements.

- F.1** Improve directional signing for existing attractions, including Old Highway 30 and other historic resources.
- F.2** Identify and construct additional roadside turnoffs at scenic viewpoints.
- F.3** Utilize vegetation management measures to create and protect scenic vistas, e.g. scenic buffers for timber harvests, and to replace or mitigate for vegetation lost to transportation system projects.
- F.4** Remove scenic intrusions such as billboards. Investigate alternatives to billboards, e.g. Oregon Tourism Alliance travel information program.
- F.5** Pursue federal designation as a Scenic Byway (e.g. Highway 101 and Hwy. 26) and establish official Lewis & Clark Trail signage along the route.
- F.6** Establish an Astoria-Megler Bridge viewpoint, with appropriate signing.

Natural Resources

The OTP states that: *"It is the policy of the State of Oregon to provide a transportation system that is environmentally responsible and encourages conservation of natural resources." The design, construction and operation of the transportation system should "positively affect both the natural and built environment ... where adverse effects can not be avoided, minimize or mitigate their affect on the environment."*

- F.7** Avoid transportation system improvement impacts to the most sensitive natural areas, e.g. large wetlands near John Day County Park, Trojan Park and Prescott Beach County Park.
- F.8** To achieve state and federal air quality standards, institute measures to reduce vehicle-miles-traveled (VMT) and congestion, particularly within the Portland airshed portion of the corridor.
- F.9** Design roadway improvements and new facilities to minimize surface runoff pollutants.
- F.10** Minimize impacts from the transportation system, particularly local roads connecting to Highway 30, on wildlife migration routes.

Energy Impacts

The OTP mandates minimizing transportation-related energy consumption through the use of fuel-efficient modes of travel, improving vehicle efficiencies, and through the design, construction, and operation of transportation facilities. Energy consumption would be

reduced by implementation of many of the proposed strategies in this document, particularly those related to alternative transportation modes.

G. SOCIAL AND LAND USE IMPACTS

The OTP establishes state policy: *"To develop a multimodal transportation system that provides access to the entire state, supports acknowledged comprehensive land use plans, is sensitive to regional differences, and supports livability in urban and rural areas."*

Protection of Community Resources

Protection of sensitive cultural (historic and archaeological) resources and effects on community livability must be considered with any proposed improvements to the transportation system.

- G.1 Design transportation system improvements to preserve the livability of the communities within the corridor and to avoid, minimize or eliminate impacts to sensitive cultural resources and other community resources.
- G.2 Preserve those sections of Old Highway 30 with historic values.
- G.3 Consult with the Tribes and local governments concerning the presence of significant cultural resources/uses.

Foreseeable Development Actions Affecting the Functioning of the Corridor

City and county comprehensive plans and Metro's Region 2040 Plan have identified areas for future growth. Review of these plans indicates that there is significant vacant developable land within the corridor, particularly between Scappoose and Rainier.

- G.4 Encourage transportation-efficient land use patterns that reduce vehicle miles traveled and promote a live/work balance, e.g. clustered development, mixed uses, maximum parking ratios, and circulation systems that reduce out-of-direction travel.
- G.5 Plan for continued growth by constructing alternative local transportation routes.
- G.6 Utilize access management to limit the impacts of new development on highway congestion.
- G.7 Establish standards for building setbacks adjacent to state rights-of-way.
- G.8 Take advantage of the multi-modal capabilities/capacities of the corridor to promote development that is not solely auto/truck dependent.
- G.9 As identified in Metro's Region 2040 Growth Concept, work with Metro, Multnomah and Columbia Counties, and the City of Scappoose to identify appropriate "green corridor" planning and transportation strategies to preserve natural areas between the Metro boundary and Scappoose.

H. ECONOMIC IMPACTS

Economic Development

The OTP promotes: *"the expansion and diversity of Oregon's economy through the efficient and effective movement of goods, services, and passengers in a safe, energy-efficient and environmentally sound manner."* The U.S. 30 Multimodal Study evaluated the role that each transportation facility plays in the economic development of the corridor, and found that barge, rail, and highway transportation facilities were generally supportive of economic growth. However, the need for a deep draft navigation channel, and "underdeveloped" rail, highway, port, and air facilities were listed as potential constraints to growth. The study concluded that about \$200 million in highway, rail, and port improvements would be needed to support economic growth in the corridor.

- H.1 Grant high priority to projects that enhance development of existing industrial and commercial sites.
- H.2 Enhance access to existing industrial sites, e.g. Tongue Point and Cottonwood Island.

Recreation Opportunities

One of the primary uses of the Highway 30 corridor is recreation travel. The importance of recreation, particularly tourism, to economic development in the corridor is illustrated in the designation of tourism as the Regional Economic Strategy for Northwest Oregon.

- H.3. Create a gateway to Oregon, including a visitor center, at the Highway 101/202 intersection, the ODOT District 1 office near the Astoria-Megler Bridge entrance, or the existing Astoria Chamber of Commerce visitor center.
- H.4 Promote a stronger I-5/Highway 30 connection to encourage additional tourism.
- H.5 Improve access to recreational sites, including river access and expand the recreational services offered, e.g. windsurfing rentals at Jones Beach and additional public boat ramps and parking.
- H.6 Improve recreation/tourist-oriented directional signing.
- H.7 Investigate sites for visitor information centers, e.g. Longview Bridge, Trojan.
- H.8 With railbanking of the Astoria segment of the BN line, develop a riverfront promenade, trolley or other tourist facilities.
- H.9 With development of the Astoria bypass, encourage tourist access to downtown Astoria.
- H.10 Promote river excursions between Portland and Astoria and Astoria as a cruise ship port-of-call.
- H.11 Expand the Columbia River Heritage Canoe Trail from Portland to Astoria (currently extends from Clatskanie to the John Day Channel near Fern Hill).
- H.12 Develop additional educational opportunities for interpretation and field studies connected to the Lewis & Clark Expedition down the Lower Columbia River.

I. MISCELLANEOUS

- I.1 Maintain a corridor-wide advisory group to assist ODOT in prioritizing transportation projects, review Transportation System Plans for conformance with the Corridor Strategy, and assist in preparing and updating the Corridor Plan, as needed.**

chap7714

TABLE 1 HIGHWAY ACCESS MANAGEMENT CATEGORIES

Category 1:

These highway segments provide for efficient and safe high speed and high volume traffic movements, on interstate, interregional, intercity, and some intracity routes in the largest urbanized areas. The segments do not provide direct land access. Access control and other methods will be used on nearby cross streets in the area of interchanges to protect the operation of those interchanges. This category will apply to all interstate highways and other highways that function like freeways.

Category 2:

These highway segments provide for efficient and safe high speed and high volume traffic movements, on interstate, interregional, intercity and longer distance intracity routes. They should not provide direct land access. This category is distinguished by highly controlled connections, and medians. Traffic signals should be avoided and where they must be installed, their effect on mainline traffic flow should be minimized. Grade separations should be considered for high volume cross streets or other cases where signals are not appropriate. Some category 2 facilities may be developed into category 1 facilities over time. This category includes many of the statewide facilities.

Category 3:

These highway segments provide for efficient and safe medium to high speed and medium to high volume traffic movements, on interregional, intercity and longer distance intracity routes. The segments are appropriate for areas which have some dependence on the highway to serve land access and

where financial and social costs of attaining full access control would substantially exceed benefits. This category includes some of the statewide facilities.

Category 4:

These highway segments provide for efficient and safe medium to high speed and medium to high volume traffic movements, on higher function interregional and intercity highway segments. They also may carry significant volumes of longer distance intracity trips. They are appropriate for routes passing through areas which have moderate dependence on the highway to serve land access and where the financial and social costs of attaining full access control would substantially exceed benefits. This category includes a small part of the statewide facilities and most regional facilities.

Category 5:

These highway segments provide for efficient and safe medium speed and medium to high-volume traffic movements, on intercity, intracity and intercommunity routes. There is a reasonable balance between direct access and mobility needs within this category.

Category 6:

These highway segments provide for efficient and safe slower to medium speed and low to high-volume traffic movements, on intracity and intercommunity routes. This category will be assigned only where there is little value in providing for high speed travel. Providing for reasonable and safe access to abutting property is a major purpose of this access category.

ACCESS MANAGEMENT CLASSIFICATION SYSTEM

Category	Access Treatment	LOI (1)	Urban/ Rural	Intersection				Signal Spacing (4)	Median Control
				Public Road		Private Drive (3)			
				Type (2)	Spacing	Type	Spacing		
1	Full Control (Freeway)	Interstate/ Statewide	U	Interchange	2-3 Mi.	None	NA	None	Full
			R	Interchange	3-8 Mi.	None	NA	None	Full
2	Full Control (Expressway)	Statewide	U	At grade/Intch	1/2-2 Mi.	None	NA	1/2-2 Mi.	Full
			R	At grade/Intch	1-5 Mi.	None	NA	None (5)	Full
3	Limited Control (Expressway)	Statewide	U	At grade/Intch	1/2-1 Mi.	Rt. Turns	800'	1/2-1 Mi.	Partial
			R	At grade/Intch	1-3 Mi.	Rt. Turns	1200'	None (5)	Partial (6)
4	Limited Control	Statewide/ Regional	U	At grade/Intch	1/4 Mi.	Lt./Rt. Turns	500'	1/2 Mi.	Partial/None (7)
			R	At grade/Intch	1 Mi.	Lt./Rt. Turns	1200'	None (5)	Partial/None (7)
5	Partial Control	Regional/ District	U	At grade	1/4 Mi.	Lt./Rt. Turns	300'	1/4 Mi.	None
			R	At grade	1/2 Mi.	Lt./Rt. Turns	500'	1/2 Mi.	None
6	Partial Control	District	U	At grade	500'	Lt./Rt. Turns	150'	1/4 Mi.	None
			R	At grade	1/4 Mi.	Lt./Rt. Turns	300'	1/2 Mi.	None

Notes:

- 1) The Level of Importance (LOI) to which the Access Category will generally correspond. In cases where the access category is higher than the Level of Importance calls for, existing levels of access control will not be reduced.
- 2) The basic intersection design options are as listed. Special treatments may be considered in other than category 1. These include partial interchanges, jughandles, etc. The decision on design should be based on function of the highway, traffic engineering, cost-effectiveness and need to protect the highway. Interchanges must conform to the interchange policy.
- 3) Generally, no signals will be allowed at private access points on statewide and regional highways. If warrants are met, alternatives to signals should be investigated, including median closing. Spacing between private access points is to be determined by acceleration needs to achieve 70 percent of facility operating speed. Allowed moves and spacing requirements may be more restrictive than those shown to optimize capacity and safety.
- 4) Generally, signals should be spaced to minimize delay and disruptions to through traffic. Signals may be spaced at intervals closer than those shown to optimize capacity and safety.
- 5) In some instances, signals may need to be installed. Prior to deciding on a signal, other alternatives should be examined. The design should minimize the effect of the signal on through traffic by establishing spacing to optimize progression. Long-range plans for the facility should be directed at ways to eliminate the need for the signal in the future.
- 6) Partial median control will allow some well-defined and channelized breaks in the physical median barrier. These can be allowed between intersections if no deterioration of highway operation will result.
- 7) Use of physical median barrier can be interspersed with segments of continuous left-turn lane or, if demand is light, no median at all.

ODOT Interim Access Management Categories

Lower Columbia River Highway - US 30 (092)

5/24/95

MILEPOINT	Description	Urban/ Rural	Interim Access Management Category	Lanes	3-Color Traffic Signal	1992 ADT (All Vehicles)	Notes:
0.95	BEGIN CORRIDOR	U	2	2			
1.45		U	2	4			
1.48		U	2	3			
1.83	NW York St	U	2	4			
1.96		U	2	3			
1.97		U	2	5			
1.99	NW 23rd	U	2	4			
2.05	NW Suffolk St	U	2	4			
2.09	NW Brewer St	U	2	4			
0.00	Interchange	U	2	4			
0.87 (southbound)		U	2	2			
1.36 (southbound)		U	2	4			
1.54 (southbound)		U	2	2			
1.79 (southbound)		U	2	3			
1.93 (southbound)		U	2	2			
1.96 (southbound)	NW Nicolai St.	U	2	2	X	33,000	
2.25	street to Front Ave	U	2	4	X		
.42		U	2	4		28,000	
2.67	NW 29th Ave	U	2	4	X	31,000	
2.73	NW 30th	U	3	4			
3.12	NW 35th Ave	U	3	4	X	30,000	
3.92	NW Kittridge Ave	U	3	4	X	24,000	
4.70	NW 55th	U	4	4			
6.00		U	3	4			
6.23	road	U	3	4	X		
6.41	NW Bridge Ave	U	3	4	X		
7.32	NW Bridge Ave	U	3	4	X		
8.15	NW 105th Ave	U	4	4	X		
8.30	NW 107th Ave	U	4	4	X		
8.81	road	U	3	4			
9.66	Portland city limits	U	3	4		17,000	
9.98	Portland UBG	R	3	4			
10.83	road to Sauvies Is Br	R	3	4	X		
12.45	3rd St	R	4	4			
13.22	Cornelius Pass Rd	R	4	4	X		
13.50	west of Cornelius Pass Road	R	3	4			

ODOT Interim Access Management Categories
Lower Columbia River Highway - US 30 (092)
5/24/95

MILEPOINT	Description	Urban/ Rural	Interim Access Management Category	Lanes	3-Color Traffic Signal	1992 ADT (All Vehicles)	Notes:
18.37	Columbia County line	R	3	4		16,000	
19.35	Scappoose city limits and UGB	U	3	4		17,000	
20.31		U	4	4			
20.35	Walnut St	U	4	4	X		
20.53	SW EM Watts Rd	U	4	4	X	20,000	
20.67	Maple St	U	4	4	X		
20.90	Columbia Ave	U	4	4	X	20,000	
21.05	NW Laurel St	U	3	4			
21.25		U	3	4		23,000	
21.30	Scappoose city limits (road)	U	3	4	X	15,000	
21.87	Scappoose UGB	R	3	4			
25.85		R	3	3			
25.92	St. Helens UGB (Bay Hill Lane)	U	3	3			
25.99		U	3	2			
26.95	Millard Rd	U	3	2		14,000	
27.59	St. Helens city limits (Division Rd)	U	4	2		15,000	
27.69	Gable Rd	U	4	2	X	15,000	
27.70		U	4	2		15,000	
27.78	road	U	4	3	X		
27.88	Sykes Rd	U	4	2			
27.92		U	4	4			
28.56	Columbia Blvd	U	4	4	X	17,000	
28.66	St Helens St	U	4	4	X		
28.79	Howard St	U	4	2			
29.10	St. Helens city limits	U	3	2		11,000	
29.41	Liberty Hill Rd	U	3	2		11,000	
29.62	St Helens UGB	R	3	2			
29.85		R	3	4			
30.46	Columbia City - city limits and UGB	U	3	4		12,000	
30.65		U	3	2			
31.03	"E" St	U	3	2		9,500	
31.99	Columbia City - city limits and UGB	R	3	2		8,600	

ODOT Interim Access Management Categories

Lower Columbia River Highway - US 30 (092)

5/24/95

MILEPOINT	Description	Urban/ Rural	Interim Access Management Category	Lanes	3-Color Traffic Signal	1992 ADT (All Vehicles)	Notes:
39.91	Jaquish Rd	R	3	2		6,000	
40.80	Neer Rd	R	3	2		6,800	
42.21	Trojan plant	R	3	3			
42.80		R	3	2			
43.12	Graham Rd	R	3	2		6,800	
45.88	Rainier city limits and UGB	U	3	2		8,200	
46.70		U	4	2			
46.91	2nd St East	U	4	2		8,500	
46.97	1st St	U	4	2	X	9,300	
47.20	4th St	U	3	2			
47.27	5th St	U	3	2		10,000	
47.34	6th St	U	3	4			
48.13	Mill St	U	3	4		11,000	
48.38	Rockcrest St	U	3	4	X	13,000	
48.51		U	3	2			
49.75	Rainier city limits	U	3	2			
49.16		U	3	3			
APPROX 50.26	Rainier UGB	R	3	3			
50.30	Wonderly Rd	R	3	3		9,700	
50.88		R	3	2			
55.56		R	3	3			
60.62	Clatskanie city limits and UGB	U	3	3		8,500	
60.82	Swedetown St	U	3	3			
60.83		U	3	2			
61.21	Clatskanie River	U	4	2			
61.22		U	4	4			
61.47	Nehalem St	U	4	4	X	9,700	
61.70	OR Hwy 47	U	3	2		9,700	
62.24	Clatskanie city limits	U	3	2		6,500	
63.00	Clatskanie UGB	R	3	2			
65.99	Marshland District Rd	R	3	2		7,100	
69.95	Clatsop County Line END ODOT REGION 1	R	3	2		6,600	
(Region 2 has not developed Interim Access Management Categories – For Discussion Only)							
72.86		R	3	3			
74.90	Clatsop Crest Summit	R	3	4			

ODOT Interim Access Management Categories

Lower Columbia River Highway - US 30 (092)

5/24/95

MILEPOINT	Description	Urban/ Rural	Interim Access Management Category	Lanes	3-Color Traffic Signal	1992 ADT (All Vehicles)	Notes:
75.01		R	3	3			
76.71		R	3	2			
79.26		R	3	2			
79.76		R	3	3			
80.35		R	3	4			
81.00		R	3	3			
81.48	Valley Creek Rd	R	3	2			
83.67		R	3	3			
85.11		R	3	2			
85.76	Svensen Market Rd	R	3	2		5,800	
92.67	John Day River Rd	R	3	2		5,600	
92.67	Begin Proposed Astoria Bypass	U	2	4			
OR 202 Interchange	Proposed Astoria Bypass	U	3	4			
Hwy 101 Interchange	Smith Point End Proposed Astoria Bypass	U	3	4			
95.12	Astoria city limits and UGB	U	3	2		9,200	
97.00	33rd St	U	3	2		13,000	
97.20	30th St	U	3	2	Y		
97.41	27th St	U	3	2	X	14,000	
97.96	16th St	U	3	1		14,000	
97.96	(highway splits)	U	4	1			
98.05	15th St (US 30: Marine Dr)	U	4	2			
98.10 (eastbound)	14th St (US 30: Commercial St)	U	4	2		13,000	
98.39 (eastbound)	8th St (US 30: Commercial St)	U	4	2		13,000	
98.13	14th St (US 30: Marine Dr)	U	3	2	X	12,000	
98.27	11th St (US 30: Marine Dr)	U	3	2	X		
98.36	9th St (US 30: Marine Dr)	U	3	2	X		
98.41	8th St (US 30: Marine Dr)	U	3	4		12,000	
99.05	W Bond St (US 30: Marine Dr)	U	3	4	X		
99.29	Basin St (us 30: Marine Dr)	U	3	4	X	17,000	
99.34	END CORRIDOR	U	3	4			

Percentage
of Corridor
with:

4 Lanes:

59%

3 Lanes:

11%

2 Lanes:

30%

Agenda Item 6.4
Meeting Date: September 28, 1995

Resolution No. 95-2196

**Resolution No. 95-2196, Adopting the Portland Area Air Quality Conformity
Determination for the FY 96 Transportation Improvement Program and 1995
Interim Federal Regional Transportation Plan.**

Transportation Planning Committee Report

Resolution No. 95-2196, For the Purpose of Adopting the Portland Area Air Quality Conformity Determination for the FY 96 Transportation Improvement Program and 1995 Interim Federal Regional Transportation Plan

Date: September 21, 1995

Presented by: Councilor Monroe

COMMITTEE RECOMMENDATION: At its September 19, 1995 meeting, the Committee voted 2/0 to recommend Council adoption of Resolution No. 95-2196. Councilors Kvistad and Monroe voted aye. Councilor Washington was absent.

COMMITTEE DISCUSSION/ISSUES: The resolution approves the regional air quality conformity determination for the 1995 Interim Federal Regional Transportation Plan (RTP) and amendments to the Transportation Improvement Plan (TIP). The determination confirms that transportation projects within the region will not reduce attainment and/or maintenance of the National Ambient Air Quality Standards (NAAQS). The determination will be forwarded prior to release of Federal funds to the region. The Department of Environmental Quality participated in the technical analysis to ensure the data was properly analyzed and that all projects were included in the modeling.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 95-2196 FOR THE PURPOSE OF ADOPTING THE PORTLAND AREA AIR QUALITY CONFORMITY DETERMINATION FOR THE FY 96 TRANSPORTATION IMPROVEMENT PROGRAM AND 1995 INTERIM FEDERAL REGIONAL TRANSPORTATION PLAN

Date: August 23, 1995

Presented by: Andrew Cotugno

PROPOSED ACTION

Adoption of this resolution will approve a regional air quality conformity determination for the recently adopted 1995 Interim Federal Regional Transportation Plan (RTP) and for those amendments to the current Metro Transportation Improvement Program (MTIP) that are to be consolidated into an FY 96 MTIP update. The final Conformity Determination is included as Exhibit A of the Resolution. The Determination is required under both federal and state regulations and provides assurance that transportation projects planned within the region will not hinder attainment nor maintenance of the National Ambient Air Quality Standards (NAAQS).

BACKGROUND

The federal Clean Air Act Amendments of 1990 stipulate that no transportation project may cause or contribute to violation of the NAAQS. This includes projects that will use federal, state, local and private funds. The Oregon Department of Environmental Quality (DEQ) is lead agency for development and implementation of the Oregon State (Air Quality) Implementation Plan (SIP). The SIP is the state's collection of strategies for attainment and maintenance of the NAAQS. To assure that no project hinders meeting the air quality goals, DEQ recently adopted regulations (DEQ rule) for assuring conformity of planned transportation projects with the SIP.

Metro is the Portland area's designated Metropolitan Planning Organization (MPO). Whenever Metro approves significant amendments of either the Regional Transportation Plan (RTP) or the Metro Transportation Improvement Program (MTIP), the DEQ rule requires the MPO to prepare and approve both a qualitative and quantitative analysis of the effects of the projects on regional air quality. Together, these analyses comprise a Conformity Determination. Also, under federal regulations, the MTIP must be incorporated into the State TIP (STIP) without change. Therefore, the MTIP acts as the Portland area element of the STIP. The conformity determination is therefore applicable to the RTP, as well as to both the MTIP and STIP.

Metro has both recently adopted an updated 1995 Interim Federal RTP and has amended the FY 95 MTIP to allocate \$27 million of funds to new transportation projects; has programmed significant new transit projects and programs including a Major Investment Study for the South/North LRT project; and has approved other

miscellaneous transportation projects since January of 1994. Local governments also propose to approve numerous locally funded transportation projects of potential significance to regional air quality. These programmed projects may not proceed without first being shown to conform with the SIP.

Finally, Metro and all potential affected local jurisdictions have approved a Memorandum of Understanding which expires on September 30, 1995. The MOU specifies that Metro shall demonstrate conformity for transportation projects which lie outside Metro's boundaries but within the Oregon portion of the Portland-Vancouver Interstate AQMA. These projects partly comprise the rural area program of the Region 1 element of the STIP. The conformity determination also permits these projects to advance (although this year, no such projects were declared by ODOT to Metro).

Most of this activity is identical to the previous Conformity Determinations that have been prepared by Metro. A significant difference with this Determination though is that the DEQ rule required Metro to engage in an interagency consultation process as part of its preparation. Pursuant to the Rule, Metro designated the Transportation Policy Alternatives Committee (TPAC) as the standing body responsible for interagency consultation. Thereafter, TPAC charged its TIP Subcommittee to prepare a recommendation for TPAC adoption. The TIP subcommittee met on several occasions. It consulted on items specified in the DEQ rule, including the adequacy of the methodology proposed by Metro to conduct the quantitative analysis of regional conformity. At its last meeting, the subcommittee was provided with a draft of the qualitative portion of the conformity determination. The subcommittee moved recommendation of the Determination at that time contingent on incorporation into the draft of appropriate responses to any subsequent comments. Subsequent comments were received from DEQ and these have been responded to and are incorporated in the final Determination. Internal staff review also generated some revision of the document. (The comments are summarized and individual responses are provided in Attachment 1 of this staff report.)

The draft qualitative conformity determination has been available for public review for 30 days and no comments have been received.

At the time of the subcommittee's review of the draft Determination, the quantitative analysis was not yet complete. The committee's recommendation to TPAC to approve the Determination was therefore also contingent on positive outcome of the analysis. Metro staff have since concluded the quantitative analysis and its results demonstrate conformity of the region's planned transportation projects with the SIP. This data is included as Attachment 2 of this staff report (which is also to be included as Table 2 of the Conformity Determination).

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 95-2196.

ATTACHMENT 1

SUMMARY OF COMMENTS AND RESPONSES DRAFT CONFORMITY DETERMINATION 1995 INTERIM FEDERAL RTP FY 1996 MTIP

The DEQ rule requires that Metro provide written response to substantive comments received on draft versions of Conformity Determinations. A draft of the current Determination was submitted for review in July to members of the public and to the TIP Subcommittee designated by TPAC to formulate a recommendation for approval. During this interagency review, several agencies made verbal comments regarding minor corrections of the Network Table. The Table has been corrected in response to their observations, with one exception. Several projects listed in the Table duplicate one another. This is because several projects enumerated in the Constrained Network of the RTP represent local versus state costs for the same project (i.e., the single project is listed twice to reflect cost sharing agreements.) The Determination Network Table has replicated this duplication of project listings to aid federal reviewers identify the fiscally constrained basis of the networks that have been modelled for air quality purposes.

The Oregon Department of Environmental Quality (DEQ) provided written comments. These are summarized below.

- The term "interim" conformity regulations should be changed to "state conformity rule". *Agreed and done.*
- The draft references DEQ provision of "background [air pollution] concentrations" for Mobile 5a model inputs. The Mobile 5a model does not require these inputs and DEQ does not provide them. *Agreed and deleted.*
- The draft references local agency responsibility to analyze PM10 project impacts. The region is in attainment for PM10 and there is no local responsibility for such analysis. *Agreed and deleted.*
- DEQ requested that a comment be made in the Determination that the interagency consultation subcommittee has committed to meet periodically to address "off-cycle" projects which arise and make to make determinations regarding their regional significance. It is expected that a "screen" for significance can be developed that would likely include a quantifiable impact on capacity, volume and/or emissions. *Agreed and amended. See item vii, page 8.*
- The draft failed to mention the procedures for addressing projects located in the Washington State portion of the Portland-Vancouver AQMA and for projects

outside of Metro's boundary but within the AQMA. *Agreed and amended. See item x, page 8.*

- The draft indicates interagency agreement that "project management staff of the state and local operating agencies should be responsible for project-level public involvement activities." No agreement was reached on this question. *Agreed. See item xv, page 9.*
- The draft's quotation of the 1995 RTP Goal 3, Objective 3, Performance Criteria, indicates a need to revise the RTP language. As stated, it implies that only areas which experience high levels of carbon monoxide emissions from transportation-related sources should seek to avoid violation of the federal CO standard. No areas should exceed that standard as a result of any source of emissions. *Agreed. The Determination's "quotation" of this Criteria has been amended in anticipation of the RTP being revised in similar fashion (see page 13).*
- DEQ requested that the off-model methodology for calculation of bicycle project emissions reductions be provided at the earliest opportunity for review by the agency. No comment on the methodology had been received prior to preparation of this response document. Any comments the agency may have will be heard at TPAC and will be available as an amendment to the Resolution staff report forwarded for consideration by JPACT and Metro Council.

Metro's modelling staff also reviewed the draft Determination and made several comments. The bulk of their comments were aimed at improving the Determination's lay interpretation of the methods used by Metro to calculate transportation demand, distribution, system effects and air pollutant emissions. These refinements have been included throughout the document.

The most significant change resulting from these amendments is retraction of the statement that this year's Determination independently calculates heavy truck distribution. This methodology was employed in the prior year's analysis (which was never approved). However, DEQ and Metro staff concurred that the slight increase of precision afforded by the method was not worth the rather dramatic increase in processing and staff time needed to achieve the separate calculation. Therefore, the practice was not used in this year's quantitative analysis as stated in the draft Determination.

One request for the draft Determination was made by persons other than agency personnel. No comments were received by members of the public. A complete record of written comments received by Metro is available at Metro Headquarters.

1995 RTP/TIP Air Quality Conformity Results Summary

Total Mobile Emissions in kilograms per day

	<u>Winter CO Metro Boundary</u>	<u>Summer CO Metro Boundary</u>	<u>Summer HC* AQMA Boundary</u>	<u>Summer NOx AQMA Boundary</u>
1990	889,758	434,511	80,602	56,516
1995 Action	596,536	371,149	51,994	53,237
1995 Baseline	596,547	371,156	51,998	53,242
2005 Action	506,816	314,835	39,362	45,064
2005 Baseline	537,827	317,837	39,711	45,318
2015 Action	549,608	341,135	40,548	46,962
2015 Baseline	560,953	348,134	41,297	47,478

* - includes hot soaks, but not diurnals

08-23-95

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING) RESOLUTION NO. 95-2196
THE PORTLAND AREA AIR QUALITY)
CONFORMITY DETERMINATION FOR) Introduced by
THE FY 96 TRANSPORTATION) Councilor Rod Monroe,
IMPROVEMENT PROGRAM AND 1995) JPACT Chair
INTERIM FEDERAL REGIONAL)
TRANSPORTATION PLAN)

WHEREAS, The federal Clean Air Act as amended stipulates that no transportation project may cause or contribute to violation of the National Ambient Air Quality Standards (NAAQS); and

WHEREAS, The Oregon Department of Environmental Quality (DEQ) is lead agency for development and implementation of the Oregon State (Air Quality) Implementation Plan (SIP) for attainment and maintenance of the NAAQS; and

WHEREAS, DEQ has, pursuant to the Clean Air Act, recently adopted regulations (DEQ rule) for assuring conformity of planned transportation projects with the SIP; and

WHEREAS, Metro is the Portland area's designated Metropolitan Planning Organization (MPO); and

WHEREAS, The DEQ rule requires the MPO to prepare and approve both a qualitative and quantitative analysis of planned transportation projects' conformity with the SIP (conformity determination) whenever significant amendments are approved of either the Regional Transportation Plan (RTP) and the Metro Transportation Improvement Program (MTIP); and

WHEREAS, The MTIP also acts as the Portland area element of the State TIP (STIP) which must also conform with the SIP; and

WHEREAS, Metro has both recently adopted an updated 1995 Interim Federal RTP and has amended the FY 95 MTIP to allocate \$27 million of funds to new transportation projects; has programmed significant new transit projects and programs including a Major Investment Study for the South/North LRT project; and has approved other miscellaneous transportation projects since January of 1994; and

WHEREAS, ODOT is currently updating the STIP to reflect MTIP amendments; and

WHEREAS, Local governments propose to approve numerous locally funded transportation projects of potential significance to regional air quality; and

WHEREAS, Metro and all affected local jurisdictions have approved a Memorandum of Understanding which expires on September 30, 1995, which specifies that Metro shall demonstrate conformity for transportation projects which lie outside of Metro's boundaries but within the Oregon portion of the Portland-Vancouver Interstate Air Quality Maintenance Areas, and being that no such projects were declared to Metro; and

WHEREAS, Metro has designated the Transportation Policy Alternatives Committee (TPAC) as the standing body responsible for interagency consultation during preparation of the conformity determinations pursuant to the DEQ rule; and

WHEREAS, TPAC charged its TIP Subcommittee to prepare a recommendation for TPAC adoption; and

WHEREAS, The TIP subcommittee reviewed a draft of the qualitative portion of the conformity determination; consulted on

items specified in the DEQ rule, including the adequacy of the methodology proposed by Metro to conduct the quantitative analysis of regional conformity; and provided comments on the draft determination; and

WHEREAS, Substantive comments of the subcommittee members have been responded to within the qualitative conformity determination, the whole of which determination is attached in Exhibit A; and

WHEREAS, The draft qualitative conformity determination has been otherwise available for public review for 30 days and no comments have been received; and

WHEREAS, The subcommittee recommended that TPAC adopt the conformity determination provided that the quantitative analysis was satisfactorily concluded; and

WHEREAS, Metro has since concluded the quantitative analysis and its results demonstrate conformity of the region's planned transportation projects with the SIP; now, therefore,

BE IT RESOLVED:

1. That the 1995 Portland area Conformity Determination is adopted by Metro.
2. That TPAC has met its obligation under the DEQ rule to conduct interagency consultation as part of the current conformity determination.
3. That the 1995 Interim Federal RTP conforms with the SIP.
4. That all currently programmed transportation projects declared to Metro, whether they will rely on local, state or federal funds, including non-exempt projects approved by Metro since January 1994, conform with the SIP and are to be

consolidated into an FY 1996 MTIP to the extent required by applicable regulations.

5. That the Region 1 element of the STIP conforms with the SIP insofar as its urban area programming is comprised of the MTIP without change, as specified by federal regulations, and that its rural area programming reflects the scope and design of those projects declared by ODOT to Metro.

6. That staff are directed to forward this conformity determination to ODOT Headquarters staff for approval and to request that ODOT submit the determination for federal review and approval.

ADOPTED by the Metro Council this ____ day of _____,
1995.

Ruth McFarland, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

**Interim Conformity Determination (Phase II)
for the
Portland Metropolitan Area 1995 Regional Transportation Plan
and
FY 1996 Through Post-1999 Transportation Improvement Program**

I. INTRODUCTION

A. Basis of Conformity Requirement

The following Conformity Determination is for the Portland Area FY 1996 through Post-1999 Transportation Improvement Program (TIP) and the updated 1995 Regional Transportation Plan (RTP). It has been prepared pursuant to the newly adopted State requirements governing Phase II Interim Period conformity determinations.¹

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

B. RTP/TIP Relationship

The region's current RTP was adopted in May 1995. It is the "umbrella document" which integrates the various aspects of regional transportation planning into a consistent coordinated process. It identifies the long-range (20-year) regional transportation improvement strategy and 10-year project priorities established by Metro. It defines regional policies, goals, objectives and projects needed to maintain mobility and economic and environmental health of the region through 2015. The Plan must be "constrained" to (i.e., can only rely on) federal, state, local and private revenue sources that are considered "reasonably available" within the 20-year timeframe of the Plan. The Plan must demonstrate dedication of adequate

¹The "interim" refers to the period prior to submission to EPA by DEQ of a SIP revision documenting proposed strategies to maintain air quality standards.

resources to preserve and maintain the system before allocating resources for its expansion.

All projects are retained in the RTP until implemented or until a "no-build" decision is reached, thereby providing a permanent record of proposed improvements. Projects may also be eliminated from the RTP in the course of overall amendment or update of the document. The 1992 RTP was last conformed with the SIP in August 1993 and its conforming status lapsed in May 1995, largely because the prior Plan was not yet fiscally constrained, per ISTEA requirements.

It is from proposed improvements found to be consistent with the RTP that projects appearing in the TIP and its three-year Approved Program are drawn. The TIP relates to the RTP as an implementing document, identifying improvement projects consistent with the RTP that are authorized to spend federal and state funds within a three-year time frame. Projects are allocated funding in the TIP at Metro's initiative and at the request of local jurisdictions, Tri-Met and ODOT. Metro must approve all project additions to the TIP. Among other things, Metro must find that proposed capital improvements are consistent with RTP policies, system element plans and identified criteria in order to be eligible for inclusion in the TIP for funding.

The DEQ Rule also specifies that local projects must be assessed for conformity with the SIP consistent with the Clean Air Act requirement that no transportation project – not simply federally funded ones – may interfere with achieving national air quality goals. Locally funded projects are not included in the TIP. However, local system enhancement projects – including many far smaller in scale than that needed to significantly affect the regional transportation system – are identified in the RTP. Moreover, the Metro's regional transportation model routinely includes projects that fall far below the threshold of those able to significantly affect regional air quality. Therefore, the full model – not a "regionally significant" project subset – is used to analyze transportation system effects on air quality in the Portland region. This breadth of analysis assures conformity of both regional and local project air quality effects with the SIP, even though local projects are not included in the TIP. It also assures that Metro's regional travel demand model is routinely scrutinized by all local jurisdictions for accuracy of both the project list and facility characteristics.

The TIP was last assessed for conformity with the SIP in August 1993 and its conforming status has also since lapsed. Additionally, the TIP has been amended to both include and to delay regionally significant projects scheduled within the Three Year Approved Program period (FY 96 through FY 98) and must therefore be reassessed for conformity with the SIP.

II. QUALITATIVE ANALYSIS

A. Background

The State Conformity Regulations specify that a *qualitative* analysis be prepared showing that both the Region's Plan and TIP address four broad planning and technical requirements, including a fiscally constrained basis, reliance on the latest planning assumptions, use of the latest emissions models and estimates and that both the RTP and TIP generally enhance or expedite implementation of transportation control measures (TCMs) identified in the SIP. It must also be documented that preparation of these documents conformed with interagency consultation procedures described in the Rule. The Qualitative Analysis portion of the Determination is provided, below.

B. Analysis

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

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

Finding: In the *quantitative* analysis (see Section E, below), analysis year projections for population and employment are forecast by Metro, the region's designated Metropolitan Planning Organization (MPO), from a 1990 base that reflects population and employment estimates calibrated to 1990 Census data. Travel and congestion forecasts in the analysis years of 1995, 2005 and 2015 are derived from this base using Metro's regional travel demand model and the EMME/2 transportation planning software.

Within subroutines of the model, Metro calculates the bike/walk mode split for calculated travel demand based on variables of trip distance, car per worker relationship, total employment within one mile and a Pedestrian Environmental Factors (PEF) calculated for each of the 1,260 Transportation Analysis Zones (TAZ). The PEFs reflect variables of each TAZ including topography, parcel size, intersection density, employment density and other similar objective variables. The 1995 analysis year uses 1990 PEF conditions in each TAZ. The 2005 and 2015 analysis years assume identical PEF conditions. Transit trip making is also affected by the PEFs, though only slightly. Both the population and

employment estimates and the methodology employed by the EMME/2 model have been the subject of extensive interagency consultation and agreement (discussed further in Section C, below).

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

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

Finding: The current Determination assumes significant new *transit capacity* provided by the South/North LRT line and associated feeder bus service starting in 2005. By this time, LRT service is assumed from the Convention Center south to the Clackamas Town Center. By 2015, it is assumed that LRT service will be extended north from the Convention Center to 99th Avenue in Clark County, Washington.

Modelling conducted for FTA as part of the South/North Major Investment Study (MIS) projects approximately 30,000 new riders *in the corridor by 2015* due to full project implementation (an approximate one percent increase of total regional transit ridership). The MIS does not project *2005 ridership*. The Quantitative Analysis portion of this Determination independently generates a 2005 ridership assumption as part of the regional travel demand and distribution calculations, based on the service assumptions discussed below in item "c." Ridership is less than that calculated in the MIS because: 1) the north half of the LRT line is not assumed to be complete in 2005; and 2) less population and employment is allocated to the corridor in 2005 than in 2015. The Determination's projection of 2015 ridership is also discounted from that developed by the South/North MIS to reflect the RTP's more highly constrained transit system operating revenue assumptions. The MIS assumes a constant

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

- c. Requirement: *The State Conformity Regulations require that reasonable assumptions be used regarding transit service and increases in fares and road and bridge tolls over time.*

Finding: There are no road or bridge tolls in place in the metropolitan area and none are assumed in either the TIP, the RTP, or consequently, in the conformity determination, over time. Auto operating costs are factored into the mode choice subroutines of the regional travel model. These costs are held constant to 1985 dollars. Parking costs are assumed to increase one percent above inflation in the Central Business and Lloyd Districts as a reflection of parking control strategies; costs are held to inflation in all other districts. The three zone transit fare structure adopted in 1992 is held constant through 2015. User costs (for both automobile and transit) are assumed to keep pace with inflation and are calculated in 1985 dollars.

Service assumptions (i.e., transit vehicle headways) also affect trip assignment to transit. South/North LRT service increase, and the distribution of supporting bus service, is discussed above. An annual 1.5 percent "usual and customary" service hour increase is assumed for regional bus service until start-up of Phase 1 South/North LRT service. At 2005, this increment of new bus service is slightly reallocated throughout the region and feeder service within the LRT Corridor is reinforced. Thereafter, non-LRT service hours remain flat through 2015, and the Convention Center to Clark County LRT service is added. This increase of transit service levels is consistent with the RTP's constrained revenue assumptions.

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

Finding: As is discussed further below, all TCMs identified in the SIP have been implemented. The quantitative analysis discussed below does not assume effectiveness of any of the TCMs as a factor in its computation of non-SOV travel. (See also the last full paragraph on page 18).

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

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

Finding: As discussed in greater detail in item 5(d) of this Section and in Section III of this Determination, Metro employed EPA's recommended Mobile 5a emission estimation model in preparation of this conformity determination. Additionally, Metro uses EPA's recommended EMME/2 transportation planning software to estimate vehicle flows of individual roadway segments. These model elements are fully consistent with the methodologies specified in OAR 340-20-1010.

3. Consultation (OAR 340-20-830)

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

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

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

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

To ensure accuracy of the model used in preparation of this Conformity Determination, a Project Atlas was compiled of all proposed projects used by Metro to configure modeled networks. Over a period of three months, Metro modelling staff conferred again with ODOT and County and local transportation agency staff for comment and correction. The results of this consultation were used to construct the analysis year networks identified in Appendix A of this Determination. (The final Project Atlas will be prepared in October, 1995. Appendix A of this Determination summarizes the analysis year network assumptions more graphically depicted in the Project Atlas.)

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

Metro's modelling staff have refined all model links at this time so that all project representations reflect current design concept and scope. ODOT has modified an element of the US 26 improvements currently under construction relating to the Sylvan Interchange off-ramp and associated collector-distributor road system. These changes were reviewed by the Conformity Consultation subcommittee of TPAC and were found to cause an insignificant deviation from the project scope previously conformed as part of the FY 94 TIP, thus clearing the way for advancement of this project prior to completion of the current Determination.

- iii. *Analysis of projects otherwise exempt from regional analysis.*

All projects capable of being modeled have been included in the Conformity Analysis quantitative networks.

- iv. *Advancement of TCMs.*

There are no TCMs identified in the SIP which are not already implemented. (See also, item 4 below.)

- v. *PM10 Issues.*

The region is in attainment status for PM10 pollutants.

- vi. *forecasting vehicle miles traveled and any amendments thereto.*

Metro has developed the currently approved forecasts of current and future regional VMT in close consultation with DEQ as part of DEQs Ozone Maintenance Plan development process.

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

As described in item "i" above, Metro's modelling staff have conferred with all the region's jurisdictions to ascertain the design concept and scope of all locally funded projects not included in the TIP and to ensure their inclusion within the current Conformity Determination quantitative analysis. During the prescribed quarterly consultation meetings, local jurisdictions are charged with declaration of changes to such projects and the consultation committee will consider the effects thereof on project conformity. It is anticipated that the "regional significance" of such changes, and of any new projects introduced between revisions of the conformity determination, will be determined by the consultation committee on the basis of project changes to existing system volume, capacity and/or emissions thresholds that are yet to be determined by the committee.

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

The consultation subcommittee noted the absence of MPO expertise concerning project-level quantitative conformity analysis. The committee recommends that TPAC formally approve deference to ODOT staff expertise regarding project-level compliance with localized CO conformity requirements and potential mitigation measures.

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

The committee shall review regional activity on a quarterly basis and evaluate whether individual project proposals or revision of planning assumptions and/or methodologies warrant recommendation to TPAC of a revision of the regional emissions analysis for reasons other than those prescribed in the Rule.

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

The Portland-Vancouver Interstate Maintenance Area (ozone) boundaries are geographically isolated from all other MPO and nonattainment and maintenance areas and basins. Emissions assumed to originate within the Portland-area (versus the Washington State) component of the Maintenance Area are independently calculated by Metro. The Clark

County Regional Transportation Commission (RTC) is the designated MPO for the Washington State portion of the Maintenance area. Metro and RTC coordinate in development of the population, employment and VMT assumptions prepared by Metro for the entire Maintenance Area. RTC then performs an independent Conformity Determination for projects originating in the Washington State portion of the Maintenance Area.

Conformity of projects occurring outside the Metro boundary but within the Portland-area portion of the Interstate Maintenance Area are assessed by Metro under terms of a Memorandum of Understanding between Metro and all potentially affected state and local agencies. No projects affecting state facilities nor any local projects in the area's subject to the MOU were declared to the MPO for this determination. The MOU expires at the end of September, 1995 and will require renewal for subsequent Determinations.

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

See item "i" above. Declaration of new projects not identified during update of the Project Atlas for this Conformity Determination shall be made on a quarterly basis to the consultation committee.

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

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

xiii. development of the TIP.

TIP development is routinely undertaken and approved by TPAC.

xiv. development of RTPs.

RTP development is routinely undertaken and approved by TPAC.

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

The subcommittee has not yet discussed this issue either with respect to current practices, or desirable alternatives, if any. However, Metro and DEQ staff have discussed the issue. Metro staff will raise the topic at the

next subcommittee to ascertain whether any such procedures currently in practice and to define the context, if any, under which such measures would be warranted. In line with other project-level aspects of conformity determinations, it would appear most appropriate that project management staff of the state and local operating agencies be responsible for any public involvement activities that may be deemed necessary in making project-level conformity determinations.

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

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

Finding: Metro and ODOT have reviewed the list of TCMs (listed below) and have determined that all TCMs identified in the SIP have been implemented and that neither the RTP nor TIP will interfere with the TCMs.

Relevant SIP Section: Section 3.4 of the Oregon SIP relates to the Oregon portion of the Portland-Vancouver Interstate Ozone Maintenance Area. Section 4.2 of the Oregon SIP relates to control of Carbon Monoxide. These sections list implemented and committed TCMs and describe their current status.

Metro and ODOT, in consultation and concurrence with DEQ, have reviewed the status of all committed TCMs in the Ozone and CO components of the SIP and have determined all to have been implemented. It should be noted that certain TCMs included in Section 4.3 (Ozone) were included despite being determined at the time not to be required to achieve the National Ambient Air Quality Standards (NAAQS). For Carbon Monoxide (Section 4.2), only the Downtown Portland Air Quality Plan, among the identified additional TCMs, was determined to be necessary for attainment. The status of all required and non-required committed TCMs are described Table 1, below:

TABLE 1

State Implementation Plan TCMs:
Section 4.3.3.4 (Ozone) and Section 4.2.4.2 (CO)

Required Commitments

- a. Inspection/Maintenance
- b. Improved Public Transit
 - Downtown Transit Mall
 - Bus Purchases
 - Bus Shelters
 - Fareless Square
- c. Exclusive Bus and Carpool Lanes
- d. Areawide Carpool Programs
- e. Long-Range Transit Improvements (Banfield LRT)
- f. Park-and-Ride Lots
- g. Employer Programs to Encourage Carpooling and Vanpooling
- h. Traffic Flow Improvements
- i. Bicycle Program
- j. I-5 North Rideshare Program
- k. Emission Standards for Industrial Sources

All of these required committed TCMs have been implemented.

Section 4.3.3.5 (Ozone) Non-Required Commitments:

- a. Transit Improvements
- b. Bus Purchases
- c. Transit Fare Incentives
- d. Ramp Metering
- e. Traffic Flow Improvements
- f. McLoughlin Corridor Rideshare Program
- g. Employee Bicycle Planning Project
- h. State Legislation to Encourage Ridesharing
- i. Shop-and-Ride Program

- j. City of Portland Bicycle Parking Program
- k. Employee Flexible Working Hours Program
- l. Traffic Signal System Project
- m. Downtown Portland Air Quality Program
- n. City of Portland Employee Travel

All of these additional TCMs have been implemented.

Section 4.2.4.3 (Carbon Monoxide) Additional Commitments:

- a. McLoughlin Corridor Rideshare Program
- b. Employee Bicycle Planning Project
- c. State Legislation to Encourage Ridesharing
- d. Shop-and-Ride Program
- e. City of Portland Bicycle Parking Program
- f. Employee Flexible Working Hours Program
- g. Traffic Signal System Project
- h. Downtown Portland Air Quality Plan
- i. City of Portland Employee Travel

All of these additional TCMs have been implemented.

Note: Metro, in conjunction with Oregon DEQ began revision of the SIP in FY 94. A formal amendment will be submitted as a Declaration of Attainment and will include a required Long-term Maintenance Plan. That plan will include additional TCM's, or other air quality control measures, as necessary.

5. Other Qualitative Conformity Determinations and Major Assumptions

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

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

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

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

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

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

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

Performance Criteria: Emissions of hydrocarbon and oxides of nitrogen by transportation-related sources, in combination with stationary and area source emissions, may not result in the federal ozone standard of .12 ppm being exceeded. Emissions of Carbon Monoxide from transportation-

related sources may not, in combination with other sources, contribute to violation of the federal standard of 9 ppm. The three-year Approved Program Element of the region's Transportation Improvement Program (TIP) should be consistent with the SIP for air quality.

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

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

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

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

- b. Finding: The FY 1994 Conformity Determination estimate of 1990 Baseline summer CO emissions was based on use of a "Reid Vapor Pressure" variable as input to the Mobile 5a emission analysis. Upon further review by DEQ staff, this variable was revised. The effect of the revision is a dramatically lower prediction of expected 1990 summer HC in the FY 96 emission analysis than was reported in the 1994 Determination. No other values were affected by revision of the value.

- c. Another change to the FY 1996 modeling methodology is use of EMME/2 to determine the proportion of motor vehicle starts occurring within each of the model's approximately 1,260 zones that are "hot" versus "cold" starts. "Cold" start conditions generate dramatically greater amounts of pollutants, principally within the first 30-40 seconds. Previous practice manually assigned a percentage value for hot versus cold starts to each zone. This revision presumably provides a more precise estimate of actual total regional vehicular emissions.
- d. The model used to prepare the emissions forecast for the FY 96 TIP and 1995 RTP differed substantially from that used to forecast emissions for the FY 94 TIP and 1992 RTP. Metro discontinued use of its zone-based travel forecast model and adopted a link-based travel forecast model, as preferred by EPA.

III. QUANTITATIVE ANALYSIS

A. Background

A finding of TIP and RTP conformity under the State Conformity Regulations requires that a quantitative analysis be conducted. The quantitative analysis requires development of baseline and action-year, link-based travel networks in each of three analysis years (1995, 2005 and 2015); calculation of resulting region-wide travel demand and distribution of region-wide travel flows on each of the analysis-year networks; and a subsequent emissions analysis using MOBILE 5a (OAR 340-20-930). The Portland metropolitan area has the capability to perform such a quantitative analysis.

To determine conformity, Metro must show that both the RTP and TIP contribute to annual emissions reductions. During the Phase II Interim period for the proposed TIP, "contributes" means that implementation of those projects derived from the TIP/RTP modeled in the "action" network in each analysis year, will decrease emissions in the analysis years relative to emissions that would result if only those project contained in the "baseline" networks were to be built. All other factors must be held constant in each analysis year including annual predicted increases of population and employment. Predicted travel demand varies on the basis of the differing infrastructure investments that are assumed in each scenario. Emissions under each "action" scenario must also be less than in the 1990 base-year.

B. Analysis

1. Determine Analysis Years.

- a. Requirement: *The State Conformity Regulations require the first analysis year to be no later than 1995 for CO and 1996 for Ozone. The second analysis year must be at least five years beyond the first analysis year, i.e., 2000 or later. The last year of the region's long-range plan (RTP) must also be an analysis year. The 1995 RTP horizon is 2015. Analysis years may not be greater than 10 years apart.*

Finding: Pursuant to OAR 340-20-930(2) and after consultation with DEQ and the federal EPA, Metro has adopted analysis years of 1995, 2005 and 2015 for this Conformity Determination. The year 2005 was selected as the second analysis year: it is 10 years after the first analysis year and is not greater than ten years before the final analysis year of 2015, which is the RTP horizon year.

2. Define the Baseline Travel Network

- a. Requirement: *The State Conformity Regulations define the Baseline scenario for each analysis year to be the future transportation system that would result from current programs, comprised of:*

- 1) *all in-place regionally significant highway and transit facilities, services and activities;*
- 2) *all ongoing travel demand management or transportation system management activities; and*
- 3) *completion of regionally significant projects (regardless of funding source) which are currently under construction or are undergoing right-of-way acquisition (except for hardship acquisition and protective buying); come from the first three years of the previously conforming transportation plan and/or TIP [FY 94 TIP]; or have completed the NEPA process.*

Finding: Three baseline networks were identified for each of the three analysis years based on the criteria stated above. In essence, these networks are comprised of transportation projects whose implementation is already so well advanced as to be virtually assured of full implementation. It should be noted that the 2005 and 2015 baseline networks are identical, as no projects expected to be operational in the 2006 to 2015 timeframe meet the baseline criteria (i.e., none is "virtually assured" of implementation at this time).

Note: Technically the Farmington Road Widening project (Murray to 172nd) in Washington County did qualify for inclusion in the Baseline network as the full project scope had been conformed in the FY 94 TIP with assumed construction by 2000. Thereafter, funding for the last

project phase slipped and implementation is assumed to occur after 2005. To be conservative, this latter phase was only modeled as part of the Action scenario.

3. Define the TIP and RTP "Action" Scenarios.

a. Requirement: *The State Conformity Regulations define that the action networks in each analysis year "shall be the transportation system that will result in each year from implementation of the proposed transportation plan, TIPs adopted under it, and other expected regionally significant projects," including:*

- 1) *all projects from the Baseline scenario (e.g., the 2005 action network must include all projects contained in both the 1995 and 2005 baseline networks, etc.); and*
- 2) *all regionally significant projects, including highway and transit projects, and TCM, TDM and TSM activities known to the MPO whether federally or non-federally funded, whether "in" the TIP/RTP or not, and that have clear funding sources or commitments and completion dates consistent with the analysis years. The design concept and scope of all projects must be described in sufficient detail to estimate emissions.*

Finding: "Action" networks were developed for each analysis year (1995, 2005 and 2015.)² The composition of each network is indicated in Appendix A. The 1995 Action network is nearly identical to the 1995 Baseline network (see footnote 2, as well as Appendix B, below). The 2005 Action network includes: 1) all the 1995 and 2005 Baseline projects; 2) all the 1995 Action network projects; and 3) all other federal, state and locally funded projects with clear funding commitments and that are expected to be operational by the analysis year, but which are not otherwise well advanced. The 2015 Action network represents full buildout of the 1995 RTP Fiscally Constrained system.

² The 1995 action network differs only slightly from the 1995 baseline network. Because the 1995 fiscal year was nearly over at the time of this Determination, most projects were so well advanced as to warrant inclusion in the baseline network. However, five bike projects were only recently identified for construction as part of the Willamette River Bridges Crossing Program previously approved in the 1994 TIP (CMAQ program). While funding for the projects was secured with adoption of the Bridge Program in 1994, the identification of and commitment to proceed with the four projects was only recently made. For this reason the projects warrant inclusion in the action network.

The beneficial effects of the projects though, cannot be represented within the EMME/2 model. Thus the air quality benefit attributable to these five bike projects has been credited as a post-model decrease of action network emissions. The methodology used for this post-model reduction of 1995 Action network emissions is described in Appendix B.

The intent of the action networks is to identify the incremental air quality effect that would result from projects and programs whose implementation – while probable with respect to availability of reasonably anticipated revenues – are not at this time well advanced and whose emissions are thus "discretionary" with respect to unavoidable effects on the regional airshed. In short, should emissions modeled from the action network be greater than those from the baseline, action network projects can theoretically be cancelled or modified as needed to achieve emission reductions. In this way they differ from baseline projects whose design – and consequent emissions – are assumed to be fixed.

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

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

3. Perform the Emissions Impact Analysis.

Note: The following *qualitative* discussion was prepared assuming positive outcome of the *quantitative* analysis. In the event Action scenario emissions exceed Baseline levels, or 1990 emissions, the networks will require revision and/or post-model analysis of projects incapable of representation in the EMME/2. The results of the quantitative analysis will be available prior to TPAC, JPACT and Metro Council consideration of this Determination. All elements of the quantitative analysis which generate the "final numbers" are discussed in this Determination. Metro believes that sufficient

information is presented within the qualitative analysis portion of this analysis to meaningfully comment regarding those elements of the analysis which may merit modification pertinent to outcome of the actual network simulations. In short, it is not the "final numbers" that count so much as the assumptions which go into their production and these assumptions and methodologies are fully accessible for public consideration at this time.

- a. Requirement: *The State Conformity Regulations defines the analysis as estimating the difference between the TIP and RTP Baseline and Action scenarios in areawide emissions. Analysis is conducted for emissions of Carbon Monoxide (CO) and Ozone (measured as emission of precursor compounds of Oxides of Nitrogen, or NO_x and Volatile Organic Compounds, or VOC, which are measured as Hydrocarbons, or HC). For each pollutant, emissions are to be calculated for a 1990 Base and comparative emissions are to be calculated for each analysis year (i.e., 1995, 2005, and 2015) for both the Baseline and Action scenarios.*

Finding: Calculations were prepared, pursuant to the methods specified at OAR 340-20-1010, of CO and Ozone precursor pollutant emissions assuming travel in each analysis year on both the baseline and action networks and on the 1990 network, and were compared against each other. A technical summary of the regional travel demand model, the EMME/2 planning software and the Mobile 5a methodologies is available from Metro upon request. The methodologies were reviewed by the consultation subcommittee and are recommended to TPAC for adoption.

During the subcommittee's review, several questions were raised concerning the forecast of regional VMT, allocation of population and employment and assigned Pedestrian Environment Factors. Documentation was distributed to the membership and several PEF factors were amended based on revised data supplied by local jurisdictions.

4. Determine Conformity.

- a. Requirement: *The State Conformity Regulations state that conformity of the TIP and RTP with the SIP will be established if Action scenario emissions in each analysis year are less than emissions from the Baseline scenario in each analysis year. There also must be a logical basis for expecting less emissions in each intervening year. Finally, it must be shown that both the TIP and RTP do not increase the frequency or severity of existing violations to satisfy requirements of the Act (essentially, both the TIP and RTP must be found to contribute to emission*

reductions). This requirement is met if all analysis year Action scenario emissions are less than emissions from the 1990 Baseline network.

Finding: Emissions under the Action scenario in all three analysis-years were less than in 1990 and were less than the same year Baseline emissions. Table 2 provides a summary of these emissions (see also Exhibits 1 through 4). Therefore, with respect to predicted emissions, the Table 2 shows that both the TIP and RTP are in conformity with the SIP.

It is logical to assume that these reductions will be consistent between analysis years because the vast bulk of anticipated reductions is attributable to fleet turnover (i.e., older "dirtier" cars are gradually replaced by newer "cleaner" vehicles). No reversal of such trends is realistic. It is therefore reasonable to assume action network emissions will trend downward in all interim years.

TABLE 2

1995 RTP/TIP Air Quality Conformity Results Summary
 Total Mobile Emissions in kilograms per day

	<u>Winter CO Metro Boundary</u>	<u>Summer CO Metro Boundary</u>	<u>Summer HC* AQMA Boundary</u>	<u>Summer NOx AQMA Boundary</u>
1990	889,758	434,511	80,602	56,516
1995 Action	596,536	371,149	51,994	53,237
1995 Baseline	596,547	371,156	51,998	53,242
2005 Action	506,816	314,835	39,362	45,064
2005 Baseline	537,827	317,837	39,711	45,318
2015 Action	549,608	341,135	40,548	46,962
2015 Baseline	560,953	348,134	41,297	47,478

* - includes hot soaks, but not diurnals

08-23-95

APPENDIX A: BASE AND ACTION YEAR NETWORKS

SPONSOR	RTP NO.	PROJECT NAME	PROJECT DESCRIPTION	In Model	EXISTING LANES		PROPOSED LANES		Start Date	Funds	BASE YEAR	ACTION YEAR
					No.	Capacity	No.	Capacity				
Clack Co	0	Reg. Facilities Preservation	throughout Clack Co	no								
Clack Co	1	Beavercreek Road	Beavercreek/Molalla Intrsect'n	yes	0/3	0/900	3/5	900/1800	1996	TIP	05	
Clack Co	2	Highway 212	SPRR to 135th frontage	no	n/a		n/a			RTP		
Clack Co	3	I-205 Frontage Road	Sunnyside to 92nd east of I-205	yes	0	0	3/5	900/1800	1998	RTP		05
Clack Co	4	Monterey overpass	Over I-205 to frontage road	yes	0	0	5	1800	1998	RTP		05
Clack Co	5	Johnson Creek Boulevard	Johnson Creek/Linwood Intrsect'n	yes	2	900	3	1000	1996	TIP	05	
Clack Co	6	Sunnybrook extension	93rd (I-205) to Sunnyside@108th	yes	0	0	5	1800	1998	TIP	05	
Clack Co	7	Road Rehab Program	County-wide	no	n/a		n/a	ongoing		RTP		
Clack Co	8	Signal Rehab Program	County-wide	no	n/a		n/a	ongoing		RTP		
Clack Co	9	92nd Avenue	Idleman to Multnomah Co. line	yes	2	700	3	900	2000	TIP	05	
Clack Co	10	122nd Avenue	Sunnyside to Hubbard	yes	2	700	3	900	2000	RTP		05
Clack Co	11	Stafford Road	Stafford/Borland Road Intrsect'n	yes	2	1000	4	1200	2000	RTP		05
Clack Co	12	Johnson Creek Blvd	45th to 82nd Avenue	yes	2	900	3	1000	2000	RTP		05
Clack Co	14	Sunnyside Road	122nd to 152nd	yes	3	900	5	1800	2005	TIP		05
Clack Co	14	Sunnyside Road	108th to 122nd	yes	3	900	5	1800	2000	TIP		05
Clack Co	39	122nd/129th Avenue	Sunnyside to King Road	yes	2	700	3	900	2005	RTP		05
Clack Co	50	Linwood Ave. Bike Lanes	King Road to County Line	no	n/a		n/a		2000	RTP		
Clack Co	53	CTC Connector	Clack Reg. Park to Mather Road	no	n/a		n/a		2005	RTP		
Clack Co	55	82nd Drive Bikeway	Hwy 212/224 to Jennifer St.	no						RTP		
Clack Co	58	SE Johnson Creek Blvd	SE 36th to 45th	no	n/a		n/a	900	1996	RTP		
Clack Co	59	Kruse Way Intrsect'n Imp.	Westlake	yes		1600		1800	2005	RTP		05
Clack Co	61	Boones Ferry Sig. Intercnct	I-5 to Country Club	yes				+ 50	2000	RTP		05
Clack Co	62	Hwy 43 Signal Interconnect	Terwilliger to McVey	yes				+ 50	2000	RTP		05
Clack Co	64	McVey Intrsect'n Imp	South Shore	yes		1000/180		1200/2000	2005	RTP		05
ODOT/Clack	83	Hwy 43 Intrsect'n	Terwilliger Intrsect'n - 50%	yes	2	1200	3	1300	2000	RTP		05
ODOT/Clack	84	Hwy 43 Intrsect'n	A' Avenue Intrsect'n - 50%	no	n/a		n/a		2000	RTP		
ODOT/Clack	85	Hwy 43 Intrsect'n	McVey/Green St Intrsect'n - 50%	yes	NB/SB	1200/180	NB/SB	1300/1850	2000	RTP		05
ODOT/Clack	86	Hwy 43 Realignment	West 'A' Street Realign - 50%	yes	n/a		n/a		2000	RTP		05
ODOT/Clack	87	Hwy 43	Willamette Falls Drive - 50%	no					2000	RTP		
ODOT/Clack	88	Hwy 43	Falling Street - 50%	yes				+ 50	2000	RTP		05
ODOT/Clack	89	Hwy 43	Pimlico Street - 50%	no	n/a		n/a		2000	RTP		
ODOT/Clack	90	Hwy 43 Signal Imp.	Jolie Point Traffic Signal - 50%	yes		1200		1250	1995	TIP	95	
Clack Co	*	Boones Ferry Road	Jean to Madrona	yes		1400/180		1800			95	
Clack Co	*	Evelyn Overpass	82nd to Evelyn/Jennifer St	yes		0		900			95	
Clack Co	*	King Rd/Linwood Ave	add turn lanes, reduce from 4 to 3	yes		1400		1200			95	
Clack Co	*	Sunnyside Rd/132nd Ave	signalize, add turn lanes	yes		900		1100			95	
Clack Co	*	Sunnyside Rd	Stevens to I-205 NB ramp	yes		2400		2400			95	
Clack Co	*	82nd Drive	Gladstone Intrchg - Evelyn/Jennifer	yes	2	900	3	1200	1995	TIP	95	

* TIP funded projects not in RTP; ** Part of larger Program; *** Not in RTP - insignificant to regional system (PAGE 1)

APPENDIX A: BASE AND ACTION YEAR NETWORKS

SPONSOR	RTP NO.	PROJECT NAME	PROJECT DESCRIPTION	In Model	EXISTING LANES		PROPOSED LANES		Start Date	Funds	BASE YEAR	ACTION YEAR
					No.	Capacity	No.	Capacity				
Clack Co	*	82nd Drive	Evelyn/Jennifer to Hwy 212	yes	2	900	3	1200	2000	TIP		05
Clack Co	*	I-205/Sunnybrook	Split diamond Intrchn	yes	-	-	-	-	1998	TIP	05	
Clack Co	*	Webster/Theiseen	add turn lane to Webster Street	yes	2	900	3	1100	1995	RTP	95	

APPENDIX A: BASE AND ACTION YEAR NETWORKS

SPONSOR	RTP NO.	PROJECT NAME	PROJECT DESCRIPTION	In Model	EXISTING LANES		PROPOSED LANES		Start Date	Funds	BASE YEAR	ACTION YEAR
					No.	Capacity	No.	Capacity				
Mult Co	0	Reg. Facilities Preservation	Throughout Mult. Co	no								
Mult Co	1	NE Halsey St	207th Ave to 223rd Ave	yes	2	900	3/5	1100/1800	1995	RTP	95	
Mult Co	2	Stark St	257th Ave. to Troutdale Rd	yes	2	900	5	1800	1995	RTP	95	
Mult Co	3	207th Ave Connector	Halsey St to Glisan St/223rd Ave	yes	0	0	5	1800	1996	TIP	05	
Mult Co	4	NE Halsey St	190th Ave to 207th Ave	yes	2	900	5	1800	1996	RTP	05	
Mult Co	6	223rd Ave	Glisan St to Halsey St	yes	3	900	5	1800	1996	RTP	05	
Mult Co	7	Road Rehab Program	County-wide	no	n/a		n/a			RTP		
Mult Co	8	Signal Rehab Program	County-wide	no	n/a		n/a			RTP		
Mult Co	11	Jenne Rd	2050' N of Foster/800' S of Powell	yes	2	700	2	750	1997	RTP		05
Mult Co	13	Cherry Park Rd	242nd Dr. to 257th Ave	yes	3	1000	5	1800			05	
Mult Co	32	Division Street	198th Avenue to Wallula Avenue	no	n/a		n/a			RTP		
Gresham	38	Civic Nhd Central Collector	Burnside to Division	yes	0	0	2	500		RTP		05
Gresham	39	Civic Nhd Station Plaza	By Gresh City Hall LRT Station	no	n/a		n/a			RTP		
Mult Co	47	181st/I-84 Intrchnng Imprmnts	Improve ramps	yes	0	0	1	1200				05
Mult Co	48	181st Widening	I-84 EB ramp to Halsey Street	yes	2	1800	3	2400				05
Mult Co	52	181st Intrsect'n Imprmnt	San Rafael Street	no								
Mult Co	53	181st Intrsect'n Imprmnt	Halsey Street: add turn lanes	yes				add 100 capacity				05
Mult Co	54	181st Intrsect'n Imprmnt	Glisan Street: add turn lanes	yes				add 200 capacity				05
Mult Co	55	181st Intrsect'n Imprmnt	Burnside Street: trn ins/sig upgrade	yes				add 150 capacity				05
Mult Co	56	181st Intrsect'n Imprmnt	Stark Street: add turn lanes	yes				add 100 capacity				05
Mult Co	57	182nd Intrsect'n Imprmnt	Division Street: add turn lanes	yes				add 100 capacity				05
Mult Co	58	185th Intrsect'n Imprmnt	Sandy Boulevard:realign/RR OXing	yes				add 100 capacity				05
Mult Co	59	202nd/Birdsdale Intrsect'n Imp	Powell Boulevard: add left turn lanes	yes				add 100 capacity				05
Mult Co	60	223rd/Fairview Intrsect'n Imp	Glisan Street: add turn lanes	yes				add 300 capacity			05	
Mult Co	61	Regner Road Intrsect'n Imp	Roberts Avenue: add turn lanes	yes				add 100 capacity				05
Mult Co	62	Burnside Street Intrsect'n Imp	Division Street: add right turn lanes	yes				add 100 capacity				05
Mult Co	63	242nd/Hogan Intrsect'n Imp	Stark Street: add turn lanes	yes				add 100 capacity				05
Mult Co	64	242nd/Hogan Intrsect'n Imp	Palmquist Road: signal interconnect	yes				add 50 capacity				05
Mult Co	65	257th Ave/Kane Intrsect'n Imp	Stark Street: add turn lanes	yes				add 100 capacity				05
Mult Co	66	257th Ave/Kane Intrsect'n Imp	Powell Valley Rd: signal intercon'ct	yes				add 50 capacity				05
Mult Co	67	262nd Ave/Barnes Intrsect'n Imp	Orient Drive	yes								05
Mult Co	68	Halsey St Intrsect'n Imprmnt	238th Ave: trn ins on all approaches	yes		900/1400		1200/1600	1997			05
Mult Co	**	Traffic signal optimization	181st: I-84 to Glisan	yes				add 50 capacity				05
Mult Co	**	Traffic signal optimization	Burnside: Eastman Pkwy/Powell	yes				add 50 capacity				05
Mult Co	**	Traffic signal optimization	Division: 60th to 174th	yes				add 50 capacity		RTP		05
Mult Co	**	Traffic signal optimization	Sandy: Burnside to 82nd	yes				add 50 capacity		RTP		05
Mult Co	**	Traffic signal optimization	Powell: 11th to 98th	yes				add 50 capacity		RTP		05
Mult Co	**	Traffic signal optimization	Division: 182nd to 257th	yes				add 50 capacity		RTP		05

* TIP funded projects not in RTP; ** Part of larger Program; *** Not in RTP - insignificant to regional system (PAGE 3)

APPENDIX A: BASE AND ACTION YEAR NETWORKS

SPONSOR	RTP NO.	PROJECT NAME	PROJECT DESCRIPTION	In Model	EXISTING LANES		PROPOSED LANES		Start Date	Funds	BASE YEAR	ACTION YEAR
					No.	Capacity	No.	Capacity				
ODOT/Mult	2	US 26	Palmquist/Orient Intrsect'n realign	yes			no cap change		1997	RTP		
Mult Co	***	Orient Drive & 282nd	turn lanes on approaches	yes	2	700	3	900	1995	TIP	95	
Mult Co	***	257th/1st (Bull Run) Intrsect'n	lft turn lanes on 3 approaches	yes	2	700	3	900	1996	CIP	05	
Mult Co	***	Cherry Park Road	242nd to 257th	yes	2	900	3	1000	1995	CIP	95	
Mult Co	***	Columbia Hwy	Halsey to east of Kibling	yes	2	700	3	900	1995	CIP	95	
Gresham	***	1st (Bull Run)	Burnside to 257th	yes	2	700	3	900	1996	CIP	05	
Mult Co	***	Halsey/223rd Intrsect'n	left turn lanes on approaches	yes	2	900	3	1000	1995	CIP	95	
Mult Co	***	Orient/Kane (257th) Intrsect'n	add SB left turn lane on Kane	yes	2	700	3	800	1997	CIP		05
Mult Co	1	Sellwood Bridge	Sellwood to Highway 43	no						RTP		
Mult Co	2	Mult Co Bridges - Seismic	Central City	no						RTP		
Mult Co	3	Mult Co Bridges - Preservation	Central City	no						RTP		
Mult Co	5	Hawthorne Bridge Sidewalks & Phase		no						RTP		
Mult Co	4	Willamette River Bridges Accessibility										
Mult Co		St. John's Bridge	Syracuse/Philadelphia Intrsect'n	no						RTP		
Mult Co		St. John's Bridge	St Helens/Bridge Ave Intrsect'n	no						RTP		
Mult Co		Broadway Bridge	Brdway/Flint/Wheeler Intrsect'n	no						RTP		
Mult Co		Broadway Bridge	Lift Span Sidewalks	no						RTP		
Mult Co		Broadway Bridge	Ped Xing at Lovejoy/Broadway	no						RTP		
Mult Co		Broadway Bridge	Broadway Viaduct Bikelanes	yes	2	1400	1	700	1995	RTP		95
Mult Co		Broadway Bridge	Broadway/Hoyt Intrsect'n	no						RTP		
Mult Co		Broadway Bridge	10th Avenue Viaduct Bikelanes	yes	2	1400	1	700	1995	RTP		95
Mult Co		Broadway Bridge	Ped Xing at Lovejoy/10th Ave	no						RTP		
Mult Co		Broadway Bridge	Lovejoy Viaduct Bikelanes	yes	2	1400	1	700	1995	RTP		95
Mult Co		Burnside Bridge	Bikelanes from MLK to 6th Ave	yes	2/3	2100/270	1/2	1400/1800	1995	RTP		95
Mult Co		Burnside Bridge	Burnside/MLK Intrsect'n	no						RTP		
Mult Co		Burnside Bridge	WB Bikelane West of MLK	no						RTP		
Mult Co		Burnside Bridge	EB Bikelane East of 2nd Avenue	no						RTP		
Mult Co		Burnside Bridge	Burnside/2nd Avenue Intrsect'n	no						RTP		
Mult Co		Morrison Bridge	Water Avenue/Yamhill Intrsect'n	no						RTP		
Mult Co		Morrison Bridge	Front Avenue Ramp Sidewalk	no						RTP		
Mult Co		Morrison Bridge	2nd Avenue Crosswalks	no						RTP		
Mult Co		Hawthorne Bridge	Hawthorne Viaduct	yes	3	2100	2	1400	1995	RTP		95
Mult Co		Hawthorne Bridge	Clay Ramp Sidewalk	no						RTP		
Mult Co		Hawthorne Bridge	Westside Improvements	yes	1		0		1998	RTP		05
Mult Co		Hawthorne Bridge	Madison Viaduct Sidewalk	no						RTP		
Mult Co		Ross Island Bridge	Kelly Ramp Modification	no						RTP		
Mult Co		Ross Island Bridge	Ped. Xing at Front Ave Ramp	no						RTP		
Mult Co		Sellwood Bridge	Greenway Trail Crossing	no						RTP		

APPENDIX A: BASE AND ACTION YEAR NETWORKS

SPONSOR	RTP NO.	PROJECT NAME	PROJECT DESCRIPTION	In Model	EXISTING LANES		PROPOSED LANES		Start Date	Funds	BASE YEAR	ACTION YEAR
					No.	Capacity	No.	Capacity				
ODOT	0	Preserve Existing Reg. Facilities	Reg. Facilities Thruout Region	no								
ODOT/Mult	2	US 28 (realign/remove near Orient)	Palmquist/Orient Intrsect'n	yes			1997 as per Mult. Co		2005	RTP		
ODOT	4	I-5 Ramp Metering	Metro area	yes					2005	RTP		05
ODOT	7	I-5 Intrchnng Recon.	Wilsonville Intrchnng (Unit 2)	yes		900		1800/2200	2005	TIP		05
ODOT	8	I-5 Exit Imprvmt	Northbound I-205 exit	yes	1 (1W)	2000	2 (1W)	3700	2005	RTP		05
ODOT	9	I-5 Ramp Reconstruction	At Hwy 217 (Unit 2)	yes	varies		varies	+ 1000	2005	TIP		05
ODOT	16	I-5 Widening & Recon.	Greeley to N. Banfield	yes		varies		varies	2005			05
ODOT	21	I-84 Ramp Metering	East Portland	yes					2005	RTP		05
ODOT	28	I-84 Widening	Troutdale Intchg-Jordan Intchg	yes	2 (1W)		2 + aux	+ 1000	2005	RTP		05
ODOT	29	I-205 Ramp Metering	East Portland	yes					2005	RTP		05
ODOT	37	I-205 / Hwy 224	Clackamas (Sunrise) Intrchnng	yes	-	-	-	-	2005	RTP	05	
ODOT	38	I-205 Auxiliary Lanes	Powell to Foster	yes	3	6600	3 + aux	7600		RTP		15
ODOT	40	Interstate-205	I-205 Trail (several crossings)	no					2005	RTP		
ODOT	41	I-405 Ramp Metering	Central City						2005			05
ODOT	43	Sunset Ramp Metering	Jefferson to Cornelius Pass Rd	yes					2005	RTP		05
ODOT	47	Sunset Interconnect	Cornell to Bethany	yes				+ 50	2005	RTP		05
ODOT	48	Sunset Widening/Ramps	Murray Road to Hwy 217	yes	2	4500/440	3 (1W)	6000/7000	2005	TIP	05	
ODOT	49	Sunset Widening/Recon.	Highway 217 to Camelot	yes	2 (EB)	4100	3(EB)	6600	2005	TIP	05	
ODOT	50	Sunset Reconstruction	Camelot to Sylvan (Phase 3)	yes	EB/WB	6600/600	EB/WB	6600+cd/4		TIP	05	
ODOT	58	US 30 Bypass Realign	NE 60th Avenue realignment	yes	0	0	4	1400	2005	RTP		05
ODOT	59	US 30 Bypass Widening	Killingsworth at Columbia	yes				+ 200	2005	RTP		05
ODOT	65	Canyon Road Bicycle Imp.	110th to Canyon Dr.	no					2015	RTP		
ODOT	69	TV Hwy Interconnect	209th to Brookwood	yes		2100		2150	2005	RTP		05
ODOT/Wash	71	TV Highway	209th/219th	yes	0	0	3	900	2015	RTP		15
ODOT	72	BH Hwy Blks/Ped Imp.	65th to Hwy 217	no					2005	RTP		
ODOT/Wash	77	BH Highway	Scholls Ferry/Oleson	yes		500		550	2015	RTP		15
ODOT/Wash	78	Farmington Road Widening	209th Ave to 172nd Ave	yes	2	900	3	1200	2015	RTP	15	
ODOT/Clack	82	Hwy 43 Interconnect	Cedar Oak to Hidden Spring	yes				+ 50		RTP		05
ODOT/Clack	83	Hwy 43 Intrsect'n	Terwilliger Intrsect'n	yes	2	1200	3	1300		RTP		05
ODOT/Clack	84	Hwy 43 Intrsect'n	A Avenue Intrsect'n	no						RTP		05
ODOT/Clack	85	Hwy 43 Intrsect'n	McVey/Green Street Intrsect'n	yes	NB/SB	1200/180	NB/SB	1300/1850		RTP		05
ODOT/Clack	86	Hwy 43 Realignment	West 'A' Street Realignment	yes	-	-	-	-		RTP		05
ODOT/Clack	87	Hwy 43	Willamette Falls Drive	no						RTP		05
ODOT/Clack	88	Hwy 43	Falling Street	yes				+ 50		RTP		05
ODOT/Clack	89	Hwy 43	Pirifco Street	no						RTP		05
ODOT/Clack	90	Hwy 43 Signal Imp.	Jolie Point Traffic Signal	yes		1200		1250	1995	TIP	95	
ODOT	94	McLoughlin Pedestrian Imp.	Harrison St. to Oregon City	no					2005	RTP		
ODOT	98	Barbur Bike/Ped Improv.	Front to Hamilton St.	no					2005	RTP		

APPENDIX A: BASE AND ACTION YEAR NETWORKS

SPONSOR	RTP NO.	PROJECT NAME	PROJECT DESCRIPTION	In Model	EXISTING LANES		PROPOSED LANES		Start Date	Funds	BASE YEAR	ACTION YEAR
					No.	Capacity	No.	Capacity				
ODOT	102	Barbur Bike/Ped Improv.	Terwilliger to Multnomah St.	no					2005	RTP		
ODOT	113	Hwy 217 Widening, Ramps	Sunset to TV Hwy. NB (Canyon)	yes	3 (1W)	5500	3 + aux	7200	2005	TIP	05	
ODOT	114	Hwy 217 Widening, Aux.	TV Hwy to 72nd Ave Intrchn	yes	2 (1W)	4500	3 + aux	6000/7000	2015	RTP		15
ODOT	115	Hwy 217 Ramp Meter	Allen	yes					2005	RTP	05	
ODOT	116	Hwy 217 Ramp Improv.	Hwy 217 NB off-ramp at Scholls	yes	2 (1W)	1400	3	1600	2005	RTP		15
ODOT	117	Hwy 217 Ramp Meter	Greenburg	yes					2005	RTP		15
ODOT	121	Hall Bike/Ped Improv.	Oak St to Pacific Hwy West	no					2005	RTP		
ODOT	127	Hardware & Software	Traffic Mngt Ops Center	no					2005	RTP		
ODOT	128	Enhance	Traffic Mngt Ops Center	no					2005	RTP		
ODOT	129	TSO&TDM, 170s, Surf St	Metro region	no					2005	RTP		
ODOT	131	CCTV	Metro region	no					2005	RTP		
ODOT	140	99W Signal Interconnect	I-5 to Durham Road	yes				+ 50	2005	RTP		05
ODOT	*	99E	Clatsop to Hwy 224	yes		1800		3600	1995	TIP	95	
ODOT	*	207th Connector	Halsey to Sandy	yes		0		1800	1997	TIP	05	
ODOT	*	Barnes Extension	Hwy 217 to Cedar Hills	yes		0	WB	2800	1994	TIP	95	
ODOT	*	Boones Ferry Connector	Boones Ferry to SW Ridder Rd	yes		0		900	1996	TIP	05	
ODOT	*	Canyon Road	110th to 117th	yes		1800		2400	1997	TIP	05	
ODOT	*	US 26	Cedar Hills/Sunset Intrchn	yes		-		-	1994	TIP	95	
ODOT		Farmington Road	172nd to Murray	yes		900		1800	2000	RTP	05	
ODOT	*	I-5	Multnomah to Terwilliger	yes		-		-	1995	TIP	95	
ODOT	*	I-5/Stafford Intrchn		yes		-		-	2000	TIP	05	
ODOT	*	I-84	181st to 223rd	yes		3700		6000	1996	TIP	05	
ODOT	*	Sunset Hwy	Zoo Intrchn/Vista Rdg Tunnel	no		-		-	1995	TIP		
ODOT	*	Sunset Hwy	Zoo to Scholls	yes		6000	WB	7000	1997	TIP	05	
ODOT	*	Sunset Hwy - braided ramps	Cedar Hills Intrchn to 76th	yes		-		-	1996	TIP	05	
ODOT	*	Tacoma St	17th to 32nd	yes		700		900	1995	TIP	95	
ODOT	*	TV Hwy	Shute Park to 21st (Hillsboro)	yes		2100		2200	1996	TIP	05	
ODOT	*	Forest Grove N. Arterial	Hwy 47 to Quince	yes		0		1200	2000	TIP		05
ODOT		Old Scholls	New Scholls to 175th	yes		700		1200	1996		05	

N/A
N/A

APPENDIX A: BASE AND ACTION YEAR NETWORKS

SPONSOR	RTP NO.	PROJECT NAME	PROJECT DESCRIPTION	In Model	EXISTING LANES		PROPOSED LANES		Start Date	Funds	BASE YEAR	ACTION YEAR
					No.	Capacity	No.	Capacity				
Port	0	Preserve Exist. Reg Facilities	Reg. Facilities	no								
Port	1	North Marine Dr	North Rivergate Section	yes	3	1200	5	2400	2000			05
Port	3	North Marine Drive	T-6 Entrance	no	n/a		n/a		1998			
Port	4	Going Street	Going Street Rail Crossing	yes	4	1800	5	2100	2005			05
Port	5	Airport Way eastbound	PDX to I-205 Phase I	yes	2	2400	3	3000	1999			05
Port	6	Alderwood Street	Alderwood Street to Clark Road	yes	0	0	3	900	1999			05
Port	10	Hayden Is Bridge	Rivergate to Hayden Island	yes	0	0	4	1600	2004	prelim e		05
Port	27	Airport Way Westbound	PDX to I-205 Phase 2	yes	2	2400	3	3000	1999			05
Port	28	Industrial area TMAs	Swan Island	no	n/a		n/a		1996			
Port/Portland	29	Burgard/Columbia	Intrsect'n	no					1997			
Port/Portland	30	Columbia Blvd	Alderwood Dr Intrsect'n	no					1998			
Port/Portland	31	Columbia/Lombard	South Rivergate Rail O'Xing	yes		900		1000	1998			05
Port	45	PDX Enplaning Roadway	PDX Terminal	no								
Port/Portland	46	Columbia Blvd Signal Imprvmnts	South Rivergate to I-5 Intertie	yes				+ 50	1998			05
Portland	0	Reg. Facilities Preservation	Throughout City	no								
Portland	7	St Johns Business District	Burlington to	no	varies		varies		2010	RTP		
Portland	15	NE 148th	Marine Dr to Sandy	yes	2	700	3	900	1997	RTP	05	
Portland	19	SE Foster Bv	136th to City Limits	yes	2	900	3	1100	2010	RTP		15
Portland	20	SE Lents Business District	*90th to 96th, Foster/Woodstock	no	varies		varies		2000	RTP		
Portland	21	57th/Cully Bv	NE Sandy to Lombard	no	2		2		2000	RTP		
Portland	22	NE Sandy Bv	NE 39th to 82nd Ave	no	4		4		2015	RTP		
Portland	23	NE Sandy Bv	NE 12th to 39th Ave	no	4		4		2005	RTP		
Portland	24	Broadway/Weldler Corridor	I-5 to NE 28th	yes	varies		varies		2000	RTP		05
Portland	25	Lower Albina RR Xing	Interstate to Russell	under re	0		2		2000	RTP		05
Portland	26	River Dist/ Lovejoy Ramp	Broadway Br to NW 14th	yes	4	1400	5	1600	2005	RTP		05
Portland	28	SW Front Avenue	Steel Br to I-405	no	5		5		2000	RTP		
Portland	29	S. Portland Imprvmnts	SW Front I-405 to Barbur	no	varies		varies		2010	RTP		
Portland	32	Water Avenue Extension	SE Divison Place to OMSI	yes	0	0	2	700	1998	RTP		05
Portland	33	SE 11th/12th SP Rail Xing	SE Divison to Milwaukie	no	4		4		2015	RTP		
Portland	34	Hillsdale Town Ctr Ped Dist	SW Capital Hwy Bertha/Sunset	no	5		5		2000	RTP		
Portland	35	SW Garden Home Rd	SW Multnomah to Capital Hwy	no	2		2		2010	RTP		
Portland	36	SW Garden Home Signal	Garden Home at Multnomah	yes	2	700	3	900	2004	RTP		05
Portland	37	Capital Hwy	SW Bertha bv to Barbur	no	2		2		2004	RTP		
Portland	42	17th-Milwaukie Connector	S. McLoughlin/17th-Milwaukie	yes	0	0	2	700	2010	RTP		15
Portland	43	Woodstock Business Dist	SE 39th to SE 50th	no	varies		varies		2010	RTP		
Portland	44	SE Tacoma	SE 28th to 32nd	no	2		2		2005	RTP		
Portland	46	Road Rehabilitation Program	City wide	no	varies		varies		ongoing	RTP		
Portland	47	Signal Rehabilitation Prog	City wide	no	n/a		n/a		ongoing	RTP		

* TIP funded projects not in RTP; ** Part of larger Program; *** Not in RTP - insignificant to regional system (PAGE 7)

APPENDIX A: BASE AND ACTION YEAR NETWORKS

SPONSOR	RTP NO.	PROJECT NAME	PROJECT DESCRIPTION	In Model	EXISTING LANES		PROPOSED LANES		Start Date	Funds	BASE YEAR	ACTION YEAR
					No.	Capacity	No.	Capacity				
Portland	49	Burnside Bike Lanes	33rd St. to 74th Ave.	no	4		4		2000	RTP		
Portland	50	41st-42nd Bicycle Blvd	Columbia Blvd/Springwater Trail	no	2		2		2000	RTP		
Portland	52	Greeley/Interstate Bikeway	Killingsworth to Broadway Bridge	no	n/a		n/a		2005	RTP		
Portland	53	Bertha Blvd. Bike Lanes	Vermont St. to Capital Hwy.	no	n/a		n/a		2005	RTP		
Portland	54	Cornell Road Bike Lanes	NW 30th Ave to NW 53rd Ave	no	n/a		n/a		2005	RTP		
Portland	56	Division Corridor Bikeway	SE 39th Ave. to SE 92nd Ave.	no	n/a		n/a		2000	RTP		
Portland	57	Holgate Corridor Bikeway	SE 39th Ave. to SE 92nd Ave.	no	n/a		n/a		2000	RTP		
Portland	58	112th Corridor Bikeway	Springwater Trail to Sandy Blvd	no	n/a		n/a		2000	RTP		
Portland	59	Halsey Street Bike Lanes	Sandy Blvd. to 148th St	no	5		5		2000	RTP		
Portland	64	Central City TMA	Central City employment dist.	no	n/a		n/a		1998	RTP		
Portland	66	Intelligent Transportation Systems	Not yet determined	no	n/a		n/a		ongoing	RTP		
Portland	67	Vancouver/Williams Bike Lanes	Broadway to MLK	no	n/a		n/a		2000	RTP		
Portland		Beaverton-Hillsdale Hwy	Barbur Blvd to Terwilliger	yes	WB	1400	WB	2100	2010			15
Portland		Lombard/Burgard	Philadelphia to Columbia Blvd	yes	3	900	3 or 5 **	900/1800	2010			15
Portland		River District Access	Northwest Triangle	yes		varies		varies	1999			05
Portland		South Waterfront Access	Harrison-Moody connect'n	yes		varies		varies	2005			05

APPENDIX A: BASE AND ACTION YEAR NETWORKS

SPONSOR	RTP NO.	PROJECT NAME	PROJECT DESCRIPTION	In Model	EXISTING LANES		PROPOSED LANES		Start Date	Funds	BASE YEAR	ACTION YEAR
					No.	Capacity	No.	Capacity				
Wash Co	0	Reg. Facilities Preservation	Throughout Wash Co	no								
Wash Co	3	112th	Cedar Hills Intrchg to Cornell	yes	0	0	3	1200	1997	RTP	05	
Wash Co	4	143rd	West Union to Kaiser	yes	0	0	3	900	1996	RTP	05	
Wash Co	5	124th	99W to Tualatin-Sherwood	yes	0	0	3	900	2006	RTP/20		15
Wash Co	7	Old Scholls Ferry	Murray to Beef Bend	yes	2	900/1800	5	1800	2010	RTP		15
Wash Co	8	Cornell	179th to Bethany	yes	3	900	5	1800	2010	RTP		15
Wash Co	9	Cornellus Pass	Sunset Hwy. to West Union	yes	2	900/1200/	5	2400	2010	TIP		15
Wash Co	10	Murray	Millikan to Terman	yes	2	900	4	2400	1997	RTP		05
Wash Co	11	Cornell	Arrington to Baseline/Main	yes	2	1400	5	1800	2015	RTP		15
Wash Co	12	Cornell	185th to Shute	yes	5	2100	7	2900	2015	RTP		15
Wash Co	13	Barnes	Hwy. 217 to 117th	yes	2 (1w)	2800	5(2w)	1800	2010	TIP		15
Wash Co	15	Barnes	Miller to Mult. Co. Line	yes	2	900	5	1800	2015	RTP		15
Wash Co	18	216th	Baseline to Cornell	yes	2	900	5	2100	2010	RTP		15
Wash Co	17	Barnes	Saltzman @ Cornell/New 119th	yes			5	1800	2000	MSTIP		05
Wash Co	18	Brookwood	Airport to Baseline	yes	0/3	0/1200	3/5	900/1800	2005	MSTIP		05
Wash Co	19	Barnes	Miller to Leahy	yes	2	900	5	1800	2015	RTP		15
Wash Co	20	Cornell	Saltzman to Mult. Co. Line	yes	2	900	3	1200	2015	RTP		15
Wash Co	21	Jenkins	Murray to 158th	yes	3	700	5	1800	2006	RTP		15
Wash Co	22	Baseline	177th to 231st	yes	2	900	3	1200	2000	MSTIP		05
Wash Co	24	Baseline	Lisa to 216th	yes	2	900	5	1800	2015	RTP		15
Wash Co	25	Cornell	Hwy. 26 to Saltzman	yes	2	900	5	1800	2015	RTP		15
Wash Co	26	Murray	Science Park Drive to Cornell	yes	3	900	5	2100	1998	RTP	05	
Wash Co	29	Beef Bend Ext	Scholls Ferry to 99W	yes	2	500/700/9	2	900	2005	MSTIP		05
Wash Co	30	219th	TV Highway to Baseline	yes	2	900	3	1200	2000	MSTIP		05
Wash Co	34	Bethany	Bronson to W. Union	yes	2		5	1800	2010	RTP		15
Wash Co	35	Walker	Murray to 185th	yes	2	800	5	1800	2010	RTP/20		15
Wash Co	37	Cornell	Murray to Saltzman	yes	2	900	3	1200	2000	MSTIP		05
Wash Co	38	158th	Jenkins to Baseline	yes	3	900	5	1800	2006	RTP		15
Wash Co	40	Allen	217 to Western	yes	4	1600	5	1800	2015	RTP		15
Wash Co	41	Greenway/Hall	Greenway/Hall Intrsect'n	yes	NB	900	NB	1000	2000	RTP	05	
Wash Co	46	Allen	Menlo to Main	yes	3	1400	5	1600	2006	RTP		15
Wash Co	47	Allen	Murray to Menlo	yes	3	1400	5	1600	2006	RTP		15
Wash Co	48	E/W Arterial	117th to 110th	yes	0	0	5	1800	2015	RTP		15
Wash Co	50	E/W Arterial	Hall to 117th	yes	0	0	5	1800	2015	RTP		15
Wash Co	51	Greenburg	Shady Lane to Locust	yes	3	900	5	1800	2000	RTP/20	05	
Wash Co	52	E/W Arterial	Hocken to Murray	yes	2	700	5	1800	2015	RTP		15
Wash Co	59	Hall Intrsect'n Imprvmt	99W	no	n/a		n/a		2000	MSTIP		
Wash Co	60	E/W Arterial	Cedar Hills to Watson/Hall	yes	0	0	5	1800	2015	RTP		15

* TIP funded projects not in RTP; ** Part of larger Program; *** Not in RTP - insignificant to regional system (PAGE 9)

APPENDIX A: BASE AND ACTION YEAR NETWORKS

SPONSOR	RTP NO.	PROJECT NAME	PROJECT DESCRIPTION	In Model	EXISTING LANES		PROPOSED LANES		Start Date	Funds	BASE YEAR	ACTION YEAR
					No.	Capacity	No.	Capacity				
Wash Co	62	Millikan Extension	Cedar Hills to Hocken	yes	0	0	3		2015	MSTIP		05
Wash Co	66	Jenkins	Cedar Hills to Murray	yes	2	700	3	900	2010	RTP		15
Wash Co	73	185th	T.V. Hwy. to Farmington	yes	2	900	3	1200	2015	RTP		15
Wash Co	75	170th Avenue	Rigert to Alexander	yes	2	700	3/5	900/1800	2000	MSTIP		05
Wash Co	78	Martin/Cornelius Schefflin	realignment	yes	2	700	2	800	2000	MSTIP		05
Wash Co	79	Evergreen	25th to Glencoe	yes	2	900	3	1200	2000	MSTIP		05
Wash Co	80	Glencoe	Lincoln to Evergreen	yes	2	900	3	1100	2010	RTP		15
Wash Co	83	170th	Alexander to Baseline	yes	2	700	3	900	2010	RTP		15
Wash Co	84	Wilsonville/Sunset Ext.	Hwy. 99w to Murdock	yes	0/2	0/900	3	1100	2015	RTP		15
Wash Co	85	Sunset Drive (Hwy 47)	University to Beal	yes	2	700	3	900	2005	MSTIP		05
Wash Co	88	Tualatin Rd. Bike Lanes	Hwy 99 to Boones Ferry Rd.	no	n/a		n/a			RTP		
Wash Co	89	Farmington Rd. Bike Lanes	OR217 to Murray Blvd.	no	n/a		n/a			RTP		
Wash Co	90	Ground Level Retail space	Hillsboro Criminal Justice Fac.	no	n/a		n/a			2040		
Wash Co	91	Beaverton Creek TOD	"SW 153rd; Murray to Jenkins"	no	n/a		n/a			2040		
Wash Co	92	Evergreen	Shute to 25th	yes	2	900	3	1200	2015	RTP		15
Wash Co	95	Walker Road Bike/Ped Imp	173rd to 185th	no								
Wash Co	98	Oleson Road Bike/Ped Imp	Fanno Creek to Garden Home	no						MSTIP		
Wash Co	97	Oleson Road Bike/Ped Imp	Garden Home to Hall Blvd	no						MSTIP		
Wash Co	98	Tualatin	Teton to 115th	yes		700		900	2000	MSTIP		05
Wash Co	99	TV Hwy Signals	Locations in Cornelius	no						MSTIP		
Wash Co	100	Millikan Way	Purchase and Development	no						2040		
Wash Co	101	Signal Interconnections	Barnes, Cornell, Scholls Ferry	yes				+ 50	???	2040		05
Wash Co	102	Walker	Westfield to Murray	yes	2	800	3	900	2010	2040		15
Wash Co	103	BPA Easement Bike/Ped Imp	East of 158th, Division/Lakdlaw	no						RTP		
Wash Co	104	Scholls Ferry Ped Imp	Hall to BH Hwy	no						RTP		
Wash Co	105	185th	West Union to Springville	yes	2	700	3	900	2010	RTP		15
OOT/Wash	71	TV Highway	209th/219th						2015	RTP		15
OOT/Wash	77	BH Highway	Scholls Ferry/Oleson						2015	RTP		15
OOT/Wash	78	Farmington Road Widening	209th to 172nd						2015	RTP	15	
Wash Co	*	Barnes Road Extension	117th to Future 119th	yes		0	4	1200	1996	TIP	05	
Wash Co	23	Baseline	Brookwood to 231st	yes	2	900	3	1200	1996	MSTIP	05	
Wash Co	65	Durham	Hall to Boones Ferry	yes	2	700	3	900	1996	TIP		05
Wash Co	***	Lombard	Broadway to Farmington Rd	yes		700		900	2000	MSTIP		05
Wash Co	***	229th/231st	Evergreen to Cornell	yes		700/900		1200	1995	RTP		
Wash Co	***	Cornell Rd	158th to Bethany Blvd	yes		1200		2100	1995	RTP	95	
Wash Co	***	Davis Rd	Murray to 170th	yes		700		900	2000	MSTIP		05
Wash Co	***	Hart Rd	Murray to 165th	yes		700		900	2000	MSTIP		05
Wash Co	2	Lombard	Canyon to Center Street	yes	0	0	3	900	2000	CIP		05

APPENDIX A: BASE AND ACTION YEAR NETWORKS

SPONSOR	RTP NO.	PROJECT NAME	PROJECT DESCRIPTION	In Model	EXISTING LANES		PROPOSED LANES		Start Date	Funds	BASE YEAR	ACTION YEAR
					No.	Capacity	No.	Capacity				
Wash Co	***	Nora	155th to Weir	yes		500		700	2010	RTP		15
Wash Co	***	Taylor's Ferry	Oleson to Washington Drive	yes		0		900	2010	RTP		05
Wash Co	***	170th/173rd	Baseline to Walker Rd	yes		500/700		900	2000	MSTIP		05
Wash Co	***	Amberglen Pkwy	Quatama/206th to Stucki	yes		0		900	2000	MSTIP		05
Wash Co	***	Beef Bend Road	131st to 150th	yes		500		900	2015	MSTIP		15
Wash Co	***	Beef Bend Road	King Arthur to 131st	yes		500		900	2000	MSTIP		05
Wash Co	31	Bethany	West Union to Kaiser	yes	0	0	3	900	1996	MSTIP	05	
Wash Co	14	East Main	10th to Brookwood	yes	2	700	3	1200	1997	MSTIP	05	
Wash Co	42	Evergreen Pky Ext.	Cornelius Pass to Shute Road	yes	0	0	5	1800	1996	MSTIP	05	
Wash Co	1	Laidlaw Rd Extension	west from Kaiser Rd to 168th	yes		0		900	2000	MSTIP		05
Wash Co	***	Sexton Mountain Drive	155th to Murray	yes		0		900	1995		95	
Wash Co	***	Springville Rd	185th to PCC access	yes		500		700	1995	MSTIP	95	
Wash Co	***	Tualatin Rd	Boones Ferry to 115th	yes		500/700		900	2000	MSTIP		05
Wash Co	***	Millikan Extension	Cedar Hills to Hocken	yes		0		900	2005	MSTIP		05
Wash Co	***	Nyberg Road Extension	65th to 50th	yes		0		700	1997	CIP	05	
Wash Co	***	Ibach	Boones Ferry/Graham Ferry Rds	yes	2	700	3	900	1999			05
Wash Co	***	Boones Ferry Rd	at Alsea/Blake	yes	2	900	3	1100	1997			05
Wash Co	***	Davies Extension	Scholls to Old Scholls	yes	0	0	3	700	2015	CIP		15
Wash Co	***	Lombard	Broadway to Canyon	yes	0	0	3	700	1997	CIP	95	
Wash Co	***	Oregon Street	Tualatin Sherwood to Murdock	yes	2	900	3	1000	2005	CIP		05
Wash Co	***	Walnut	121st to 135th	yes	2	500	3	700	2005	CIP		05
Wash Co	***	Cornelius Pass Rd. Bike Lanes	West Union Rd. to Sunset Hwy.	no	n/a			n/a				
Wash Co	**	185th Ave. Bike Lanes	TV Hwy. to Farmington Rd.	no	n/a			n/a				
Wash Co	**	Oleson Rd. Bike Lanes	Vermont St. to Hall St.	no	n/a			n/a				
Wash Co	**	Garden Home Rd. Bike Lanes	Scholls Ferry Rd. to MCL	no	n/a			n/a				
Wash Co	**	Barnes Rd. Bike Lanes	Miller Rd. to U.S. 26	no	n/a			n/a				
Wash Co	**	158th Ave. Bike Lanes	U.S. 26 to West Union Rd.	no	n/a			n/a				
Wash Co	**	Cornell Rd. Bike Lanes	158th Ave. to 185th Ave.	no	n/a			n/a				
Wash Co	**	Scholls Fy. Interconnect	Nimbus to Highway 217	yes				+ 50				05
Wash Co	**	Barnes Rd Interconnect	Suntek to Miller	yes				+ 50				05
Wash Co	**	Murray Blvd Signal Interconnect	Hwy 26 to Cornell	yes				+ 50				05
Wash Co	**	Murray Blvd Signal Interconnect	Farmington to Millikan	yes				+ 50				05
Wash Co	**	Traffic signal optimization	TV Hwy. BV W Limit/Baseline	yes				add 50 capacity		RTP		

APPENDIX A: BASE AND ACTION YEAR NETWORKS

SPONSOR	RTP NO.	PROJECT NAME	PROJECT DESCRIPTION	In Model	EXISTING LANES		PROPOSED LANES		Start Date	Funds	BASE YEAR	ACTION YEAR
					No.	Capacity	No.	Capacity				
Tri-Met	0	Added Bus/LRT Srvce (1.5% to 2005)	Throughout Tri-Met service area	tr yes	n/a		n/a			RTP		05
Tri-Met	1a	Added Bus/LRT Srvce (.5% 05 to 15)	Throughout Tri-Met service area	tr yes	n/a		n/a			RTP		
Tri-Met	1b	South/North LRT capital costs	Clark Co. to Clark Co., WA	no	n/a		n/a			RTP		
Tri-Met	31	Civic N'hd MAX Station	New LRT Station @ Civic N'hd	yes	n/a		n/a			RTP		05
Tri-Met	***	Baseline	170th to 177th	yes	2	900	3	1200	1996		05	05
Tri-Met	*	Westside LRT		tr yes							05	
Metro	5	TOD Fund Program	Purchase TOD devel. sites	no	n/a		n/a			RTP		
Various	6	Major Ped Upgrade (39 mi)	Central City/Regional Centers	no	n/a		n/a			RTP		
Various	7	Major Ped Upgrade (13 mi)	Town Centers	no	n/a		n/a			RTP		
Various	8	Major Ped Upgrade (53 mi)	Corridors & Stat'n Communities	no	n/a		n/a			RTP		
Shared	9	Major Ped Upgrade (9 mi)	Main Streets	no	n/a		n/a			RTP		
Shared	10	TDM Education/Promotion	Metro region	no	n/a		n/a			RTP		
Shared	11	Regional Center TMAs	Gresham/Hills/Milw/O.C.	no	n/a		n/a			RTP		
ODOE	1	Regional Telecommute Proj.	Employers in region	no	n/a		n/a			RTP		

OFF-MODEL METHODOLOGY
FOR
COMPUTATION OF 1995 ANALYSIS YEAR
BICYCLE PROJECT EMISSIONS EFFECTS

INTRODUCTION SUMMARY

Four projects were identified for implementation as part of the Willamette River Bridge Crossing Program approved in the 1994 TIP. The *project* declarations to Metro occurred late in local FY 95 – i.e., after the July 1 "cut date" for project completion "by 1995" but within the 1995 calendar year. Therefore, the projects qualify for inclusion in only the 1995 Action scenario. Emission reductions attributable to implementation of these projects generate a positive difference between the 1995 Baseline and Action scenarios (i.e., the Action scenario emissions will be less than that of the Baseline scenario as required by the State Conformity Rule). The projects yield a net reduction of 3.59 kg/day of Hydrocarbon emissions; 17.85 kg/day of Carbon Monoxide emissions; and 4.83 kg/day of Oxides of Nitrogen emissions. The projects include:

1. *Lovejoy Viaduct*. Reduce from three travel lanes to two lanes and provide bike lane from Broadway to 14th.
2. *10th Avenue Viaduct*. Remove two travel lanes and provide bike lanes.
3. *E. Burnside*. Remove westbound travel lane from 6th to MLK and provide bike lane.
4. *Hawthorne Viaduct*. Remove eastbound lane and provide bike lane and buffer.

Each of the four projects entail conversion of existing vehicle travel lanes to bicycle lanes. The calculation of emission effects of the projects therefore entailed a two step process. First, it was necessary to determine whether elimination of the vehicle lanes resulted in an increase of automotive emissions due to changes in travel time and speed on the affected links. The second step was to calculate emissions reductions attributable to project conversion of auto trips to bike trips.

CALCULATE PROJECT EFFECTS ON AUTOMOTIVE EMISSIONS

The Bridge project selection process was supported by traffic engineering analysis of potential delay and volume/capacity impacts (CH2M Hill/Kittleson Associates, Inc., August 1994). This project-scale analysis of local transportation system impacts was reviewed by Metro's modelling staff. It was determined that the analytic results were superior to what could be generated using Metro's regional demand and distribution model. In each case, the modeled effects of the lane conversions was insignificant, as

shown below.

1. *Lovejoy Viaduct.* Level of Service (LOS) at intersection of Lovejoy and 14th remains B (delay per vehicle increases from eight seconds before project to 10 seconds after implementation, despite a V/C ratio increase from 0.47 to 0.76.)
2. *10th Avenue Viaduct.* A.M. link LOS remains A (V/C ratio increases from 0.51 to 0.56; Delay remains at four seconds per vehicle). P.M. link LOS moves from A to B (V/C ratio increases from .43 before project to 0.56 after project; Delay increases from 4 seconds per vehicle to 6 seconds after implementation).
3. *E. Burnside.* Westbound LOS remains C (V/C moves from 0.84 to 0.89). The third lane is used by only six percent of westbound vehicles.
4. *Hawthorne Viaduct.* No calculated change of either V/C ratio or delay per vehicle (LOS A).

These system effects would generate only insignificant differences in average link speeds and trip durations and would cause no meaningful increase of automotive emissions of either Carbon Monoxide, Hydrocarbons, or Oxides of Nitrogen. Therefore, no post-model, upward adjustment of regional automotive emissions is warranted as a consequence of implementing these projects.

CALCULATE EMISSION BENEFIT OF BIKE/WALK MODE ENHANCEMENTS

The second step of the analysis required computation of emission reductions attributable to provision of the new bike facilities. This first required determination of the number of trips that would divert from automobiles to a bike mode due to provision of the bridge crossing improvement of downtown access and egress. Metro adopted elements of the Stuart Goldsmith methodology employed to calculate travel mode diversion in Seattle (Goldsmith, 1994). The principle assumption drawn from the methodology is that *baseline* bicycle mode share will increase 26 percent – on average – with provision of enhanced bicycle travel lanes.

All day counts were obtained of auto travel across the three bridges affected by the projects:

- 1) Broadway Bridge = 29,241 (average weekday)
- 2) Burnside Bridge = 39,346 (average weekday)
- 3) Hawthorne Bridge = 27,588 (average weekday)

Also, Metro has developed calibrated mode share information for travel to and from the downtown from modelling conducted for the 2040 planning process: approximately 3.3

percent of trips in the Inner Portland neighborhoods (inner eastside and downtown districts) are made by bike; 14.6 percent by walking; 6.2 percent by transit and 75.9 percent by auto. Factoring the vehicle counts (weekday count/75.9 percent) to reflect the auto mode share of total travel yields the number of trips crossing the bridge by all modes. This number multiplied by the bike mode percentage (3.3 percent) yields the number of daily bike mode trips. This baseline number of existing bike trips was then multiplied by 0.26 to yield the net increase of daily bike trips across each of the three bridges that could be expected by implementation of the project facility enhancements.

Next, the total of new bike trips was multiplied by the auto mode share factor of 75.9 percent (i.e., new bike trips are assumed to divert from auto travel in proportion to the auto mode share of all trips. This implies that some new bike trips will represent diversion from transit and walk modes). The resulting figure represents the total assumed diversion of auto trips to the bicycle mode.

The Regional CMAQ Program methodology was then used to calculate emissions reductions attributable to this increased bicycle mode share. This methodology has been previously approved by FHWA/FTA and EPA. The results of these calculations are shown in Table Be, below. It shows that the four projects represent a credit of 17.85 kilograms per day (kg/day) of CO; 3.59 kg/day of Hydrocarbon; and 4.83 kg/day of NOx. This indicates that the 1995 Action scenario reduces emission below the Baseline condition.

Bike Projects
Technical Analysis

DEFAULT PARAMETERS	
No. of work days per year=	250
No. of bikeable days per year=	250
Average regionwide bike trip length (miles)=	2.9
Average regionwide auto trip length (miles)=	5.1
Average auto occupancy (AO)=	1.08
Emission factor (HC) (g/mile)=	1.341
Emission factor (CO) (g/mile)=	6.66
Emission factor (NOx) (g/mile)=	1.803
Nat'l Ambient Air Quality Std: Ozone (mg/m ³)=	0.235
Nat'l Ambient Air Quality Std: CO (mg/m ³)=	10

Project Name	Broadway Bridge	Burnside Bridge	Hawthorne Bridge	TOTAL
Length of facility (miles)				
Number of users per day	250	337	236	823
New bike trips per day -users per day x 2	500	674	472	1,646
Bike trips per year -bike trips per day x no. bikeable days/yr	125,000	168,500	118,000	411,500
Equly. auto VMT per year (miles) -bike trips x auto to bike trip length ratio / AO	203,544	274,377	192,146	670,067
HC reduced (kg/day)	1.09	1.47	1.03	3.59
CO reduced (kg/day)	5.42	7.31	5.12	17.85
NOx reduced (kg/day)	1.47	1.98	1.39	4.83
Weighted annual cost factor (\$/kg of pollutant reduced)				

PROJECT DATA

Length of facility (miles)
 Number of users per day

VMT CALCULATIONS

New bike trips per day
 -users per day x 2

Bike trips per year
 -bike trips per day x no. bikeable days/yr

Equly. auto VMT per year (miles)
 -bike trips x auto to bike trip length ratio / AO

EMMISSIONS/COST CALCULATIONS

HC reduced (kg/day)
 CO reduced (kg/day)
 NOx reduced (kg/day)
 Weighted annual cost factor (\$/kg of pollutant reduced)

Agenda Item 6.5
Meeting Date: September 28, 1995

Resolution No. 95-2213

**Resolution No 95-2213, Amending the FY 1995-96 Unified Work Program to
Include a Tri-Met Sponsored Transit Finance Task Force.**

Transportation Planning Committee Report

Resolution No. 95-2213, For the Purpose of Amending the FY 1995-96 Unified Work Program to Include a Tri-Met-Sponsored Transit Finance Task Force

Date: September 21, 1995

Presented by: Councilor Washington

COMMITTEE RECOMMENDATION: At its September 19, 1995 meeting, the Committee voted 2/1 to recommend Council adoption of Resolution No. 95-2213. Councilors Washington and Monroe voted aye. Councilor Kvistad voted nay.

COMMITTEE DISCUSSION/ISSUES: The resolution will amend the Unified Work Program (UWP) to include the Tri-Met blue ribbon Transit Finance Task Force. Metro Resolution No. 95-2176B allocated \$320,000 of Regional Surface Transportation Planning (STP) funds to be matched by Tri-Met local funds to support the project. The project will examine long range Tri-Met operational funding issues.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 95-2213 FOR THE PURPOSE OF
AMENDING THE FY 1995-96 UNIFIED WORK PROGRAM TO INCLUDE A
TRI-MET-SPONSORED TRANSIT FINANCE TASK FORCE

Date: September 13, 1995

Presented by: Andrew Cotugno

PROPOSED ACTION

Approval of this resolution would authorize amendment of the Unified Work Program (UWP) to include convocation by Tri-Met of a blue ribbon Transit Finance Task Force. Metro Resolution No. 95-2176B, approved in July, allocated \$320,000 of Regional STP funds to be matched by Tri-Met local funds to support this project.

TPAC has reviewed this UWP amendment and recommends approval of Resolution No. 95-2213.

BACKGROUND

Tri-Met's strategic plan calls for transit service levels in excess of that which can be supported by existing and anticipated revenue. Tri-Met requested and was awarded \$320,000 of Region 2040 Implementation Program funds (i.e., the \$27 million) to convene a blue-ribbon task force that would review transit expansion plans and recommend a package of funding recommendations for regional and state consideration and implementation. The UPWP amendment is shown in Exhibit A of the Resolution. While funds to support this project were approved as part of the Metro TIP Amendment which authorized allocation of the \$27 million Region 2040 Reserve dollars, a UPWP amendment is also required to access these funds.

EXECUTIVE OFFICER RECOMMENDATION

The Executive Officer recommends approval of Metro Resolution No. 95-2213.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING) RESOLUTION NO. 95-2213
THE FY 1995-96 UNIFIED WORK)
PROGRAM TO INCLUDE A TRI-MET-) Introduced by
SPONSORED TRANSIT FINANCE) Councilor Rod Monroe, Chair
TASK FORCE) JPACT

WHEREAS, Metro has previously allocated \$320,000 of Regional STP funds to support a Tri-Met-sponsored blue ribbon Transit Finance Task Force; and

WHEREAS, Funding for the Task Force must be approved in the region's Unified Work Program (UWP); and

WHEREAS, The duties of the Task Force are described in Exhibit A; and

WHEREAS, Tri-Met will provide the required local match for the project; now, therefore,

BE IT RESOLVED:

That Metro approves the UWP amendment described in Exhibit A needed to support the selection and work of a Transit Finance Task Force.

ADOPTED by the Metro Council this ____ day of _____,
1995.

J. Ruth McFarland, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

EXHIBIT A: Proposed Amendment of the UWP

TRANSIT FINANCE TASK FORCE

PROGRAM DESCRIPTION

The purpose of this project is to convene a blue ribbon task force to review plans for transit expansion, assess performance of the existing system, measure community attitudes, examine options for new funding and prepare a package of recommendations and obtain public input on the package.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1995-96

Tri-Met has adopted a long-term strategic plan which envisions service increases above what can be supported with existing and anticipated revenues. The task force will work to identify the funding for implementation of the strategic plan initiatives. There is no direct relationship of this project with prior UWP activity.

OBJECTIVES

Work Program for FY 1995-96

Select and convene the task force membership. Provide administrative and staff support to carry out the tasks described for the project. Analyze funding recommendations technically and with respect to public acceptance and support.

PRODUCT

Package of feasible recommendations to secure local, regional and statewide transit funding increases consistent with implementation of strategic plan service levels.

EXPENDITURES

	<u>Amount</u>	<u>FTE</u>
Budget to be determined		
\$320,000		
<u>36,625</u>		
Total	\$356,625	
\$356,625		

REVENUES

	<u>Amount</u>
96 Metro STP	
96 Tri-Met	
Total	

MINUTES OF THE METRO COUNCIL MEETING

September 21, 1995

Council Chamber

Councilors Present: Ruth McFarland (Presiding Officer), Rod Monroe (Deputy Presiding Officer), Jon Kvistad, Patricia McCaig, Susan McLain, Don Morissette, Ed Washington

Councilors Absent: None

Presiding Officer McFarland called the meeting to order at 2:00 p.m.

1. INTRODUCTIONS

none

2. CITIZEN COMMUNICATIONS

none

3. EXECUTIVE OFFICER COMMUNICATIONS

none

4. CONSENT AGENDA

4.1 Consideration of Minutes for the September 14, 1995 Metro Council Meeting.

Councilor Monroe requested the minutes be changed to reflect that the vote on Item 4.1 Consideration of Minutes for the September 7, 1995 Metro Council Meeting should be 5-0 with both Counselor Kvistad and Presiding Officer McFarland absent.

Motion: Councilor Monroe moved approval of the Minutes as amended above.

Vote: All those present voted aye. The vote was 7-0 and the motion passed unanimously.

5. INFORMATIONAL ITEMS

5.1 Briefing on the Preliminary Regional Water Supply Plan and Adoption Process.

Councilor McLain introduced Lorna Stickel, Project Manager for the Regional Water Supply Plan Project, and Rosemary Furfey, Senior Regional Planner for the Metro Planning Growth Management Division.

Ms. Furfey presented her staff report, a copy of which is included in the permanent meeting record.

Ms. Stickel presented a review of the highlights of the "Preliminary Regional Water Supply Plan Executive Summary." This information was included in the packet and is part of the permanent meeting record. She also distributed to the Council two "Question and Answer" reports and Montgomery Watson's Treatment Pilot Studies: "Technical Summary" and "Executive Summary," all of which are included in the permanent meeting record.

Ms. Stickel stated it has been beneficial to the Regional Water Supply Plan to incorporate it with the Council's currently ongoing 2040 growth management strategy study.

Ms. Stickel then presented an overview of the "Regional Water Supply Plan Preliminary Report of August 1995." The basic structure of the plan attempts to summarize what has happened before with the plan, giving a history of who the committee is and what they have been up to. It also provides an overview of how they are conducting the planning effort and illustrates how important public information and involvement is to crafting the plan.

Ms. Stickel said the plan looks at future demands, population projections, what water sources the region currently has available, where current water supplies come from and potential new source options. These source options have been narrowed down between plan phases. They are looking foremost at conservation, expansion of supplies on the Clackamas River, expanding the Barney Reservoir, and building a third dam in the Bull Run Reservoir.

The plan also identifies major sources not currently utilized by this region, including the Willamette and Columbia rivers. The committee also looked at aquifer storage and recovery. Conservation options were analyzed and screened and built into program concepts.

The last two chapters of the plan illustrate resource strategies that were developed and an implementation plan.

Stickel illustrated several highlights of the plan:

- * Barney Reservoir is under construction and will serve Washington County. It will serve as an important water source but won't be the total water supply solution.
- * Wilsonville, Sherwood, Damascus, Canby and Sandy, have short-term, but immediate needs.
- * Waste water providers have huge concerns.

Immediate strategies in the plan include: completion of Barney Reservoir, small expansions of existing Clackamas River systems, remediation and maintenance of the Portland Wellfield, continued conservation, further study of potential non-potable sources and maintaining viability of supply options for the future.

Long-term strategies are based on policy objectives and what is important to people: efficient use, reliability, water quality, impacts of catastrophic events, economic costs, public/political acceptance, institutional arrangements, growth, flexibility to deal with future uncertainty, ease of implementation, operational flexibility.

Councilor Morissette stated that the Tualatin River is of poor quality for a drinking water source, because it is low flow and the phosphates cause algae to build up. He asked what the solution is to low flow. Ms. Stickel responded that many city officials have expressed they are against taking water from the Tualatin River for this reason. The potential to use some of that water for non-potable uses would have to be evaluated, as well as ways to augment flows. Also, Hagg Lake may be a potential means to increase flow because it is the one storage reservoir that

contributes to flows in the Tualatin River during summer. An interesting aspect is that 95 percent of the Tualatin Valley Water District's treated water comes from Bull Run. This question does need to be evaluated.

Ms. Furfey responded to another question by Councilor Morissette that significant advances have been made in cleaning up the Tualatin River and meeting the effluent limits set by DEQ. Millions of dollars have been spent on waste water treatment.

Councilor Morissette stated there are concerns that bio swells reduce the usefulness of current land within the Urban Growth Boundary. He asked if it's possible to treat water with less land being set aside for bio swells, so density can be enhanced.

Ms. Furfey responded that stormwater runoff is a significant pollutant throughout the region, and that increases as service increases. Stormwater treatment is necessary, but it's possible to more creatively and efficiently use the.

Councilor Morissette expressed that Metro should be concentrating on treating water more efficiently so as not to use as much land as we currently are using. Ms. Furfey responded that Metro has conducted some studies, such as a drop-in leaf compost stormwater filter that is underground so you don't take any additional land area. She suggested promoting more of these investigations; it's an important issue that needs more study.

Councilor Morissette stated that coming up with a creative way to filter it under the street is a good goal to focus on. Current practices take up a pretty fair chunk of land that is then not available for housing.

Councilor Washington complimented the report and stated he hopes the plan is successful with the Willamette River.

Ms. Furfey closed the presentation. She will be back before the Council in October for public hearings.

Councilor McLain reminded the Council that the Regional Water Supply Plan Committee is hosting public open houses on Sept. 26, 27 and 28, spread out across the region. She urged Council members to study the questions and answer handouts because Councilors who attend these meetings surely will be asked by the public to respond.

Councilor Washington commented that last year Councilors were given a helicopter tour of the Bull Run Watershed. The new councilors may not have seen it and it was worth seeing. He asked if it is possible for the Council to have another tour. Councilor Morissette, Monroe, McLain and Washington indicated they are interested in such a tour. Ms. Furfey responded that it is getting a little late in the season, because the weather is expected to worsen and it often snows there in October. She suggested spring would be a better time.

Councilor McCaig suggested Ms. Stickel pick a good date in the spring and then send a memorandum to the council.

6. RESOLUTIONS

Councilor McCaig requested that Resolution No. 95-2204 be moved up the agenda.

6.2 Resolution No. 95-2204, For the Purpose of Opposing H.R. 961 - The Federal Clean Water Act Reauthorization Bill of 1995.

The clerk read the resolution by title only.

Motion: *Councilor McCaig moved, seconded by Councilor Kvistad for adoption of Resolution No. 95-2204.*

Councilor McCaig addressed the resolution, which she requested because the U.S. House of Representatives in May passed H.R. 961 – a reauthorization of the Clean Water Act. The House bill significantly weakened some of the provisions of the existing Clean Water Act, weakening wetland protections and regulations. The act is an overall weakening of the pollution controls we have in place for industrial and agricultural pollution. The U.S. Senate has yet to address the bill. Local jurisdictions around the nation are reviewing the Act and realizing the possible impacts on their water supplies and water quality. In all the polling Metro has done, water quality continues to be one of the single most important issues to Oregonians. She urged the Council to support this resolution, which opposed the bill passed by the House and asks for modifications by the Senate.

Vote: *All those present voted aye. The vote was 7-0 and the motion passed unanimously.*

Councilor Morissette stated that he supported the resolution because we need to make proposals make the Clean Water Act work better. But in some instances water protections go too far in attempting to rectify problems.

6.1 Resolution No. 95-2193 A, For the Purpose of Adopting Minority Business Enterprise, Women Business Enterprise, and Disadvantaged Business Enterprise Goals for FY 95-96.

The clerk read the resolution by title only.

Motion: *Councilor Morissette moved, seconded by Councilor Monroe for adoption of Resolution No. 95-2193.*

Scott Moss, Finance Risk Manager, explained this resolution was amended because the Office of the Auditor was inadvertently left off the list of offices to receive quarterly reports. The change was made prior to the Regional Facilities Committee.

Councilor Morissette commented that in the RF committee meeting, there was discussion of adding Emerging Small Businesses as a disadvantaged business. This issue will be discussed separately at the next RF committee meeting.

Vote: *All those present voted aye. The vote was 7-0 and the motion passed unanimously.*

7. ORDINANCES - SECOND READINGS

7.1 Ordinance No. 95-615, Amending the Urban Growth Boundary for Urban Growth Boundary Contested Case 94-1: Richards.

The clerk read the ordinance by title only.

Motion: *Councilor McLain moved, seconded by Councilor Kvistad for adoption of Ordinance No. 95-615.*

Councilor McLain addressed the resolution, which concerns a 1.3 acre parcel adjacent to Charbonneau. After it went through the process, the hearing officer agreed the parcel is a "superior UGB" because it achieves service efficiencies, it helps reinforce Interstate 5 as a logical boundary for the UGB in this area, and it makes a currently useless residential parcel developable.

Vote: *All those present voted aye. The vote was 7-0 and the motion passed unanimously.*

EXECUTIVE SESSION HELD PURSUANT TO ORS 192-660 (1)(e) TO CONDUCT DELIBERATIONS DESIGNATED BY THE GOVERNING BODY TO NEGOTIATE REAL PROPERTY TRANSACTIONS.

Present: Presiding Officer McFarland, Deputy Presiding Officer Monroe, Councilor Kvistad, Councilor McCaig, Councilor McLain, Councilor Morissette, Councilor Washington, Senior Council Analyst Jay Harris, Assistant to the Presiding Officer Cathy Ross, General Counsel Daniel Cooper.

Presiding Officer McFarland opened an Executive Session pursuant to ORS 192-660 (1)(e) at 3:11 p.m. Presiding Officer McFarland closed the Executive Session at 3:14 p.m.

Motion: *Councilor Washington moved to suspend the rules, removing Resolution No. 95-2207 from the Regional Facilities Committee and placing it on today's Council agenda for adoption. Seconded by Kvistad.*

Vote: *All those present voted aye. The vote was 7-0 and the motion passed unanimously.*

Councilor Washington urged adoption of the resolution

Motion: *Councilor Washington moved, seconded by Councilor McLain for adoption of Resolution No. 95-2207.*

Vote: *All those present voted aye. The vote was 7-0 and the motion passed unanimously.*

8. COUNCILOR COMMUNICATIONS

Councilor McLain commented that the Request for Proposals are in for the 10 percent waste transport proposals for the Forest Grove Transfer Station. A copy of the proposal price summary is included in the permanent meeting record.

Councilor Monroe stated that Portland hosted the Rail-Volution conference last weekend, and he and Councilor represented Metro at the conference. He was very impressed with the

conference and the more than 800 delegates from 26 states and three foreign countries who attended also were impressed with the conference and the City of Portland. He had the opportunity to talk with many delegates, who said they found Portland a friendly, clean, easy to get around city, and they said they were impressed with the vibrancy of our downtown core area and the Lloyd Center area. They also expressed support for what Metro is doing with land use and transportation decisions. He gave kudos to Portland City Commissioner Earl Blumenauer, who was primarily responsible for organizing this event.

Councilor Washington commented that Consolidation Committee met that morning, and they are beginning to look at the MERC governance issue. Six items placed before the committee this morning were narrowed to three ideas and he'll have more information at the next Council meeting.

Councilor McCaig responded to Councilor Washington that if the committee ruled out three, it might be appropriate time to bring these three choices before the Council so they can have input before a final decision is made.

Councilor Washington said he would get the matrix of choices to Councilors so that at the next Regional Facilities Committee it can be discussed.

Councilor McCaig asked who is writing the letter to Portland Mayor Vera Katz about the proposed Stadium Task Force. She suggested someone should draft a letter from the entire Council.

Councilor Washington responded that as Regional Facilities Chair he would be willing to draft a letter for Council review.

There being no further business before the Council, Presiding Officer McFarland adjourned the meeting at 3:24 p.m.

Prepared by,



Jodie Willson
Council Assistant

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 95-2206 WHICH SUPPLEMENTS RESOLUTION NO. 95-2169 AUTHORIZING THE ISSUANCE OF THE OPEN SPACES GENERAL OBLIGATION BONDS, AND SETS THE PRINCIPAL AND INTEREST PAYMENT DATES.

Date: September 6, 1995

Presented by: Craig Prosser

BACKGROUND AND ANALYSIS

Resolution 95-2206 supplements Resolution 95-2169 which authorized the issuance of the Open Spaces General Obligation Bonds. Resolution 95-2206 establishes the terms and conditions under which Series B of the Open Spaces General Obligation bonds will be sold.

Series B will be sold as zero coupon, "citizen" or "mini" bonds. Mini bonds are generally sold in smaller denominations (in this case, \$1,000 rather than \$5,000) and with a structure that makes them more affordable for individual investors. "Zero coupon" or "capital appreciation" bonds do not pay interest on a semi-annual basis. Rather, they are sold for a discounted initial investment, and then add value over the life of the bonds until their final maturity, at which time they are redeemed for the \$1,000 maturity amount. The initial investment required depends upon the interest rate during the sales period and the maturity date of the individual bond.

The resolution authorizes the Executive Officer to set the Series B principal amount not to exceed \$10 million. Current plans are to sell approximately \$5 million in Series B, but if demand far exceeds our expectations, this will allow the Executive to increase the number of bonds sold to meet that demand.

The Series B bonds are being sold through a negotiated sale. Metro issued an RFP for underwriting firms and selected Prudential Securities and Edward D. Jones and Company to market and sell the bonds based on their marketing plans, prior experience, anticipated costs, and number of brokers within the Metro boundary. Final interest rates and underwriters' reimbursement will be negotiated based on the final marketing effort and market conditions at the time of sale.

The bonds will be sold during the week of September 25, 1995.

BUDGET IMPACT:

There is no budget impact on this Resolution.

EXECUTIVE OFFICER'S RECOMMENDATION:

The Executive Officer recommends adoption of Resolution No. 95-2206.

CP:rs

\\Bonds\95-2206S.Doc

METRO

RESOLUTION No. 95-2206

A RESOLUTION SUPPLEMENTING RESOLUTION NO. 95-2169 PERTAINING TO THE ISSUANCE OF GENERAL OBLIGATION BONDS (OPEN SPACES PROGRAM) IN THE PRINCIPAL AMOUNT OF NOT TO EXCEED \$135,600,000 FOR THE PURPOSE OF FINANCING THE ACQUISITION AND IMPROVEMENT OF VARIOUS PARCELS OF LAND AS PART OF METRO'S OPEN SPACES PROGRAM.

ADOPTED BY THE METRO COUNCIL
ON SEPTEMBER __, 1995
EFFECTIVE ON SEPTEMBER __, 1995

BEFORE THE METRO COUNCIL

**A RESOLUTION SUPPLEMENTING
 RESOLUTION No. 95-2169
 PERTAINING TO THE ISSUANCE OF
 GENERAL OBLIGATION BONDS (OPEN
 SPACES PROGRAM) IN THE PRINCIPAL
 AMOUNT OF NOT TO EXCEED
 \$135,600,000 FOR THE PURPOSE OF
 FINANCING THE ACQUISITION AND
 IMPROVEMENT OF VARIOUS PARCELS
 OF LAND AS PART OF METRO'S OPEN
 SPACES PROGRAM.**

**RESOLUTION No. 95-2206
 INTRODUCED BY MIKE BURTON**

SECTION A. FINDINGS. As the preamble to this Resolution, the Metro Council recites the matters set forth in this Section. To the extent any of the following recitals relates to a finding or determination which must be made by the Council in connection with the subject matter of this Resolution or any aspect thereof, the Council declares that by setting forth such recital such finding or determination is thereby made by the Council. This Section A and the recitals, findings and determinations set forth herein constitute a part of this Resolution.

(A) POLITICAL SUBDIVISION. Metro is a municipality and political subdivision organized and existing under and pursuant to Article XI, Section 14 of the Oregon Constitution, the laws of the State of Oregon and the Metro Charter.

(B) PRIOR AUTHORIZATION OF BONDS AND SUPPLEMENTAL RESOLUTIONS. On June 22, 1995, the Metro Council adopted Resolution No. 95-2169 (the "Initial Resolution") authorizing the issuance and sale of general obligation bonds in an aggregate principal amount not to exceed \$135,600,000 (the "Bonds") for the purpose of financing the capital costs of the Metro Open Spaces Program (the "Program"). The Initial Resolution provided for the issuance of the Bonds in three series, consisting of the Series A Bonds, the Series B Bonds and the Series C Bonds (each as defined in the Initial Resolution). In exercise of the authority granted under the Elector Authorization (as defined in the Initial Resolution), on September 13, 1995, Metro issued the Series A Bonds in the aggregate principal amount of \$74,170,000.

(C) ISSUANCE OF SECOND SERIES OF BONDS. Metro is now ready to proceed with the issuance of the Series B Bonds pursuant to the authority granted by the Elector Authorization and as provided in the Initial Resolution. In the Initial Resolution, the Metro Council reserved the right to adopt subsequent resolutions pertaining to the issuance and sale of the Bonds as it determines are necessary or appropriate. This resolution is being adopted to supplement the Initial Resolution in order to provide for certain matters in connection with the Series B Bonds.

NOW, THEREFORE, BE IT RESOLVED BY THE METRO COUNCIL AS FOLLOWS:

SECTION 1. DEFINITIONS. All terms used in this resolution and not otherwise defined herein shall have the respective meanings assigned thereto in the Initial Resolution. Notwithstanding the definitions provided in the Initial Resolution, the following terms, when used with respect to the second series of Bonds authorized by this Resolution, shall have the respective meanings set forth below:

"AUTHORIZED DENOMINATION" when used with respect to a Series B Bond, means: (i) a principal amount that, when added to the interest accreting thereon through the maturity date of such Series B Bond, will equal the sum of \$1,000; and (ii) any integral multiple of the principal amount described in (i) of this definition.

"BENEFICIAL OWNERS" shall mean, whenever used with respect to a Series B Bond, the person or entity in whose name such Series B Bond is recorded as the beneficial owner of such Series B Bond by a Participant on the records of such Participant pursuant to the arrangements for book-entry determination of ownership applicable to the Securities Depository.

"BOOK-ENTRY SYSTEM" shall mean that system whereby the clearance and settlement of securities transactions is made through electronic book-entry changes, thereby eliminating the need of physical movement of securities.

"CEDE & CO." shall mean Cede & Co., the nominee of DTC, and any successor nominee of DTC with respect to the Series B Bonds.

"DTC" shall mean The Depository Trust Company, a limited purpose trust company organized under the laws of the State of New York, and its successors and assigns.

"INTEREST COMPOUNDING DATE" means each March 1 and September 1 of each year, commencing March 1, 1996.

"PARTICIPANT" shall mean a broker-dealer, bank or other financial institution for which DTC holds Series B Bonds as Securities Depository.

"UNDERWRITERS" means Prudential Securities Incorporated and Edward D. Jones & Co., as co-managing underwriters of the Series B Bonds.

SECTION 2. THE SERIES B BONDS.

(A) AUTHORIZATION. Pursuant to and subject to the requirements of the Authorizing Legislation and the Initial Resolution, Metro shall issue the Series B Bonds in the aggregate principal amount determined by the Metro Chief Financial Officer pursuant to Section 3.1 of this Resolution but in no event in excess of the aggregate principal amount of TEN MILLION DOLLARS (\$10,000,000), all as provided in and subject to the limitations hereinafter set forth in the Initial Resolution, this Resolution and such other resolutions as the Metro Council, in its discretion, may hereafter adopt with respect to the Series B Bonds:

(B) CAPITAL APPRECIATION BONDS; TERMS OF SERIES B BONDS. The Series B Bonds shall be dated the date of issuance and delivery thereof to the Underwriters and shall be issued in Authorized Denominations as capital appreciation bonds.

Interest on each Series B Bond shall accrue from the dated date thereof to the date of maturity or prior redemption at the interest rate *per annum* established by the Chief Financial Officer pursuant to Section 3.1 of this Resolution, with accrued interest thereon being compounded semiannually on each Interest Compounding Date. All accreted interest on each Series B Bond shall be due and payable only on the maturity date of such Bond or upon the date fixed for prior redemption.

The Series B Bonds will mature on September 1 of each of the years and in the principal amounts determined by Metro's Chief Financial Officer pursuant to Section 3.1 hereof, provided that the final maturity date shall be not later than September 1, 2015.

The Series B Bonds shall be subject to redemption prior to maturity at the option of Metro, in whole on such dates and at such redemption prices as shall be determined by the Chief Financial Officer pursuant to Section 3.1 hereof.

(B) PAYMENT OF PRINCIPAL AND ACCRETED INTEREST; PAYMENT THROUGH DTC. Principal of and accreted interest on each Series B Bond shall be paid only on or after the stated maturity date thereof or date fixed for earlier redemption thereof, and then only upon presentation and surrender of such Series B Bond to the Paying Agent at its principal corporate trust office. Notwithstanding the foregoing, so long as the Series B Bonds are subject to the Book-Entry System, payment of principal of and accreted interest on the Series B Bonds when due shall be paid through the facilities of DTC in accordance with the rules, regulations and practices established and followed in connection with the Book-Entry System.

(C) PROVISIONS FOR BOOK-ENTRY SYSTEM. The Series B Bonds will initially be subject to a Book-Entry System of ownership and transfer, which Book-Entry System shall continue with

respect to the Series B Bonds until such time as the same is discontinued as provided in (iii) below. The general provisions for effecting such Book-Entry System are as follows:

(i) Metro hereby designates DTC, as the initial Securities Depository hereunder.

(ii) Notwithstanding the provisions regarding exchange and transfer of Series B Bonds set forth in this Resolution, the Series B Bonds shall initially be evidenced by one certificate for each maturity (including one certificate for each principal amount due pursuant to a Mandatory Redemption Schedule), in an amount equal to the aggregate principal amount thereof. The Series B Bonds so initially delivered shall be registered in the name of "Cede & Co." as nominee for DTC. The Series B Bonds may not thereafter be transferred or exchanged on the registration books of Metro held by the Registrar except:

(A) to any successor Securities Depository designated pursuant to (iii) below;

(B) to any successor nominee designated by a Securities Depository; or

(C) if Metro shall, by resolution, elect to discontinue the Book-Entry System pursuant to (iii) below, Metro will cause the Registrar to authenticate and deliver replacement Series B Bonds in fully registered form in Authorized Denominations in the names of the Beneficial Owners or their nominees; thereafter the provisions of this Resolution regarding registration, transfer and exchange of Series B Bonds shall apply.

(iii) Upon the resignation of any institution acting as Securities Depository hereunder, or if Metro determines that continuation of any institution in the role of Securities Depository is not in the best interests of the Beneficial Owners, Metro will attempt to identify another institution qualified to act as Securities Depository hereunder or will discontinue the Book-Entry System by resolution. If Metro is unable to identify such successor Securities Depository prior to the effective date of the resignation, Metro shall discontinue the Book-Entry System, as provided in (ii)(C) above.

(iv) So long as the Book-Entry System is used for the Series B Bonds, the Registrar will give any notice of redemption or any other notices required to be given to owners of Series B Bonds only to the Securities Depository or its nominee registered as the owner thereof. Any failure of the Securities Depository to advise any of its Participants, or of any Participant to notify the Beneficial Owner, of any such notice and its content or effect will not affect the validity of the redemption of the Series B Bonds called for redemption or of any other action premised on such notice. Neither Metro nor the Registrar is responsible or liable for the failure of the Securities Depository or any Participant thereof to make any payment or give any notice to a Beneficial Owner in respect of the Series B Bonds or any error or delay relating thereto.

SECTION 3.1. SALE OF SERIES B BONDS; AUTHORIZATION OF AND DIRECTION TO CHIEF FINANCIAL OFFICER.

(A) SALE OF SERIES B BONDS. The Series B Bonds shall be sold to the Underwriters in a negotiated sale.

(B) AUTHORIZATION OF AND DIRECTION TO METRO CHIEF FINANCIAL OFFICER. The Metro Chief Financial Officer is hereby authorized, empowered and directed, for and on behalf of Metro, to:

(I) PRELIMINARY OFFICIAL STATEMENT: cause to be prepared, in accordance with the requirements of ORS 288.865, a preliminary official statement in substantially final form describing the Series B Bonds and setting forth such information concerning Metro, the Program and the Series B Bonds as may be necessary or appropriate in order to disclose all material information which a prospective investor would need in order to make an informed decision with respect to an investment in the Series B Bonds;

(II) BOND PURCHASE AGREEMENT: negotiate the terms and conditions of a bond purchase agreement providing for the sale of the Series B Bonds to the Underwriters (the "Bond Purchase Agreement"), and to execute and deliver such Bond Purchase Agreement for and on behalf of Metro;

(III) FINAL OFFICIAL STATEMENT: upon the execution and delivery of the Bond Purchase Agreement, to cause to be prepared within the time required by law a final official statement describing the Series B Bonds and setting forth such information concerning Metro, the Program and the Series B Bonds as may be necessary or appropriate in order to disclose all material information which a prospective investor would need in order to make an informed decision with respect to an investment in the Series B Bonds;

(IV) ESTABLISH PRINCIPAL: subject to the limitations set forth in Section 2(A) of the Initial Resolution, establish the actual principal amount of the Series B Bonds to be issued;

(V) ESTABLISH PRINCIPAL MATURITIES AND INTEREST RATES: establish:

(A) the principal amount of the Series B Bonds to mature in each year; and

(B) the rate of interest *per annum* to be applicable to the Series B Bonds of each maturity;

provided that the aggregate amount of principal and accreted interest due on the Series B Bonds in any one year, when added to the principal of and interest on the Series A Bonds

and the Series C Bonds shall, insofar as is practical, be substantially equal; *and provided further that*, in no event shall the true interest cost of the Series B Bonds exceed 7.0%;

(VI) REDEMPTION PROVISIONS: establish the dates (if any) upon which, and the prices at which, the Series B Bonds shall be subject to redemption prior to maturity at Metro's option, including the establishment of any premium to be paid as a part of the redemption price; and

(VII) ACQUIRE CREDIT FACILITY: if the Chief Financial Officer determines that it is in the best interests of Metro, acquire a letter of credit, a municipal bond insurance policy, a surety bond, standby bond purchase agreement or other credit enhancement device to provide credit enhancement for all or any portion of the Series B Bonds, or to meet all or a portion of the reserve requirement with respect to the Series B Bonds, and to negotiate such terms and conditions relating to such Credit Facility as the Chief Financial Officer deems appropriate and in the best interests of the City.

The authority of the Chief Financial Officer to determine the terms of the Series B Bonds as provided in subsections (iv), (v) and (vi) above shall be exercised by setting forth such terms as so determined and established in the Bond Purchase Agreement executed and delivered by the Chief Financial Officer in connection with the sale of the Series B Bonds to the Underwriters and, to the extent so required under applicable law, shall constitute the completion of the determination of such matters by Metro as a public body.

SECTION 4. ADDITIONAL ACTION AND SUBSEQUENT RESOLUTIONS OF COUNCIL. The Council may authorize by subsequent resolution any acts or other matters necessary or appropriate in connection with the issuance, sale, and delivery of the Series B Bonds and the performance by Metro of its covenants and obligations with respect thereto.

SECTION 5. ADDITIONAL AUTHORIZATIONS. Metro's Executive Officer and Chief Financial Officer, and each of them acting individually, are hereby authorized, empowered and directed, for and on behalf of Metro, to do and perform all acts and things necessary or appropriate to issue and sell the Series B Bonds and otherwise implement the provisions of this Resolution and the Initial Resolution, including but not limited to the execution and delivery of such documents, instruments, certificates and agreements as may be necessary or appropriate in connection with the Bonds or any Credit Facility therefor.

SECTION 6. EFFECTIVENESS OF RESOLUTION. This Resolution shall take effect immediately upon its adoption by the Metro Council.

ADOPTED THIS ___ DAY OF SEPTEMBER, 1995.

J. Ruth McFarland
Presiding Officer of Metro Council

APPROVED AS TO FORM:

Daniel B. Cooper, General Counsel

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE) RESOLUTION NO. 95-2212A
COUNCIL ORGANIZING RESOLUTION) Introduced by Councilor
) Kvistad

WHEREAS, the Metro Council has annually adopted an organizing resolution since January 1988 which established standing committees of the Council, made appointments to committees and established meeting schedules; and

WHEREAS, there is a need to revise the name of the Solid Waste Committee to reflect the renaming of the Solid Waste Department, and

WHEREAS, there is a need to provide Council oversight over certain Metro departments and activities not directly assigned to other Council committees, therefore

BE IT RESOLVED,

1. That this resolution amends Resolution No. 95-2166A, relating to Council Committees to change the name of the Solid Waste Committee to the Regional Environmental Management Committee and establishes the Governmental Affairs Committee.

ADOPTED by the Metro Council this _____ day of _____ 1995.

J. Ruth McFarland, Presiding Officer

EXHIBIT A

PURPOSE OF THE COUNCIL STANDING COMMITTEES

Finance Committee

The purpose of the Finance Committee shall be to:

1. Review and make recommendations to the Council on the process to follow to consider and act on the Executive Officer's Proposed Fiscal Year Budget and Appropriations Schedule.
2. Review and make recommendations to the Council on periodic requests for amendments to the annual Adopted Budget and Appropriations Schedule.
3. Review and make recommendations to the Council on the annual financial audit and investment and credit policies and practices of Metro.
4. Review and make recommendations to the Council on revenue proposals of Metro including property tax measures, excise tax measures, bond measures, other tax measures, service charges and fees, etc.
5. Review and make recommendations to the Council on long-range financial plans and policies of Metro and its various functions.
6. Review and make recommendations to the Council on the duties, functions and work of the Department of Administrative Services, except those functions related to the management of Metro Regional Center, to insure that the adopted policies, program goals and objectives are carried out or met.
- ~~7. Review and make recommendations to the Council on the duties, functions and work of the Office of the Auditor, Office of the Executive, Office of General Counsel and the Council Office to insure that the adopted policies, program goals and objectives are carried out or met.~~
- 8] Review and make recommendations to the Council on confirmation of Executive Officer appointments to committees and appropriate administrative positions relating to Metro financial responsibilities.
- 9] Review and make recommendations to the Council on other matters referred or requested by the Presiding Officer or Council.

Governmental Affairs Committee

The purpose of the Governmental Affairs Committee shall be to:

1. Review and make recommendations to the Council on the internal and external affairs of Metro not under the purview of other committees; and

2. Review and make recommendations to the Council on internal operations matters including personnel rules, the audit program, rules and procedures for the Council and its committees, Council expenditure guidelines, etc; and

3. Monitor, develop and review recommendations for Council consideration which will foster and promote good relations with governmental agencies at the federal, state and local levels as well as with citizens, including state and federal legislative programs and citizen participation and involvement programs such as proposed by the Metro Committee for Citizen Involvement; and

4. Coordinate the nomination of Portland Metropolitan Area Local Government Boundary Commission members by the Metro Councilors and make recommendations to the Council on all executive Officer appointments to positions and committees not covered by other standing committees; and

5. Review and make recommendations to the Council on the duties, functions and work of the Office of the Auditor, Office of the Executive, Office of General Counsel and the Council Office to insure that the adopted policies, program goals and objectives are carried out or met; and

6. Review and make recommendations on other matters referred to the committee by the Presiding Officer.

Land Use Planning

The purpose of the Land Use Planning Committee shall be to:

1. Review and make recommendations to the Council on policies and programs relating to Metro growth management and land use planning activities including the Future Vision, Regional Framework Plan, local government planning coordination, urban reserves, urban growth boundary administration, transit station area planning, water resource planning and management, housing, earthquake preparedness planning and other matters related to Metro's growth management and land use planning activities.
2. Review and make recommendations to the Council on the duties, functions and work of that portion of the Planning Department which performs growth management and land use planning programs to ensure that the adopted

policies, program goals and objectives are carried out or met.

3. Review and make recommendations to the Council on confirmation of Executive appointments to the Metropolitan Policy Advisory Committee (MPAC) or other appropriate positions relating to the purpose of this assignment and for proposed changes to the MPAC Bylaws.
4. Review and make recommendations to the Council on other matters referred or requested by the Presiding Officer or Council.

Transportation Planning Committee

The purpose of the Transportation Planning Committee shall be to:

1. Review and make recommendations to the Council on policies and programs relating to Metro Transportation planning activities including but not limited to the High Capacity Transit studies, Regional Transportation Plan, the Transportation Improvement Program, Urban Arterial Fund development, Public Transit Management Plan, Intermodal Management System Plan, Congestion Management System Plan, and Data Resource Center.
2. Review and make recommendations to the Council on the duties, functions and work of that portion of the Planning Department which performs transportation planning and data resource programs to ensure that the adopted policies, program goals and objectives are carried out or met.
3. Review and make recommendations to the Council on appointments to the Transportation Policy Alternatives Committee and other appropriate appointments to positions relating to the purpose of this assignment, and review and make recommendations to the Council on proposed changes to the Joint Policy Advisory Committee on Transportation (JPACT) Bylaws.
4. Review and make recommendations to the Council on other matters referred or requested by the Presiding Officer or Council.

Regional Facilities Committee

The purpose of the Regional Facilities Committee shall be to:

1. Review and make recommendations to the Council on policies and programs relating to the development, construction, renovation and operation of Metro

facilities including the Metro Washington Park Zoo, the Oregon Convention Center, the Metro Regional Center, City of Portland facilities under Metro management responsibility according to the Consolidation Agreement with the City of Portland, and the Multnomah County Park and Exposition facilities under Metro management according to the transfer agreement with Multnomah County, and the Metropolitan Greenspaces Program.

2. Review and make recommendations to the Council on the duties, functions and work of the Zoo Department, the Parks and Greenspaces Department and the Metro Exposition-Recreation Commission (MERC) and any other administrative unit which is established to work on the development of regional facilities to ensure that adopted policies and program goals and objectives are carried out or met.
3. Review and make recommendations to the Council on confirmation of Executive Officer appointments to: 1) the MERC, 2) any other committee or task force created to advise the Council on matters pertaining to the purpose of this assignment, and 3) appropriate administrative appointments.
4. Review and make recommendations to the Council on other matters referred or requested by the Presiding Officer or Council.

~~{Solid Waste}~~ Regional Environmental Management Committee

The purpose of the ~~{Solid Waste}~~ Regional Environmental Management Committee shall be to:

1. Review and make recommendations to the Council on policies and programs relating to the preparation, adoption and implementation of the Regional Solid Waste Management Plan (RSWMP), the development and operation of solid waste disposal facilities, and Metro's waste reduction responsibilities.
2. Review and make recommendations to the Council on the duties, functions and work of the ~~{Solid Waste}~~ Regional Environmental Management Department to ensure that adopted policies and program goals and objectives are carried out or met.
3. Review and make recommendations to the Council on confirmation of Executive Officer appointments to committees and appropriate positions relating to Metro's solid waste responsibilities.

4. Review and make recommendations to the Council or other matters referred or requested by the Presiding Officer or Council.

EXHIBIT B

COUNCIL STANDING COMMITTEE MEMBERSHIP*

Finance Committee

Councilor Patricia McCaig, Chair
Councilor Rod Monroe, Vice Chair
Councilor Jon Kvistad
Councilor Ruth McFarland
Councilor Susan McLain
Councilor Don Morissette
Councilor Ed Washington

Governmental Affairs Committee

Councilor Don Morissette, Chair
Councilor Rod Monroe, Vice Chair
Councilor Ruth McFarland

Land Use Planning

Councilor Susan McLain, Chair
Councilor Don Morissette, Vice Chair
Councilor Patricia McCaig

Regional Facilities

Councilor Ed Washington, Chair
Councilor Patricia McCaig, Vice Chair
Councilor Don Morissette

~~[Solid Waste]~~ Regional Environmental Management

Councilor Jon Kvistad, Chair
Councilor Susan McLain, Vice Chair
Councilor Ruth McFarland

Transportation Planning

Councilor Rod Monroe, Chair
Councilor Jon Kvistad, Vice Chair
Councilor Ed Washington

*The Presiding Officer may serve as a member of a committee for which there is a vacancy as a result of a vacancy on the Council.

EXHIBIT C

COUNCILOR ANCILLARY APPOINTMENTS

Council Parliamentarian

Councilor Rod Monroe

Friends of the Washington Park Zoo Board of Directors

Councilor Jon Kvistad

Councilor Don Morissette

Future Vision Commission

Councilor Susan McLain, Vice Chair

Councilor Ed Washington

Joint Policy Advisory Committee on Transportation

Councilor Rod Monroe, Chair

Councilor Don Morissette

Councilor Susan McLain

Councilor Patricia McCaig, Alternate

Metro Policy Advisory Committee

Councilor Susan McLain

Councilor Ed Washington

Councilor Jon Kvistad

Councilor Don Morissette, Alternate

Greenspaces Citizens Advisory Committee

Councilor Ed Washington

Councilor Susan McLain, Alternate

Greenspaces Liaison

Councilor Susan McLain

Metro CCI Liaison

Councilor Susan McLain

Oregon Regional Council Association Board of Directors

Councilor Ruth McFarland

Councilor Patricia McCaig, Alternate

Regional Emergency Management Policy Advisory Committee

Councilor Rod Monroe

Councilor Don Morissette

Regional Water Services Leadership Group

Councilor Jon Kvistad

Councilor Susan McLain, Alternate

Smith and Bybee Lakes Management Committee

Councilor Ed Washington

Councilor Jon Kvistad

Solid Waste Enhancement Committees

-North Portland	Councilor Ed Washington, Chair
-Metro Central	Councilor Ed Washington, Chair
-Oregon City	Councilor Don Morissette
-Forest Grove	Councilor Susan McLain

Solid Waste Policy Advisory Committee

Councilor Jon Kvistad
Councilor Susan McLain, Alternate

Solid Waste Rate Review Committee

Councilor Jon Kvistad, Chair
Councilor Susan McLain, Alternate

SW Washington Regional Transportation Policy Committee

Councilor Rod Monroe

South/North Steering Committee

Councilor Rod Monroe

Special District Association of Oregon Board of Directors/
Legislative Committee

Councilor Ruth McFarland,
Councilor Rod Monroe, Alternate

Tri-Met Committee on Accessible Transportation

Councilor Ed Washington
Councilor Jon Kvistad, Alternate

Water Resources Policy Advisory Committee

Councilor Jon Kvistad
Councilor Susan McLain
Councilor Patricia McCaig

Westside Corridor Project Steering Group

Councilor Jon Kvistad

Washington County Transportation Advisory Group

Councilor Jon Kvistad

Neighboring Cities Grant

Councilor Susan McLain
Councilor Don Morissette

Cascadia Task Force

Councilor Jon Kvistad
Councilor Rod Monroe

1% for Art

Councilor Ed Washington

Portland/Multnomah County Progress Board

Councilor Ruth McFarland

DEQ Parking Ratio Employee Policy Advisory Committee
Councilor Don Morissette

Portland State Institute of Urban Studies
Councilor Ed Washington
Councilor Jon Kvistad

Columbia Slough Watershed Council
Councilor Ed Washington

FOCUS Liaison
Councilor Susan McLain

EXHIBIT D

COUNCIL AND COMMITTEE MEETINGS

Council

The Metro Council meetings shall be regularly scheduled as outlined below except when the Presiding Officer finds a need to: 1) convene special meetings; 2) change meeting dates or times to respond to special scheduling needs, such as during Thanksgiving, Christmas or other religious holiday periods; or 3) cancel a meeting due to a lack of quorum or agenda items or other precipitating events.

Regular Sessions: The Metro Council shall meet in Regular Session on each Thursday beginning at 2:00 P.M., except that on the fourth Thursday of each month the regular session shall begin at 7:00 P.M.

Committees

The Metro Council standing committee meetings shall be regularly scheduled as outlined below except when the Committee Chair finds a need to: 1) convene special meetings; 2) change meeting dates or times to respond to special scheduling needs, such as during holiday periods; or 3) cancel a meeting due to a lack of quorum or agenda items or other precipitating events.

Finance: At the call of the chair or the Presiding Officer

Governmental Affairs Committee: Second and fourth Tuesdays of each month at 10:00 A.M.

Land Use Planning: Second and fourth Tuesdays of each month beginning at 1:30 P.M.

Regional Facilities: Second and fourth Tuesdays of each month beginning at 3:30 P.M.

~~Solid Waste~~ Regional Environmental Management: First and third Tuesdays of each month beginning at 3:30 P.M.

Transportation Planning: First and third Tuesdays of each month beginning at 1:30 P.M.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 95-2206 WHICH SUPPLEMENTS RESOLUTION NO. 95-2169 AUTHORIZING THE ISSUANCE OF THE OPEN SPACES GENERAL OBLIGATION BONDS, AND SETS THE PRINCIPAL AND INTEREST PAYMENT DATES.

Date: September 6, 1995

Presented by: Craig Prosser

BACKGROUND AND ANALYSIS

Resolution 95-2206 supplements Resolution 95-2169 which authorized the issuance of the Open Spaces General Obligation Bonds. Resolution 95-2206 establishes the terms and conditions under which Series B of the Open Spaces General Obligation bonds will be sold.

Series B will be sold as zero coupon, "citizen" or "mini" bonds. Mini bonds are generally sold in smaller denominations (in this case, \$1,000 rather than \$5,000) and with a structure that makes them more affordable for individual investors. "Zero coupon" or "capital appreciation" bonds do not pay interest on a semi-annual basis. Rather, they are sold for a discounted initial investment, and then add value over the life of the bonds until their final maturity, at which time they are redeemed for the \$1,000 maturity amount. The initial investment required depends upon the interest rate during the sales period and the maturity date of the individual bond.

The resolution authorizes the Executive Officer to set the Series B principal amount not to exceed \$10 million. Current plans are to sell approximately \$5 million in Series B, but if demand far exceeds our expectations, this will allow the Executive to increase the number of bonds sold to meet that demand.

The Series B bonds are being sold through a negotiated sale. Metro issued an RFP for underwriting firms and selected Prudential Securities and Edward D. Jones and Company to market and sell the bonds based on their marketing plans, prior experience, anticipated costs, and number of brokers within the Metro boundary. Final interest rates and underwriters' reimbursement will be negotiated based on the final marketing effort and market conditions at the time of sale.

The bonds will be sold during the week of September 25, 1995.

BUDGET IMPACT:

There is no budget impact on this Resolution.

EXECUTIVE OFFICER'S RECOMMENDATION:

The Executive Officer recommends adoption of Resolution No. 95-2206.

CP:rs

\\Bonds\95-2206S.Doc

METRO

RESOLUTION No. 95-2206

A RESOLUTION SUPPLEMENTING RESOLUTION NO. 95-2169 PERTAINING TO THE ISSUANCE OF GENERAL OBLIGATION BONDS (OPEN SPACES PROGRAM) IN THE PRINCIPAL AMOUNT OF NOT TO EXCEED \$135,600,000 FOR THE PURPOSE OF FINANCING THE ACQUISITION AND IMPROVEMENT OF VARIOUS PARCELS OF LAND AS PART OF METRO'S OPEN SPACES PROGRAM.

ADOPTED BY THE METRO COUNCIL
ON SEPTEMBER __, 1995
EFFECTIVE ON SEPTEMBER __, 1995

BEFORE THE METRO COUNCIL

A RESOLUTION SUPPLEMENTING
RESOLUTION No. 95-2169
PERTAINING TO THE ISSUANCE OF
GENERAL OBLIGATION BONDS (OPEN
SPACES PROGRAM) IN THE PRINCIPAL
AMOUNT OF NOT TO EXCEED
\$135,600,000 FOR THE PURPOSE OF
FINANCING THE ACQUISITION AND
IMPROVEMENT OF VARIOUS PARCELS
OF LAND AS PART OF METRO'S OPEN
SPACES PROGRAM.)

RESOLUTION No. 95-2206

INTRODUCED BY MIKE BURTON

SECTION A. FINDINGS. As the preamble to this Resolution, the Metro Council recites the matters set forth in this Section. To the extent any of the following recitals relates to a finding or determination which must be made by the Council in connection with the subject matter of this Resolution or any aspect thereof, the Council declares that by setting forth such recital such finding or determination is thereby made by the Council. This Section A and the recitals, findings and determinations set forth herein constitute a part of this Resolution.

(A) POLITICAL SUBDIVISION. Metro is a municipality and political subdivision organized and existing under and pursuant to Article XI, Section 14 of the Oregon Constitution, the laws of the State of Oregon and the Metro Charter.

(B) PRIOR AUTHORIZATION OF BONDS AND SUPPLEMENTAL RESOLUTIONS. On June 22, 1995, the Metro Council adopted Resolution No. 95-2169 (the "Initial Resolution") authorizing the issuance and sale of general obligation bonds in an aggregate principal amount not to exceed \$135,600,000 (the "Bonds") for the purpose of financing the capital costs of the Metro Open Spaces Program (the "Program"). The Initial Resolution provided for the issuance of the Bonds in three series, consisting of the Series A Bonds, the Series B Bonds and the Series C Bonds (each as defined in the Initial Resolution). In exercise of the authority granted under the Elector Authorization (as defined in the Initial Resolution), on September 13, 1995, Metro issued the Series A Bonds in the aggregate principal amount of \$74,170,000.

(C) ISSUANCE OF SECOND SERIES OF BONDS. Metro is now ready to proceed with the issuance of the Series B Bonds pursuant to the authority granted by the Elector Authorization and as provided in the Initial Resolution. In the Initial Resolution, the Metro Council reserved the right to adopt subsequent resolutions pertaining to the issuance and sale of the Bonds as it determines are necessary or appropriate. This resolution is being adopted to supplement the Initial Resolution in order to provide for certain matters in connection with the Series B Bonds..

NOW, THEREFORE, BE IT RESOLVED BY THE METRO COUNCIL AS FOLLOWS:

SECTION 1. DEFINITIONS. All terms used in this resolution and not otherwise defined herein shall have the respective meanings assigned thereto in the Initial Resolution. Notwithstanding the definitions provided in the Initial Resolution, the following terms, when used with respect to the second series of Bonds authorized by this Resolution, shall have the respective meanings set forth below:

"AUTHORIZED DENOMINATION" when used with respect to a Series B Bond, means: (i) a principal amount that, when added to the interest accreting thereon through the maturity date of such Series B Bond, will equal the sum of \$1,000; and (ii) any integral multiple of the principal amount described in (i) of this definition.

"BENEFICIAL OWNERS" shall mean, whenever used with respect to a Series B Bond, the person or entity in whose name such Series B Bond is recorded as the beneficial owner of such Series B Bond by a Participant on the records of such Participant pursuant to the arrangements for book-entry determination of ownership applicable to the Securities Depository.

"BOOK-ENTRY SYSTEM" shall mean that system whereby the clearance and settlement of securities transactions is made through electronic book-entry changes, thereby eliminating the need of physical movement of securities.

"CEDE & Co." shall mean Cede & Co., the nominee of DTC, and any successor nominee of DTC with respect to the Series B Bonds.

"DTC" shall mean The Depository Trust Company, a limited purpose trust company organized under the laws of the State of New York, and its successors and assigns.

"INTEREST COMPOUNDING DATE" means each March 1 and September 1 of each year, commencing March 1, 1996.

"PARTICIPANT" shall mean a broker-dealer, bank or other financial institution for which DTC holds Series B Bonds as Securities Depository.

"UNDERWRITERS" means Prudential Securities Incorporated and Edward D. Jones & Co., as co-managing underwriters of the Series B Bonds.

SECTION 2. THE SERIES B BONDS.

(A) AUTHORIZATION. Pursuant to and subject to the requirements of the Authorizing Legislation and the Initial Resolution, Metro shall issue the Series B Bonds in the aggregate principal amount determined by the Metro Chief Financial Officer pursuant to Section 3.1 of this Resolution but in no event in excess of the aggregate principal amount of TEN MILLION DOLLARS (\$10,000,000), all as provided in and subject to the limitations hereinafter set forth in the Initial Resolution, this Resolution and such other resolutions as the Metro Council, in its discretion, may hereafter adopt with respect to the Series B Bonds.

(B) CAPITAL APPRECIATION BONDS; TERMS OF SERIES B BONDS. The Series B Bonds shall be dated the date of issuance and delivery thereof to the Underwriters and shall be issued in Authorized Denominations as capital appreciation bonds.

Interest on each Series B Bond shall accrue from the dated date thereof to the date of maturity or prior redemption at the interest rate *per annum* established by the Chief Financial Officer pursuant to Section 3.1 of this Resolution, with accrued interest thereon being compounded semiannually on each Interest Compounding Date. All accreted interest on each Series B Bond shall be due and payable only on the maturity date of such Bond or upon the date fixed for prior redemption.

The Series B Bonds will mature on September 1 of each of the years and in the principal amounts determined by Metro's Chief Financial Officer pursuant to Section 3.1 hereof, provided that the final maturity date shall be not later than September 1, 2015.

The Series B Bonds shall be subject to redemption prior to maturity at the option of Metro, in whole on such dates and at such redemption prices as shall be determined by the Chief Financial Officer pursuant to Section 3.1 hereof.

(B) PAYMENT OF PRINCIPAL AND ACCRETED INTEREST; PAYMENT THROUGH DTC. Principal of and accreted interest on each Series B Bond shall be paid only on or after the stated maturity date thereof or date fixed for earlier redemption thereof, and then only upon presentation and surrender of such Series B Bond to the Paying Agent at its principal corporate trust office. Notwithstanding the foregoing, so long as the Series B Bonds are subject to the Book-Entry System, payment of principal of and accreted interest on the Series B Bonds when due shall be paid through the facilities of DTC in accordance with the rules, regulations and practices established and followed in connection with the Book-Entry System.

(C) PROVISIONS FOR BOOK-ENTRY SYSTEM. The Series B Bonds will initially be subject to a Book-Entry System of ownership and transfer, which Book-Entry System shall continue with

respect to the Series B Bonds until such time as the same is discontinued as provided in (iii) below. The general provisions for effecting such Book-Entry System are as follows:

(i) Metro hereby designates DTC, as the initial Securities Depository hereunder.

(ii) Notwithstanding the provisions regarding exchange and transfer of Series B Bonds set forth in this Resolution, the Series B Bonds shall initially be evidenced by one certificate for each maturity (including one certificate for each principal amount due pursuant to a Mandatory Redemption Schedule), in an amount equal to the aggregate principal amount thereof. The Series B Bonds so initially delivered shall be registered in the name of "Cede & Co." as nominee for DTC. The Series B Bonds may not thereafter be transferred or exchanged on the registration books of Metro held by the Registrar except:

(A) to any successor Securities Depository designated pursuant to (iii) below;

(B) to any successor nominee designated by a Securities Depository; or

(C) if Metro shall, by resolution, elect to discontinue the Book-Entry System pursuant to (iii) below, Metro will cause the Registrar to authenticate and deliver replacement Series B Bonds in fully registered form in Authorized Denominations in the names of the Beneficial Owners or their nominees; thereafter the provisions of this Resolution regarding registration, transfer and exchange of Series B Bonds shall apply.

(iii) Upon the resignation of any institution acting as Securities Depository hereunder, or if Metro determines that continuation of any institution in the role of Securities Depository is not in the best interests of the Beneficial Owners, Metro will attempt to identify another institution qualified to act as Securities Depository hereunder or will discontinue the Book-Entry System by resolution. If Metro is unable to identify such successor Securities Depository prior to the effective date of the resignation, Metro shall discontinue the Book-Entry System, as provided in (ii)(C) above.

(iv) So long as the Book-Entry System is used for the Series B Bonds, the Registrar will give any notice of redemption or any other notices required to be given to owners of Series B Bonds only to the Securities Depository or its nominee registered as the owner thereof. Any failure of the Securities Depository to advise any of its Participants, or of any Participant to notify the Beneficial Owner, of any such notice and its content or effect will not affect the validity of the redemption of the Series B Bonds called for redemption or of any other action premised on such notice. Neither Metro nor the Registrar is responsible or liable for the failure of the Securities Depository or any Participant thereof to make any payment or give any notice to a Beneficial Owner in respect of the Series B Bonds or any error or delay relating thereto.

SECTION 3.1. SALE OF SERIES B BONDS; AUTHORIZATION OF AND DIRECTION TO CHIEF FINANCIAL OFFICER.

(A) SALE OF SERIES B BONDS. The Series B Bonds shall be sold to the Underwriters in a negotiated sale.

(B) AUTHORIZATION OF AND DIRECTION TO METRO CHIEF FINANCIAL OFFICER. The Metro Chief Financial Officer is hereby authorized, empowered and directed, for and on behalf of Metro, to:

(I) PRELIMINARY OFFICIAL STATEMENT: cause to be prepared, in accordance with the requirements of ORS 288.865, a preliminary official statement in substantially final form describing the Series B Bonds and setting forth such information concerning Metro, the Program and the Series B Bonds as may be necessary or appropriate in order to disclose all material information which a prospective investor would need in order to make an informed decision with respect to an investment in the Series B Bonds;

(II) BOND PURCHASE AGREEMENT: negotiate the terms and conditions of a bond purchase agreement providing for the sale of the Series B Bonds to the Underwriters (the "Bond Purchase Agreement"), and to execute and deliver such Bond Purchase Agreement for and on behalf of Metro;

(III) FINAL OFFICIAL STATEMENT: upon the execution and delivery of the Bond Purchase Agreement, to cause to be prepared within the time required by law a final official statement describing the Series B Bonds and setting forth such information concerning Metro, the Program and the Series B Bonds as may be necessary or appropriate in order to disclose all material information which a prospective investor would need in order to make an informed decision with respect to an investment in the Series B Bonds;

(IV) ESTABLISH PRINCIPAL: subject to the limitations set forth in Section 2(A) of the Initial Resolution, establish the actual principal amount of the Series B Bonds to be issued;

(V) ESTABLISH PRINCIPAL MATURITIES AND INTEREST RATES: establish:

(A) the principal amount of the Series B Bonds to mature in each year; and

(B) the rate of interest *per annum* to be applicable to the Series B Bonds of each maturity;

provided that the aggregate amount of principal and accreted interest due on the Series B Bonds in any one year, when added to the principal of and interest on the Series A Bonds

and the Series C Bonds shall, insofar as is practical, be substantially equal; *and provided further that*, in no event shall the true interest cost of the Series B Bonds exceed 7.0%;

(VI) **REDEMPTION PROVISIONS:** establish the dates (if any) upon which, and the prices at which, the Series B Bonds shall be subject to redemption prior to maturity at Metro's option, including the establishment of any premium to be paid as a part of the redemption price; and

(VII) **ACQUIRE CREDIT FACILITY:** if the Chief Financial Officer determines that it is in the best interests of Metro, acquire a letter of credit, a municipal bond insurance policy, a surety bond, standby bond purchase agreement or other credit enhancement device to provide credit enhancement for all or any portion of the Series B Bonds, or to meet all or a portion of the reserve requirement with respect to the Series B Bonds, and to negotiate such terms and conditions relating to such Credit Facility as the Chief Financial Officer deems appropriate and in the best interests of the City.

The authority of the Chief Financial Officer to determine the terms of the Series B Bonds as provided in subsections (iv), (v) and (vi) above shall be exercised by setting forth such terms as so determined and established in the Bond Purchase Agreement executed and delivered by the Chief Financial Officer in connection with the sale of the Series B Bonds to the Underwriters and, to the extent so required under applicable law, shall constitute the completion of the determination of such matters by Metro as a public body.

SECTION 4. ADDITIONAL ACTION AND SUBSEQUENT RESOLUTIONS OF COUNCIL. The Council may authorize by subsequent resolution any acts or other matters necessary or appropriate in connection with the issuance, sale, and delivery of the Series B Bonds and the performance by Metro of its covenants and obligations with respect thereto.

SECTION 5. ADDITIONAL AUTHORIZATIONS. Metro's Executive Officer and Chief Financial Officer, and each of them acting individually, are hereby authorized, empowered and directed, for and on behalf of Metro, to do and perform all acts and things necessary or appropriate to issue and sell the Series B Bonds and otherwise implement the provisions of this Resolution and the Initial Resolution, including but not limited to the execution and delivery of such documents, instruments, certificates and agreements as may be necessary or appropriate in connection with the Bonds or any Credit Facility therefor.

SECTION 6. EFFECTIVENESS OF RESOLUTION. This Resolution shall take effect immediately upon its adoption by the Metro Council.

ADOPTED THIS ___ DAY OF SEPTEMBER, 1995.

J. Ruth McFarland
Presiding Officer of Metro Council

APPROVED AS TO FORM:

Daniel B. Cooper, General Counsel