



Metro | Agenda

Meeting: Metro Technical Advisory Committee
 Date: Wednesday, May 21, 2014
 Time: 10 a.m. to noon
 Place: Council Chamber

Time	Agenda Item	Action Requested	Presenter(s)	Materials
10:00 a.m.	CALL TO ORDER Updates from the Chair <ul style="list-style-type: none"> Results of the 2014 RTP and 2015 -2018 Joint Air Quality Conformity Determination 	Information	John Williams, Chair	In packet
10:20	Citizen Comments to MTAC Agenda Items	Information	All	
	Climate Smart Communities Scenarios Project: Draft Preferred Approach To Test <i>Objective: Update MTAC on May 30th JPACT/MPAC meeting and request recommendation to MPAC on draft preferred approach next steps</i>	Recommendation	Kim Ellis, Metro	In packet
Noon	Adjourn			

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2014 MTAC Tentative Agendas
Updated 5/14/14

<p>June 4 MTAC meeting</p> <ul style="list-style-type: none"> • SW Corridor Steering Committee recommendation to MPAC 	<p>June 18 MTAC meeting</p> <ul style="list-style-type: none"> • Recommendation to MPAC on ATP adoption resolution • Recommendation to MPAC on 2014 RTP ordinance
<p>July 2 MTAC Meeting</p>	<p>July 16 MTAC meeting</p> <ul style="list-style-type: none"> • Climate Smart Communities: discuss proposed RFP amendments and near-term implementation recommendations • Streetcar Evaluation Model – Information/Discussion (poss. Recommendation)
<p>August 6 MTAC meeting</p> <ul style="list-style-type: none"> • Climate Smart Communities: discussion on proposed RFP amendments and near-term implementation recommendations 	<p>August 20 MTAC meeting</p> <ul style="list-style-type: none"> • 2015 Growth Management Decision: draft 2014 Urban Growth Report
<p>September 3 MTAC meeting</p> <ul style="list-style-type: none"> • 2015 Growth Management Decision: Residential Preference Survey • Climate Smart Communities: discuss evaluation results and public review of draft preferred approach 	<p>September 17 MTAC meeting</p>
<p>October 1 MTAC meeting</p>	<p>October 15 MTAC meeting</p> <ul style="list-style-type: none"> • 2015 Growth Management Decision: 2014 Urban Growth Report (recommendations to MPAC) • Climate Smart Communities: Begin discussion of recommendations to MPAC
<p>November 5 MTAC meeting</p> <ul style="list-style-type: none"> • 2015 Growth Management Decision: 2014 Urban Growth Report (recommendations to MPAC) 	<p>November 19 MTAC meeting</p> <ul style="list-style-type: none"> • Climate Smart Communities: MTAC makes recommendation to MPAC on adoption of the preferred approach

December 3 MTAC meeting	December 17 MTAC meeting
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Parking Lot

- June 16 TPAC/MTAC workshop on model inputs to evaluate draft preferred approach (2 – 5 p.m., Council Chamber)



DATE: May 16, 2014
TO: TPAC and MTAC
FROM: Kim Ellis, Principal Transportation Planner
SUBJECT: Climate Smart Communities Scenarios Project: Draft Approach To Test

PURPOSE

The purpose of this memo is to seek TPAC and MTAC's recommendation on a draft approach for consideration by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC).

On May 30, JPACT and MPAC will be asked to make a joint recommendation to the Metro Council on a draft approach to test this summer.

BACKGROUND

The Climate Smart Communities Scenarios Project was initiated in response to a mandate from the 2009 Oregon Legislature to reduce per capita greenhouse gas emissions from cars and small trucks by 20 percent below 2005 levels by 2035. The goal of the project is to engage community, business, public health and elected leaders in a discussion to shape a preferred approach that accommodates expected growth, meets the state mandate and supports local and regional plans for downtowns, main streets and employment areas.

In February 2014, MPAC and JPACT approved moving forward to shape and adopt a preferred approach in 2014. As recommended by the policy committees, the preferred approach to be developed will start with the adopted plans of the region's cities and counties – from local zoning, capital improvement, comprehensive and transportation system plans to the 2040 Growth Concept and regional transportation plan – to create great communities and build a vibrant economy.

From January to April 2014, Metro facilitated a Community Choices discussion to explore policy choices and trade-offs. The activities built upon earlier public engagement to solicit feedback from public officials, business and community leaders, interested members of the public and other identified audiences. Interviews, discussion groups, and statistically valid public opinion research were used to gather input on:

- perceptions of the region's transportation system, investment priorities and infrastructure finance
- perceptions of access to jobs, housing and transportation options
- perceptions of the feasibility of implementing key strategies under consideration

- general willingness to support or pay more for key strategies under consideration
- general willingness to take personal actions to reduce greenhouse gas emissions.

The results of the engagement activities were presented at a joint meeting of MPAC and JPACT on April 11. In addition, more detailed information about the policy options was provided, including estimated implementation costs and a comparison of the relative climate benefits and cost of the policy areas. ¹

Figure 1 summarizes the estimated cost of each policy area for the scenarios tested in 2013.

Figure 1. Estimated Policy Area Cost By Scenario

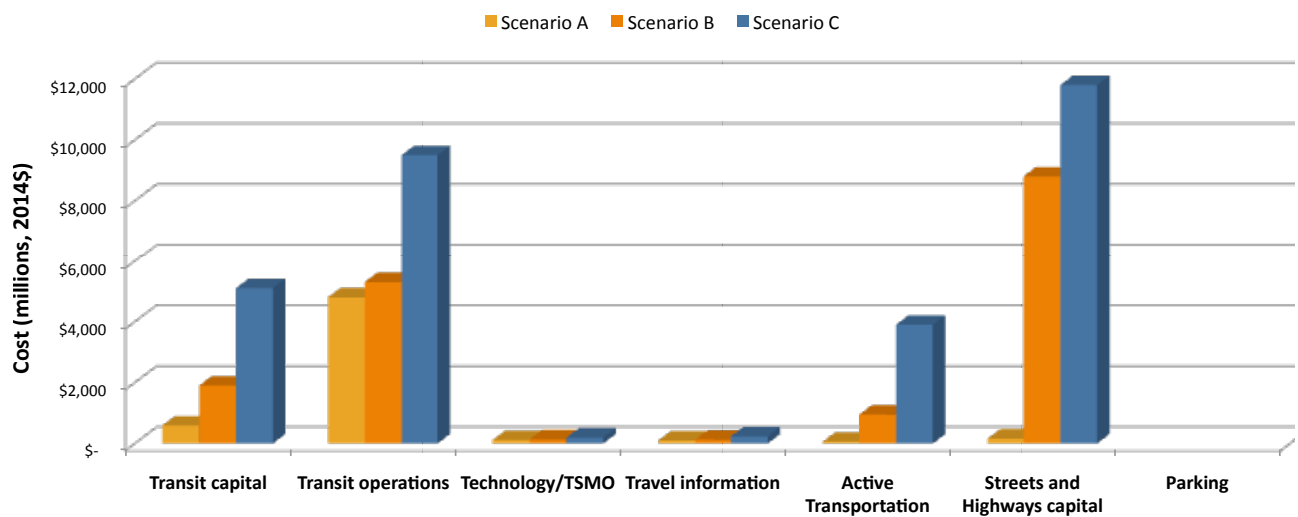


Figure 2 summarizes the relative climate benefit and cost ratings presented.

Figure 2. Relative climate benefit and cost ratings

RELATIVE CLIMATE BENEFITS		RELATIVE COST
★★★★★	Transit	Up to \$\$\$
★★★★☆	Parking	\$
★★★☆☆	Active transportation	\$\$
★★★☆☆	Information and incentives	\$
★★☆☆☆	Technology/TSMO	\$
★☆☆☆☆	Streets and highways	Up to \$\$\$

¹ Shaping the Preferred Approach: A Policymakers Discussion Guide is available to download from the project website at www.oregonmetro.gov/climatescenarios

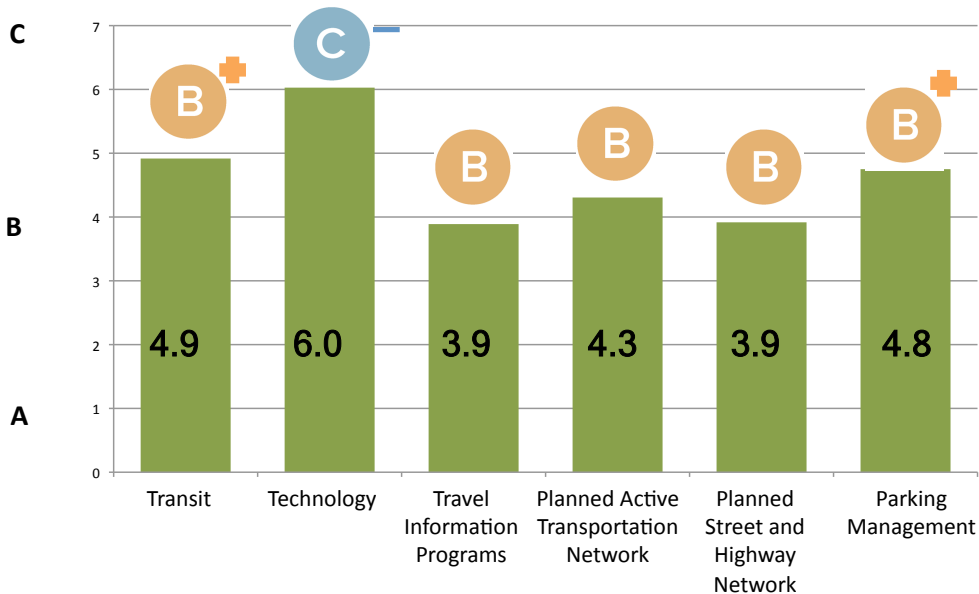
After receiving additional information about the policy options and previous engagement activities, the committees engaged in a discussion of the six policy areas contained within the Scenarios A, B and C, defined by progressively higher levels of investment. The meeting concluded with a straw poll conducted of members to identify desired levels of investment to assume in the region’s draft approach. **Figure 3** shows a summary of the results. See Attachment 1 for more details.

Figure 3. April 11 Straw Poll Results

April 11 JPACT/MPAC Straw poll results

Preferences for Scenarios A, B, C and in-Between Scenarios

Averages of all respondents (mean):



Since April 11, the Metro Council and staff continued briefing local governments on the April 11 straw poll results, primarily through the county-level coordinating committees and regional policy advisory committees.

On May 12, a TPAC/MTAC workshop was held to begin shaping a recommendation to MPAC and JPACT on a draft approach, considering cost, the region’s six desired outcomes, the April 11 straw poll results, and other input from the public and coordinating committees.

RECOMMENDATION REQUESTED

TPAC and MTAC are requested to affirm the group's direction provided at the May 12 joint workshop in the form of a recommendation to MPAC and JPACT, as follows:

1. Assume implementation of adopted regional and local plans, including the 2040 Growth Concept and local zoning, comprehensive plans and transportation plans, as recommended by MPAC and JPACT in February.
 - Assume adopted 2035 growth forecast (which reflects locally adopted plans as of 2010) and its estimated 12,000 acres of urban growth boundary expansion for purposes of analysis.
 - Assume 2014 Regional Transportation Plan Financially Constrained System as the starting point for the transportation network assumptions for transit, active transportation, streets and highways.
2. Assume state transition to cleaner fuels, more fuel-efficient vehicles and pay-as-you-drive insurance, as put forth by state agencies and recommended by MPAC and JPACT in February.
 - Assume the vehicle technology and fuel assumptions developed by three state agencies (ODOT, ODEQ and ODOE) and specified by the Land Conservation and Development Commission when setting the region's per capita GHG emissions reduction target in 2011. The assumptions were developed based on the best available information and current estimates about improvements in vehicle technologies and fuels.
 - Assume the Statewide Transportation Strategy Vision assumptions for pay-by-the-mile vehicle insurance for 2035.
3. Consider public input, cost, climate benefit and the region's six desired outcomes when providing high-level policy direction on the level of investment to test in the draft approach for each of the six policy areas – transit, technology (transportation system management), travel information and incentives, active transportation, streets and highways, and parking.

The following levels of investment are proposed for the draft approach:

MAKE TRANSIT MORE CONVENIENT, FREQUENT, ACCESSIBLE AND AFFORDABLE

- Scenario B+ level of investment, reflecting the average of all respondents in the April 11 straw poll.
- Further discussion and direction is needed on the level of capital expansion versus service operations expansion to be tested in the draft approach.

USE TECHNOLOGY TO ACTIVELY MANAGE THE TRANSPORTATION SYSTEM

- Scenario C level of investment recognizing the cost-effectiveness of this policy area and its ability to leverage other policy areas.

PROVIDE INFORMATION AND INCENTIVES TO EXPAND THE USE OF TRAVEL OPTIONS

- Scenario C level of investment recognizing the cost-effectiveness of this policy area and its ability to leverage other policy areas.

MAKE BIKING AND WALKING MORE SAFE AND CONVENIENT

- Scenario B level of investment, reflecting the average of all respondents in the April 11 straw poll.

MAKE STREETS AND HIGHWAYS MORE SAFE, RELIABLE AND CONNECTED

- Scenario B level of investment, reflecting the average of all respondents in the April 11 straw poll.

MANAGE PARKING TO MAKE EFFICIENT USE OF PARKING RESOURCES

- Scenario B+ level of investment, reflecting the average of all respondents in the April 11 straw poll.
- This level reflects adopted plans plus additional programs to support building shared public parking in growing areas served by high capacity transit and frequent bus service.

4. Design the evaluation of the draft approach to address caveats and ideas raised, including:

- Ensure local priorities as defined in adopted local land use and transportation plans and the 2014 Regional Transportation Plan are reflected in the analysis.
- Assume new community transit connections that link to regional transit connections, as identified in TriMet's Service Enhancement Plans (SEPs) and the South Metro Area Rapid Transit District (SMART) Master Plan.
- Link the use of technology to capital and operational investments in roads, transit, active transportation and parking management.
- Link the provision of travel information and incentives to capital and operational investments in transit, active transportation and parking management.
- Report the estimated greenhouse gas emissions reduction of each policy area to better demonstrate the climate return on investment.
- Report the cost of implementation, potential impacts on household travel costs, and the benefits of reducing road delay, providing better work force access with transit, increased physical activity, reduced air pollution and other key outcomes reported in Phase 2.
- Report the cost of implementation and, recognizing financing data limitations, report any funding gap between the draft approach and the 2014 Regional Transportation financial assumptions. The reporting should identify potential funding mechanisms for

investments needed to implement the preferred approach that do not have identified sources of funding.

5. Project staff should work with TPAC and MTAC to develop more detailed and locally-tailored modeling assumptions that reflect the draft approach. The evaluation will be conducted during the summer and estimate greenhouse gas emissions reduction and other outcomes evaluated earlier in the project, such as cost, travel behavior, economic impacts, air quality, social equity and public health.
6. Project staff should work with TPAC and MTAC to identify recommended actions that guide how the region integrates reducing greenhouse gas emissions with ongoing efforts. This will include preparing Regional Framework Plan amendments that refine existing regional policies and/or add new policies needed to implement the preferred approach. In addition, staff will prepare a near-term implementation plan that describes future actions (post 2014) that are needed to implement the preferred approach. It is important for the preferred approach and implementation recommendations to provide local flexibility and reflect a menu of options across the six policy areas that support the needs and priorities of each community.
7. Project staff should report the results in September and provide opportunities for further refinement of the draft approach prior to final action by the Metro Council in December 2014.

NEXT STEPS

On May 30, MPAC and JPACT will consider the April 11 MPAC/JPACT straw poll results; new information; feedback from community leaders, the public, county-level coordinating committees and other elected officials briefings; and recommendations from MTAC and TPAC as part of making a recommendation to the Metro Council on the draft approach to be tested.

The May 30th meeting will conclude with a joint recommendation from the two committees to the Metro Council on how much of each policy area should be included in the draft approach (answering the policy questions on page 19 of the discussion guide). The recommendation on the draft approach is not a final action, but a policy recommendation on what should be included in the draft approach for analysis purposes. The desired outcome is that Metro staff receive sufficient input and policy direction to work with local staff, ODOT and TriMet to develop more detailed modeling assumptions in June and to evaluate the draft approach over the summer.

In June, the Metro Council will consider the joint JPACT/ MPAC recommendation.

ATTACHMENTS

- Attachment 1. Straw poll results from April 11 joint JPACT/MPAC meeting (4/15/14)
- Attachment 2. 2014 Metro Council and Regional Advisory Committee Meetings (updated 5/14/14)
- Attachment 3. Additional background information on costs


CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

www.oregonmetro.gov/climatescenarios

Climate Smart Communities Scenarios Project

Straw poll results from April 11 joint JPACT/MPAC meeting

April 15, 2014




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1

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

Where we've been & where we are headed

PHASES 1 & 2		PHASE 3	
Understand Choices 2011-2012	Shape Choices Jan.-Oct. 2013	Shape Preferred Nov. 2013-June 2014	Adopt Preferred Sept.-Dec. 2014



Straw poll results from April 11 joint JPACT/MPAC meeting

2

What the future might look like in 2035



RECENT TRENDS

This scenario shows the results of implementing adopted land use and transportation plans to the extent possible with existing revenue.



ADOPTED PLANS

This scenario shows the results of successfully implementing adopted land use and transportation plans and achieving the current RTP, which relies on increased revenue.



NEW PLANS & POLICIES

This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.

Scenarios approved for testing by Metro advisory committees and the Metro Council in May and June 2013

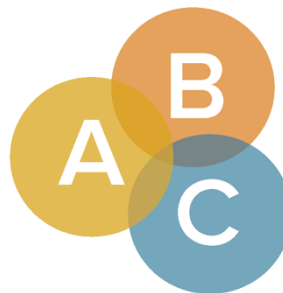
Straw poll results from April 11
joint JPACT/MPAC meeting

3

Choices to make on May 30...

To realize our shared vision for healthy and equitable communities and a strong economy while reducing greenhouse gas emissions...

- How much **transit** should we provide by 2035?
- How much should we use **technology** to manage the system by 2035?
- How much should we expand the reach of **travel information** by 2035?

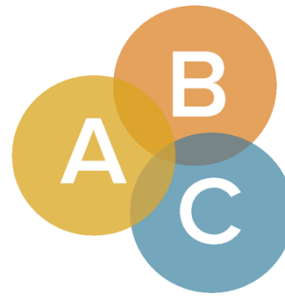


Straw poll results from April 11
joint JPACT/MPAC meeting

4

...Choices to make on May 30

- How much of the planned **active transportation** network should we complete by 2035?
- How much of the planned **street and highway** network should we complete by 2035?
- How should local communities manage **parking** by 2035?

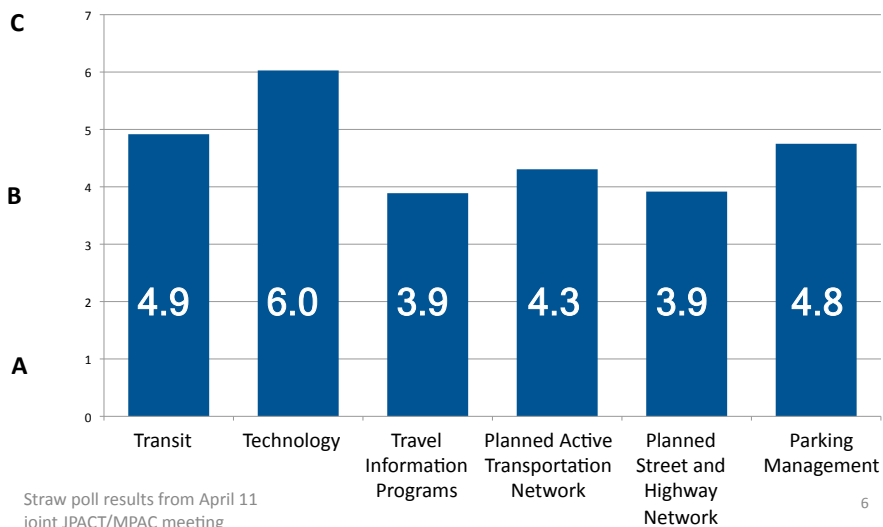


Straw poll results from April 11
joint JPACT/MPAC meeting

5

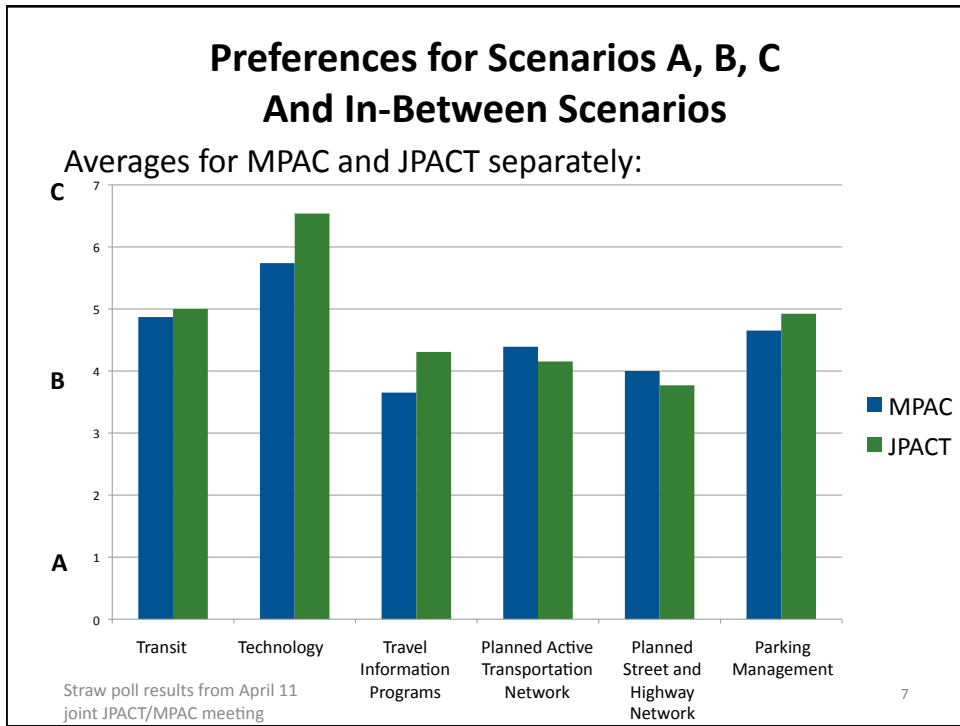
Preferences for Scenarios A, B, C And In-Between Scenarios

Averages of all respondents (mean):



Straw poll results from April 11
joint JPACT/MPAC meeting

6

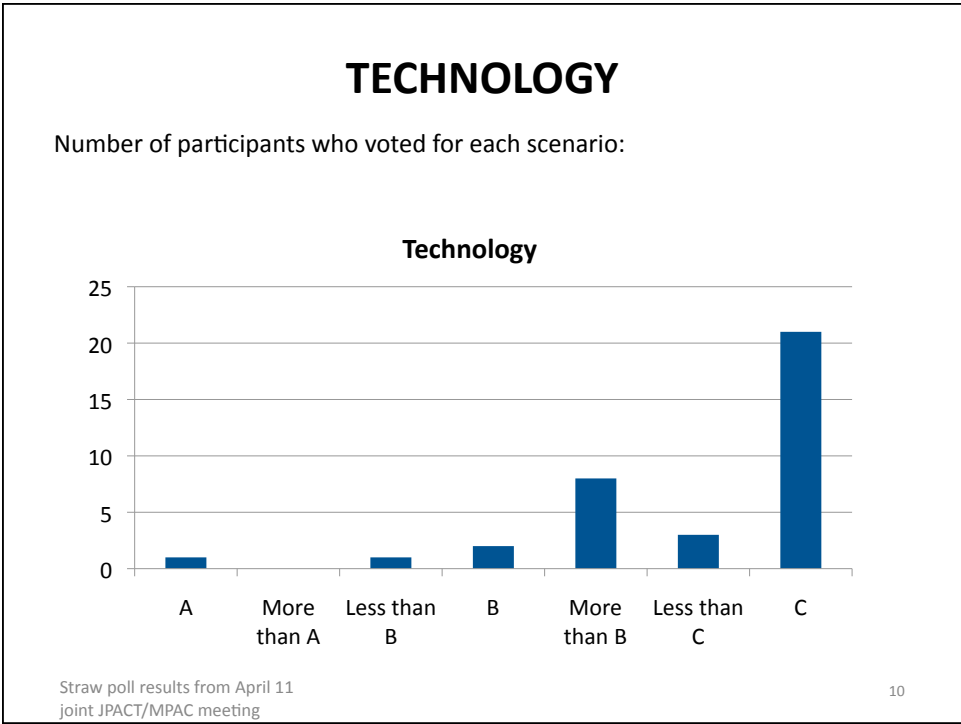
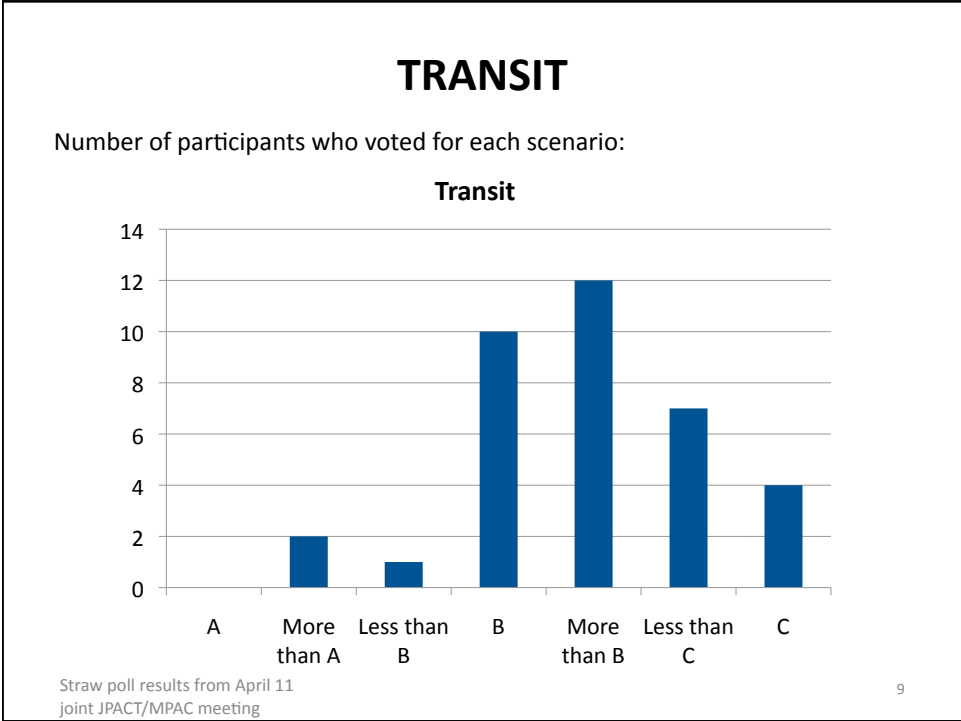


Preferences for Scenarios A, B, C And In-Between Scenarios

Ranges of Responses for Each Component
Number of participants who voted for each scenario:

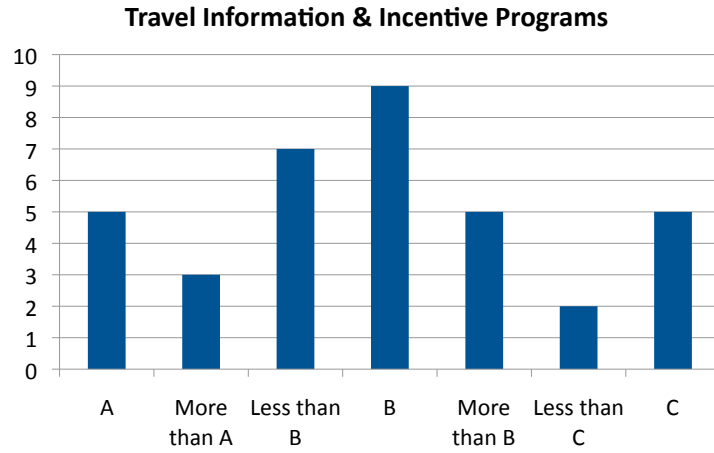
	Transit	Technology	Travel Information Programs	Planned Active Transportation Network	Planned Street and Highway Network	Parking Management
C	4	21	5	2	3	9
Less than C	7	3	2	3	0	4
More than B	12	8	5	10	6	5
B	10	2	9	14	14	12
Less than B	1	1	7	3	9	2
More than A	2	0	3	4	3	1
A	0	1	5	0	1	3
Total Participants	36	36	36	36	36	36

Straw poll results from April 11 joint JPACT/MPAC meeting



TRAVEL INFORMATION & INCENTIVE PROGRAMS

Number of participants who voted for each scenario:

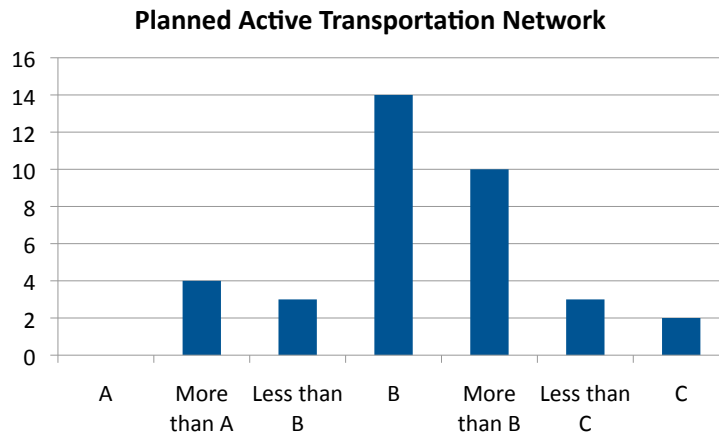


Straw poll results from April 11
joint JPACT/MPAC meeting

11

PLANNED ACTIVE TRANSPORTATION NETWORK

Number of participants who voted for each scenario:

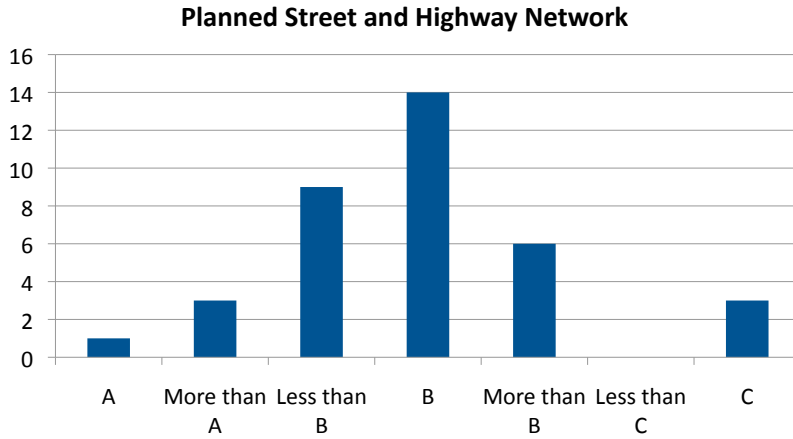


Straw poll results from April 11
joint JPACT/MPAC meeting

12

PLANNED STREET AND HIGHWAY NETWORK

Number of participants who voted for each scenario:



Straw poll results from April 11
joint JPACT/MPAC meeting

13

PARKING MANAGEMENT

Number of participants who voted for each scenario:



Straw poll results from April 11
joint JPACT/MPAC meeting

14

Immediate next steps

WEEK OF APRIL 14	Report results of meeting
MAY 1-5	Members report to county coordinating committees
MAY	TPAC and MTAC shape draft option for consideration on May 30
MAY 30	JPACT and MPAC rec'd on draft preferred approach and begin funding discussion
JUNE 19	Council direction on draft preferred approach

Straw poll results from April 11
joint JPACT/MPAC meeting

15

Final steps in 2014

JUNE – AUGUST	Staff evaluates draft preferred & develops implementation rec'ds with TPAC and MTAC
SEPTEMBER	Report back results and begin 45-day public comment period
SEPT. – DEC.	Public review of draft preferred approach & final adoption

Straw poll results from April 11
joint JPACT/MPAC meeting

16



2014 Metro Council and Regional Advisory Committee Meetings

This schedule identifies remaining discussions and decision points for shaping and adoption of the Climate Smart Communities preferred approach.

SHAPING DRAFT PREFERRED APPROACH

SPRING 2014

- April 11** JPACT/MPAC meeting to discuss policy options (*World Forestry Center from 8am to noon*)
- April 16** MTAC receives public engagement report & JPACT/MPAC straw poll results on draft preferred approach
- April 25** TPAC receives public engagement report & JPACT/MPAC straw poll results on draft preferred approach
- May 8** JPACT receives public engagement report & JPACT/MPAC straw poll results on draft preferred approach
- May 12** TPAC/MTAC workshop to shape draft preferred approach (*2:30-5:00 p.m., Council chamber*)
- May 13** Council work session on April 11 straw poll results and May 30 joint JPACT/MPAC meeting
- May 14** MPAC receives public engagement report & JPACT/MPAC straw poll results on draft preferred approach
- May 21** MTAC makes recommendation to MPAC on draft preferred approach
- May 23** TPAC makes recommendation to JPACT on draft preferred approach
- May 30** JPACT/MPAC meeting to make recommendation to Metro Council on draft preferred approach to test, subject to final evaluation and public review (***World Forest Center from 8am to noon***)
- June 10** Council work session to discuss JPACT and MPAC recommendation on draft preferred approach
- June 12** JPACT discussion on Health Impact Assessment conducted by Oregon Health Authority
- June 19** Council direction to staff on draft preferred approach to test and next steps for adoption (Resolution)
- June 25** MPAC discussion on Health Impact Assessment conducted by Oregon Health Authority

EVALUATION OF DRAFT PREFERRED APPROACH

SUMMER 2014

- June 16** TPAC/MTAC workshop on model inputs to evaluate draft preferred approach (*2-5 p.m., Council chamber*)
- July 25** TPAC discussion on proposed RFP amendments and near-term implementation recommendations
- Aug. 6** MTAC discussion on proposed RFP amendments and near-term implementation recommendations
- Aug. 18** TPAC/MTAC workshop on draft preferred approach evaluation (*2-5 p.m., Council chamber*)
- Aug. 29** TPAC discussion on evaluation results and public review draft preferred approach
- Sept. 2** Council discussion on evaluation results and public review draft preferred approach
- Sept. 3** MTAC discussion on evaluation results and public review draft preferred approach
- Sept. 10** MPAC discussion on evaluation results and public review draft preferred approach
- Sept. 11** JPACT discussion on evaluation results and public review draft preferred approach

FINAL ADOPTION PROCESS FOR PREFERRED APPROACH

FALL 2014

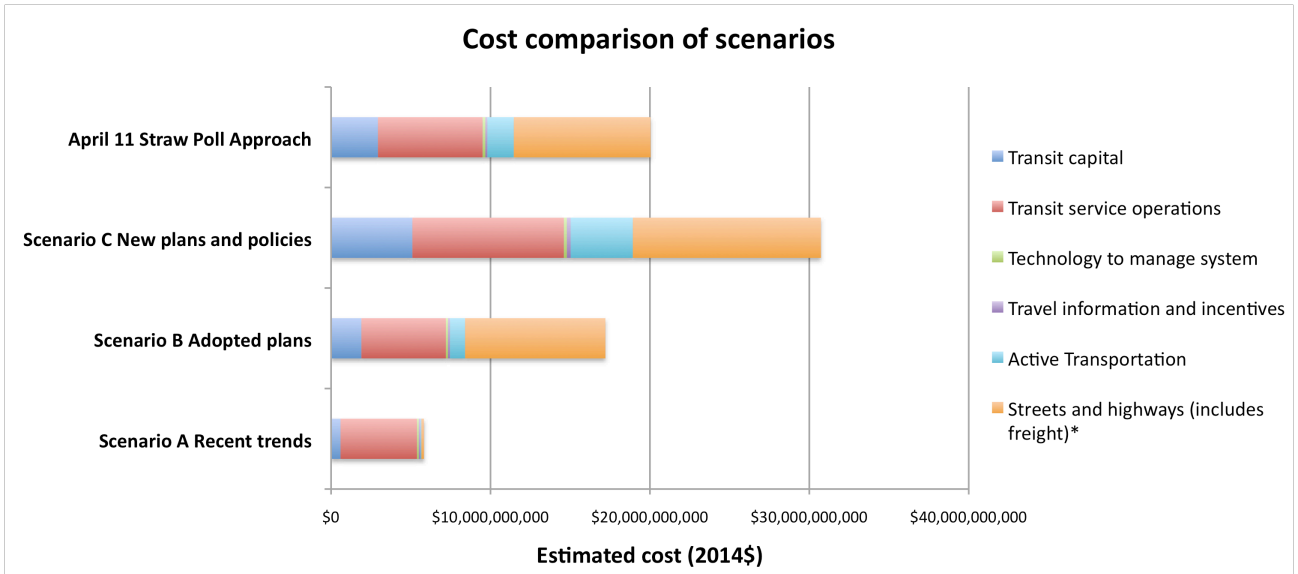
Note: A 45-day comment period will be held from Sept. 18 – Nov. 3, 2014.

- Sept. 18** Council hearing/first reading (Ordinance) on recommended preferred approach
- Sept. 26** TPAC discussion on recommended preferred approach
- Oct. 15** MTAC begins discussion of recommendation to MPAC
- Oct. 31** TPAC begins discussion of recommendation to JPACT
- Oct. 7** Council discussion on public comments, potential refinements *(if needed)*
- Oct. 9** JPACT discussion on public comments, potential refinements & recommendation to the Metro Council
- Oct. 22** MPAC discussion on public comments, potential refinements & recommendation to the Metro Council
- Nov. 11** Council discussion of public comments on recommended preferred approach and potential refinements
- Nov. 12** MPAC discussion on public comments, potential refinements & recommendation to the Metro Council
- Nov. 13** JPACT discussion on public comments, potential refinements & recommendation to the Metro Council
- Nov. 19** MTAC makes recommendation to MPAC on adoption of the preferred approach
- Nov. 21** TPAC makes recommendation to JPACT on adoption of the preferred approach
- Dec. 9** Council discussion of public comments on recommended preferred approach and potential refinements
- Dec. 10** MPAC recommendation to the Metro Council on adoption of the preferred approach
- Dec. 11** JPACT recommendation to the Metro Council on adoption of the preferred approach
- Dec. 18** Council action MPAC and JPACT recommendations on adoption of the preferred approach (Ordinance)

ATTACHMENT 3. ADDITIONAL BACKGROUND INFORMATION ON COSTS

Figure 1 summarizes the estimated cost of the three scenarios tested in 2013 and the April 11 straw poll approach. The draft approach reflects the average level of investment selected through the April 11 MPAC/JPACT straw poll.

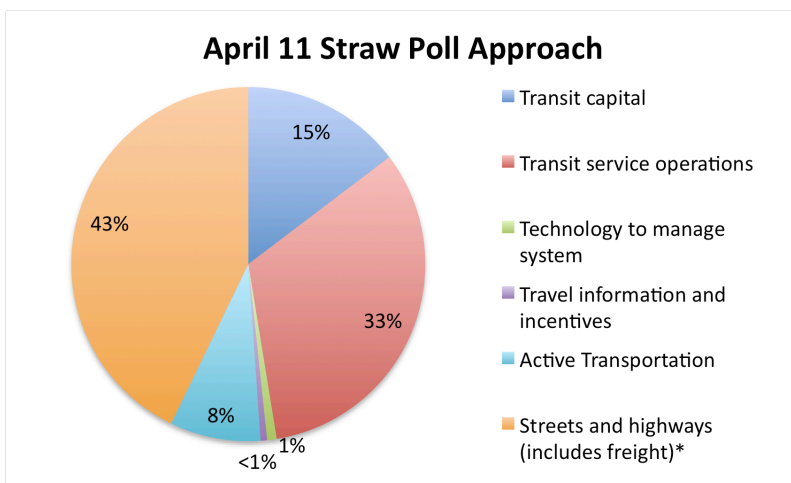
Figure 1. Cost comparison of April 11 Straw Poll and Scenarios A, B and C



* does not include road-related maintenance costs.

Figure 2 displays the share of investment for each policy area identified in the April 11 straw poll approach.

Figure 2. Share of each policy area by cost



TPAC AND MTAC DISCUSSION DRAFT						May 16, 2014				
Comparison of Scenario Costs - A starting point to provide context for shaping draft approach										
	Estimated costs					Estimated annual cost per capita (2014\$) to give sense of scale				
	Scenario A Recent trends	Scenario B Adopted plans	Scenario C New plans & policies	April 11 Straw Poll Approach	May 16 Draft Approach	Scenario A	Scenario B	Scenario C	April 11 Straw Poll Approach	May 16 Draft approach
Transit capital	\$590 million	\$1.9 billion	\$5.1 billion	\$2.9 billion	\$2.9 billion	\$ 16	\$ 51	\$ 137	\$ 79	\$ 79
Transit service operations	\$4.8 billion	\$5.3 billion	\$9.5 billion	\$6.6 billion	\$6.6 billion	\$ 129	\$ 143	\$ 256	\$ 177	\$ 177
Technology	\$113 million	\$135 million	\$193 million	\$173 million	\$193 million	\$ 3	\$ 4	\$ 5	\$ 5	\$ 5
Information	\$99 million	\$124 million	\$234 million	\$121 million	\$234 million	\$ 3	\$ 3	\$ 6	\$ 3	\$ 6
Active Transportation	\$57 million	\$948 million	\$3.9 billion	\$1.7 billion	\$948 million	\$ 2	\$ 26	\$ 105	\$ 45	\$ 26
Streets and highways (includes freight)*	\$162 million	\$8.8 billion	\$11.8 billion	\$8.6 billion	\$8.8 billion	\$ 4	\$ 237	\$ 318	\$ 231	\$ 237
Total	\$6 billion	\$17 billion	\$31 billion	\$20 billion rounded	\$20 billion rounded	Total \$ 157	\$ 464	\$ 828	\$ 540	\$ 530
* does not include roadway OMP costs						<i>Assumptions:</i> 25 year period (2010-2035) 2010 UGB population (1,484,026) Numbers are rounded to nearest dollar.				
Methodology for calculating estimated cost of April 11 straw poll approach										
Transit capital costs:										
	C	C-	B+	B						
April 11 transit capital	\$ 5,100,000,000	\$ 4,100,000,000	\$ 3,000,000,000	\$ 1,900,000,000	\$ 1,100,000,000	(Difference between B to C divided by 3 - rounded)				
			\$ 2,940,000,000		4.9/5*\$3 billion					
Transit service operations costs										
	C	C-	B+	B						
April 11 transit service	\$ 9,500,000,000	\$ 8,100,000,000	\$ 6,700,000,000	\$ 5,300,000,000	\$ 1,400,000,000	(Difference between B to C divided by 3 - rounded)				
			\$ 6,566,000,000		4.9/5*\$5.3 billion					
Technology costs										
	C	C-	B+	B						
April 11 technology	\$ 193,000,000	\$ 173,000,000	\$ 154,000,000	\$ 135,000,000	\$ 19,000,000	(Difference between B to C divided by 3 - rounded)				
		\$ 173,000,000			6/6*\$173 million					
Information costs										
	C	C-	B+	B						
April 11 travel information	\$ 234,000,000	\$ 198,000,000	\$ 161,000,000	\$ 124,000,000	\$ 37,000,000	(Difference between B to C divided by 3 - rounded)				
				\$ 120,900,000	3.9/4*\$124 million					
Active transportation										
	C	C-	B+	B						
April 11 active transportation	\$ 3,900,000,000	\$ 2,916,000,000	\$ 1,932,000,000	\$ 948,000,000	\$ 984,000,000	(Difference between B to C divided by 3 - rounded)				
			\$ 1,661,520,000		4.3/5*\$1.9 billion					
Streets and highways										
	C	C-	B+	B						
April 11 streets and highways	\$ 11,800,000,000	\$ 10,800,000,000	\$ 9,800,000,000	\$ 8,800,000,000	\$ 1,000,000,000	(Difference between B to C divided by 3 - rounded)				
				\$ 8,580,000,000	3.9/4*\$8.8 billion					