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**METRO**

Date: December 11, 1995
To: JPACT
From: Mike Burton, Executive Officer
Re: Use of 2015 Forecast for South/North Travel Demand Forecasts

As you are aware, Metro is ready to begin the South/North Light Rail Project Draft Environmental Impact Statement (DEIS) and is also in the process of developing household and employment forecasts that are based on the 2040 Growth Concept. Metro staff have been working with local jurisdiction staff to develop a 2015 allocation of household and employment growth both at a 20-district level and at a 1260 transportation analysis zone (TAZ) level. We have attached a list of participants from local jurisdictions that have worked within this process.

An initial 2015 growth allocation, with a base assumption of a 4,000-5,000-acre Urban Growth Boundary (UGB) expansion, has recently been completed to the TAZ level. This allocation is the product of substantial discussion and compromise among the region's jurisdictions, Metro and other regional agencies. Inherent in this allocation is an assumption of significant redevelopment of both residential and employment sites throughout the region and continued increases in the density of new residential and employment developments. Efforts were made throughout this process to maximize the amount of growth that could be accommodated in regional and town centers which are well served by transit and especially in light rail station areas.

Household and employment forecasts are a key early input to the South/North Draft Environmental Impact Statement (DEIS) analysis which needs to commence immediately. The DEIS is on an extremely tight timeline which is structured to position the region to meet federal funding opportunities. Your approval to use the newly developed 2015 household and employment forecast as the basis for travel demand forecasting for the South/North DEIS is necessary to allow the DEIS work to proceed in order to keep the study on track. I have attached summary tables at the 20-zone and 1260 TAZ level for your information.

We recognize that additional analysis of 2015 forecasts will continue to explore issues such as a No UGB Expansion scenario. Use of these forecasts for the South/North DEIS would not impact that process or preclude adoption by Metro of any results it may produce.

JPACT

December 11, 1995

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However, analytical work needs to commence on regional priority projects such as South/North light rail. We are proposing to use this forecast for South/North purposes only. Following the completion of the DEIS analysis, South/North ridership forecasts will be updated utilizing the regionally adopted 2015 household and employment forecast, if it is different from the forecast used in the DEIS. The South/North Project Management Group (PMG), which consists of all the participating jurisdictions in the project, unanimously recommends this approach.

MB:lmk

Attachments

CC: TPAC
South/North Steering Group
Metro Council

PARTICIPANTS IN GROWTH ALLOCATION PROCESS

Ed Abrahamson, Multnomah County
Ben J. Altman, City of Cornelius
Gerald Anderson, Wood Village Public Works
G.b. Arrington, Tri-met
Azam Babar, City of Vancouver
Andy Back, Washington County
Rajiv Batra, City of Hillsboro
Jonathan Block, City of Gladstone
Wink Brooks, city of Hillsboro
Michael V. Butts, City of West Linn
Brian Campbell, Port of Portland
Rich Carson, City of Oregon City
Tom Coffee, City of Lake Oswego
Margaret Collins, City of Milwaukie
Carole W. Connell, City of Sherwood
Larry Conrad, City of Beaverton
Lynda David, Sw Washington Rtc
Tamara Deridder, City of Sandy
Steve Dotterrer, Portland Bureau of Transportation
Sandra Doubleday, City of Gresham
Elana Emlen, Portland Planning Bureau
Richard Faith, City of Troutdale
Craig Greenleaf, Clark Co Planning Director
Bob Haas, Washington County Planning
Bob Hoffman, City of Canby
Gordon Howard, Multnomah County Planning
Leo Huff, Odot
Jim Jacks, City of Tualatin
Susie Lahsene, Port of Portland
Stephan Lashbrook, City of Wilsonville
Karl Mawson, City of Forest Grove
Nels Michaelson, City of Tigard
John Pettis, City of Fairview
Robert Price, City of Happy Valley
John A. Rankin, City of North Plains
Richard Ross, City of Gresham
Rod Sandoz, Clackamas County
Norm Scott, Clackamas County Planning
Brian Shetterly, City of Gresham
Elaine Wilkerson, City of Beaverton

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**Exhibit One: Household and Employment Allocation Summary
By 20 District and County 1994 and 2015 - 12/11/95
Approximate Aggregation from TAZ Level**

| County | District | hh94 | adj94emp | tfhh15 | tfemp15 | dhh15-94 | demp15-94 |
|--------------|----------|--------|----------|--------|---------|----------|-----------|
| Multnomah | 1 | 10242 | 148884 | 19437 | 214856 | 9195 | 65972 |
| | 2 | 123894 | 172225 | 142326 | 219685 | 18432 | 47460 |
| | 3 | 43798 | 81562 | 57633 | 98336 | 13835 | 16774 |
| | 4 | 35447 | 27916 | 49590 | 37387 | 14142 | 9471 |
| | 5 | 37783 | 42691 | 59228 | 77402 | 21445 | 34711 |
| | 20 | 2376 | 1499 | 4536 | 1362 | 2161 | -137 |
| County Total | | 253540 | 474777 | 332750 | 649027 | 79210 | 174250 |
| Clackamas | 6 | 28931 | 31533 | 35497 | 47517 | 6567 | 15984 |
| | 7 | 12661 | 31099 | 25350 | 60521 | 12689 | 29422 |
| | 8 | 20484 | 24445 | 26908 | 37626 | 6424 | 13181 |
| | 9 | 9918 | 13584 | 17855 | 22498 | 7937 | 8914 |
| | 10 | 12252 | 19327 | 24406 | 38444 | 12153 | 19117 |
| | 19 | 30035 | 22910 | 48915 | 39321 | 18879 | 16411 |
| County Total | | 114282 | 142898 | 178932 | 245927 | 64650 | 103029 |
| Washington | 11 | 8703 | 23854 | 18366 | 43988 | 9663 | 20134 |
| | 12 | 20389 | 48210 | 29892 | 64872 | 9504 | 16662 |
| | 13 | 36569 | 59537 | 53118 | 94704 | 16549 | 35167 |
| | 14 | 35504 | 32575 | 72692 | 76565 | 37188 | 43990 |
| | 15 | 15180 | 26094 | 29411 | 62273 | 14231 | 36179 |
| | 16 | 8209 | 10215 | 13480 | 19876 | 5271 | 9661 |
| | 18 | 9322 | 9147 | 13806 | 19434 | 4484 | 10287 |
| County Total | | 133874 | 209632 | 230764 | 381713 | 96890 | 172081 |
| Clark County | 17 | 102664 | 123754 | 171842 | 206211 | 69178 | 82457 |
| 3 County | | 501697 | 827307 | 742446 | 1276667 | 240749 | 449360 |
| Region Total | | 604361 | 951061 | 914288 | 1482878 | 309927 | 531817 |

**Note - District and County Data are not precise due to aggregation.
Source: Metro, DRC, 12/11/95**

Clark County forecast data represent a "worst case" scenario for purposes of public facilities planning and do not represent an official Clark County forecast.

1260 TAZ Level

Final Metro/Jur 2015 Allocation 12/8/95

| rtz | hh94 | adj94emp | tfhh15 | tfemp15 | dhh15-94 | demp15-94 |
|-----|------|----------|--------|---------|----------|-----------|
| 1 | 545 | 28521 | 1121 | 37839 | 576 | 9318 |
| 2 | 12 | 8537 | 281 | 11419 | 269 | 2882 |
| 3 | 14 | 1201 | 111 | 2669 | 97 | 1468 |
| 4 | 302 | 1483 | 800 | 4846 | 498 | 3363 |
| 5 | 5 | 457 | 149 | 1340 | 144 | 883 |
| 6 | 195 | 8 | 376 | 295 | 181 | 287 |
| 7 | 0 | 756 | 422 | 3606 | 422 | 2850 |
| 8 | 141 | 3703 | 826 | 5221 | 685 | 1518 |
| 9 | 18 | 3866 | 954 | 4058 | 936 | 192 |
| 10 | 1021 | 11734 | 1841 | 16095 | 820 | 4361 |
| 11 | 1576 | 2432 | 2069 | 3053 | 493 | 621 |
| 12 | 410 | 23248 | 957 | 29847 | 547 | 6599 |
| 13 | 126 | 3900 | 266 | 6471 | 140 | 2571 |
| 14 | 188 | 97 | 262 | 1155 | 74 | 1058 |
| 15 | 1310 | 10090 | 2732 | 14120 | 1422 | 4030 |
| 16 | 950 | 2800 | 1110 | 3861 | 160 | 1061 |
| 17 | 677 | 8612 | 1127 | 11253 | 450 | 2641 |
| 18 | 1644 | 6124 | 1713 | 6324 | 69 | 200 |
| 19 | 103 | 9301 | 157 | 10252 | 54 | 951 |
| 20 | 33 | 24 | 46 | 26 | 13 | 2 |
| 21 | 170 | 28 | 899 | 165 | 729 | 137 |
| 22 | 72 | 25 | 252 | 68 | 180 | 43 |
| 23 | 412 | 42 | 1667 | 278 | 1255 | 236 |
| 24 | 159 | 22 | 1072 | 193 | 913 | 171 |
| 25 | 32 | 2039 | 50 | 2601 | 18 | 562 |
| 26 | 256 | 599 | 573 | 1249 | 317 | 650 |
| 27 | 301 | 109 | 1150 | 267 | 849 | 158 |
| 28 | 351 | 79 | 375 | 85 | 24 | 6 |
| 29 | 4997 | 9457 | 5269 | 10163 | 272 | 706 |
| 30 | 855 | 166 | 944 | 210 | 89 | 44 |
| 31 | 367 | 1128 | 621 | 1206 | 254 | 78 |
| 32 | 123 | 811 | 243 | 838 | 120 | 27 |
| 33 | 44 | 495 | 99 | 507 | 55 | 12 |
| 34 | 1977 | 954 | 2068 | 972 | 91 | 18 |
| 35 | 298 | 59 | 441 | 90 | 143 | 31 |
| 36 | 101 | 11 | 235 | 39 | 134 | 28 |
| 37 | 446 | 89 | 500 | 101 | 54 | 12 |
| 38 | 436 | 61 | 711 | 119 | 275 | 58 |
| 39 | 383 | 485 | 687 | 842 | 304 | 357 |
| 40 | 1366 | 1700 | 1643 | 1865 | 277 | 165 |
| 41 | 597 | 97 | 659 | 117 | 62 | 20 |
| 42 | 1168 | 247 | 1354 | 286 | 186 | 39 |
| 43 | 828 | 9538 | 849 | 10038 | 21 | 500 |
| 44 | 316 | 4853 | 359 | 4991 | 43 | 138 |
| 45 | 0 | 325 | 300 | 4320 | 300 | 3995 |
| 46 | 34 | 1565 | 918 | 4691 | 884 | 3126 |
| 47 | 661 | 1446 | 750 | 1499 | 89 | 53 |
| 48 | 241 | 424 | 261 | 437 | 20 | 13 |
| 49 | 427 | 1503 | 490 | 1591 | 63 | 88 |
| 50 | 281 | 3 | 324 | 20 | 43 | 17 |
| 51 | 523 | 371 | 617 | 481 | 95 | 110 |
| 52 | 1015 | 371 | 1046 | 383 | 31 | 12 |
| 53 | 778 | 69 | 894 | 93 | 116 | 24 |
| 54 | 1308 | 488 | 1676 | 594 | 368 | 106 |
| 55 | 1874 | 1178 | 2031 | 1315 | 157 | 137 |
| 56 | 730 | 783 | 786 | 870 | 56 | 87 |
| 57 | 39 | 23 | 47 | 26 | 8 | 3 |

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| rtz | hh94 | adj94emp | tfhh15 | tfemp15 | dhh15-94 | demp15-94 |
|-----|------|----------|--------|---------|----------|-----------|
| 58 | 180 | 26 | 200 | 36 | 20 | 10 |
| 59 | 174 | 13 | 196 | 21 | 22 | 8 |
| 60 | 206 | 19 | 219 | 22 | 13 | 3 |
| 61 | 28 | 35 | 30 | 39 | 2 | 4 |
| 62 | 1100 | 342 | 1324 | 409 | 224 | 67 |
| 63 | 676 | 134 | 817 | 164 | 141 | 30 |
| 64 | 268 | 533 | 317 | 587 | 49 | 54 |
| 65 | 536 | 2490 | 641 | 2736 | 105 | 246 |
| 66 | 476 | 41 | 573 | 201 | 97 | 160 |
| 67 | 888 | 64 | 957 | 79 | 69 | 15 |
| 68 | 698 | 464 | 932 | 636 | 234 | 172 |
| 69 | 586 | 2055 | 752 | 2503 | 166 | 448 |
| 70 | 634 | 13 | 694 | 62 | 60 | 49 |
| 71 | 257 | 18 | 390 | 46 | 133 | 28 |
| 72 | 266 | 155 | 507 | 206 | 241 | 51 |
| 73 | 297 | 1184 | 621 | 1253 | 324 | 69 |
| 74 | 869 | 293 | 2116 | 732 | 1247 | 439 |
| 75 | 1110 | 62 | 1467 | 140 | 357 | 78 |
| 76 | 1922 | 2033 | 2137 | 2280 | 215 | 247 |
| 77 | 705 | 81 | 725 | 123 | 20 | 42 |
| 78 | 317 | 50 | 367 | 247 | 50 | 197 |
| 79 | 1015 | 122 | 1385 | 233 | 371 | 111 |
| 80 | 626 | 4209 | 956 | 5474 | 330 | 1265 |
| 81 | 888 | 652 | 1065 | 862 | 177 | 210 |
| 82 | 784 | 147 | 896 | 220 | 112 | 73 |
| 83 | 624 | 286 | 781 | 519 | 157 | 233 |
| 84 | 315 | 1971 | 555 | 2800 | 239 | 829 |
| 85 | 594 | 659 | 647 | 920 | 53 | 261 |
| 86 | 800 | 964 | 943 | 1310 | 143 | 346 |
| 87 | 1028 | 137 | 1330 | 324 | 302 | 187 |
| 88 | 1210 | 373 | 1593 | 712 | 383 | 339 |
| 89 | 555 | 56 | 735 | 115 | 180 | 59 |
| 90 | 1130 | 1125 | 1709 | 1635 | 579 | 510 |
| 91 | 783 | 126 | 974 | 235 | 191 | 109 |
| 92 | 218 | 10739 | 400 | 15630 | 182 | 4891 |
| 93 | 421 | 318 | 602 | 718 | 181 | 400 |
| 94 | 935 | 1129 | 1093 | 1513 | 158 | 384 |
| 95 | 144 | 3030 | 374 | 4074 | 230 | 1044 |
| 96 | 579 | 5823 | 879 | 6729 | 300 | 906 |
| 97 | 384 | 1978 | 453 | 2224 | 69 | 246 |
| 98 | 510 | 1349 | 756 | 1904 | 246 | 555 |
| 99 | 937 | 467 | 1012 | 595 | 75 | 128 |
| 100 | 43 | 239 | 1068 | 3145 | 1025 | 2906 |
| 101 | 933 | 154 | 1541 | 1101 | 608 | 947 |
| 102 | 230 | 76 | 661 | 141 | 431 | 65 |
| 103 | 722 | 49 | 1762 | 206 | 1040 | 157 |
| 104 | 630 | 268 | 975 | 497 | 344 | 229 |
| 105 | 182 | 15 | 469 | 123 | 288 | 108 |
| 106 | 36 | 479 | 1490 | 1945 | 1454 | 1466 |
| 107 | 207 | 984 | 327 | 2181 | 120 | 1197 |
| 108 | 564 | 258 | 800 | 608 | 236 | 350 |
| 109 | 232 | 5 | 241 | 45 | 9 | 40 |
| 110 | 260 | 563 | 844 | 1423 | 584 | 860 |
| 111 | 715 | 2996 | 1155 | 5060 | 440 | 2064 |
| 112 | 365 | 1653 | 446 | 2684 | 81 | 1031 |
| 113 | 884 | 3805 | 3097 | 4701 | 2213 | 896 |
| 114 | 924 | 1251 | 1005 | 1659 | 81 | 408 |

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| rtz | hh94 | adj94emp | tfhh15 | tfemp15 | dhh15-94 | demp15-94 |
|-----|------|----------|--------|---------|----------|-----------|
| 115 | 480 | 2304 | 482 | 2503 | 2 | 199 |
| 116 | 6 | 5358 | 6 | 6381 | 0 | 1023 |
| 117 | 1555 | 900 | 1592 | 1087 | 37 | 187 |
| 118 | 1037 | 90 | 1223 | 188 | 186 | 98 |
| 119 | 437 | 70 | 490 | 139 | 53 | 69 |
| 120 | 1175 | 119 | 1287 | 222 | 112 | 103 |
| 121 | 867 | 170 | 956 | 246 | 89 | 76 |
| 122 | 2352 | 937 | 2503 | 1258 | 151 | 321 |
| 123 | 291 | 64 | 303 | 88 | 12 | 24 |
| 124 | 108 | 164 | 258 | 514 | 150 | 350 |
| 125 | 132 | 1614 | 199 | 3414 | 67 | 1800 |
| 126 | 219 | 2506 | 219 | 2878 | 0 | 372 |
| 127 | 1531 | 342 | 1569 | 480 | 38 | 138 |
| 128 | 1082 | 616 | 1681 | 1141 | 599 | 525 |
| 129 | 101 | 41 | 1200 | 165 | 1099 | 124 |
| 130 | 339 | 18 | 595 | 78 | 256 | 60 |
| 131 | 864 | 1135 | 1726 | 1819 | 862 | 684 |
| 132 | 168 | 2178 | 328 | 2293 | 160 | 115 |
| 133 | 1733 | 870 | 1910 | 1180 | 177 | 310 |
| 134 | 738 | 33 | 738 | 3053 | 0 | 3020 |
| 135 | 79 | 784 | 79 | 3655 | 0 | 2871 |
| 136 | 41 | 2574 | 41 | 3616 | 0 | 1042 |
| 137 | 25 | 4395 | 1267 | 5150 | 1242 | 755 |
| 138 | 0 | 42 | 231 | 774 | 231 | 732 |
| 139 | 5 | 641 | 5 | 1312 | 0 | 671 |
| 140 | 31 | 834 | 805 | 1126 | 774 | 292 |
| 141 | 406 | 392 | 899 | 546 | 493 | 154 |
| 142 | 150 | 611 | 284 | 701 | 134 | 90 |
| 143 | 285 | 404 | 658 | 705 | 373 | 301 |
| 144 | 429 | 74 | 499 | 138 | 70 | 64 |
| 145 | 681 | 415 | 783 | 490 | 102 | 75 |
| 146 | 1391 | 1184 | 1451 | 1581 | 60 | 397 |
| 147 | 573 | 27 | 650 | 79 | 77 | 52 |
| 148 | 980 | 164 | 1748 | 518 | 768 | 354 |
| 149 | 489 | 62 | 591 | 121 | 102 | 59 |
| 150 | 685 | 960 | 1629 | 1402 | 944 | 442 |
| 151 | 922 | 144 | 1822 | 290 | 900 | 146 |
| 152 | 775 | 171 | 914 | 268 | 140 | 97 |
| 153 | 784 | 79 | 1000 | 183 | 216 | 104 |
| 154 | 1017 | 58 | 1270 | 184 | 253 | 126 |
| 155 | 289 | 8 | 581 | 85 | 292 | 77 |
| 156 | 342 | 5 | 553 | 101 | 211 | 96 |
| 157 | 125 | 0 | 125 | 671 | 0 | 671 |
| 158 | 0 | 0 | 37 | 622 | 37 | 622 |
| 159 | 117 | 2294 | 117 | 2870 | 0 | 576 |
| 160 | 29 | 1149 | 235 | 2887 | 206 | 1738 |
| 161 | 289 | 2649 | 441 | 2891 | 152 | 242 |
| 162 | 345 | 2086 | 897 | 3544 | 552 | 1458 |
| 163 | 495 | 111 | 805 | 395 | 310 | 284 |
| 164 | 614 | 87 | 619 | 149 | 5 | 62 |
| 165 | 85 | 36 | 430 | 82 | 345 | 46 |
| 166 | 237 | 31 | 1979 | 1214 | 1742 | 1183 |
| 167 | 151 | 721 | 1544 | 1566 | 1393 | 845 |
| 168 | 226 | 24 | 1127 | 337 | 901 | 313 |
| 169 | 446 | 70 | 933 | 222 | 486 | 152 |
| 170 | 470 | 52 | 1059 | 234 | 589 | 182 |
| 171 | 445 | 24 | 503 | 76 | 58 | 52 |

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| rtz | hh94 | adj94emp | tfhh15 | tfemp15 | dhh15-94 | demp15-94 |
|-----|------|----------|--------|---------|----------|-----------|
| 172 | 285 | 1608 | 665 | 2535 | 381 | 927 |
| 173 | 181 | 3 | 541 | 46 | 360 | 43 |
| 174 | 168 | 16 | 724 | 149 | 556 | 133 |
| 175 | 426 | 244 | 1828 | 1178 | 1402 | 934 |
| 176 | 218 | 10 | 711 | 132 | 493 | 122 |
| 177 | 427 | 427 | 596 | 1360 | 169 | 933 |
| 178 | 349 | 313 | 483 | 443 | 133 | 130 |
| 179 | 443 | 40 | 698 | 209 | 255 | 169 |
| 180 | 791 | 340 | 988 | 485 | 198 | 145 |
| 181 | 1261 | 178 | 2665 | 421 | 1404 | 243 |
| 182 | 1733 | 461 | 2457 | 1063 | 724 | 602 |
| 183 | 681 | 148 | 929 | 742 | 248 | 594 |
| 184 | 382 | 30 | 523 | 191 | 140 | 161 |
| 185 | 325 | 199 | 376 | 237 | 52 | 38 |
| 186 | 149 | 146 | 204 | 236 | 55 | 90 |
| 187 | 90 | 604 | 106 | 823 | 16 | 219 |
| 188 | 229 | 116 | 429 | 196 | 200 | 80 |
| 189 | 129 | 200 | 375 | 315 | 246 | 115 |
| 190 | 694 | 133 | 1511 | 478 | 817 | 345 |
| 191 | 255 | 111 | 615 | 1815 | 360 | 1704 |
| 192 | 380 | 50 | 880 | 165 | 500 | 115 |
| 193 | 193 | 50 | 304 | 74 | 111 | 24 |
| 194 | 252 | 20 | 256 | 40 | 4 | 20 |
| 195 | 1 | 203 | 1 | 531 | 0 | 328 |
| 196 | 357 | 65 | 398 | 145 | 41 | 80 |
| 197 | 1 | 63 | 1 | 1224 | 0 | 1161 |
| 198 | 209 | 573 | 661 | 2101 | 452 | 1528 |
| 199 | 86 | 0 | 222 | 39 | 136 | 39 |
| 200 | 142 | 47 | 434 | 84 | 292 | 37 |
| 201 | 398 | 53 | 424 | 118 | 26 | 65 |
| 202 | 359 | 17 | 359 | 58 | 0 | 41 |
| 203 | 2 | 744 | 2 | 1999 | 0 | 1255 |
| 204 | 1724 | 230 | 1984 | 417 | 260 | 187 |
| 205 | 655 | 112 | 982 | 314 | 327 | 202 |
| 206 | 287 | 280 | 465 | 414 | 178 | 134 |
| 207 | 377 | 45 | 663 | 530 | 286 | 485 |
| 208 | 870 | 100 | 1065 | 208 | 195 | 108 |
| 209 | 27 | 1453 | 27 | 4204 | 0 | 2751 |
| 210 | 148 | 352 | 148 | 2275 | 0 | 1923 |
| 211 | 165 | 1164 | 1744 | 3223 | 1579 | 2059 |
| 212 | 22 | 420 | 937 | 3826 | 915 | 3406 |
| 213 | 25 | 1957 | 435 | 5385 | 410 | 3428 |
| 214 | 1 | 0 | 313 | 1525 | 312 | 1525 |
| 215 | 334 | 34 | 4442 | 1058 | 4108 | 1024 |
| 216 | 897 | 82 | 1578 | 320 | 681 | 238 |
| 217 | 1018 | 550 | 1230 | 816 | 212 | 266 |
| 218 | 1025 | 530 | 1207 | 753 | 182 | 223 |
| 219 | 670 | 2634 | 842 | 2881 | 172 | 247 |
| 220 | 1657 | 210 | 3065 | 622 | 1408 | 412 |
| 221 | 377 | 150 | 839 | 517 | 462 | 367 |
| 222 | 36 | 1 | 54 | 14 | 18 | 13 |
| 223 | 8 | 0 | 8 | 4664 | 0 | 4664 |
| 224 | 0 | 1214 | 0 | 3504 | 0 | 2290 |
| 225 | 4 | 22 | 4 | 4954 | 0 | 4932 |
| 226 | 150 | 168 | 2061 | 282 | 1911 | 114 |
| 227 | 132 | 387 | 2250 | 3165 | 2118 | 2778 |
| 228 | 167 | 120 | 1259 | 370 | 1092 | 250 |

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| rtz | hh94 | adj94emp | tfhh15 | tfemp15 | dhh15-94 | demp15-94 |
|-----|------|----------|--------|---------|----------|-----------|
| 229 | 788 | 633 | 1908 | 1401 | 1120 | 768 |
| 230 | 1067 | 327 | 1466 | 471 | 399 | 144 |
| 231 | 121 | 50 | 1434 | 980 | 1313 | 930 |
| 232 | 23 | 5602 | 23 | 6998 | 0 | 1396 |
| 233 | 359 | 117 | 359 | 898 | 0 | 781 |
| 234 | 11 | 50 | 11 | 1003 | 0 | 953 |
| 235 | 8 | 333 | 375 | 4425 | 366 | 4092 |
| 236 | 191 | 72 | 355 | 411 | 164 | 339 |
| 237 | 20 | 1000 | 20 | 2106 | 0 | 1106 |
| 238 | 1 | 180 | 1 | 606 | 0 | 426 |
| 239 | 426 | 31 | 635 | 112 | 209 | 81 |
| 240 | 959 | 100 | 1468 | 278 | 509 | 178 |
| 241 | 595 | 46 | 846 | 66 | 251 | 20 |
| 242 | 989 | 1643 | 1338 | 2187 | 349 | 544 |
| 243 | 1027 | 387 | 1254 | 765 | 227 | 378 |
| 244 | 333 | 677 | 926 | 1436 | 593 | 759 |
| 245 | 12 | 0 | 185 | 182 | 173 | 182 |
| 246 | 12 | 26 | 199 | 222 | 187 | 196 |
| 247 | 10 | 0 | 12 | 2 | 2 | 2 |
| 248 | 38 | 3 | 98 | 67 | 60 | 64 |
| 249 | 562 | 760 | 1262 | 2153 | 700 | 1393 |
| 250 | 31 | 655 | 31 | 1207 | 0 | 552 |
| 251 | 184 | 1709 | 188 | 2034 | 4 | 325 |
| 252 | 358 | 2921 | 578 | 3383 | 220 | 462 |
| 253 | 608 | 1342 | 1018 | 1906 | 410 | 564 |
| 254 | 673 | 40 | 804 | 142 | 131 | 102 |
| 255 | 121 | 28 | 154 | 32 | 33 | 4 |
| 256 | 608 | 268 | 714 | 406 | 106 | 138 |
| 257 | 1251 | 526 | 1415 | 756 | 163 | 230 |
| 258 | 675 | 94 | 1375 | 4410 | 700 | 4316 |
| 259 | 866 | 57 | 1201 | 68 | 335 | 11 |
| 260 | 206 | 87 | 257 | 121 | 51 | 34 |
| 261 | 212 | 699 | 312 | 750 | 100 | 51 |
| 262 | 575 | 69 | 908 | 146 | 333 | 77 |
| 263 | 48 | 96 | 112 | 183 | 64 | 87 |
| 264 | 392 | 2832 | 866 | 3006 | 474 | 174 |
| 265 | 327 | 1365 | 565 | 1641 | 238 | 276 |
| 266 | 436 | 64 | 576 | 279 | 140 | 215 |
| 267 | 8 | 212 | 8 | 5300 | 0 | 5088 |
| 268 | 323 | 199 | 383 | 285 | 60 | 86 |
| 269 | 158 | 182 | 234 | 1179 | 76 | 997 |
| 270 | 957 | 620 | 1526 | 732 | 569 | 112 |
| 271 | 791 | 153 | 851 | 203 | 60 | 50 |
| 272 | 890 | 1416 | 1110 | 1503 | 220 | 87 |
| 273 | 1341 | 1281 | 1371 | 1417 | 30 | 136 |
| 274 | 159 | 808 | 164 | 815 | 5 | 7 |
| 275 | 25 | 9 | 28 | 13 | 3 | 4 |
| 276 | 138 | 73 | 145 | 106 | 7 | 33 |
| 277 | 44 | 81 | 47 | 88 | 3 | 7 |
| 278 | 90 | 12 | 98 | 17 | 8 | 5 |
| 279 | 31 | 17 | 34 | 18 | 3 | 1 |
| 280 | 773 | 937 | 1780 | 2775 | 1007 | 1838 |
| 281 | 1836 | 3537 | 3099 | 6498 | 1263 | 2961 |
| 282 | 1680 | 1245 | 3056 | 1720 | 1376 | 475 |
| 283 | 1655 | 2734 | 2155 | 4869 | 500 | 2135 |
| 284 | 293 | 225 | 409 | 872 | 116 | 647 |
| 285 | 1096 | 375 | 1336 | 797 | 240 | 422 |

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| rtz | hh94 | adj94emp | tfhh15 | tfemp15 | dhh15-94 | demp15-94 |
|-----|------|----------|--------|---------|----------|-----------|
| 286 | 877 | 1162 | 1646 | 2345 | 769 | 1183 |
| 287 | 165 | 254 | 237 | 351 | 72 | 97 |
| 288 | 88 | 60 | 108 | 66 | 20 | 6 |
| 289 | 208 | 97 | 228 | 105 | 20 | 8 |
| 290 | 18 | 31 | 41 | 58 | 23 | 27 |
| 291 | 63 | 35 | 83 | 38 | 20 | 3 |
| 292 | 259 | 401 | 454 | 512 | 195 | 111 |
| 293 | 244 | 93 | 284 | 106 | 40 | 13 |
| 294 | 490 | 175 | 610 | 193 | 120 | 18 |
| 295 | 357 | 370 | 404 | 383 | 47 | 13 |
| 296 | 99 | 302 | 124 | 308 | 25 | 6 |
| 297 | 171 | 194 | 176 | 201 | 5 | 7 |
| 298 | 53 | 18 | 55 | 22 | 2 | 4 |
| 299 | 114 | 237 | 119 | 240 | 5 | 3 |
| 300 | 144 | 22 | 148 | 29 | 4 | 7 |
| 301 | 149 | 450 | 159 | 466 | 10 | 16 |
| 302 | 65 | 9 | 68 | 14 | 3 | 5 |
| 303 | 29 | 30 | 34 | 31 | 5 | 1 |
| 304 | 213 | 239 | 213 | 239 | 0 | 0 |
| 305 | 323 | 143 | 393 | 200 | 70 | 57 |
| 306 | 415 | 72 | 455 | 95 | 40 | 23 |
| 307 | 116 | 15 | 146 | 22 | 30 | 7 |
| 308 | 584 | 1671 | 796 | 2264 | 212 | 593 |
| 309 | 428 | 47 | 475 | 96 | 47 | 49 |
| 310 | 166 | 92 | 249 | 390 | 83 | 298 |
| 311 | 141 | 964 | 256 | 1656 | 115 | 692 |
| 312 | 221 | 4351 | 344 | 5190 | 123 | 839 |
| 313 | 35 | 2516 | 108 | 2730 | 73 | 214 |
| 314 | 924 | 2747 | 1146 | 3760 | 222 | 1013 |
| 315 | 885 | 940 | 1159 | 1638 | 274 | 698 |
| 316 | 105 | 746 | 105 | 1329 | 0 | 583 |
| 317 | 1512 | 2118 | 1629 | 2338 | 117 | 220 |
| 318 | 1357 | 118 | 1877 | 268 | 520 | 150 |
| 319 | 220 | 290 | 250 | 353 | 30 | 63 |
| 320 | 705 | 2554 | 757 | 2674 | 52 | 120 |
| 321 | 152 | 432 | 264 | 518 | 112 | 86 |
| 322 | 836 | 578 | 1382 | 1061 | 545 | 483 |
| 323 | 829 | 4386 | 1579 | 5901 | 750 | 1515 |
| 324 | 469 | 169 | 574 | 362 | 105 | 193 |
| 325 | 1150 | 744 | 1250 | 1056 | 100 | 312 |
| 326 | 631 | 927 | 706 | 1192 | 75 | 265 |
| 327 | 2060 | 3111 | 2560 | 4544 | 500 | 1433 |
| 328 | 423 | 252 | 473 | 341 | 50 | 89 |
| 329 | 1021 | 4552 | 1146 | 6677 | 125 | 2125 |
| 330 | 381 | 1078 | 481 | 2405 | 100 | 1327 |
| 331 | 547 | 1537 | 597 | 1774 | 50 | 237 |
| 332 | 11 | 5354 | 73 | 6167 | 62 | 813 |
| 333 | 634 | 193 | 973 | 473 | 339 | 280 |
| 334 | 1921 | 276 | 2336 | 698 | 415 | 422 |
| 335 | 671 | 64 | 979 | 142 | 308 | 78 |
| 336 | 767 | 721 | 955 | 941 | 189 | 220 |
| 337 | 271 | 103 | 517 | 144 | 246 | 41 |
| 338 | 208 | 10 | 730 | 68 | 522 | 58 |
| 339 | 971 | 106 | 1466 | 223 | 495 | 117 |
| 340 | 620 | 43 | 1697 | 1082 | 1077 | 1039 |
| 341 | 741 | 107 | 1674 | 241 | 933 | 134 |
| 342 | 304 | 64 | 750 | 124 | 445 | 60 |

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|-----|------|----------|--------|---------|----------|-----------|
| 343 | 181 | 18 | 491 | 213 | 310 | 195 |
| 344 | 2353 | 598 | 2805 | 1238 | 452 | 640 |
| 345 | 745 | 533 | 1008 | 690 | 262 | 157 |
| 346 | 506 | 58 | 970 | 522 | 464 | 464 |
| 347 | 334 | 1199 | 365 | 1200 | 31 | 1 |
| 348 | 258 | 994 | 464 | 1335 | 206 | 341 |
| 349 | 88 | 1346 | 210 | 1500 | 122 | 154 |
| 350 | 9 | 1203 | 26 | 1388 | 16 | 185 |
| 351 | 323 | 1862 | 398 | 2403 | 75 | 541 |
| 352 | 960 | 262 | 1010 | 417 | 50 | 155 |
| 353 | 2012 | 510 | 2087 | 712 | 75 | 202 |
| 354 | 484 | 248 | 534 | 446 | 50 | 198 |
| 355 | 692 | 109 | 1682 | 1335 | 990 | 1226 |
| 356 | 586 | 353 | 804 | 353 | 218 | 0 |
| 357 | 668 | 114 | 952 | 114 | 284 | 0 |
| 358 | 80 | 78 | 80 | 78 | 0 | 0 |
| 359 | 533 | 96 | 613 | 226 | 80 | 130 |
| 360 | 612 | 167 | 500 | 273 | -112 | 106 |
| 361 | 938 | 472 | 1536 | 793 | 598 | 321 |
| 362 | 1391 | 1151 | 1850 | 1539 | 459 | 388 |
| 363 | 854 | 5112 | 2220 | 7254 | 1366 | 2142 |
| 364 | 181 | 3022 | 181 | 4200 | 0 | 1178 |
| 365 | 19 | 1518 | 19 | 4695 | 0 | 3177 |
| 366 | 154 | 205 | 496 | 775 | 342 | 570 |
| 367 | 30 | 38 | 108 | 137 | 79 | 99 |
| 368 | 150 | 93 | 1739 | 2034 | 1589 | 1941 |
| 369 | 513 | 1115 | 2513 | 4850 | 2000 | 3735 |
| 370 | 15 | 616 | 15 | 3383 | 0 | 2767 |
| 371 | 9 | 375 | 17 | 1175 | 8 | 800 |
| 372 | 180 | 885 | 785 | 1475 | 605 | 590 |
| 373 | 2582 | 580 | 2982 | 850 | 400 | 270 |
| 374 | 142 | 115 | 152 | 127 | 10 | 12 |
| 375 | 205 | 55 | 205 | 55 | 0 | 0 |
| 376 | 93 | 13 | 350 | 194 | 258 | 181 |
| 377 | 1170 | 472 | 1466 | 548 | 296 | 76 |
| 378 | 787 | 290 | 1724 | 548 | 937 | 258 |
| 379 | 779 | 969 | 371 | 1606 | -408 | 637 |
| 380 | 901 | 248 | 1143 | 552 | 242 | 304 |
| 381 | 628 | 186 | 1687 | 1157 | 1059 | 971 |
| 382 | 1134 | 404 | 1544 | 723 | 410 | 319 |
| 383 | 1127 | 2310 | 1989 | 2313 | 862 | 3 |
| 384 | 53 | 2682 | 419 | 4014 | 366 | 1332 |
| 385 | 10 | 1445 | 424 | 3284 | 415 | 1839 |
| 386 | 1128 | 2028 | 2479 | 3522 | 1350 | 1494 |
| 387 | 591 | 1966 | 1573 | 6937 | 982 | 4971 |
| 388 | 1265 | 3198 | 2166 | 5142 | 901 | 1944 |
| 389 | 77 | 2184 | 496 | 3904 | 420 | 1720 |
| 390 | 1 | 550 | 206 | 1260 | 205 | 710 |
| 391 | 47 | 1976 | 47 | 2566 | 0 | 590 |
| 392 | 47 | 6 | 47 | 10 | 0 | 4 |
| 393 | 44 | 351 | 845 | 1019 | 801 | 668 |
| 394 | 108 | 59 | 112 | 68 | 4 | 9 |
| 395 | 50 | 191 | 233 | 237 | 183 | 46 |
| 396 | 963 | 310 | 2463 | 984 | 1500 | 674 |
| 397 | 18 | 2 | 818 | 212 | 800 | 210 |
| 398 | 153 | 14 | 316 | 17 | 163 | 3 |
| 399 | 256 | 45 | 256 | 65 | 0 | 20 |

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|-----|------|----------|--------|---------|----------|-----------|
| 400 | 151 | 33 | 1801 | 981 | 1650 | 948 |
| 401 | 210 | 89 | 466 | 296 | 256 | 207 |
| 402 | 18 | 21 | 158 | 103 | 139 | 82 |
| 403 | 249 | 51 | 1069 | 244 | 821 | 193 |
| 404 | 352 | 29 | 392 | 93 | 40 | 64 |
| 405 | 673 | 69 | 710 | 218 | 36 | 149 |
| 406 | 489 | 918 | 615 | 2131 | 125 | 1213 |
| 407 | 237 | 540 | 655 | 1269 | 418 | 729 |
| 408 | 584 | 882 | 1343 | 2587 | 759 | 1705 |
| 409 | 605 | 57 | 669 | 164 | 65 | 107 |
| 410 | 665 | 110 | 739 | 685 | 74 | 575 |
| 411 | 21 | 3947 | 48 | 4156 | 27 | 209 |
| 412 | 369 | 316 | 398 | 560 | 29 | 244 |
| 413 | 764 | 392 | 1618 | 1004 | 854 | 612 |
| 414 | 628 | 425 | 651 | 456 | 23 | 31 |
| 415 | 713 | 279 | 723 | 287 | 10 | 8 |
| 416 | 342 | 644 | 371 | 791 | 29 | 147 |
| 417 | 118 | 18 | 120 | 19 | 1 | 1 |
| 418 | 481 | 411 | 564 | 611 | 83 | 200 |
| 419 | 243 | 77 | 268 | 135 | 26 | 58 |
| 420 | 200 | 1 | 214 | 19 | 14 | 18 |
| 421 | 344 | 190 | 401 | 440 | 57 | 250 |
| 422 | 681 | 154 | 861 | 404 | 180 | 250 |
| 423 | 557 | 24 | 707 | 64 | 150 | 40 |
| 424 | 40 | 425 | 104 | 798 | 64 | 373 |
| 425 | 414 | 1566 | 548 | 1690 | 133 | 124 |
| 426 | 817 | 108 | 902 | 158 | 85 | 50 |
| 427 | 683 | 670 | 733 | 1070 | 50 | 400 |
| 428 | 1410 | 1184 | 1560 | 1234 | 150 | 50 |
| 429 | 973 | 214 | 1008 | 314 | 35 | 100 |
| 430 | 657 | 1535 | 759 | 1844 | 102 | 309 |
| 431 | 217 | 166 | 232 | 192 | 15 | 26 |
| 432 | 293 | 51 | 320 | 151 | 27 | 100 |
| 433 | 77 | 1159 | 125 | 1494 | 48 | 335 |
| 434 | 6 | 1008 | 6 | 1349 | 0 | 341 |
| 435 | 130 | 113 | 630 | 2113 | 500 | 2000 |
| 436 | 645 | 470 | 820 | 670 | 175 | 200 |
| 437 | 555 | 25 | 845 | 115 | 290 | 90 |
| 438 | 410 | 450 | 535 | 800 | 125 | 350 |
| 439 | 259 | 873 | 409 | 1209 | 150 | 336 |
| 440 | 199 | 714 | 240 | 905 | 41 | 191 |
| 441 | 362 | 396 | 581 | 1396 | 219 | 1000 |
| 442 | 625 | 435 | 954 | 1350 | 329 | 915 |
| 443 | 491 | 6723 | 744 | 11223 | 253 | 4500 |
| 444 | 7 | 961 | 217 | 3961 | 210 | 3000 |
| 445 | 7 | 161 | 106 | 961 | 99 | 800 |
| 446 | 130 | 163 | 137 | 166 | 7 | 3 |
| 447 | 937 | 1198 | 1237 | 1698 | 300 | 500 |
| 448 | 998 | 187 | 1153 | 303 | 155 | 116 |
| 449 | 279 | 26 | 298 | 40 | 19 | 14 |
| 450 | 621 | 387 | 658 | 416 | 37 | 29 |
| 451 | 746 | 995 | 821 | 1487 | 75 | 492 |
| 452 | 735 | 106 | 785 | 121 | 50 | 15 |
| 453 | 503 | 292 | 581 | 322 | 78 | 30 |
| 454 | 475 | 1029 | 528 | 1281 | 53 | 252 |
| 455 | 768 | 158 | 789 | 190 | 21 | 32 |
| 456 | 363 | 262 | 387 | 338 | 24 | 76 |

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|-----|------|----------|--------|---------|----------|-----------|
| 457 | 1339 | 236 | 1390 | 275 | 51 | 39 |
| 458 | 298 | 54 | 457 | 147 | 159 | 93 |
| 459 | 1257 | 316 | 1457 | 616 | 200 | 300 |
| 460 | 1249 | 410 | 1450 | 491 | 201 | 81 |
| 461 | 162 | 1729 | 290 | 2141 | 128 | 412 |
| 462 | 128 | 1101 | 235 | 1419 | 107 | 318 |
| 463 | 355 | 1086 | 468 | 1386 | 113 | 300 |
| 464 | 34 | 5601 | 34 | 6601 | 0 | 1000 |
| 465 | 424 | 7 | 810 | 2077 | 386 | 2070 |
| 466 | 550 | 52 | 899 | 302 | 349 | 250 |
| 467 | 181 | 56 | 450 | 256 | 269 | 200 |
| 468 | 237 | 45 | 585 | 247 | 348 | 202 |
| 469 | 189 | 410 | 548 | 692 | 360 | 282 |
| 470 | 320 | 186 | 1435 | 845 | 1115 | 659 |
| 471 | 379 | 94 | 729 | 694 | 350 | 600 |
| 472 | 618 | 480 | 968 | 630 | 350 | 150 |
| 473 | 450 | 90 | 686 | 207 | 236 | 117 |
| 474 | 129 | 45 | 1061 | 508 | 932 | 463 |
| 475 | 518 | 350 | 1002 | 675 | 484 | 325 |
| 476 | 281 | 183 | 1935 | 918 | 1654 | 735 |
| 477 | 105 | 58 | 925 | 452 | 820 | 394 |
| 478 | 353 | 83 | 1053 | 483 | 700 | 400 |
| 479 | 180 | 55 | 1200 | 1255 | 1020 | 1200 |
| 480 | 31 | 35 | 954 | 1035 | 923 | 1000 |
| 481 | 290 | 1506 | 1011 | 2906 | 721 | 1400 |
| 482 | 224 | 439 | 974 | 789 | 750 | 350 |
| 483 | 172 | 61 | 422 | 461 | 250 | 400 |
| 484 | 138 | 70 | 188 | 712 | 50 | 642 |
| 485 | 592 | 39 | 742 | 389 | 150 | 350 |
| 486 | 132 | 0 | 218 | 43 | 86 | 43 |
| 487 | 94 | 889 | 97 | 1339 | 3 | 450 |
| 488 | 120 | 1284 | 122 | 1582 | 2 | 298 |
| 489 | 382 | 1061 | 429 | 1311 | 47 | 250 |
| 490 | 44 | 686 | 44 | 2886 | 0 | 2200 |
| 491 | 17 | 1182 | 17 | 1364 | 0 | 182 |
| 492 | 1090 | 1072 | 1133 | 1246 | 43 | 174 |
| 493 | 894 | 433 | 913 | 528 | 19 | 95 |
| 494 | 383 | 683 | 570 | 1672 | 187 | 989 |
| 495 | 51 | 266 | 73 | 338 | 22 | 72 |
| 496 | 262 | 24 | 292 | 274 | 30 | 250 |
| 497 | 161 | 1922 | 161 | 2677 | 0 | 755 |
| 498 | 156 | 354 | 161 | 2354 | 5 | 2000 |
| 499 | 4 | 342 | 55 | 686 | 51 | 344 |
| 500 | 12 | 238 | 99 | 825 | 87 | 587 |
| 501 | 398 | 497 | 674 | 1065 | 276 | 568 |
| 502 | 250 | 154 | 581 | 284 | 331 | 130 |
| 503 | 256 | 124 | 256 | 124 | 0 | 0 |
| 504 | 247 | 35 | 384 | 35 | 137 | 0 |
| 505 | 549 | 122 | 1384 | 495 | 835 | 373 |
| 506 | 320 | 34 | 451 | 93 | 131 | 59 |
| 507 | 387 | 2 | 1282 | 341 | 895 | 339 |
| 508 | 141 | 46 | 241 | 91 | 100 | 45 |
| 509 | 899 | 2075 | 1045 | 2258 | 147 | 183 |
| 510 | 4 | 2879 | 58 | 3241 | 54 | 362 |
| 511 | 1453 | 556 | 1527 | 628 | 75 | 72 |
| 512 | 675 | 117 | 1343 | 412 | 668 | 295 |
| 513 | 508 | 78 | 1387 | 478 | 879 | 400 |

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| rtz | hh94 | adj94emp | tfhh15 | tfemp15 | dhh15-94 | demp15-94 |
|-----|------|----------|--------|---------|----------|-----------|
| 514 | 968 | 759 | 1134 | 1111 | 166 | 352 |
| 515 | 531 | 526 | 722 | 738 | 191 | 212 |
| 516 | 112 | 1560 | 396 | 2329 | 284 | 769 |
| 517 | 1290 | 2266 | 1634 | 2890 | 343 | 624 |
| 518 | 271 | 30 | 1415 | 551 | 1145 | 521 |
| 519 | 184 | 19 | 239 | 44 | 55 | 25 |
| 520 | 1535 | 387 | 1615 | 423 | 79 | 36 |
| 521 | 4863 | 4586 | 8887 | 9506 | 4024 | 4920 |
| 522 | 449 | 128 | 565 | 128 | 117 | 0 |
| 523 | 433 | 217 | 1523 | 2045 | 1091 | 1828 |
| 524 | 245 | 27 | 494 | 169 | 248 | 142 |
| 525 | 444 | 128 | 551 | 128 | 107 | 0 |
| 526 | 471 | 2234 | 1418 | 3903 | 947 | 1669 |
| 527 | 207 | 51 | 557 | 328 | 351 | 277 |
| 528 | 696 | 349 | 1421 | 561 | 725 | 212 |
| 529 | 373 | 114 | 594 | 114 | 220 | 0 |
| 530 | 408 | 151 | 645 | 151 | 237 | 0 |
| 531 | 270 | 91 | 444 | 91 | 174 | 0 |
| 532 | 545 | 54 | 575 | 190 | 30 | 136 |
| 533 | 356 | 61 | 600 | 61 | 244 | 0 |
| 534 | 371 | 60 | 480 | 60 | 108 | 0 |
| 535 | 8168 | 5018 | 9275 | 5080 | 1107 | 62 |
| 536 | 790 | 132 | 1050 | 280 | 260 | 148 |
| 537 | 1797 | 1379 | 2540 | 1664 | 743 | 285 |
| 538 | 2200 | 550 | 2827 | 631 | 627 | 81 |
| 539 | 294 | 87 | 2189 | 1893 | 1895 | 1806 |
| 540 | 275 | 372 | 527 | 568 | 252 | 196 |
| 541 | 298 | 339 | 374 | 343 | 76 | 4 |
| 542 | 634 | 279 | 2062 | 744 | 1429 | 465 |
| 543 | 690 | 571 | 1474 | 3923 | 784 | 3352 |
| 544 | 166 | 45 | 211 | 45 | 46 | 0 |
| 545 | 281 | 63 | 357 | 63 | 76 | 0 |
| 546 | 279 | 37 | 427 | 93 | 148 | 56 |
| 547 | 200 | 51 | 530 | 444 | 329 | 393 |
| 548 | 541 | 944 | 700 | 945 | 159 | 1 |
| 549 | 131 | 248 | 171 | 249 | 40 | 1 |
| 550 | 396 | 388 | 919 | 493 | 523 | 105 |
| 551 | 915 | 1151 | 1298 | 1163 | 383 | 12 |
| 552 | 371 | 575 | 550 | 575 | 179 | 0 |
| 553 | 2147 | 2372 | 6206 | 6480 | 4059 | 4108 |
| 554 | 301 | 305 | 429 | 305 | 128 | 0 |
| 555 | 475 | 106 | 571 | 176 | 95 | 70 |
| 556 | 31 | 931 | 58 | 1123 | 27 | 192 |
| 557 | 28 | 1477 | 41 | 1565 | 13 | 88 |
| 558 | 277 | 85 | 470 | 196 | 193 | 111 |
| 559 | 299 | 266 | 533 | 338 | 234 | 72 |
| 560 | 419 | 70 | 2644 | 395 | 2225 | 325 |
| 561 | 207 | 28 | 682 | 95 | 475 | 67 |
| 562 | 280 | 108 | 458 | 130 | 178 | 22 |
| 563 | 1202 | 94 | 1525 | 148 | 323 | 54 |
| 564 | 122 | 44 | 759 | 179 | 637 | 135 |
| 565 | 158 | 77 | 294 | 77 | 136 | 0 |
| 566 | 746 | 83 | 945 | 114 | 199 | 31 |
| 567 | 74 | 546 | 119 | 573 | 45 | 27 |
| 568 | 148 | 15 | 214 | 59 | 67 | 44 |
| 569 | 375 | 173 | 488 | 224 | 113 | 51 |
| 570 | 450 | 232 | 528 | 280 | 78 | 48 |

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| rtz | hh94 | adj94emp | tfhh15 | tfemp15 | dhh15-94 | demp15-94 |
|-----|------|----------|--------|---------|----------|-----------|
| 571 | 938 | 170 | 1078 | 179 | 140 | 9 |
| 572 | 699 | 236 | 892 | 374 | 193 | 138 |
| 573 | 989 | 244 | 1343 | 560 | 353 | 316 |
| 574 | 586 | 285 | 690 | 391 | 104 | 106 |
| 575 | 297 | 109 | 335 | 151 | 37 | 42 |
| 576 | 861 | 231 | 1101 | 318 | 240 | 87 |
| 577 | 250 | 78 | 264 | 91 | 13 | 13 |
| 578 | 69 | 146 | 82 | 168 | 13 | 22 |
| 579 | 209 | 246 | 339 | 380 | 130 | 134 |
| 580 | 44 | 3 | 621 | 99 | 577 | 96 |
| 581 | 348 | 68 | 899 | 213 | 550 | 145 |
| 582 | 59 | 25 | 1523 | 347 | 1464 | 322 |
| 583 | 851 | 62 | 1074 | 128 | 223 | 66 |
| 584 | 1195 | 203 | 1481 | 278 | 285 | 75 |
| 585 | 1349 | 158 | 1508 | 487 | 159 | 329 |
| 586 | 729 | 455 | 820 | 579 | 91 | 124 |
| 587 | 240 | 68 | 262 | 99 | 23 | 31 |
| 588 | 229 | 64 | 302 | 103 | 73 | 39 |
| 589 | 501 | 1380 | 517 | 1399 | 16 | 19 |
| 590 | 428 | 247 | 509 | 384 | 80 | 137 |
| 591 | 189 | 4 | 193 | 5 | 4 | 1 |
| 592 | 206 | 56 | 222 | 61 | 15 | 5 |
| 593 | 364 | 138 | 425 | 260 | 61 | 122 |
| 594 | 391 | 363 | 427 | 488 | 37 | 125 |
| 595 | 93 | 15 | 115 | 70 | 22 | 55 |
| 596 | 437 | 461 | 550 | 855 | 113 | 394 |
| 597 | 355 | 494 | 391 | 572 | 36 | 78 |
| 598 | 213 | 19 | 229 | 25 | 17 | 6 |
| 599 | 406 | 10 | 413 | 12 | 7 | 2 |
| 600 | 608 | 136 | 676 | 353 | 69 | 217 |
| 601 | 8 | 547 | 66 | 771 | 58 | 224 |
| 602 | 400 | 499 | 500 | 628 | 100 | 129 |
| 603 | 188 | 799 | 392 | 1265 | 204 | 466 |
| 604 | 154 | 8 | 196 | 78 | 42 | 70 |
| 605 | 117 | 71 | 335 | 276 | 218 | 205 |
| 606 | 602 | 648 | 688 | 664 | 86 | 16 |
| 607 | 696 | 600 | 1059 | 805 | 363 | 205 |
| 608 | 306 | 77 | 389 | 126 | 83 | 49 |
| 609 | 560 | 104 | 570 | 106 | 10 | 2 |
| 610 | 638 | 999 | 693 | 1063 | 55 | 64 |
| 611 | 851 | 1959 | 964 | 2104 | 113 | 145 |
| 612 | 274 | 319 | 331 | 395 | 57 | 76 |
| 613 | 283 | 125 | 321 | 132 | 38 | 7 |
| 614 | 393 | 85 | 406 | 87 | 13 | 2 |
| 615 | 320 | 285 | 323 | 286 | 3 | 1 |
| 616 | 583 | 59 | 602 | 63 | 19 | 4 |
| 617 | 615 | 235 | 680 | 260 | 65 | 25 |
| 618 | 518 | 28 | 1050 | 140 | 532 | 112 |
| 619 | 698 | 62 | 923 | 107 | 225 | 45 |
| 620 | 1196 | 131 | 1323 | 163 | 127 | 32 |
| 621 | 1299 | 231 | 1491 | 377 | 192 | 146 |
| 622 | 461 | 115 | 774 | 415 | 313 | 300 |
| 623 | 1 | 572 | 2 | 1013 | 1 | 441 |
| 624 | 4 | 46 | 318 | 1312 | 314 | 1266 |
| 625 | 28 | 2516 | 391 | 3773 | 362 | 1257 |
| 626 | 54 | 574 | 152 | 888 | 98 | 314 |
| 627 | 322 | 1418 | 399 | 1490 | 77 | 72 |

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| rtz | hh94 | adj94emp | tfhh15 | tfemp15 | dhh15-94 | demp15-94 |
|-----|------|----------|--------|---------|----------|-----------|
| 628 | 490 | 760 | 558 | 844 | 68 | 84 |
| 629 | 288 | 287 | 338 | 401 | 50 | 114 |
| 630 | 38 | 1047 | 40 | 1113 | 2 | 66 |
| 631 | 541 | 523 | 888 | 1104 | 348 | 581 |
| 632 | 80 | 32 | 343 | 1163 | 262 | 1131 |
| 633 | 146 | 129 | 930 | 1176 | 784 | 1047 |
| 634 | 215 | 1003 | 822 | 1922 | 606 | 919 |
| 635 | 341 | 1484 | 494 | 1705 | 152 | 221 |
| 636 | 127 | 22 | 389 | 397 | 262 | 375 |
| 637 | 847 | 483 | 1136 | 1104 | 289 | 621 |
| 638 | 219 | 16 | 253 | 52 | 34 | 36 |
| 639 | 599 | 835 | 772 | 1060 | 173 | 225 |
| 640 | 522 | 310 | 646 | 491 | 124 | 181 |
| 641 | 217 | 52 | 234 | 68 | 16 | 16 |
| 642 | 382 | 62 | 825 | 1672 | 443 | 1610 |
| 643 | 102 | 1209 | 469 | 2593 | 367 | 1384 |
| 644 | 427 | 27 | 439 | 31 | 12 | 4 |
| 645 | 368 | 670 | 492 | 756 | 124 | 86 |
| 646 | 44 | 0 | 264 | 558 | 220 | 558 |
| 647 | 8 | 0 | 562 | 2287 | 554 | 2287 |
| 648 | 18 | 709 | 23 | 730 | 6 | 21 |
| 649 | 7 | 114 | 44 | 187 | 37 | 73 |
| 650 | 14 | 29 | 209 | 517 | 196 | 488 |
| 651 | 751 | 519 | 1092 | 1223 | 341 | 704 |
| 652 | 618 | 975 | 774 | 1464 | 156 | 489 |
| 653 | 10 | 41 | 50 | 196 | 40 | 155 |
| 654 | 118 | 439 | 143 | 537 | 25 | 98 |
| 655 | 27 | 333 | 104 | 632 | 77 | 299 |
| 656 | 369 | 738 | 472 | 1130 | 103 | 392 |
| 657 | 143 | 1178 | 243 | 1566 | 100 | 388 |
| 658 | 83 | 344 | 125 | 508 | 42 | 164 |
| 659 | 47 | 421 | 89 | 580 | 41 | 159 |
| 660 | 282 | 518 | 352 | 756 | 70 | 238 |
| 661 | 365 | 41 | 425 | 57 | 60 | 16 |
| 662 | 545 | 161 | 1782 | 512 | 1237 | 351 |
| 663 | 388 | 101 | 1046 | 639 | 658 | 538 |
| 664 | 391 | 505 | 461 | 569 | 70 | 64 |
| 665 | 233 | 18 | 318 | 65 | 85 | 47 |
| 666 | 452 | 632 | 570 | 956 | 118 | 324 |
| 667 | 171 | 239 | 283 | 676 | 113 | 437 |
| 668 | 87 | 233 | 197 | 659 | 110 | 426 |
| 669 | 157 | 1237 | 322 | 1842 | 165 | 605 |
| 670 | 297 | 93 | 309 | 124 | 12 | 31 |
| 671 | 275 | 73 | 290 | 97 | 15 | 24 |
| 672 | 160 | 105 | 184 | 131 | 24 | 26 |
| 673 | 163 | 70 | 384 | 614 | 221 | 544 |
| 674 | 5 | 0 | 220 | 545 | 215 | 545 |
| 675 | 846 | 242 | 993 | 420 | 147 | 178 |
| 676 | 40 | 104 | 86 | 216 | 46 | 112 |
| 677 | 0 | 18 | 68 | 768 | 68 | 750 |
| 678 | 1 | 218 | 91 | 1214 | 91 | 996 |
| 679 | 7 | 499 | 23 | 1336 | 15 | 837 |
| 680 | 0 | 0 | 0 | 0 | 0 | 0 |
| 681 | 88 | 332 | 550 | 1143 | 462 | 811 |
| 682 | 277 | 38 | 643 | 655 | 366 | 617 |
| 683 | 188 | 51 | 355 | 265 | 167 | 214 |
| 684 | 406 | 1018 | 539 | 1063 | 133 | 45 |

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| rtz | hh94 | adj94emp | tfhh15 | tfemp15 | dhh15-94 | demp15-94 |
|-----|------|----------|--------|---------|----------|-----------|
| 685 | 441 | 285 | 481 | 365 | 41 | 80 |
| 686 | 71 | 166 | 167 | 429 | 96 | 263 |
| 687 | 108 | 920 | 162 | 1042 | 54 | 122 |
| 688 | 52 | 3 | 78 | 17 | 26 | 14 |
| 689 | 550 | 89 | 780 | 205 | 230 | 116 |
| 690 | 194 | 57 | 1081 | 304 | 888 | 247 |
| 691 | 361 | 79 | 830 | 227 | 470 | 148 |
| 692 | 97 | 194 | 326 | 268 | 229 | 74 |
| 693 | 174 | 35 | 286 | 65 | 113 | 30 |
| 694 | 2182 | 462 | 2492 | 622 | 310 | 160 |
| 695 | 331 | 131 | 375 | 186 | 43 | 55 |
| 696 | 47 | 1435 | 52 | 1436 | 5 | 1 |
| 697 | 221 | 77 | 309 | 177 | 88 | 100 |
| 698 | 187 | 15 | 413 | 75 | 225 | 60 |
| 699 | 370 | 223 | 374 | 224 | 4 | 1 |
| 700 | 191 | 213 | 384 | 370 | 192 | 157 |
| 701 | 377 | 12 | 539 | 128 | 161 | 116 |
| 702 | 52 | 508 | 302 | 979 | 251 | 471 |
| 703 | 138 | 232 | 198 | 395 | 60 | 163 |
| 704 | 967 | 237 | 1248 | 397 | 281 | 160 |
| 705 | 144 | 135 | 367 | 193 | 223 | 58 |
| 706 | 111 | 64 | 363 | 153 | 252 | 89 |
| 707 | 487 | 606 | 487 | 606 | 0 | 0 |
| 708 | 123 | 43 | 123 | 43 | 0 | 0 |
| 709 | 699 | 591 | 801 | 646 | 101 | 55 |
| 710 | 309 | 72 | 671 | 157 | 362 | 85 |
| 711 | 341 | 221 | 616 | 347 | 275 | 126 |
| 712 | 229 | 58 | 623 | 118 | 394 | 60 |
| 713 | 110 | 7 | 143 | 89 | 32 | 82 |
| 714 | 1680 | 1678 | 2137 | 2991 | 457 | 1313 |
| 715 | 2032 | 2767 | 2230 | 3039 | 198 | 272 |
| 716 | 741 | 192 | 744 | 192 | 3 | 0 |
| 717 | 324 | 1405 | 631 | 1577 | 307 | 172 |
| 718 | 1608 | 2146 | 1743 | 2351 | 135 | 205 |
| 719 | 364 | 1986 | 388 | 2005 | 24 | 19 |
| 720 | 1841 | 784 | 1900 | 845 | 59 | 61 |
| 721 | 439 | 267 | 531 | 351 | 92 | 84 |
| 722 | 704 | 388 | 880 | 637 | 176 | 249 |
| 723 | 733 | 366 | 753 | 374 | 20 | 8 |
| 724 | 877 | 170 | 904 | 175 | 27 | 5 |
| 725 | 320 | 2284 | 443 | 2582 | 123 | 298 |
| 726 | 492 | 712 | 721 | 1312 | 229 | 600 |
| 727 | 323 | 1657 | 731 | 2308 | 408 | 651 |
| 728 | 186 | 2968 | 1310 | 4784 | 1124 | 1816 |
| 729 | 249 | 4831 | 277 | 4876 | 28 | 45 |
| 730 | 403 | 693 | 558 | 899 | 155 | 206 |
| 731 | 241 | 336 | 375 | 422 | 134 | 86 |
| 732 | 739 | 164 | 775 | 167 | 36 | 3 |
| 733 | 568 | 118 | 577 | 118 | 9 | 0 |
| 734 | 465 | 260 | 532 | 329 | 67 | 69 |
| 735 | 506 | 204 | 593 | 232 | 87 | 28 |
| 736 | 808 | 203 | 988 | 319 | 180 | 116 |
| 737 | 857 | 419 | 1004 | 484 | 147 | 65 |
| 738 | 582 | 199 | 712 | 315 | 130 | 116 |
| 739 | 924 | 847 | 1151 | 1101 | 227 | 254 |
| 740 | 652 | 770 | 803 | 919 | 151 | 149 |
| 741 | 533 | 1145 | 562 | 1178 | 29 | 33 |

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|-----|------|----------|--------|---------|----------|-----------|
| 742 | 259 | 535 | 440 | 774 | 181 | 239 |
| 743 | 577 | 571 | 687 | 666 | 110 | 95 |
| 744 | 246 | 257 | 416 | 449 | 170 | 192 |
| 745 | 543 | 387 | 642 | 496 | 99 | 109 |
| 746 | 296 | 528 | 388 | 700 | 92 | 172 |
| 747 | 749 | 780 | 766 | 804 | 17 | 24 |
| 748 | 196 | 205 | 208 | 207 | 12 | 2 |
| 749 | 500 | 36 | 571 | 61 | 71 | 25 |
| 750 | 447 | 431 | 630 | 571 | 183 | 140 |
| 751 | 145 | 97 | 149 | 98 | 4 | 1 |
| 752 | 212 | 13 | 215 | 14 | 3 | 1 |
| 753 | 224 | 183 | 238 | 185 | 14 | 2 |
| 754 | 202 | 19 | 202 | 19 | -0 | 0 |
| 755 | 487 | 68 | 669 | 185 | 182 | 117 |
| 756 | 594 | 172 | 719 | 291 | 125 | 119 |
| 757 | 260 | 2 | 264 | 3 | 4 | 1 |
| 758 | 236 | 4 | 297 | 14 | 61 | 10 |
| 759 | 481 | 364 | 553 | 460 | 72 | 96 |
| 760 | 309 | 115 | 560 | 340 | 251 | 225 |
| 761 | 319 | 44 | 361 | 51 | 42 | 7 |
| 762 | 707 | 271 | 752 | 292 | 45 | 21 |
| 763 | 268 | 4809 | 425 | 5489 | 157 | 680 |
| 764 | 311 | 2538 | 341 | 3684 | 30 | 1146 |
| 765 | 1358 | 4624 | 1499 | 6171 | 141 | 1547 |
| 766 | 2259 | 2601 | 2470 | 2905 | 211 | 304 |
| 767 | 919 | 555 | 954 | 582 | 35 | 27 |
| 768 | 704 | 332 | 735 | 337 | 31 | 5 |
| 769 | 1070 | 5191 | 1102 | 5203 | 32 | 12 |
| 770 | 1510 | 1331 | 1641 | 1426 | 131 | 95 |
| 771 | 835 | 991 | 930 | 1068 | 95 | 77 |
| 772 | 1467 | 1280 | 1635 | 1419 | 168 | 139 |
| 773 | 1249 | 981 | 1466 | 1261 | 217 | 280 |
| 774 | 2814 | 1301 | 2938 | 1332 | 124 | 31 |
| 775 | 912 | 618 | 1231 | 950 | 319 | 332 |
| 776 | 1620 | 706 | 1762 | 754 | 142 | 48 |
| 777 | 651 | 640 | 715 | 691 | 64 | 51 |
| 778 | 868 | 360 | 932 | 445 | 64 | 85 |
| 779 | 1114 | 647 | 1250 | 789 | 136 | 142 |
| 780 | 1206 | 1573 | 1329 | 1727 | 123 | 154 |
| 781 | 305 | 2978 | 351 | 3888 | 46 | 910 |
| 782 | 0 | 1710 | 0 | 2031 | 0 | 321 |
| 783 | 1132 | 2806 | 1120 | 3624 | -12 | 818 |
| 784 | 789 | 1093 | 842 | 1170 | 53 | 77 |
| 785 | 1133 | 736 | 1181 | 804 | 48 | 68 |
| 786 | 1216 | 961 | 1280 | 1047 | 64 | 86 |
| 787 | 1043 | 1062 | 1130 | 1190 | 87 | 128 |
| 788 | 0 | 610 | 0 | 936 | 0 | 326 |
| 789 | 168 | 2097 | 567 | 2544 | 399 | 447 |
| 790 | 406 | 1843 | 446 | 2330 | 40 | 487 |
| 791 | 1006 | 451 | 1056 | 514 | 50 | 63 |
| 792 | 236 | 4479 | 336 | 4620 | 100 | 141 |
| 793 | 372 | 1329 | 409 | 1592 | 37 | 263 |
| 794 | 678 | 907 | 790 | 1108 | 112 | 201 |
| 795 | 325 | 3540 | 635 | 4403 | 310 | 863 |
| 796 | 925 | 1573 | 1025 | 1696 | 100 | 123 |
| 797 | 720 | 660 | 782 | 728 | 62 | 68 |
| 798 | 1129 | 595 | 1219 | 705 | 90 | 110 |

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|-----|------|----------|--------|---------|----------|-----------|
| 799 | 1426 | 758 | 1555 | 912 | 129 | 154 |
| 800 | 1134 | 281 | 1251 | 436 | 117 | 155 |
| 801 | 752 | 990 | 846 | 1087 | 94 | 97 |
| 802 | 1398 | 1304 | 1581 | 1439 | 183 | 135 |
| 803 | 1660 | 197 | 1793 | 247 | 133 | 50 |
| 804 | 895 | 146 | 963 | 164 | 68 | 18 |
| 805 | 770 | 700 | 847 | 748 | 77 | 48 |
| 806 | 744 | 208 | 787 | 226 | 43 | 18 |
| 807 | 553 | 36 | 575 | 43 | 22 | 7 |
| 808 | 707 | 315 | 736 | 324 | 29 | 9 |
| 809 | 794 | 626 | 858 | 637 | 64 | 11 |
| 810 | 650 | 115 | 661 | 124 | 11 | 9 |
| 811 | 595 | 381 | 716 | 547 | 121 | 166 |
| 812 | 382 | 944 | 553 | 1168 | 171 | 224 |
| 813 | 398 | 625 | 755 | 1107 | 357 | 482 |
| 814 | 513 | 715 | 647 | 825 | 134 | 110 |
| 815 | 302 | 956 | 419 | 1073 | 117 | 117 |
| 816 | 97 | 40 | 166 | 69 | 69 | 29 |
| 817 | 157 | 559 | 310 | 656 | 153 | 97 |
| 818 | 236 | 40 | 240 | 40 | 4 | 0 |
| 819 | 617 | 275 | 728 | 439 | 111 | 164 |
| 820 | 701 | 146 | 864 | 271 | 163 | 125 |
| 821 | 1334 | 96 | 1416 | 178 | 82 | 82 |
| 822 | 562 | 254 | 598 | 294 | 36 | 40 |
| 823 | 578 | 57 | 587 | 58 | 9 | 1 |
| 824 | 859 | 37 | 943 | 89 | 84 | 52 |
| 825 | 945 | 575 | 1084 | 699 | 139 | 124 |
| 826 | 462 | 145 | 483 | 147 | 21 | 2 |
| 827 | 624 | 180 | 676 | 187 | 52 | 7 |
| 828 | 812 | 728 | 915 | 825 | 103 | 97 |
| 829 | 445 | 614 | 447 | 614 | 2 | 0 |
| 830 | 632 | 1262 | 702 | 1353 | 70 | 91 |
| 831 | 637 | 328 | 787 | 451 | 150 | 123 |
| 832 | 1219 | 550 | 1309 | 642 | 90 | 92 |
| 833 | 550 | 477 | 643 | 533 | 93 | 56 |
| 834 | 500 | 604 | 596 | 733 | 96 | 129 |
| 835 | 1240 | 1062 | 1360 | 1167 | 120 | 105 |
| 836 | 901 | 390 | 998 | 597 | 97 | 207 |
| 837 | 47 | 391 | 81 | 417 | 34 | 26 |
| 838 | 635 | 116 | 650 | 118 | 15 | 2 |
| 839 | 767 | 111 | 779 | 111 | 12 | 0 |
| 840 | 61 | 79 | 71 | 79 | 10 | 0 |
| 841 | 716 | 2573 | 903 | 2614 | 187 | 41 |
| 842 | 852 | 103 | 917 | 111 | 65 | 8 |
| 843 | 870 | 113 | 993 | 140 | 123 | 27 |
| 844 | 713 | 367 | 1063 | 611 | 350 | 244 |
| 845 | 694 | 181 | 726 | 198 | 32 | 17 |
| 846 | 0 | 687 | 0 | 2045 | 0 | 1358 |
| 847 | 205 | 10106 | 845 | 17053 | 640 | 6947 |
| 848 | 326 | 1504 | 557 | 3003 | 231 | 1499 |
| 849 | 13 | 6349 | 237 | 9032 | 224 | 2683 |
| 850 | 506 | 906 | 784 | 1134 | 278 | 228 |
| 851 | 234 | 1546 | 357 | 1868 | 123 | 322 |
| 852 | 40 | 9821 | 40 | 11014 | -0 | 1193 |
| 853 | 623 | 204 | 772 | 302 | 149 | 98 |
| 854 | 575 | 142 | 577 | 142 | 2 | 0 |
| 855 | 721 | 204 | 725 | 205 | 4 | 1 |

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|-----|------|----------|--------|---------|----------|-----------|
| 856 | 780 | 522 | 831 | 598 | 50 | 76 |
| 857 | 1451 | 614 | 1512 | 664 | 61 | 50 |
| 858 | 653 | 70 | 682 | 75 | 29 | 5 |
| 859 | 744 | 414 | 760 | 419 | 16 | 5 |
| 860 | 650 | 139 | 666 | 142 | 16 | 3 |
| 861 | 472 | 189 | 606 | 300 | 134 | 111 |
| 862 | 357 | 290 | 372 | 294 | 15 | 4 |
| 863 | 188 | 102 | 235 | 143 | 47 | 41 |
| 864 | 225 | 2848 | 242 | 2021 | 17 | -827 |
| 865 | 241 | 219 | 316 | 299 | 75 | 80 |
| 866 | 281 | 32 | 305 | 37 | 24 | 5 |
| 867 | 521 | 288 | 597 | 319 | 76 | 31 |
| 868 | 487 | 498 | 596 | 604 | 109 | 106 |
| 869 | 769 | 176 | 817 | 230 | 48 | 54 |
| 870 | 1643 | 155 | 1699 | 229 | 56 | 74 |
| 871 | 1095 | 375 | 1218 | 443 | 123 | 68 |
| 872 | 990 | 461 | 1167 | 492 | 177 | 31 |
| 873 | 1455 | 238 | 1593 | 381 | 138 | 143 |
| 874 | 847 | 130 | 969 | 266 | 122 | 136 |
| 875 | 459 | 706 | 582 | 837 | 123 | 131 |
| 876 | 657 | 265 | 703 | 313 | 46 | 48 |
| 877 | 290 | 816 | 295 | 821 | 5 | 5 |
| 878 | 260 | 49 | 298 | 90 | 38 | 41 |
| 879 | 679 | 211 | 690 | 215 | 11 | 4 |
| 880 | 914 | 113 | 930 | 118 | 16 | 5 |
| 881 | 198 | 86 | 288 | 173 | 90 | 87 |
| 882 | 154 | 125 | 157 | 125 | 3 | 0 |
| 883 | 569 | 73 | 576 | 74 | 7 | 1 |
| 884 | 530 | 309 | 649 | 496 | 119 | 187 |
| 885 | 1025 | 137 | 1092 | 146 | 67 | 9 |
| 886 | 1116 | 297 | 1136 | 299 | 20 | 2 |
| 887 | 464 | 11 | 507 | 21 | 43 | 10 |
| 888 | 660 | 317 | 1119 | 718 | 459 | 401 |
| 889 | 1397 | 688 | 1697 | 845 | 300 | 157 |
| 890 | 1165 | 382 | 1231 | 440 | 66 | 58 |
| 891 | 1692 | 580 | 1773 | 686 | 81 | 106 |
| 892 | 2434 | 2737 | 2955 | 3238 | 521 | 501 |
| 893 | 331 | 753 | 572 | 1144 | 241 | 391 |
| 894 | 79 | 1165 | 95 | 1647 | 16 | 482 |
| 895 | 6 | 2323 | 75 | 2445 | 69 | 122 |
| 896 | 8 | 1321 | 8 | 1499 | 0 | 178 |
| 897 | 1 | 264 | 1 | 449 | 0 | 185 |
| 898 | 11 | 452 | 11 | 681 | 0 | 229 |
| 899 | 9 | 679 | 9 | 891 | 0 | 212 |
| 900 | 5 | 1884 | 5 | 2055 | -0 | 171 |
| 901 | 7 | 703 | 48 | 1222 | 41 | 519 |
| 902 | 2 | 3182 | 0 | 7996 | -2 | 4814 |
| 903 | 0 | 587 | 30 | 824 | 30 | 237 |
| 904 | 16 | 4213 | -0 | 6000 | -16 | 1787 |
| 905 | 13 | 3390 | 13 | 3694 | 0 | 304 |
| 906 | 968 | 1510 | 1153 | 1854 | 185 | 344 |
| 907 | 18 | 927 | 128 | 1243 | 110 | 316 |
| 908 | 340 | 3316 | 823 | 4706 | 483 | 1390 |
| 909 | 574 | 956 | 841 | 1295 | 267 | 339 |
| 910 | 261 | 1911 | 309 | 3448 | 48 | 1537 |
| 911 | 362 | 443 | 756 | 943 | 394 | 500 |
| 912 | 1 | 820 | 1 | 877 | 0 | 57 |

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|-----|------|----------|--------|---------|----------|-----------|
| 913 | 514 | 238 | 669 | 363 | 155 | 125 |
| 914 | 200 | 593 | 458 | 856 | 258 | 263 |
| 915 | 317 | 1132 | 638 | 1494 | 321 | 362 |
| 916 | 1190 | 433 | 1304 | 560 | 114 | 127 |
| 917 | 724 | 576 | 775 | 663 | 51 | 87 |
| 918 | 780 | 378 | 795 | 490 | 15 | 112 |
| 919 | 879 | 92 | 945 | 121 | 66 | 29 |
| 920 | 2054 | 1898 | 2522 | 2298 | 468 | 400 |
| 921 | 1526 | 397 | 1644 | 444 | 118 | 47 |
| 922 | 2154 | 3244 | 2550 | 3668 | 396 | 424 |
| 923 | 1758 | 344 | 1964 | 544 | 206 | 200 |
| 924 | 1142 | 913 | 1351 | 1513 | 209 | 600 |
| 925 | 11 | 4569 | 0 | 9596 | -11 | 5027 |
| 926 | 26 | 1904 | 25 | 4449 | -1 | 2545 |
| 927 | 9 | 0 | 0 | 800 | -9 | 800 |
| 928 | 124 | 1747 | 124 | 2703 | -0 | 956 |
| 929 | 349 | 5504 | 891 | 5861 | 542 | 357 |
| 930 | 1108 | 595 | 2283 | 567 | 1176 | -28 |
| 931 | 204 | 65 | 452 | 65 | 248 | 0 |
| 932 | 22 | 1863 | 98 | 2130 | 76 | 267 |
| 933 | 30 | 627 | 51 | 939 | 21 | 312 |
| 934 | 56 | 222 | 77 | 332 | 21 | 110 |
| 935 | 207 | 513 | 227 | 598 | 20 | 85 |
| 936 | 3 | 167 | 27 | 326 | 24 | 159 |
| 937 | 8 | 41 | 78 | 512 | 70 | 471 |
| 938 | 457 | 658 | 531 | 805 | 74 | 147 |
| 939 | 174 | 171 | 194 | 247 | 20 | 76 |
| 940 | 54 | 613 | 95 | 1066 | 41 | 453 |
| 941 | 428 | 245 | 460 | 273 | 32 | 28 |
| 942 | 91 | 1850 | 136 | 2057 | 45 | 207 |
| 943 | 667 | 161 | 756 | 208 | 89 | 47 |
| 944 | 237 | 589 | 256 | 619 | 19 | 30 |
| 945 | 2280 | 955 | 2585 | 1441 | 305 | 486 |
| 946 | 362 | 1603 | 409 | 1717 | 47 | 114 |
| 947 | 256 | 2019 | 340 | 2293 | 84 | 274 |
| 948 | 51 | 1156 | 174 | 2535 | 123 | 1379 |
| 949 | 21 | 2967 | 55 | 3569 | 34 | 602 |
| 950 | 0 | 219 | 0 | 263 | 0 | 44 |
| 951 | 118 | 193 | 283 | 342 | 165 | 149 |
| 952 | 164 | 207 | 318 | 298 | 154 | 91 |
| 953 | 368 | 383 | 380 | 388 | 12 | 5 |
| 954 | 306 | 285 | 610 | 493 | 304 | 208 |
| 955 | 424 | 133 | 436 | 150 | 12 | 17 |
| 956 | 275 | 11 | 284 | 20 | 9 | 9 |
| 957 | 472 | 155 | 514 | 171 | 42 | 16 |
| 958 | 351 | 533 | 379 | 553 | 28 | 20 |
| 959 | 1 | 120 | 1 | 186 | 0 | 66 |
| 960 | 4 | 57 | 4 | 61 | 0 | 4 |
| 961 | 193 | 1819 | 245 | 1885 | 52 | 66 |
| 962 | 3012 | 5144 | 3697 | 6144 | 685 | 1000 |
| 963 | 26 | 503 | -0 | 6135 | -26 | 5632 |
| 964 | 70 | 1763 | 147 | 2010 | 77 | 247 |
| 965 | 3 | 2626 | 3 | 2862 | 0 | 236 |
| 966 | 168 | 191 | 175 | 214 | 7 | 23 |
| 967 | 483 | 91 | 557 | 112 | 74 | 21 |
| 968 | 58 | 1264 | 58 | 1504 | 0 | 240 |
| 969 | 20 | 1380 | 20 | 1510 | 0 | 130 |

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|------|------|----------|--------|---------|----------|-----------|
| 970 | 99 | 1373 | 129 | 2041 | 29 | 668 |
| 971 | 9 | 2055 | 9 | 2372 | -0 | 317 |
| 972 | 319 | 5271 | 308 | 5067 | -11 | -204 |
| 973 | 36 | 1479 | 35 | 1413 | -1 | -66 |
| 974 | 103 | 1940 | 100 | 1840 | -4 | -100 |
| 975 | 181 | 3844 | 175 | 3647 | -6 | -197 |
| 976 | 81 | 6322 | 78 | 5998 | -3 | -324 |
| 977 | 255 | 175 | 250 | 246 | -5 | 71 |
| 978 | 421 | 313 | 407 | 297 | -14 | -16 |
| 979 | 412 | 310 | 398 | 294 | -14 | -16 |
| 980 | 231 | 2853 | 223 | 2707 | -8 | -146 |
| 981 | 354 | 507 | 348 | 548 | -7 | 41 |
| 982 | 762 | 3000 | 904 | 3985 | 142 | 985 |
| 983 | 237 | 1171 | 285 | 1221 | 48 | 50 |
| 984 | 251 | 175 | 243 | 166 | -9 | -9 |
| 985 | 308 | 14 | 298 | 13 | -10 | -1 |
| 986 | 239 | 437 | 231 | 415 | -8 | -22 |
| 987 | 204 | 469 | 197 | 445 | -7 | -24 |
| 988 | 342 | 512 | 398 | 509 | 56 | -3 |
| 989 | 267 | 6995 | 338 | 6674 | 72 | -321 |
| 990 | 200 | 34 | 222 | 42 | 22 | 8 |
| 991 | 412 | 25 | 510 | 188 | 98 | 163 |
| 992 | 504 | 193 | 628 | 245 | 124 | 52 |
| 993 | 127 | 59 | 202 | 163 | 76 | 104 |
| 994 | 274 | 59 | 343 | 108 | 69 | 49 |
| 995 | 158 | 29 | 206 | 61 | 48 | 32 |
| 996 | 339 | 213 | 523 | 261 | 183 | 48 |
| 997 | 292 | 8 | 386 | 48 | 94 | 40 |
| 998 | 108 | 0 | 129 | 10 | 21 | 10 |
| 999 | 27 | 572 | 62 | 4543 | 35 | 3971 |
| 1000 | 3 | 769 | 101 | 2114 | 98 | 1345 |
| 1001 | 107 | 32 | 163 | 51 | 57 | 19 |
| 1002 | 372 | 180 | 649 | 283 | 277 | 103 |
| 1003 | 173 | 2549 | 172 | 3201 | -1 | 652 |
| 1004 | 261 | 256 | 493 | 297 | 232 | 41 |
| 1005 | 62 | 2013 | 60 | 2051 | -2 | 38 |
| 1006 | 635 | 967 | 871 | 1030 | 236 | 63 |
| 1007 | 283 | 303 | 350 | 331 | 67 | 28 |
| 1008 | 517 | 101 | 724 | 175 | 206 | 74 |
| 1009 | 384 | 27 | 522 | 86 | 138 | 59 |
| 1010 | 283 | 29 | 381 | 68 | 97 | 39 |
| 1011 | 448 | 61 | 940 | 188 | 492 | 127 |
| 1012 | 341 | 272 | 458 | 336 | 117 | 64 |
| 1013 | 150 | 994 | 240 | 1112 | 90 | 118 |
| 1014 | 803 | 589 | 985 | 647 | 182 | 58 |
| 1015 | 693 | 208 | 806 | 277 | 113 | 69 |
| 1016 | 678 | 175 | 902 | 410 | 224 | 235 |
| 1017 | 1 | 592 | 9 | 740 | 8 | 148 |
| 1018 | 6 | 3373 | 16 | 3377 | 9 | 4 |
| 1019 | 379 | 223 | 592 | 279 | 214 | 56 |
| 1020 | 264 | 251 | 365 | 266 | 101 | 15 |
| 1021 | 677 | 37 | 839 | 73 | 162 | 36 |
| 1022 | 709 | 560 | 860 | 625 | 150 | 65 |
| 1023 | 252 | 888 | 349 | 986 | 97 | 98 |
| 1024 | 833 | 527 | 1122 | 647 | 289 | 120 |
| 1025 | 577 | 475 | 768 | 599 | 191 | 124 |
| 1026 | 809 | 260 | 1213 | 567 | 404 | 307 |

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| rtz | hh94 | adj94emp | tfhh15 | tfemp15 | dhh15-94 | demp15-94 |
|------|------|----------|--------|---------|----------|-----------|
| 1027 | 394 | 56 | 594 | 107 | 201 | 51 |
| 1028 | 550 | 644 | 670 | 691 | 120 | 47 |
| 1029 | 741 | 405 | 865 | 479 | 124 | 74 |
| 1030 | 27 | 1703 | 33 | 1959 | 6 | 256 |
| 1031 | 25 | 2779 | 63 | 3069 | 37 | 290 |
| 1032 | 357 | 29 | 531 | 80 | 175 | 51 |
| 1033 | 259 | 14 | 313 | 46 | 53 | 32 |
| 1034 | 465 | 200 | 579 | 289 | 114 | 89 |
| 1035 | 572 | 498 | 763 | 594 | 191 | 96 |
| 1036 | 186 | 180 | 365 | 411 | 179 | 231 |
| 1037 | 696 | 81 | 843 | 137 | 147 | 56 |
| 1038 | 273 | 427 | 314 | 425 | 42 | -2 |
| 1039 | 467 | 303 | 537 | 323 | 70 | 20 |
| 1040 | 695 | 1334 | 853 | 1341 | 158 | 7 |
| 1041 | 477 | 451 | 543 | 461 | 66 | 10 |
| 1042 | 458 | 52 | 653 | 125 | 195 | 73 |
| 1043 | 474 | 1020 | 778 | 1203 | 304 | 183 |
| 1044 | 633 | 128 | 909 | 254 | 276 | 126 |
| 1045 | 185 | 398 | 338 | 505 | 153 | 107 |
| 1046 | 206 | 653 | 211 | 899 | 6 | 246 |
| 1047 | 237 | 175 | 314 | 234 | 77 | 59 |
| 1048 | 355 | 669 | 739 | 1002 | 385 | 333 |
| 1049 | 262 | 578 | 446 | 1027 | 184 | 449 |
| 1050 | 276 | 70 | 309 | 83 | 33 | 13 |
| 1051 | 306 | 61 | 352 | 80 | 47 | 19 |
| 1052 | 224 | 114 | 292 | 137 | 67 | 23 |
| 1053 | 104 | 0 | 156 | 21 | 51 | 21 |
| 1054 | 390 | 436 | 529 | 529 | 138 | 93 |
| 1055 | 225 | 174 | 456 | 233 | 231 | 59 |
| 1056 | 179 | 8 | 405 | 58 | 226 | 50 |
| 1057 | 449 | 73 | 664 | 243 | 215 | 170 |
| 1058 | 47 | 130 | 107 | 696 | 60 | 566 |
| 1059 | 548 | 284 | 692 | 422 | 144 | 138 |
| 1060 | 543 | 312 | 739 | 374 | 197 | 62 |
| 1061 | 562 | 124 | 786 | 220 | 224 | 96 |
| 1062 | 342 | 120 | 894 | 276 | 552 | 156 |
| 1063 | 568 | 1836 | 1150 | 1905 | 582 | 69 |
| 1064 | 266 | 27 | 406 | 73 | 140 | 46 |
| 1065 | 219 | 145 | 354 | 237 | 135 | 92 |
| 1066 | 307 | 1515 | 423 | 2117 | 117 | 602 |
| 1067 | 354 | 82 | 486 | 157 | 132 | 75 |
| 1068 | 523 | 358 | 731 | 501 | 208 | 143 |
| 1069 | 405 | 429 | 643 | 643 | 239 | 214 |
| 1070 | 81 | 645 | 182 | 1425 | 101 | 780 |
| 1071 | 361 | 1077 | 529 | 1270 | 168 | 193 |
| 1072 | 225 | 558 | 378 | 697 | 153 | 139 |
| 1073 | 555 | 1455 | 797 | 1790 | 242 | 335 |
| 1074 | 132 | 191 | 305 | 442 | 172 | 251 |
| 1075 | 144 | 1143 | 153 | 1434 | 9 | 291 |
| 1076 | 265 | 1510 | 580 | 1636 | 315 | 126 |
| 1077 | 369 | 706 | 662 | 915 | 293 | 209 |
| 1078 | 671 | 166 | 1010 | 289 | 339 | 123 |
| 1079 | 369 | 76 | 720 | 239 | 350 | 163 |
| 1080 | 43 | 166 | 142 | 227 | 99 | 61 |
| 1081 | 517 | 298 | 714 | 433 | 197 | 135 |
| 1082 | 879 | 125 | 1282 | 345 | 403 | 220 |
| 1083 | 166 | 175 | 282 | 284 | 115 | 109 |

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| rtz | hh94 | adj94emp | tfhh15 | tfemp15 | dhh15-94 | demp15-94 |
|------|------|----------|--------|---------|----------|-----------|
| 1084 | 171 | 185 | 333 | 537 | 162 | 352 |
| 1085 | 395 | 5 | 525 | 64 | 130 | 59 |
| 1086 | 314 | 3 | 388 | 36 | 73 | 33 |
| 1087 | 371 | 284 | 509 | 368 | 137 | 84 |
| 1088 | 129 | 880 | 229 | 953 | 100 | 73 |
| 1089 | 325 | 143 | 429 | 201 | 104 | 58 |
| 1090 | 469 | 82 | 548 | 114 | 78 | 32 |
| 1091 | 11 | 758 | 11 | 832 | 0 | 74 |
| 1092 | 366 | 87 | 521 | 159 | 155 | 72 |
| 1093 | 562 | 135 | 662 | 174 | 100 | 39 |
| 1094 | 375 | 143 | 508 | 201 | 133 | 58 |
| 1095 | 386 | 214 | 682 | 376 | 296 | 162 |
| 1096 | 913 | 165 | 1402 | 364 | 488 | 199 |
| 1097 | 666 | 83 | 924 | 243 | 258 | 160 |
| 1098 | 556 | 26 | 709 | 91 | 153 | 65 |
| 1099 | 275 | 317 | 356 | 366 | 81 | 49 |
| 1100 | 679 | 69 | 834 | 113 | 154 | 44 |
| 1101 | 126 | 6 | 191 | 54 | 64 | 48 |
| 1102 | 416 | 135 | 926 | 373 | 510 | 238 |
| 1103 | 421 | 56 | 743 | 227 | 323 | 171 |
| 1104 | 172 | 57 | 279 | 98 | 107 | 41 |
| 1105 | 691 | 329 | 1084 | 520 | 392 | 191 |
| 1106 | 845 | 349 | 1098 | 582 | 253 | 233 |
| 1107 | 466 | 500 | 852 | 1379 | 386 | 879 |
| 1108 | 316 | 99 | 584 | 165 | 269 | 66 |
| 1109 | 113 | 128 | 164 | 812 | 51 | 684 |
| 1110 | 136 | 22 | 170 | 22 | 35 | -0 |
| 1111 | 120 | 20 | 158 | 19 | 38 | -1 |
| 1112 | 136 | 25 | 168 | 227 | 32 | 202 |
| 1113 | 98 | 67 | 147 | 64 | 49 | -3 |
| 1114 | 75 | 3 | 112 | 28 | 37 | 25 |
| 1115 | 109 | 244 | 226 | 281 | 117 | 37 |
| 1116 | 139 | 94 | 3417 | 5808 | 3277 | 5714 |
| 1117 | 436 | 149 | 949 | 682 | 514 | 533 |
| 1118 | 121 | 8 | 2822 | 2022 | 2701 | 2014 |
| 1119 | 240 | 68 | 371 | 246 | 131 | 178 |
| 1120 | 325 | 160 | 631 | 275 | 306 | 115 |
| 1121 | 708 | 174 | 935 | 270 | 226 | 96 |
| 1122 | 998 | 161 | 1187 | 212 | 189 | 51 |
| 1123 | 636 | 56 | 762 | 110 | 126 | 54 |
| 1124 | 1147 | 242 | 1412 | 480 | 265 | 238 |
| 1125 | 275 | 1487 | 365 | 1658 | 90 | 171 |
| 1126 | 678 | 296 | 960 | 544 | 282 | 248 |
| 1127 | 961 | 160 | 1402 | 375 | 441 | 215 |
| 1128 | 948 | 143 | 1125 | 394 | 177 | 251 |
| 1129 | 455 | 2821 | 710 | 2935 | 255 | 114 |
| 1130 | 469 | 1052 | 889 | 1406 | 421 | 354 |
| 1131 | 468 | 101 | 663 | 273 | 195 | 172 |
| 1132 | 947 | 162 | 1111 | 273 | 163 | 111 |
| 1133 | 283 | 274 | 448 | 353 | 165 | 79 |
| 1134 | 147 | 3 | 271 | 178 | 125 | 175 |
| 1135 | 687 | 40 | 868 | 191 | 181 | 151 |
| 1136 | 199 | 112 | 711 | 241 | 512 | 129 |
| 1137 | 515 | 95 | 866 | 177 | 351 | 82 |
| 1138 | 564 | 386 | 749 | 624 | 186 | 238 |
| 1139 | 509 | 608 | 735 | 989 | 226 | 381 |
| 1140 | 278 | 396 | 399 | 600 | 122 | 204 |

Final Metro/Jur 2015 Allocation 12/8/95

| rtz | hh94 | adj94emp | tfhh15 | tfemp15 | dhh15-94 | demp15-94 |
|------|------|----------|--------|---------|----------|-----------|
| 1141 | 589 | 88 | 710 | 142 | 120 | 54 |
| 1142 | 1008 | 247 | 1245 | 357 | 237 | 110 |
| 1143 | 607 | 216 | 712 | 459 | 105 | 243 |
| 1144 | 625 | 152 | 853 | 246 | 228 | 94 |
| 1145 | 1174 | 258 | 1463 | 606 | 288 | 348 |
| 1146 | 82 | 1099 | 176 | 1240 | 94 | 141 |
| 1147 | 139 | 929 | 303 | 1301 | 163 | 372 |
| 1148 | 213 | 62 | 292 | 964 | 79 | 902 |
| 1149 | 189 | 1709 | 254 | 2033 | 66 | 324 |
| 1150 | 36 | 808 | 35 | 1044 | -1 | 236 |
| 1151 | 173 | 97 | 235 | 176 | 62 | 79 |
| 1152 | 476 | 106 | 639 | 236 | 163 | 130 |
| 1153 | 314 | 19 | 457 | 86 | 143 | 67 |
| 1154 | 317 | 266 | 424 | 549 | 107 | 283 |
| 1155 | 273 | 632 | 357 | 817 | 84 | 185 |
| 1156 | 451 | 186 | 698 | 297 | 247 | 111 |
| 1157 | 452 | 323 | 767 | 519 | 314 | 196 |
| 1158 | 163 | 200 | 320 | 468 | 157 | 268 |
| 1159 | 916 | 326 | 1289 | 1045 | 373 | 719 |
| 1160 | 652 | 1032 | 777 | 1683 | 124 | 651 |
| 1161 | 1571 | 238 | 2409 | 702 | 837 | 464 |
| 1162 | 467 | 761 | 731 | 3165 | 263 | 2404 |
| 1163 | 513 | 1817 | 1520 | 2447 | 1007 | 630 |
| 1164 | 244 | 571 | 1041 | 1037 | 797 | 466 |
| 1165 | 109 | 0 | 396 | 108 | 287 | 108 |
| 1166 | 497 | 70 | 788 | 257 | 291 | 187 |
| 1167 | 432 | 86 | 802 | 326 | 369 | 240 |
| 1168 | 277 | 145 | 343 | 138 | 66 | -7 |
| 1169 | 228 | 17 | 263 | 26 | 35 | 9 |
| 1170 | 206 | 0 | 217 | 1 | 11 | 1 |
| 1171 | 122 | 194 | 176 | 242 | 54 | 48 |
| 1172 | 211 | 238 | 327 | 515 | 116 | 277 |
| 1173 | 318 | 67 | 438 | 387 | 120 | 320 |
| 1174 | 246 | 118 | 838 | 325 | 592 | 207 |
| 1175 | 463 | 208 | 625 | 199 | 162 | -9 |
| 1176 | 412 | 202 | 603 | 323 | 192 | 121 |
| 1177 | 795 | 227 | 1095 | 229 | 301 | 2 |
| 1178 | 292 | 168 | 687 | 583 | 395 | 415 |
| 1179 | 61 | 5 | 530 | 188 | 470 | 183 |
| 1180 | 299 | 29 | 384 | 29 | 85 | 0 |
| 1181 | 495 | 47 | 742 | 54 | 247 | 7 |
| 1182 | 356 | 26 | 646 | 29 | 290 | 3 |
| 1183 | 234 | 111 | 1904 | 967 | 1671 | 856 |
| 1184 | 456 | 420 | 824 | 1899 | 368 | 1479 |
| 1185 | 157 | 3 | 553 | 319 | 396 | 316 |
| 1186 | 59 | 123 | 206 | 1142 | 147 | 1019 |
| 1187 | 116 | 0 | 717 | 1298 | 601 | 1298 |
| 1188 | 107 | 10 | 277 | 79 | 170 | 69 |
| 1189 | 351 | 283 | 484 | 288 | 133 | 5 |
| 1190 | 187 | 65 | 425 | 220 | 238 | 155 |
| 1191 | 437 | 28 | 595 | 38 | 158 | 10 |
| 1192 | 720 | 116 | 2032 | 574 | 1312 | 458 |
| 1193 | 415 | 17 | 1571 | 535 | 1156 | 518 |
| 1194 | 288 | 79 | 803 | 387 | 515 | 308 |
| 1195 | 583 | 89 | 664 | 211 | 81 | 122 |
| 1196 | 367 | 23 | 1063 | 351 | 696 | 328 |
| 1197 | 40 | 23 | 349 | 307 | 309 | 284 |

Final Metro/Jur 2015 Allocation 12/8/95

| rtz | hh94 | adj94emp | tfhh15 | tfemp15 | dhh15-94 | demp15-94 |
|------|------|----------|--------|---------|----------|-----------|
| 1198 | 32 | 471 | 173 | 1662 | 142 | 1191 |
| 1199 | 623 | 16 | 1258 | 847 | 634 | 831 |
| 1200 | 297 | 56 | 792 | 459 | 495 | 403 |
| 1201 | 130 | 0 | 313 | 433 | 183 | 433 |
| 1202 | 70 | 23 | 189 | 163 | 120 | 140 |
| 1203 | 166 | 0 | 503 | 133 | 337 | 133 |
| 1204 | 121 | 33 | 182 | 2187 | 60 | 2154 |
| 1205 | 420 | 116 | 657 | 677 | 237 | 561 |
| 1206 | 333 | 3638 | 470 | 3828 | 137 | 190 |
| 1207 | 432 | 386 | 623 | 1040 | 191 | 654 |
| 1208 | 885 | 72 | 1049 | 275 | 164 | 203 |
| 1209 | 559 | 723 | 765 | 1403 | 206 | 680 |
| 1210 | 346 | 61 | 511 | 118 | 164 | 57 |
| 1211 | 454 | 15 | 531 | 743 | 77 | 728 |
| 1212 | 812 | 342 | 1586 | 899 | 774 | 557 |
| 1213 | 107 | 46 | 446 | 241 | 339 | 195 |
| 1214 | 110 | 7 | 353 | 92 | 243 | 85 |
| 1215 | 421 | 54 | 775 | 753 | 354 | 699 |
| 1216 | 50 | 35 | 148 | 485 | 98 | 450 |
| 1217 | 163 | 105 | 516 | 876 | 353 | 771 |
| 1218 | 111 | 43 | 144 | 41 | 33 | -2 |
| 1219 | 221 | 163 | 279 | 178 | 59 | 15 |
| 1220 | 120 | 14 | 537 | 156 | 418 | 142 |
| 1221 | 142 | 34 | 1229 | 2707 | 1087 | 2673 |
| 1222 | 160 | 90 | 192 | 198 | 32 | 108 |
| 1223 | 94 | 44 | 135 | 158 | 41 | 114 |
| 1224 | 315 | 306 | 429 | 451 | 113 | 145 |
| 1225 | 274 | 116 | 2123 | 2022 | 1849 | 1906 |
| 1226 | 727 | 264 | 2306 | 1616 | 1580 | 1352 |
| 1227 | 94 | 27 | 167 | 3111 | 72 | 3084 |
| 1228 | 190 | 87 | 305 | 215 | 115 | 128 |
| 1229 | 225 | 130 | 354 | 170 | 130 | 40 |
| 1230 | 371 | 175 | 661 | 542 | 290 | 367 |
| 1231 | 145 | 22 | 1686 | 1094 | 1541 | 1072 |
| 1232 | 625 | 69 | 1451 | 718 | 826 | 649 |
| 1233 | 151 | 12 | 969 | 344 | 818 | 332 |
| 1234 | 152 | 34 | 731 | 237 | 579 | 203 |
| 1235 | 372 | 235 | 530 | 231 | 158 | -4 |
| 1236 | 406 | 24 | 562 | 46 | 156 | 22 |
| 1237 | 393 | 33 | 600 | 33 | 207 | -0 |
| 1238 | 465 | 78 | 636 | 87 | 172 | 9 |
| 1239 | 138 | 121 | 145 | 130 | 7 | 9 |
| 1240 | 281 | 156 | 569 | 2226 | 287 | 2070 |
| 1241 | 1171 | 111 | 1788 | 218 | 618 | 107 |
| 1242 | 601 | 86 | 758 | 135 | 157 | 49 |
| 1243 | 1097 | 296 | 1407 | 2500 | 310 | 2204 |
| 1244 | 1911 | 55 | 3927 | 1300 | 2017 | 1245 |
| 1290 | 1724 | 1821 | 1745 | 2111 | 21 | 290 |
| 1291 | 1668 | 694 | 1919 | 1152 | 251 | 458 |
| 1292 | 1268 | 904 | 2253 | 795 | 985 | -109 |

604360.6 951061 914288 1482878 309927.4 531816.59



Bank of America

December 6, 1995

W. Charles Armstrong
Chairman
Chief Executive Officer

City Council
City of Portland
1220 SW Fifth Avenue
Portland, OR 97204

Dear Council Members:

A State Economic Development Commission meeting prevents me from appearing before you in person today. As Chairman of the Downtown Portland Oversight Committee, however, I wanted to summarize the findings and recommendations of that committee.

The Downtown Portland Oversight Committee was formed to 1) assist in the development of light rail alignment options utilizing the 5th and 6th Avenue Transit Mall; 2) establish criteria to evaluate those options; and 3) forward a recommendation to the South/North Steering Group on whether the options adequately address those criteria or whether alignment alternatives in addition to the 5th/6th Avenue Transit Mall should be advanced into the draft environmental impact statement for further study.

The Oversight Committee went into the process with an open and somewhat skeptical mind and rigorously studied the issues before making a recommendation. The recommendation represents an immense amount of work by technical staff and an exhaustive commitment of time by the participants on the Oversight Committee.

The Committee performed the charge given to it by the project and found that the options being recommended adequately address the criteria adopted by the Metro Council and the Oversight Committee. Of paramount interest to the committee were the questions "Does this alignment work for downtown? Is it good for the economic health of the Central Business District as well as working for transit, autos and pedestrians?" We found the answers to the questions an emphatic "Yes."

Members of the Committee actually went out to the transit mall during the evening commute to visualize first hand the impacts of light rail on the mall. The consensus was that it could work.

The recommended option is favored by the overwhelming majority of the downtown community. It would retain important automobile access on the Mall, enhance the pedestrian environment on the Mall, and would ensure efficient transit operations for both buses and light rail on the Mall with the least construction impacts of any options studied.

CITY COUNCIL
December 6, 1995
Page 2

Specifically, in the north Mall, the committee concluded the construction impacts can largely be contained within the existing street right of way and stays out of the sidewalks.

Connections to the Mall were also important to the Committee. Harrison Street in the South was recommended, but it should be designed to fit within the median, and there should be a study to determine whether a station is warranted on Harrison near 2nd and 3rd Avenues. In the north, the Committee prefers an alignment that would extend closer to Union Station (via Irving Street) but recognizes another alignment on Glisan Street should be studied until issues of cost, traffic impacts, displacement and ridership can be resolved.

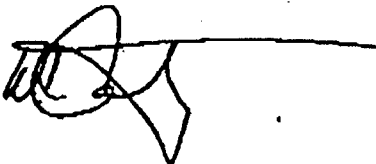
The Oversight Committee also went beyond the original charge of the Committee because of the intense pressure to ensure that 5th and 6th Avenues not only worked but were the best streets for light rail. The Committee concluded that only the 5th/6th alignment be studied further. The Committee believed we could not turn our backs on 20 years of planning and investment, which has created the existing high densities along 5th and 6th Avenues. Also contributing to the Committee's conclusion is that 5th and 6th Avenues have been built to accept light rail. Other streets adjacent to the high density spine, such as 4th and Broadway, have been built for high auto use. Both types of streets are needed for a healthy downtown.

In the end, the Committee voted unanimously for the 5th/6th Avenue alignment. The technical data support that conclusion, the historical data support that conclusion, and, make no mistake, no other option has wider support in the downtown business community.

I also wanted to briefly share with you the committee's concern regarding construction mitigation. The proposed 5th/6th Avenue alignment and the recommended option would minimize the scale and duration of construction of all the alignments and options considered. However, if the construction of South/North is to be completed successfully, it must be completed as quickly as possible with a strong construction management plan. Downtown Portland should be identified as a special construction zone with oversight provided by both Tri-Met and the business community, with appropriate assistance from the City. Moreover, selection of the construction contractor must be designed to maximize adherence to the construction management plan.

I am confident that with the active participation and good intentions of the business community, Metro, Tri-Met and its users and the City of Portland, we can make this alignment another showcase for Portland and the greater metropolitan area.

Sincerely,

A handwritten signature in black ink, consisting of a stylized, cursive 'A' followed by a horizontal line extending to the right.

Design Option Narrowing Final Report

December 1995

Steering Group Selects Final Set of Design Options for Impact Study

On Nov. 20, the officials of the South/North Steering Group unanimously adopted a final set of light rail recommendations for study in the Draft Environmental Impact Statement (DEIS). *The Final Design Option Narrowing Report* now goes to the participating governments along the corridor for review. Following local government consensus in December, work on the Draft Environmental Impact Statement will begin Tier II of the study. The DEIS involves evaluating and further refining the options in more detail.

The Draft Environmental Impact Statement is an examination of impacts that a light rail line could have on the air, water, wildlife, traffic, streets, sidewalks, buildings, houses, neighborhoods and other features in the corridor. The process, beginning in January 1996, is expected to take 12 to 18 months to complete. Metro will work with Tri-Met and other involved governments and citizen committees during the study.

In forming its final design option report, the Steering Group took into consideration public comments from the community, technical information and recommendations from three committees. The following is a summary of final design option selections.

Minimum Operable Segments

The full-length light rail alternative to be examined in the DEIS would run between the vicinity of Clackamas Town Center in Oregon to the Veterans Administration Hospital/Clark College area in Vancouver, Wash. The Steering Group selected four specific construction segments called minimum operable segments (MOS) for further study. They are:

1. Milwaukie Market Place park-and-ride to VA Hospital/Clark College in Vancouver, Wash.
2. Clackamas Town Center area to Rose Quarter area
3. Clackamas Town Center area to Kaiser Clinic area
4. Clackamas Town Center area to Expo Center area

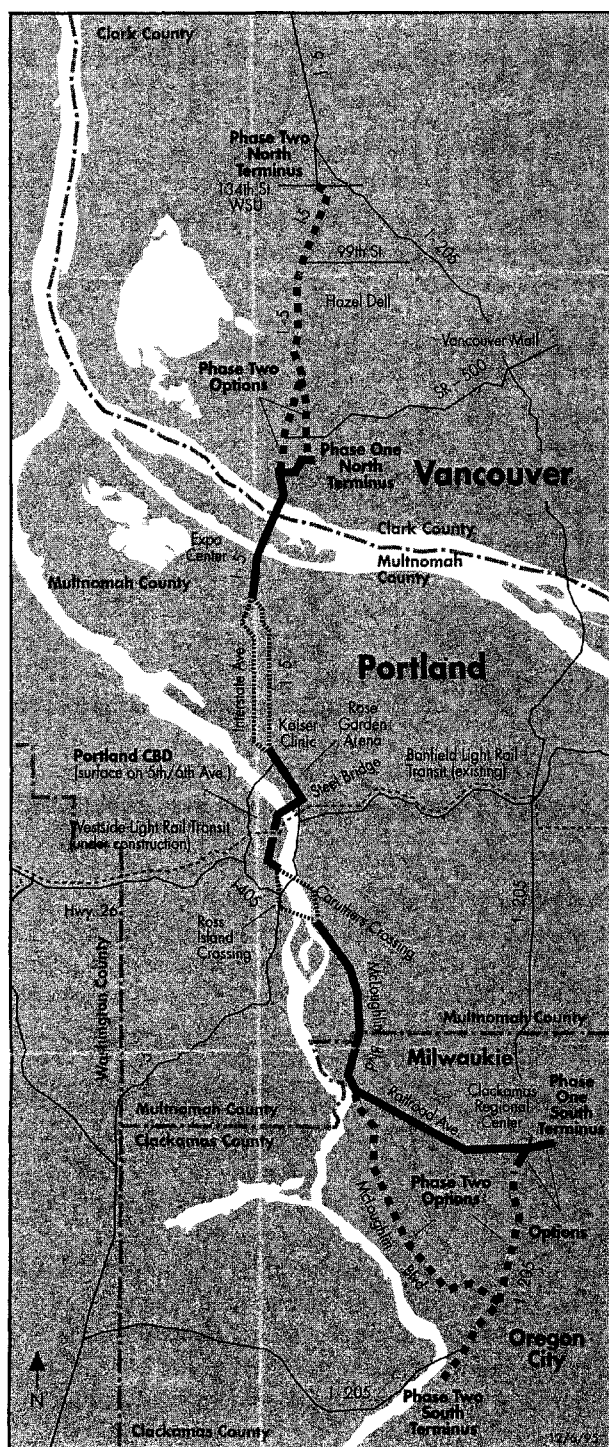
Note: A minimum operable segment (MOS) is a light rail alignment that is a segment of the full-length alternative. It can be operated successfully on an interim or long-term basis and can be extended into the full-length alternative at a later time.

Downtown Portland Alternative

The members of the Steering Group agreed unanimously with the recommendations from all three committees regarding a light rail alternative on the

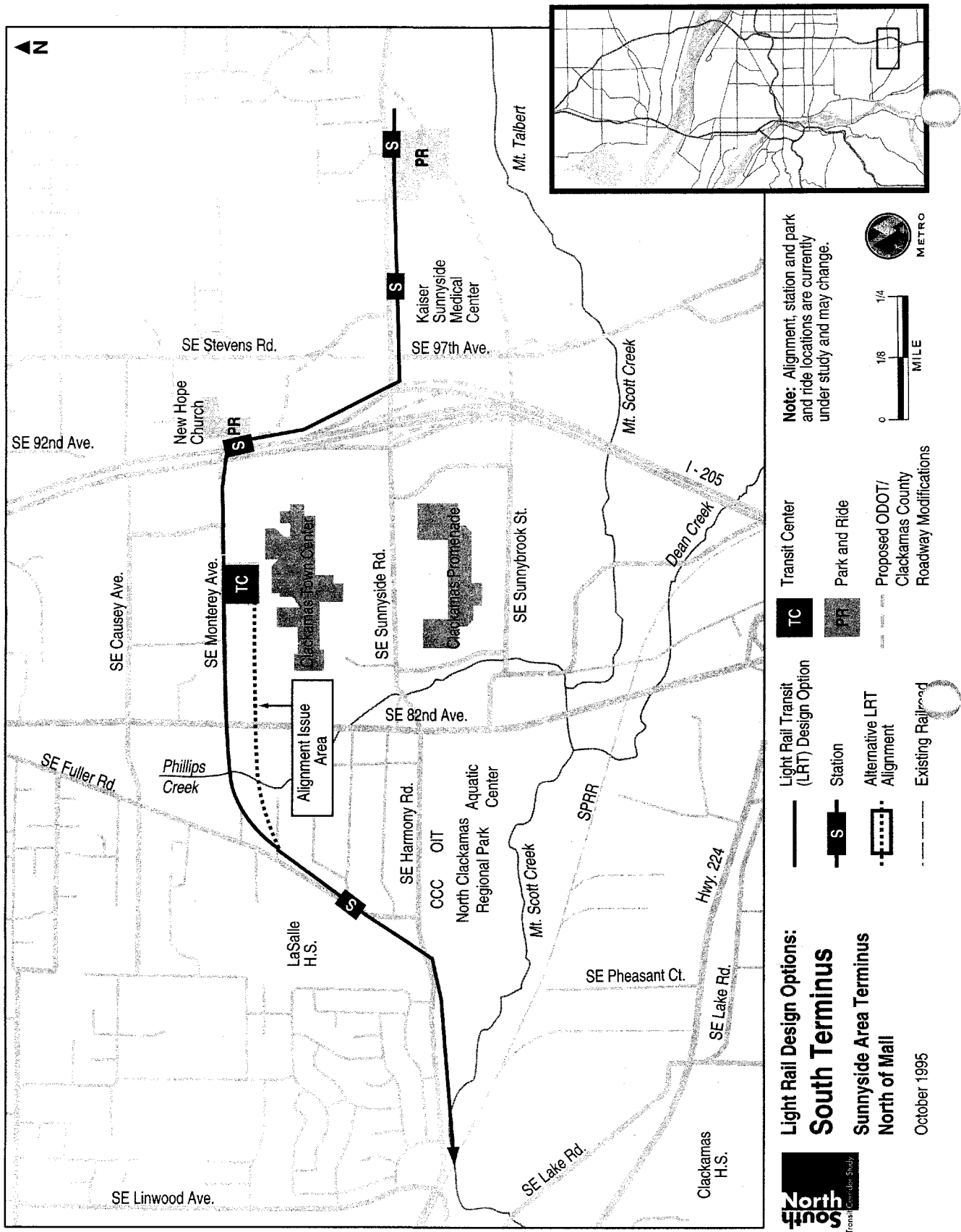
5th/6th Avenue Transit Mall in downtown Portland. Many other streets were studied, but the committees took into consideration the 20 years of planning and development that have gone into creating a high-density spine through the transit mall, as well as the economic and traffic impacts of using other streets. The members commented that construction impacts must be kept to a minimum so that businesses and commuters are not inconvenienced any longer than necessary. The Steering Group's recommendation will be forwarded to the Metro Council for final adoption in December 1995. (See page eight.)

(continues on back page)



South/North Transit Corridor Study Map -
Phase One and Phase Two

South Terminus – Sunnyside Area Terminus, North of Mall



South Terminus (end point) – Sunnyside Area Terminus, North of Mall

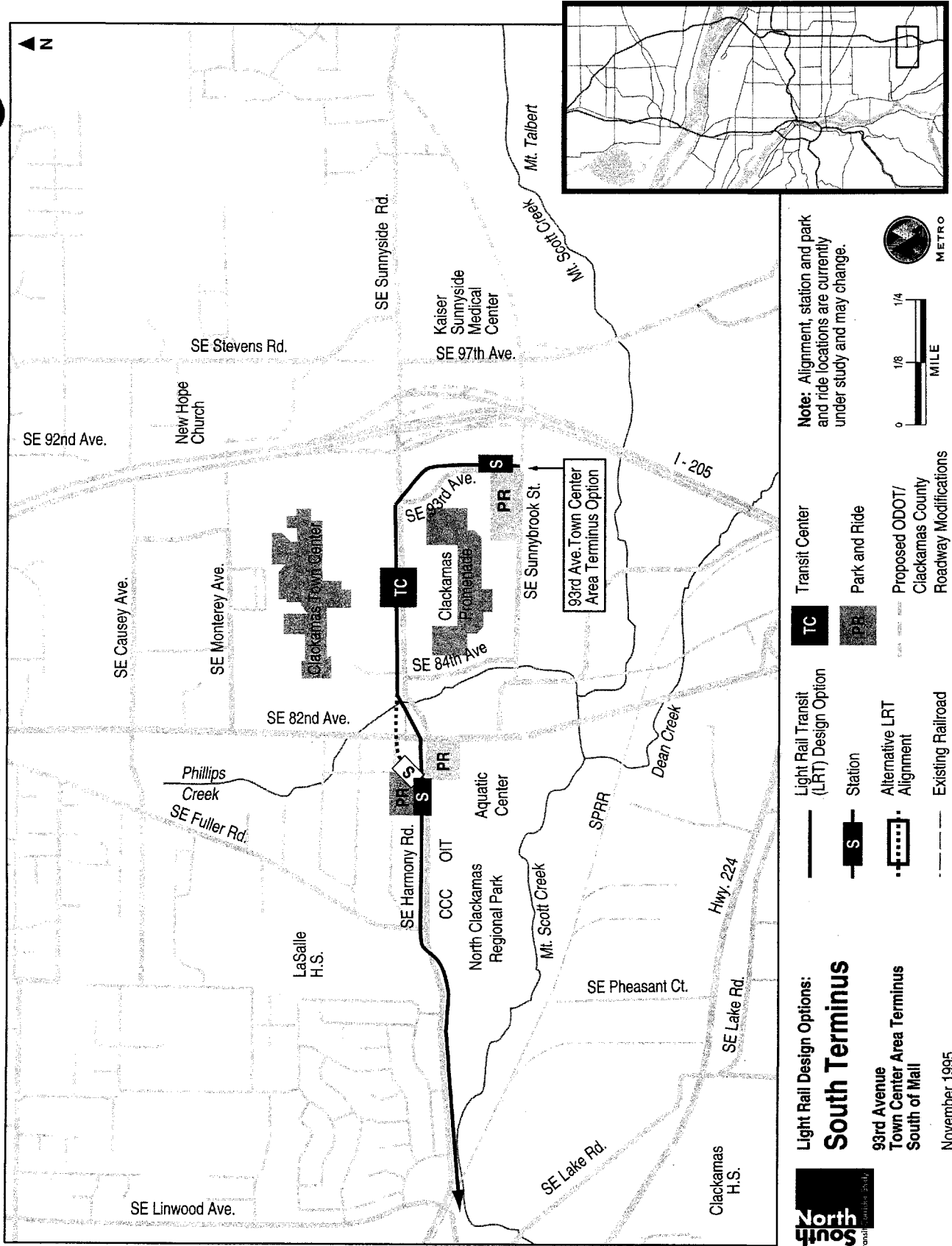
Description

The terminus station with this option would be located east of the Kaiser Sunnyside Medical Center with a park-and-ride lot located near the intersection of Sunnyside Road and 105th Avenue. The light rail line would travel at grade to a possible Kaiser Medical Center station located south of Sunnyside Road and north of the Mt. Talbert building. It would continue along Sunnyside Road, cross 97th Avenue at grade and then turn north. It would cross Sunnyside Road on a structure, then travel at grade, adjacent to I-205, to the New Hope Church. A station and a park-and-ride lot could be located in the vicinity of the New Hope Church. The LRT would then continue on an overpass

across I-205 and travel at ground level along the south side of Monterey Drive to the vicinity of the existing transit center north of the Clackamas Town Center (CTC). Continuing west, it would cross 82nd Avenue on a structure and continue to Fuller Road at grade. The alignment would curve south along the east side of Fuller Road with a possible station located near LaSalle High School. The line would cross under Harmony Road, curve west and travel along the south side of Harmony Road.

Rationale

This design option would provide close light rail transit access to the high-density, multi-family residential district north of CTC mall. It would also have a low number of commercial displacements. It would reconfigure the existing transit center near its current location, which is near the main mall entrance and various public facilities. It would also provide the opportunity for mall expansion near the transit center.



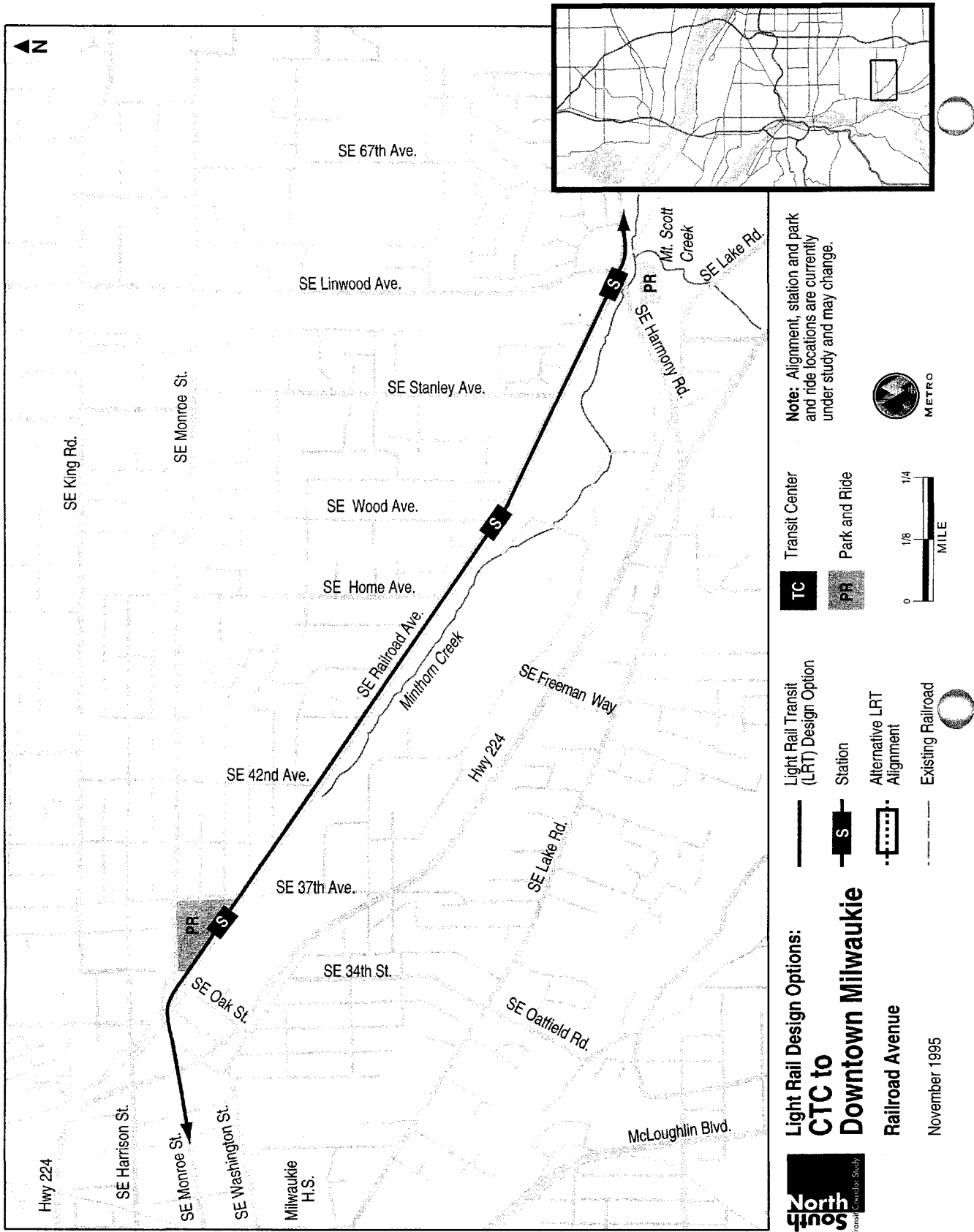
South Terminus (end point) – 93rd Avenue CTC Area Terminus, South of Mall

Description

With this option, the southern terminus would be located just east of the Clackamas Promenade, and west of I-205 along 93rd Avenue. A potential park-and-ride lot would be located in the vicinity of 93rd Avenue and Sunnybrook Street. From the terminus, the light rail would travel north, cross Sunnyside Road on a structure and curve west, traveling along Sunnyside Road with a transit center located north of Sunnyside Road and south of the mall. From there, the light rail would travel west along Sunnyside Road and Harmony Road. A station and park-and-ride lot could be located in the vicinity of Harmony Road and 82nd Avenue. The alignment would continue west to a station west of Linwood Avenue on the south side of Railroad Avenue, with a park-and-ride lot nearby.

Rationale

The rationale for studying this design option in the DEIS is to further evaluate the benefits of a south of CTC alignment and a park-and-ride lot and terminus station west of I-205. This design option has lower capital and operating costs. It would also have a shorter travel time through the segment. Fewer residential displacements could be required with this option. Also, the South of Mall option would provide for bus access into the Clackamas Town Center Transit Center through a joint light rail/bus facility across 82nd Avenue. It would locate a light rail station close to the Clackamas Swim Center, Clackamas Community College and the Oregon Institute of Technology branch campus on Harmony Road.



CTC to Downtown Milwaukie - Railroad Avenue

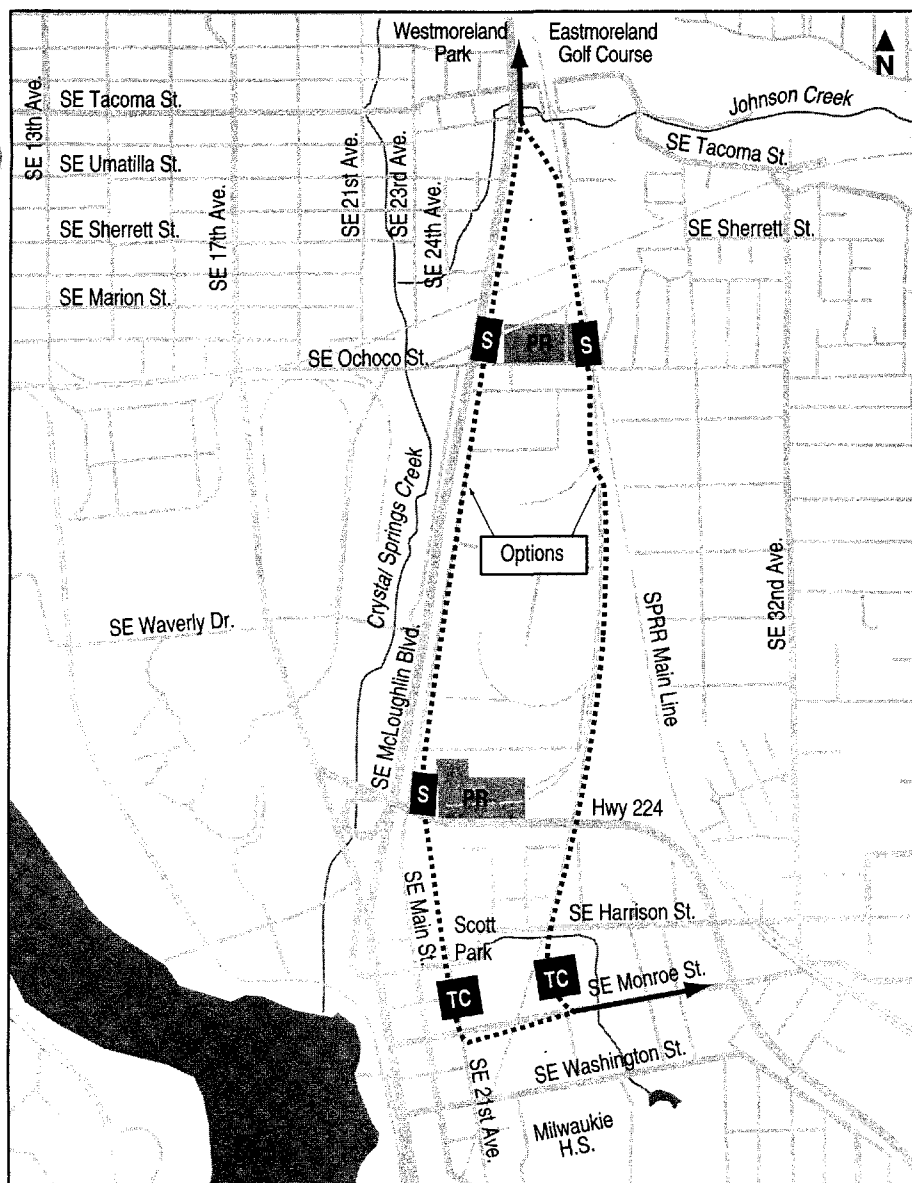
Description

From the north side of Harmony Road, the light rail alignment would emerge onto the south side of Railroad Avenue by crossing a reconfigured intersection of Linwood, Lake and Harmony roads. A station could be located in this area to serve the neighborhood and a park-and-ride lot. This alignment would then use the existing Railroad Avenue right-of-way, just north of the Southern Pacific (SP) main line. Railroad Avenue would be relocated to the north. A station would be located near Wood Avenue to serve the residential area to the north and industrial park to the south. The alignment would continue adjacent to the Southern Pacific main line to a station and park-and-ride lot just west of 37th Avenue. It would then cross over the main line on a structure in the vicinity of Oak and Myrtle streets, just west of the Milwaukie Market Place. The

structure would continue to an overpass of Highway 224, landing on Monroe Street in downtown Milwaukie.

Rationale

This design option would provide more direct access to the established neighborhood north of Railroad Avenue. It would also be the least expensive design option and would have the highest weekday ridership of the options reviewed in this segment. Finally, it is the only option that provides a park-and-ride facility to serve the travel shed of the residential area north of Railroad Avenue, preventing these autos from driving through the congested areas near downtown Milwaukie.



North
South
Transit

Light Rail Design Options:

Milwaukie

Monroe Street/
SP Branch Line

Monroe Street/
21st Ave. – McLoughlin Blvd.

October 1995

Note: Alignment, station and park and ride locations are currently under study and may change.

- Light Rail Transit (LRT) Design Option
- S — Station
- Alternative LRT Alignment
- Existing Railroad

- TC Transit Center
- PR Park and Ride

0 1/8 1/4
MILE



Milwaukie – Monroe Street/SP Branch Line

Description

In a Monroe Street/Southern Pacific branch line design option, light rail would travel west on Monroe Street from Highway 224 to a possible transit center located between Monroe and Harrison streets near the SP branch line. Light rail would curve to the north and travel adjacent to the east side of the SP branch line, using the existing underpass of Highway 224. An elevated structure would then allow the alignment to cross over to the west side of the SP branch line in the North Milwaukie area, just south of Ochocho Street. A park-and-ride station could be located somewhere in the vicinity between McLoughlin Blvd., Ochocho Street, the SP freight rail line and Johnson Creek. The alignment would then use an existing undercrossing of Tacoma Street to enter the McLoughlin Blvd. segment.

Rationale

This design option would require the fewest commercial building displacements of any of the Milwaukie design options and would have the second highest net weekday ridership. It would provide light rail access to downtown Milwaukie and would have the third lowest capital cost of the options serving downtown Milwaukie.

Milwaukie – Monroe Street/21st Avenue/ McLoughlin Blvd.

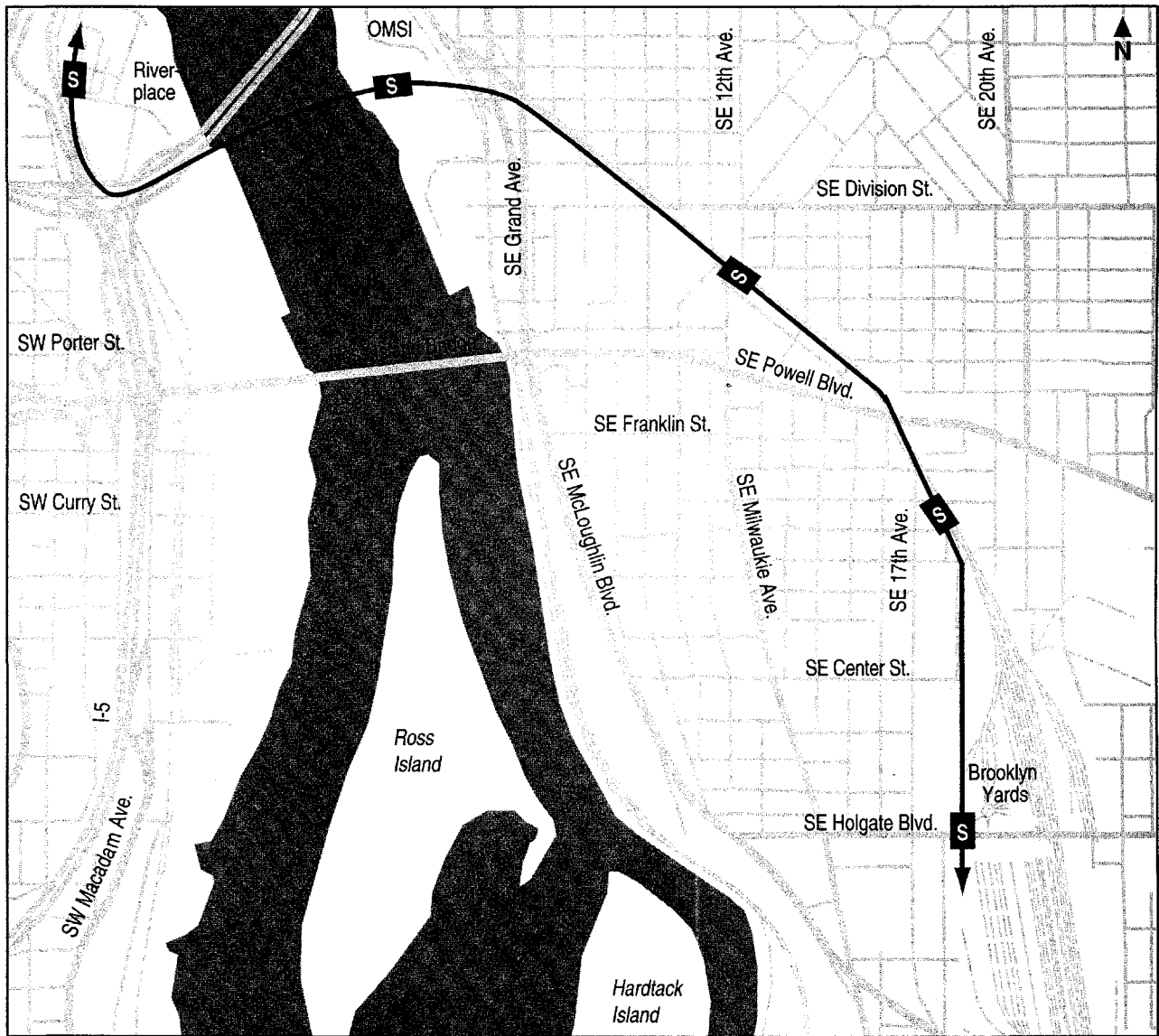
Description

In a Monroe Street/21st Avenue/McLoughlin Blvd. design option, light rail would travel west on Monroe from Highway 224 then turn north to a transit center located behind Milwaukie City Hall on 21st Avenue. From there, the alignment would cross underneath Highway 224, and continue traveling north adjacent to McLoughlin Blvd. A park-and-ride station could be located somewhere in the vicinity between McLoughlin Blvd., Ochocho Street, the SP freight rail line and Johnson Creek. The alignment would then use an existing undercrossing of Tacoma Street to enter the McLoughlin Blvd. segment.

Rationale

The rationale for studying this design option in the DEIS is to further evaluate the benefits of locating the Milwaukie Transit Center west of the SP branch line, closer to established commercial area of downtown Milwaukie. This design option would provide direct and visible access to downtown Milwaukie and would be the least expensive option to construct of those options providing a station west of the SP branch line. It would also have low operation and maintenance costs.

Milwaukie – Monroe Street/SP Branch Line and 21st Avenue/McLoughlin Blvd.



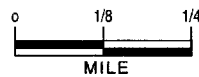
Light Rail Design Options: South Willamette River Crossing

West Brooklyn Yards -
Caruthers Modified Bridge

October 1995

- Light Rail Transit (LRT) Design Option
- Station
- Alternative LRT Alignment
- Existing Railroad

- Transit Center
- Park and Ride



Note: Alignment, station and park and ride locations are currently under study and may change.



South Willamette River Crossing - West Brooklyn Yards

Description

In a West Brooklyn Yards design option, light rail would travel north from SE Reedway Street along the east side of McLoughlin Blvd. The route would then follow the western boundary of Southern Pacific's Brooklyn Yards. A station could be located at SE 18th and Holgate Blvd. Light rail would cross Powell on a new bridge and continue to a station located at SE Clinton Street and Milwaukie Avenue. Light rail would cross over 9th, 8th, Grand Ave. and Martin Luther King, Jr. Blvd. on a bridge to a potential above-grade station near OMSI. Light rail would continue to the Caruthers Modified crossing.

Rationale

This design option would cost significantly less to construct than the East Brooklyn Yards alignment while serving generally the same employment, retail and residential areas. It would provide access to a similar number of acres of redevelopable land as the East Brooklyn Yards option and more acres of redevelopable land than the PTC/McLoughlin Blvd. option. This option also requires many less residential displacements than other options.

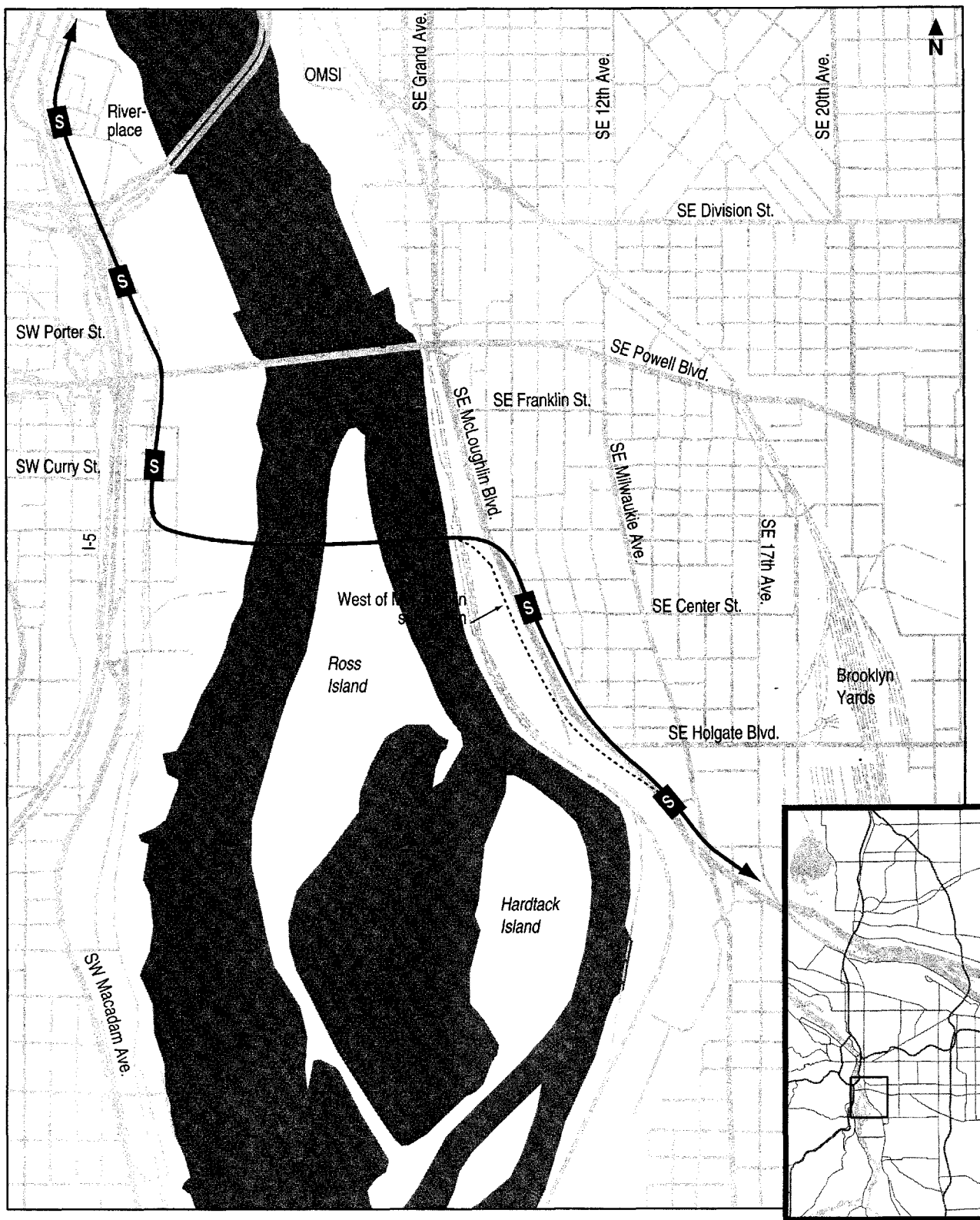
South Willamette River Crossing - Caruthers Modified Bridge

Description

From an elevated OMSI station, the Caruthers Modified light rail bridge would cross 75 feet above the Willamette River channel. On the west bank, the bridge would split into a westbound and eastbound bridge as it crosses under the Marquam Bridge and weaves through the existing bridge columns. Light rail would cross over Moody Avenue and the Pacific Power and Light substation on structure and return to grade on the west side of the substation. It would continue north and recross Moody Avenue to a Riverplace station.

Rationale

This option would have a faster travel time compared to other options. It would have the least negative impact on the Willamette River ecosystem by requiring fewer piers in the river (similar to Caruthers/Marquam). It would also avoid adverse impacts on redevelopment parcels on the west bank of the Willamette, north and south of the Marquam Bridge.



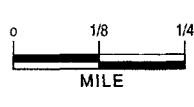
Light Rail Design Options: South Willamette River Crossing

North Ross Island

October 1995

- Light Rail Transit (LRT) Design Option
- Station
- Alternative LRT Alignment
- Existing Railroad

- TC Transit Center
- PR Park and Ride



Note: Alignment, station and park and ride locations are currently under study and may change.



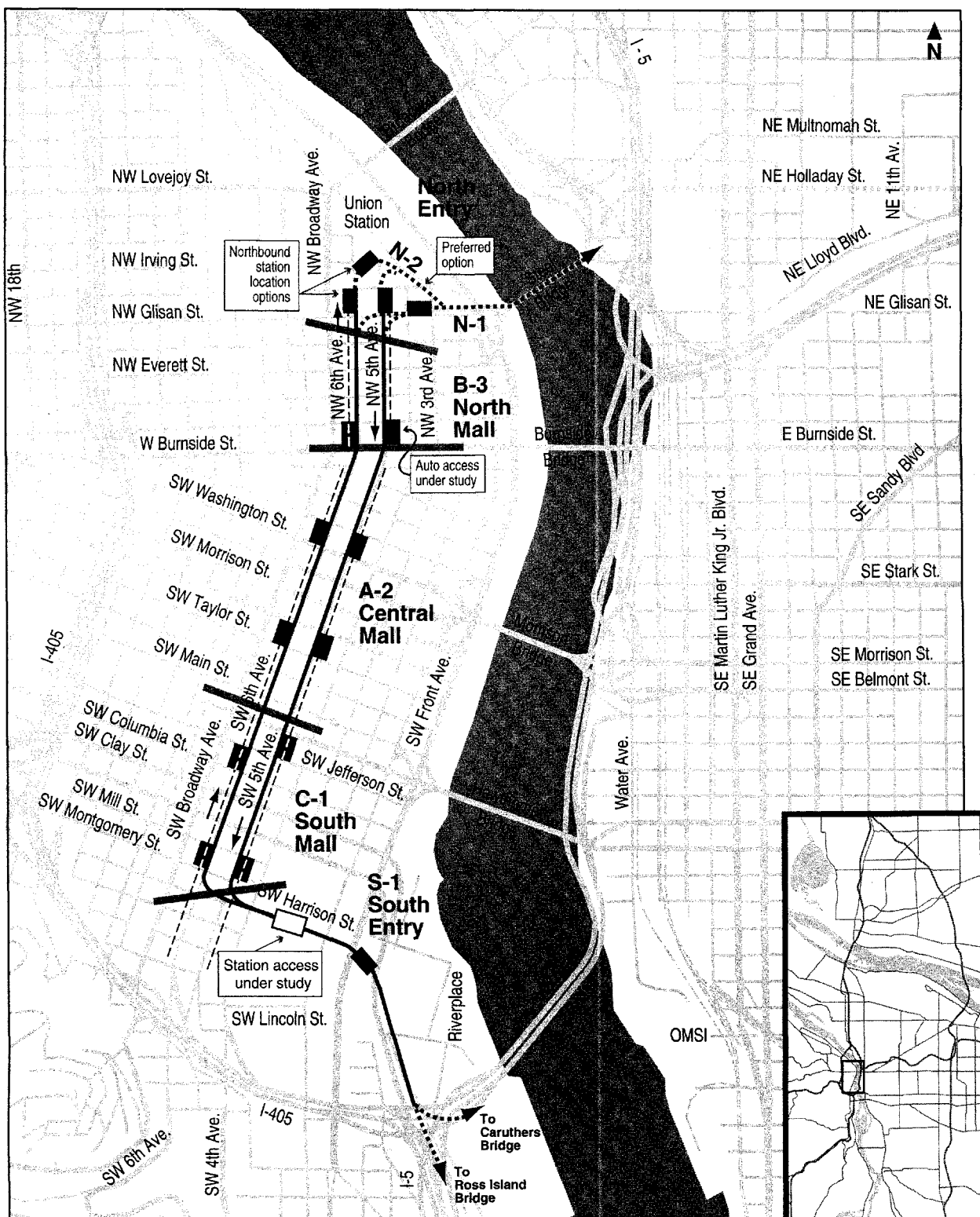
South Willamette River Crossing - North Ross Island Bridge

Description

From Tacoma Street, light rail would travel north on the east side of SE McLoughlin Blvd. to possible stations located near SE 16th and Milwaukie avenues and Center Street. It would then cross under SE McLoughlin Blvd. at approximately Bush Street, and cross the Willamette River at the north tip of Ross Island. The bridge would land near Moody Avenue, with a possible station located at Curry Street. It would travel north at ground level to a possible station near Porter Street. From there, it would travel north on the west side of Moody Avenue in its own right-of-way to a potential Riverplace station.

Rationale

This design option would provide walk access to light rail for more future (year 2015) employees and residents in the North Macadam redevelopment area than the South Parallel option and a number similar to the Mid Ross Island option. It would have less adverse impacts on the Willamette River ecosystem than the South Parallel option (and similar to the Mid Ross Island) due to fewer piers in the river.



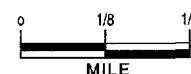
Recommended Light Rail Design Options: Downtown Portland

5th/6th Avenue Transit Mall
November 1995

- Light Rail Transit (LRT) alignment
- LRT alignment options
- MAX
- Westside LRT
- Existing railroad

- Mall auto access
- Station with no auto access on mall
- Station with auto access on mall

Note: Alignment, station and park and ride locations are currently under study and may change.



Downtown Portland - 5th/6th Avenue Transit Mall

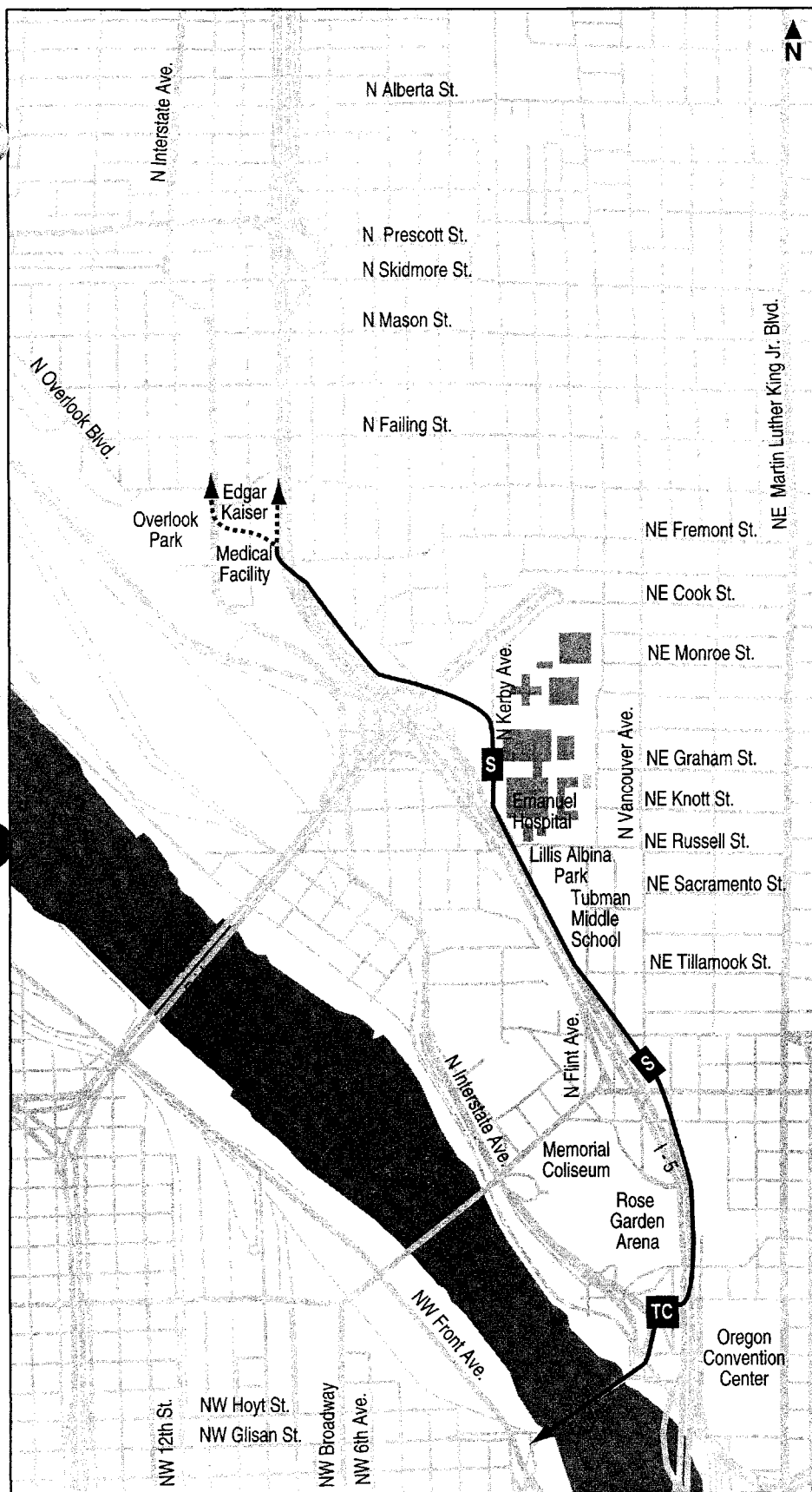
Description

The Steering Group selected the surface alignment on the 5th/6th Avenue Transit Mall to be studied further in the Draft Environmental Impact Statement. In the central mall, light rail and buses will have one lane each. Buses can also share the light rail lane. Auto access will remain much like it is today. On the mall north of W. Burnside, one lane will be used by light rail while the other lane will be shared by autos and buses. South of SW Madison, the transit mall will be extended to PSU and will generally include two auto/bus lanes, one light rail lane and some on-street parking. The south entry for light rail into downtown will be on SW Harrison Street, while the north entry will be from the Steel Bridge on either NW Glisan or NW Irving near Union Station.

The Steering Group further decided that no other subway or surface alignments in downtown should be studied in the Draft Environmental Impact Statement.

Rationale

The Steering Group found that the downtown option would provide an efficient transit system while preserving and enhancing the economic health and livability of downtown Portland. The proposed option would successfully accommodate buses, light rail, pedestrians and autos on the transit mall. No other surface street or subway alignment in downtown Portland provides a promising alternative to the mall alignment. While the proposed 5th/6th Avenue Transit Mall option would have the least construction impacts, a management plan needs to be developed to minimize both the duration and extent of construction impacts.

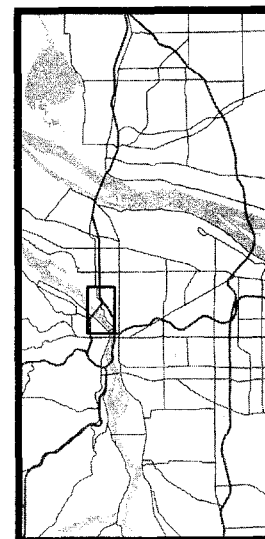
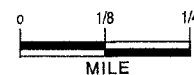


Light Rail Design Options: Steel Bridge to Kaiser East I-5/Kerby

September 1995

Note: Alignment, station and park and ride locations are currently under study and may change.

- Light Rail Transit (LRT) Design Option
- Station
- Alternative LRT Alignment
- Existing Railroad
- Transit Center
- Park and Ride



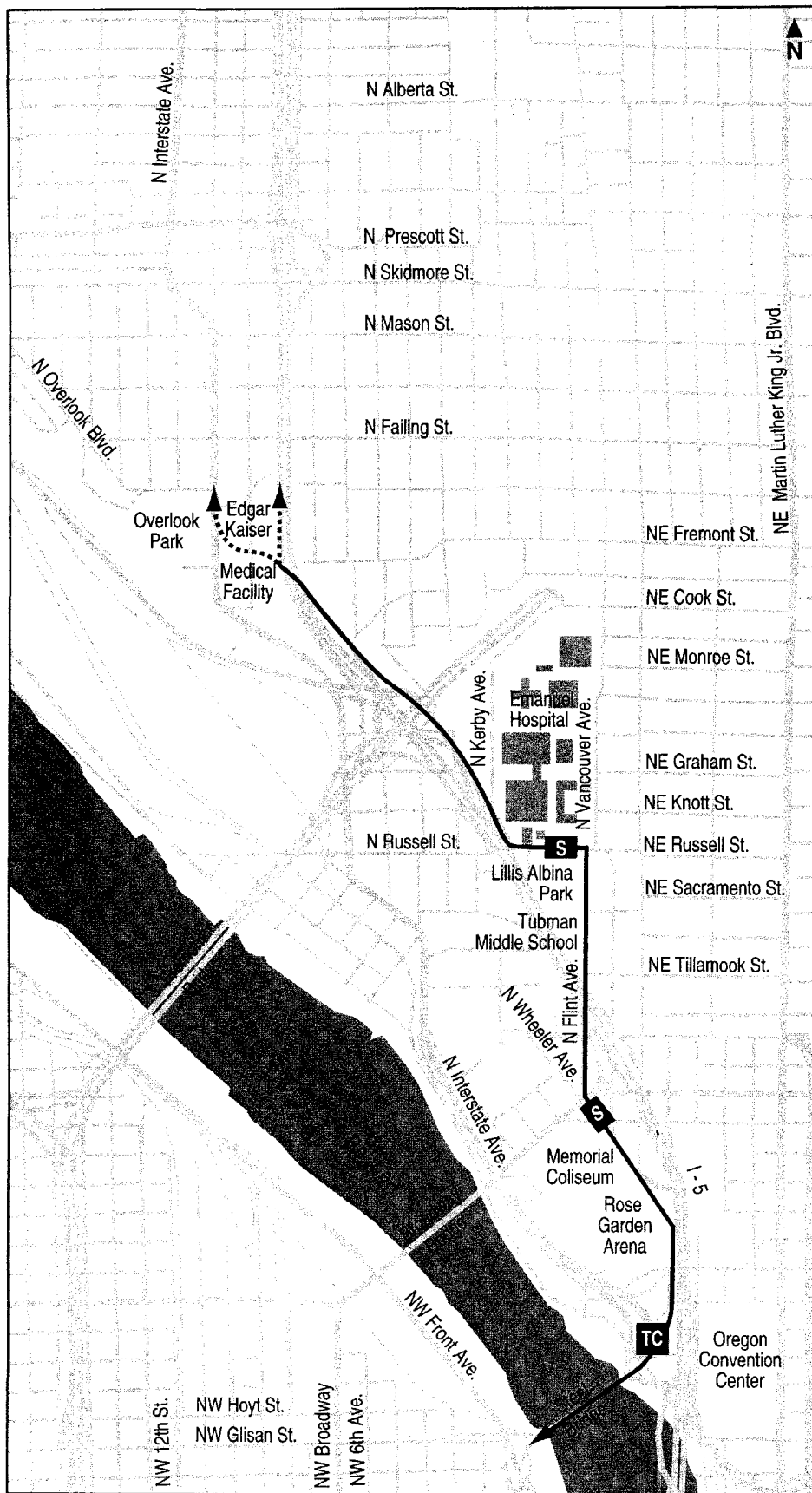
Steel Bridge to Kaiser Clinic - East I-5/Kerby

Description

The route would leave the Rose Quarter Transit Center and run beneath the I-5 freeway, turning north along the eastern edge of I-5. It would run along I-5, and pass beneath NE Broadway/Weidler streets. A station above or at the surface serving the NE Broadway Street area could be located between N. Vancouver Avenue and NE Victoria Avenue. The route would continue along the east side of the freeway. This route would follow the east side of I-5 behind Harriet Tubman Middle School and cross N. Russell Street on a bridge to a station in the median of N. Kerby Avenue between N. Graham Street and N. Stanton Street. The route would turn west and pass over I-5 on a bridge and then either proceed north along the west side of the freeway or cross the Kaiser Clinic campus to Interstate Avenue.

Rationale

The choice between the Wheeler/Russell and the East I-5/Kerby design options will be an important issue to be resolved during the DEIS process. An important basis for making this determination will focus on the ability to plan and develop transit-oriented land uses around stations. Issues of density, timing and certainly of development, traffic integration of light rail with major attractors, equity, capital cost, light rail travel speed/time, reliability, ridership, neighborhood cohesiveness and similar factors will be taken into consideration when evaluating these two options.



South
Portland
Transit
Study

Light Rail Design Options: Steel Bridge to Kaiser

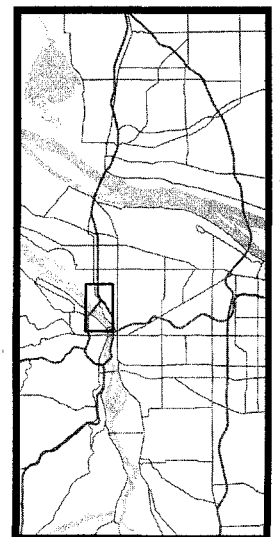
Wheeler / Russell

September 1995

Note: Alignment, station and park and ride locations are currently under study and may change.

- Light Rail Transit (LRT) Design Option
- S — Station
- Alternative LRT Alignment
- Existing Railroad
- TC Transit Center
- PR Park and Ride

0 1/8 1/4
MILE



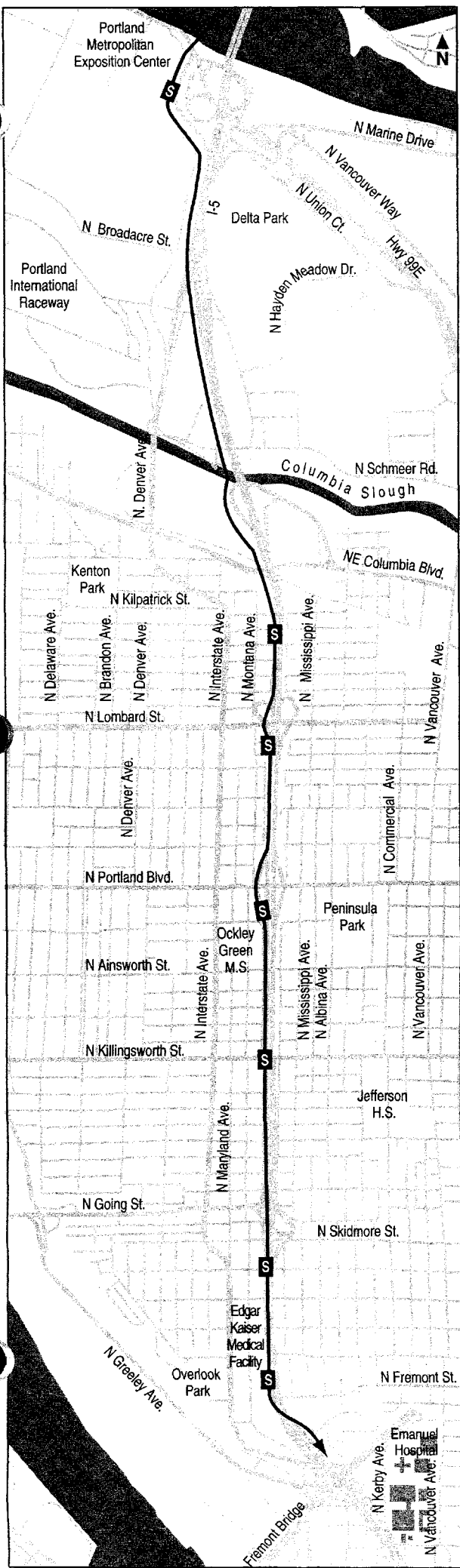
Steel Bridge to Kaiser Clinic - Wheeler/Russell

Description

Leaving the Rose Quarter Transit Center, this route would pass along the eastern edge of the Rose Garden Arena with a possible station north of the arena near N. Weidler. It would then cross N. Broadway and N. Weidler streets at street level and continue north along the east side of N. Flint Avenue. The route would turn west at N. Russell Street to the north side of N. Russell with a ground-level station at the south end of the Emanuel Hospital campus. It would climb on a structure and pass over N. Kerby Avenue, Stanton Yard (a city maintenance facility) and N. Mississippi Avenue. The route would curve westward, passing over I-5 on a bridge and then either proceed north along the west side of the freeway or cross the Kaiser Clinic campus to Interstate Avenue.

Rationale

The choice between the Wheeler/Russell and the East I-5/Kerby design options will be an important issue to be resolved during the DEIS process. An important basis for making this determination will focus on the ability to plan and develop transit-oriented land uses around stations. Issues of density, timing and certainly of development, traffic integration of light rail with major attractors, equity, capital cost, light rail travel speed/time, reliability, ridership, neighborhood cohesiveness and similar factors will be taken into consideration when evaluating these two options.



Kaiser Clinic to Expo Center - I-5 Freeway Alignment

Description

The I-5 alternative would begin at a Kaiser Clinic station and proceed north along the western bank of I-5. It would run adjacent to the freeway to a station south of N. Skidmore Street and then pass beneath



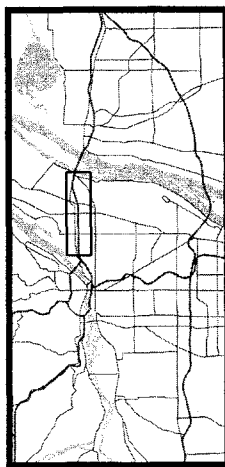
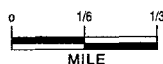
Light Rail Design Options: Kaiser to Expo Center

I-5 Freeway Alignment

October 1995

Note: Alignment, station and park and ride locations are currently under study and may change.

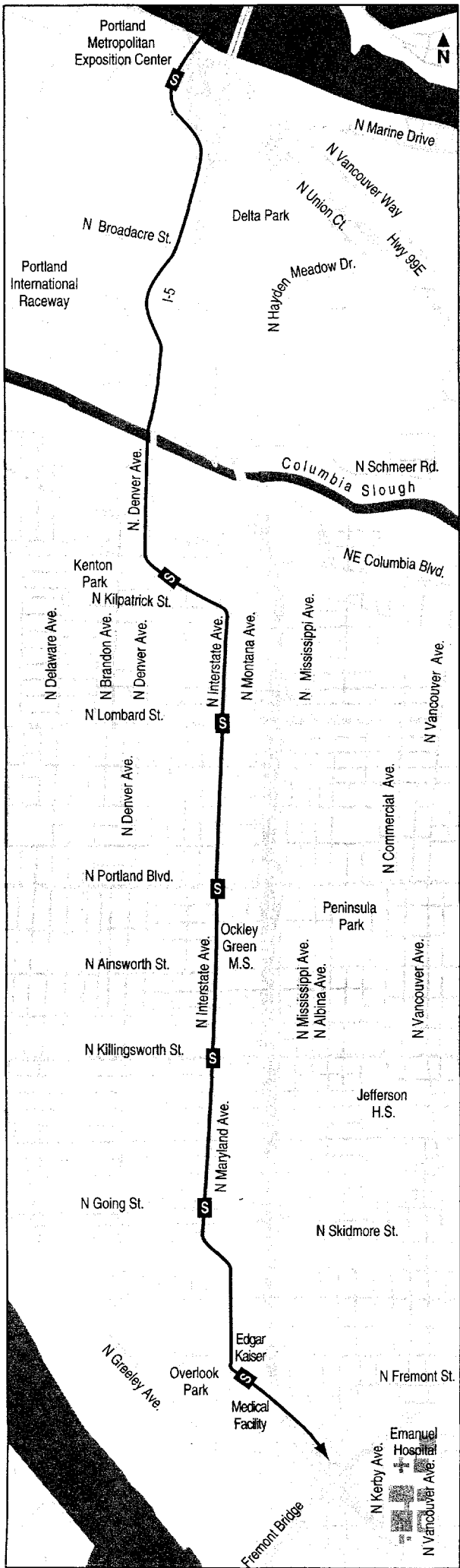
- Light Rail Transit (LRT) Design Option
- S — Station
- Alternative LRT Alignment
- Existing Railroad
- TC Transit Center
- PR Park and Ride



N. Going Street with a box structure. From N. Going Street to N. Killingsworth Street, the route would run above the freeway along N. Minnesota Avenue to west of the freeway ramps. North of a station at N. Killingsworth Street, the route would run directly along the freeway bank and then curve to the west of the freeway ramps to a station south of N. Portland Blvd. It would cross N. Portland Blvd. at the street level and continue north to a N. Lombard station. It would pass over N. Lombard and the freeway ramps on a bridge to N. Baldwin Street and continue north above the level of the freeway to a station at N. Kilpatrick. The route travels north, paralleling the west side of the freeway past PIR and Delta Park, and crosses over Hwy. 99 adjacent to Expo Road. An elevated station would be located near the Expo Center parking lot.

Rationale

The choice between an Interstate and I-5 alignment will be one of the major issues to be resolved during the DEIS study. It will focus on the ability to plan and develop transit-oriented land uses around stations; capital costs; parking; reliability; ridership; neighborhood density and other similar factors. The Steering Group determined that following review of the technical data for the DEIS, the project will evaluate which North Portland cross-over option would warrant further study.



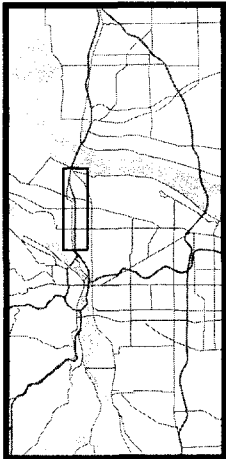
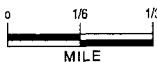
Light Rail Design Options:
Kaiser to Expo Center

Interstate Avenue Alignment

October 1995

Note: Alignment, station and park and ride locations are currently under study and may change.

- Light Rail Transit (LRT) Design Option
- Station
- Alternative LRT Alignment
- Existing Railroad
- TC Transit Center
- PR Park and Ride



Kaiser Clinic to Expo Center -
Interstate Avenue Alignment

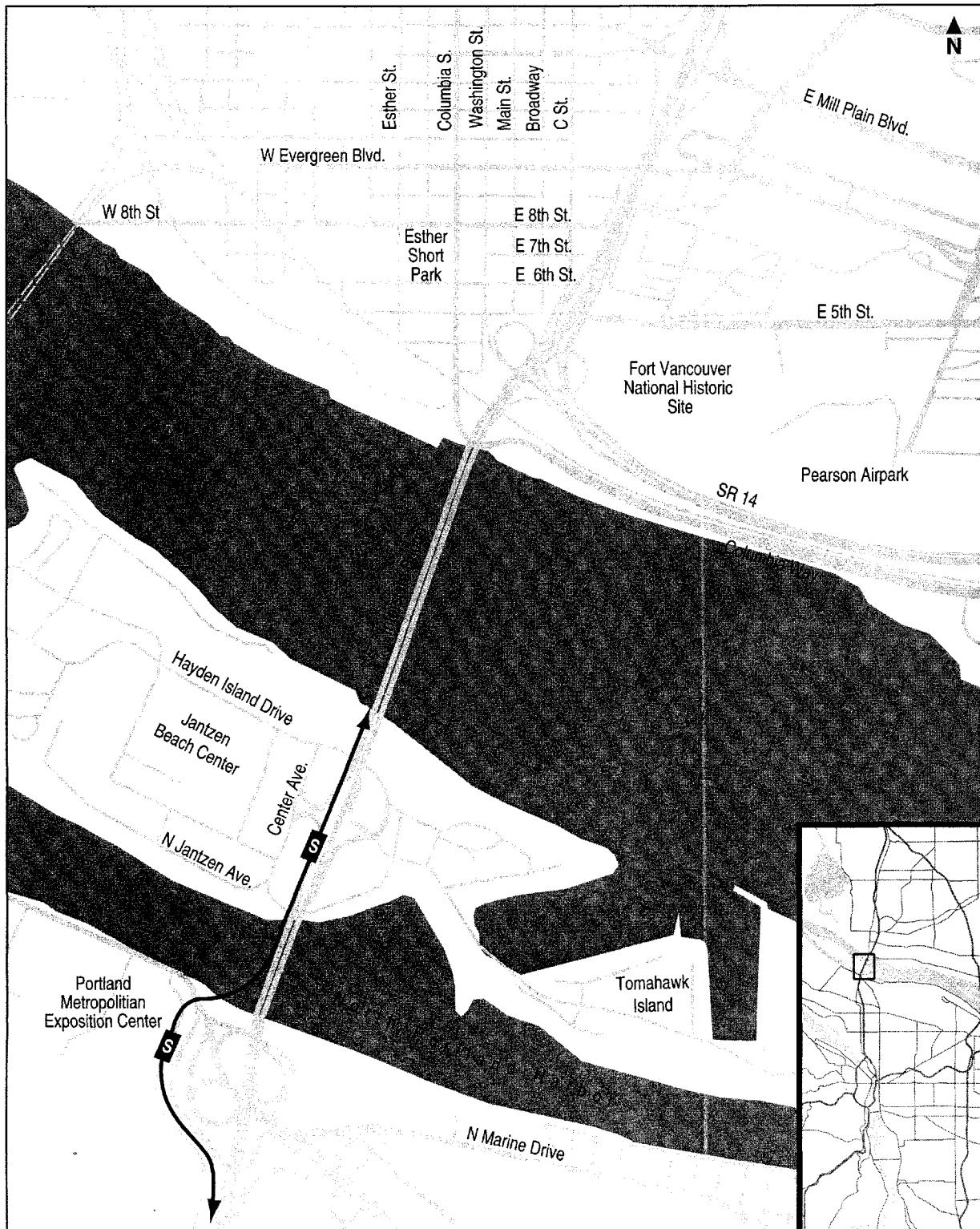
Description

From the Kaiser Clinic area, light rail would proceed north in the center of Interstate Avenue, generally within the existing right-of-way, except at intersections. One lane of traffic in each direction

would be provided, except on approaches to N. Going Street and N. Lombard Street, where two lanes in each direction are assumed. Each intersection would be crossed at the street level with stations at Kaiser Clinic, N. Going Street, N. Killingsworth Street, N. Portland Blvd., N. Lombard Street and the Kenton commercial district. The route would travel north along the west side of the Denver viaduct. It would travel across N. Columbia Blvd. and the Columbia Slough on a bridge. It would pass West Delta Park and follow Expo Road to an elevated station near the Expo Center parking lot.





Rationale

The choice between an Interstate and I-5 alignment will be one of the major issues to be resolved during the DEIS study. It will focus on the ability to plan and develop transit-oriented land uses around stations; capital costs; parking; reliability; ridership; neighborhood density and other similar factors. The Steering Group determined that following review of the technical data for the DEIS, staff should evaluate which North Portland crossover option would warrant further study.



Light Rail Design Options: Expo Center to Hayden Island West of I-5 (under ramps)

October 1995

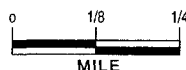
-  Light Rail Transit (LRT) Design Option
-  Station
-  Alternative LRT Alignment
-  Existing Railroad



Transit Center



Park and Ride



Note: Alignment, station and park and ride locations are currently under study and may change.



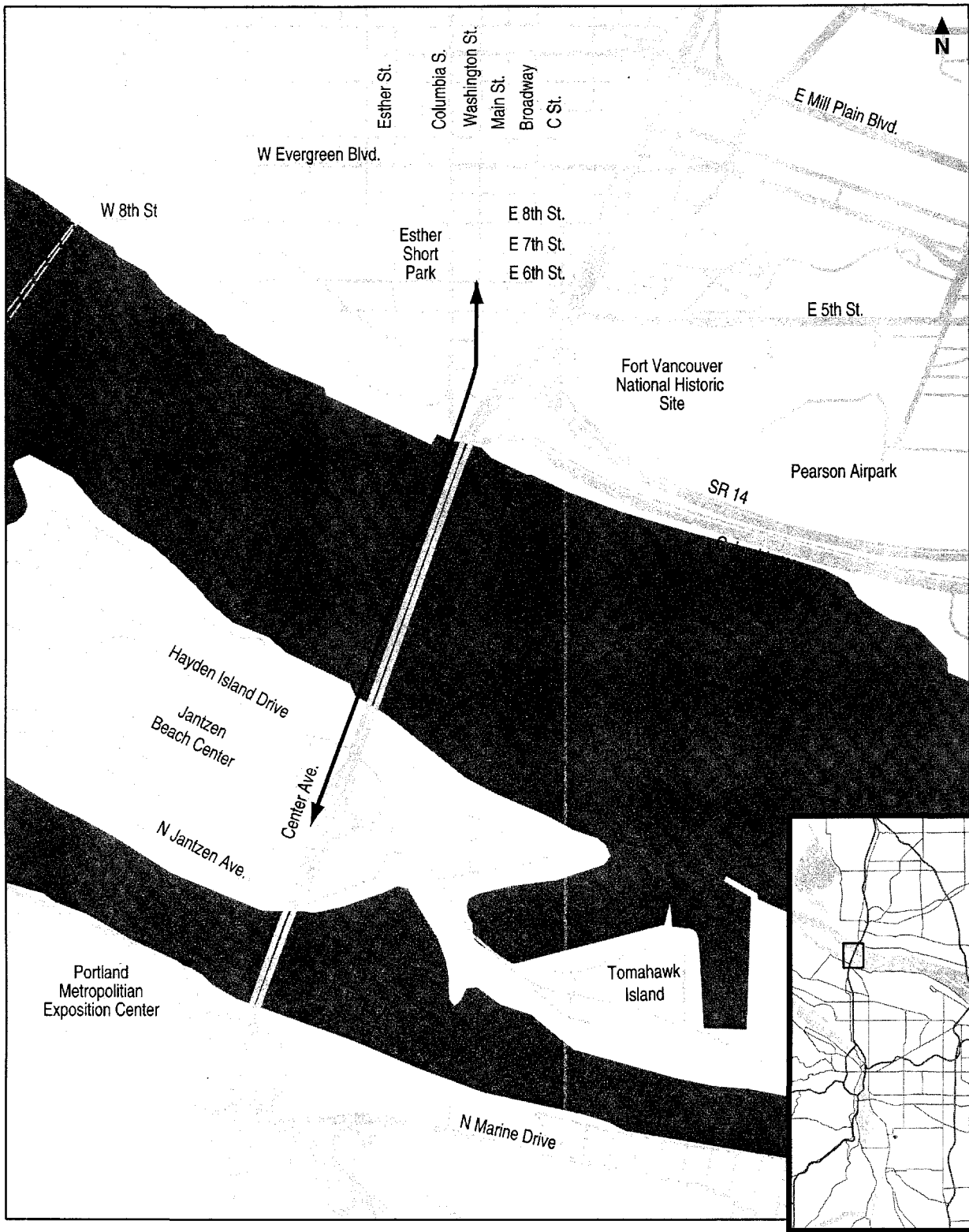
Expo Center to Hayden Island West of I-5 Under the Ramps

Description

This route would begin near the Expo Center and proceed north over Marine Drive, crossing North Portland Harbor and Jantzen Avenue on a diagonal bridge. The station would be elevated about 10 feet above the ground and located just north of Jantzen Avenue. The tracks would pass under the I-5 ramps and continue north along the freeway to a bridge that crosses North Hayden Island Drive and the Columbia River.

Rationale

This option would have similar travel times, ridership and operation/maintenance costs compared to other options studied. It would have significantly fewer impacts than the other options, including less visual and traffic impacts, and fewer potential impacts on the houseboat community.



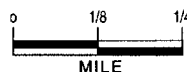
Light Rail Design Options: Columbia River Crossing

Lift Span Bridge

October 1995

- Light Rail Transit (LRT) Design Option
- Station
- Alternative LRT Alignment
- Existing Railroad

- TC Transit Center
- PR Park and Ride



Note: Alignment, station and park and ride locations are currently under study and may change.

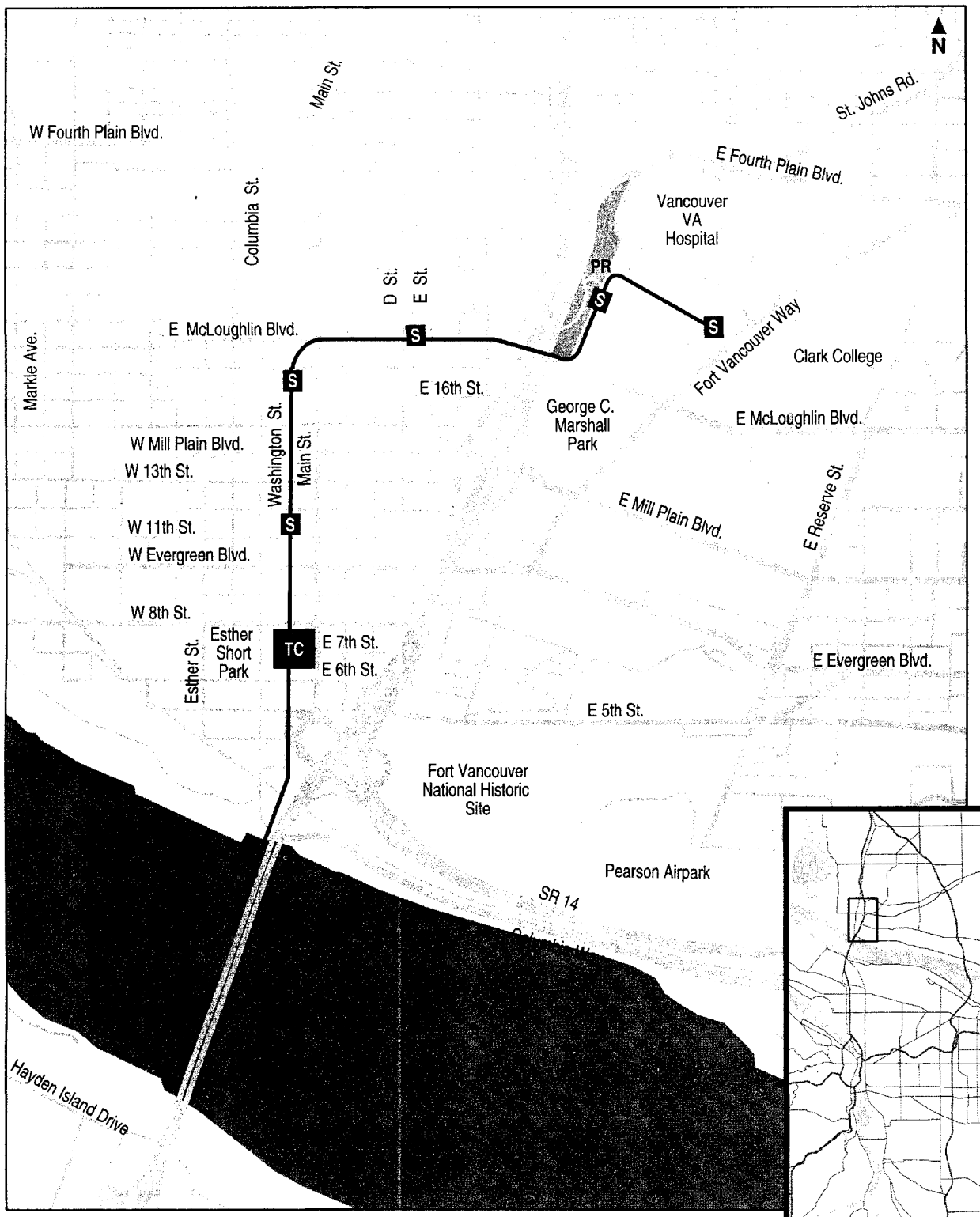
Columbia River Crossing - Lift Span Bridge

Description

This bridge would cross the Columbia River parallel to the existing I-5 freeway bridge on the west side and be approximately the same height above the river. After passing over Columbia Street, it would connect with Washington Street in downtown Vancouver. The bridge design would match the lift span of the existing I-5 bridge.

Rationale

The bridge would be approximately \$101 million cheaper to construct than a tunnel. It would serve the downtown Vancouver area more directly with a station at a redevelopment site and transit center.







South
North
Transit
Corporation Study

Light Rail Design Options: Downtown Vancouver to VA Hospital/ Clark College

2-Way on Washington Street

October 1995

-  Light Rail Transit (LRT) Design Option
-  Station
-  Alternative LRT Alignment
-  Existing Railroad

-  Transit Center
-  Park and Ride

0 1/8 1/4
MILE

Note: Alignment, station and park and ride locations are currently under study and may change.



Downtown Vancouver to VA Hospital/Clark College - 2-Way on Washington Street

This route features a 2-Way on Washington Street in downtown Vancouver. The terminus location is in the vicinity of the Veterans Administration Hospital/Clark College.

Description

The route would descend from a bridge through a new underpass through the Burlington Northern Railroad berm. It would continue north along Washington Street to a station at the former Lucky Lager Brewery site adjacent to the 7th Street transit center. The route would continue north on Washington with stations between 11th and 12th and

between 16th and 17th. At McLoughlin, the route would turn east and cross the I-5 freeway using the existing McLoughlin Blvd. undercrossing. A station would potentially be located on E. McLoughlin Blvd. between "D" and "E" streets. From McLoughlin Blvd., the route would travel north along the east side of the freeway with a station and park-and-ride near the Veterans Administration Hospital and a station further east near Fort Vancouver Way.

Rationale

The 2-Way on Washington Street route would be a minute faster, have higher ridership and cost \$31 million less to construct than the Washington/Main street couplet option. It would also provide closer walking access to neighborhoods and redevelopment opportunities west of downtown Vancouver.

(continued from front page)

North Portland Segment

The Steering Group agreed to forward an all-Interstate Avenue alignment and an all-I-5 freeway alignment for further study. In addition, the Steering Group determined that following review of the technical data for the DEIS, staff should evaluate which North Portland crossover option would warrant further study.

Design Option Narrowing by Segment

The following list summarizes the final set of design options selected by the Steering Group for further study in the DEIS. Refer to the maps inside to locate each alignment.

1. **South Terminus (end point)** (pages 2 and 3)
 - Sunnyside Terminus, North of Mall
 - 93rd Avenue/CTC Terminus, South of Mall
2. **CTC to Downtown Milwaukie** (page 4)
 - Railroad Avenue
3. **Central Milwaukie** (page 5)
 - Monroe Street and SP Branch Line
 - Monroe Street and 21st Avenue/McLoughlin

Between the Milwaukie and River Crossing Segments, only a SE McLoughlin Blvd. option is being considered.

4. **South Willamette River Crossing** (pages 6 and 7)
 - Caruthers Crossing – West Brooklyn Yards, Caruthers Modified Bridge
 - Ross Island Crossing – North Ross Island Bridge

5. **Downtown Portland** (page 8)
 - 5th/6th Avenue Transit Mall
6. **Steel Bridge to Kaiser Clinic** (pages 9 and 10)
 - East I-5 freeway and Kerby Street Station
 - Wheeler Avenue and Russell Street Station
7. **Kaiser Clinic to Expo Center** (pages 11 and 12)
 - All I-5 Freeway Alignment
 - All Interstate Avenue Alignment
8. **Expo Center to Hayden Island** (page 13)
 - West of I-5 Freeway (under ramps)
9. **Columbia River Crossing** (page 14)
 - Lift Span Bridge
10. **Downtown Vancouver to VA Hospital/Clark College Terminus** (page 15)
 - Two-way on Washington Street
 - New terminus near VA Hospital/Clark College

To obtain a copy of the *Design Option Narrowing Final Report*, call Metro at (503) 797-1757. Or, leave a message on the transportation hotline (listed below).

December Meetings

Local government meetings are taking place during December to review and take action on the Steering Group final recommendations.

Call the Transportation Hotline for an update of these meetings:

(503) 797-1900

or in Clark County:

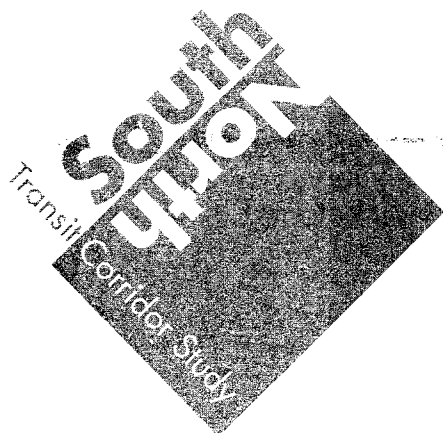
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South/North Transit Corridor Study

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Portland, OR 97232

Time-Sensitive Material



Light Rail Recommendations

Citizens Advisory Committee Makes Recommendations to Steering Group

During the past 12 months, the South/North Citizens Advisory Committee (CAC) has worked with staff and the public to study and evaluate the proposed light rail alignment design options. On Nov. 2, 1995 – after considering technical data, public comment and the South/North Project Management Group's recommendation – the committee formed and adopted recommendations on which light rail alignment design options should advance into the Draft Environmental Impact Statement (DEIS) for 12-18 months of study.

In forming its recommendations, the committee was impressed with the high quality of the technical information, the high level of interest that the design options have generated in the community, and the thoughtfulness behind the PMG recommendation. The committee found unanimous agreement with the recommendation in most of the segments of the corridor. The adjacent list summarizes the design options (by segment) that are recommended by the CAC to move forward for further study in the DEIS.

There are three areas where the CAC recommendations differ from those of the Project Management Group. The following is a summary of how the Citizens Advisory Committee members suggest that the Steering Group amend the PMG recommendations:

Minimum Operable Segments

The committee discussed at length the PMG recommendations for specific construction segments (called "minimum operable segments") of the project that should be studied in the Draft Environmental Impact Statement. The committee concurs with the PMG-

recommended set of four minimum operable segments (one bi-state and three Oregon-only).

However, the CAC also recommends the addition of a fifth minimum segment from an end point in the downtown Milwaukie/Market Place area to the Expo Center in North Portland. This recommendation is made with an understanding by the committee that the foundation of the South/North Transit Corridor Study is based on adopted regional policy that a bi-state

What is an MOS?

While the South/North Study will be examining a full-length light rail alternative between the Clackamas Town Center area in Oregon and the Veterans Administration Hospital/Clark College area in Vancouver, Wash., the Federal Transit Administration requires that all Draft Environmental Impact Statements include an examination of minimum operable segments (MOS). MOS's are light rail alignments that are:

- segments of the full-length alternative
- can be operated successfully on an interim or long-term basis
- can be extended into the full-length alternative at a later time

Design Option Narrowing by Segment

The following provides a quick summary of the Citizens Advisory Committee recommendations. Refer to the maps inside to locate the design option narrowing recommendations. Other options considered but not recommended are the same as those listed in the Oct. 20 newsletter.

1. South Terminus (end point)

Recommended options:

- Sunnyside Terminus, North of Mall
- 84th Avenue/CTC Terminus, South of Mall

2. Railroad Avenue/Highway 224

Recommended option:

- Railroad Avenue

3. Central Milwaukie

Recommended options:

- Monroe Street and 21st Avenue/McLoughlin
- Monroe Street and SP branch line

Between the Milwaukie and River Crossing segments, only a SE McLoughlin Boulevard option is being considered.

4. South Willamette River Crossing

Caruthers Eastside – recommended option:

- West Brooklyn Yards

Caruthers Crossing – recommended option:

- Caruthers Modified

Ross Island Crossing – recommended option:

- North Ross Island

5. Downtown Portland

This design option will be discussed and a recommendation will be adopted at the Nov. 9 meeting of the Citizens Advisory Committee.

6. Steel Bridge to Kaiser Clinic

Recommended options:

- East I-5 freeway and Kerby Street station
- Wheeler Avenue and Russell Street station

7. Kaiser Clinic to Expo Center

Recommended options:

- All Interstate Avenue alternative
- All I-5 freeway alternative
- Killingsworth Crossover
- Portland Blvd. Crossover
- Kenton Crossover (the Kenton Crossover should receive the highest priority for further study)

8. Expo Center to Hayden Island

Recommended option:

- West of I-5 freeway (under ramps)

9. Columbia River Crossing

Recommended option:

- Lift span bridge

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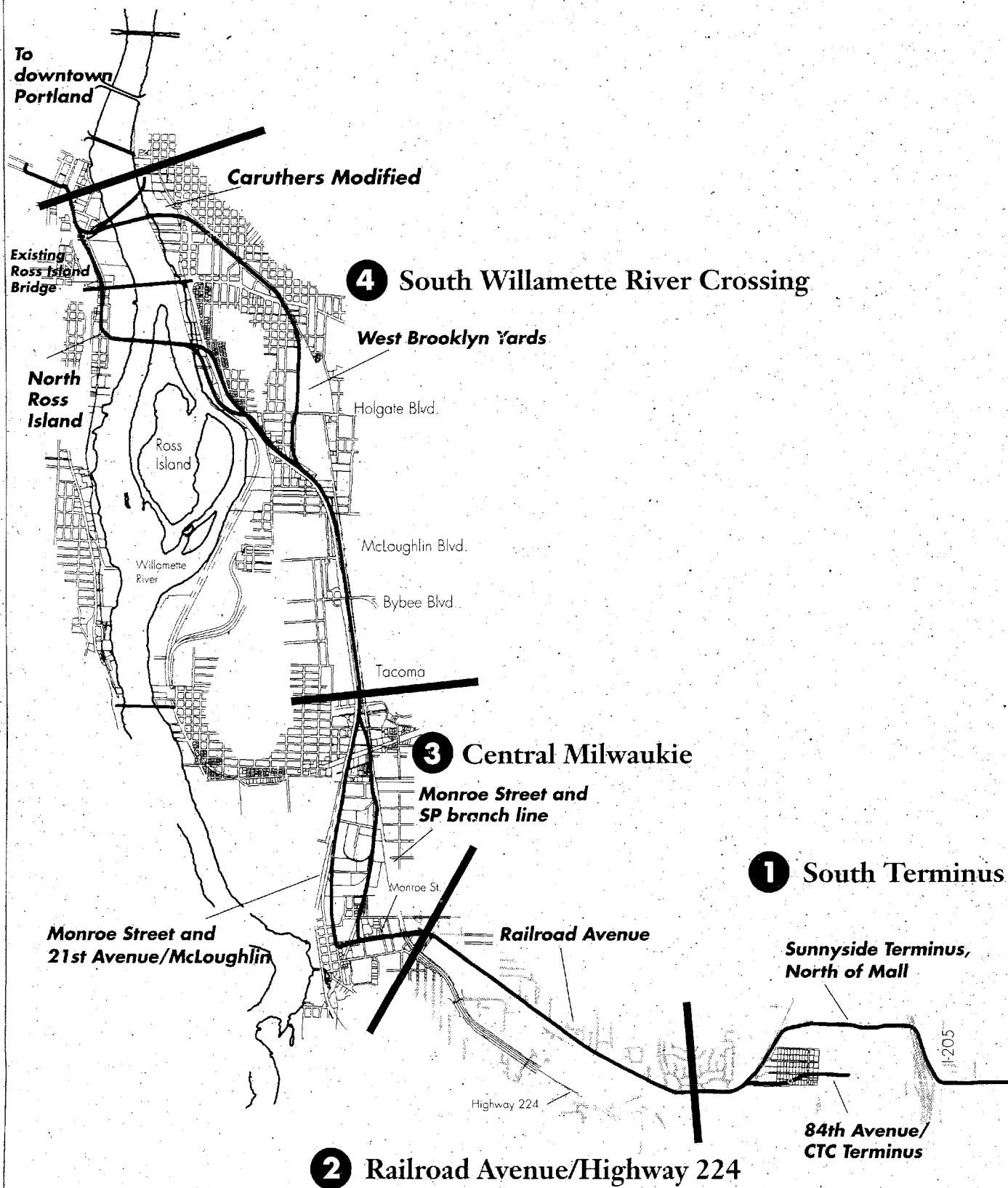
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South/North Transit Corridor Study

Citizens Advisory Committee
Light Rail Recommendations

↑ North

South Corridor

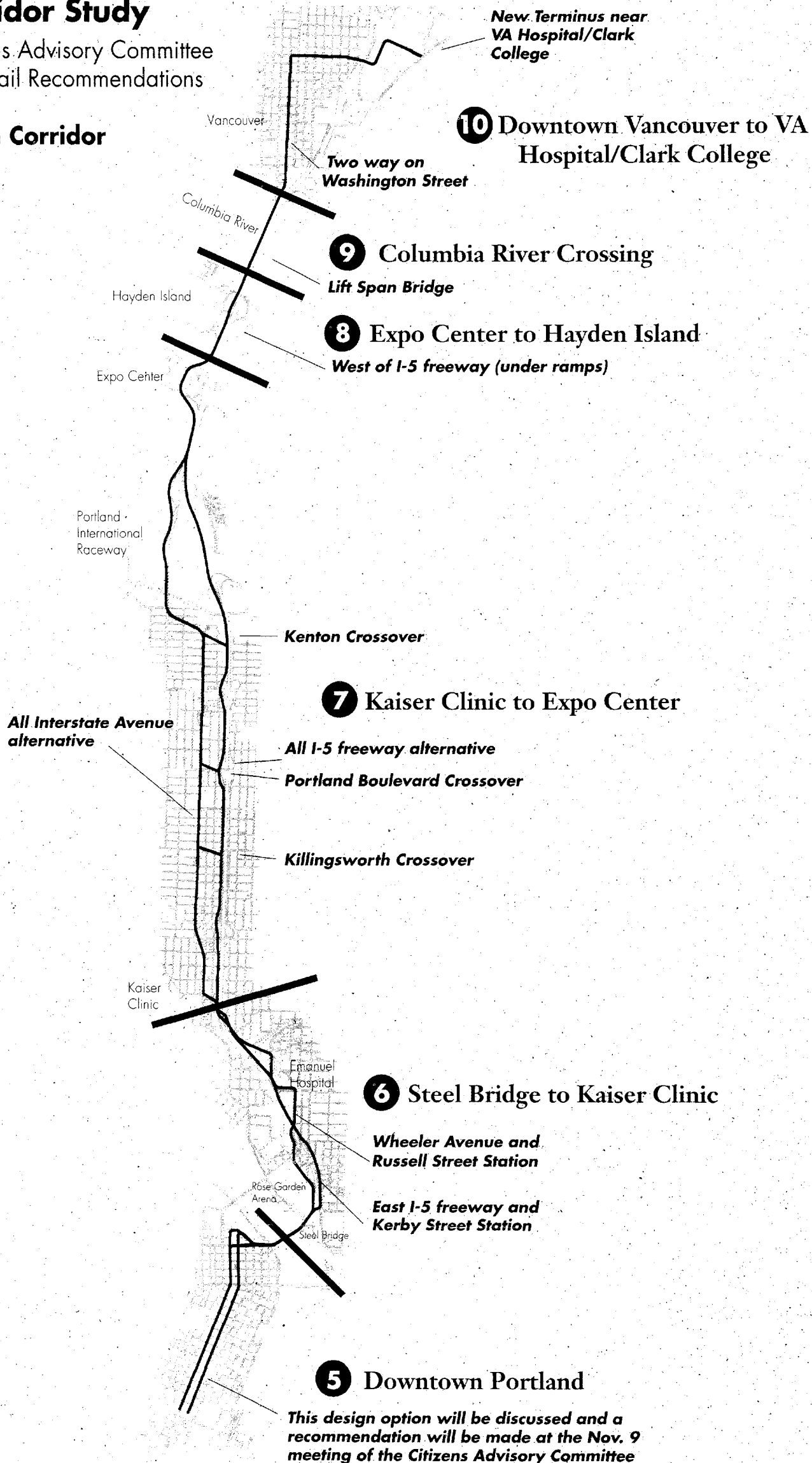


South/North Transit Corridor Study

Citizens Advisory Committee
Light Rail Recommendations

↑ North

North Corridor



project is the goal. In addition, the committee stressed the importance of providing light rail service to North Portland, whether light rail is extended into Clark County.

Therefore, the committee recommended that the additional Oregon-only segment should be studied further to provide the region with important information prior to a final decision on which minimum operable segment should be selected for the first phase of construction.

North Portland (Kaiser Clinic to Expo Center)

The committee agrees with the PMG recommendation to forward an all-Interstate Avenue alignment and an all-I-5 freeway alignment for further study in the DEIS. However, the committee recommends that all three of the crossover options between Interstate and I-5 (Killingsworth Street, Portland Boulevard and Kenton) should also be studied fully in the DEIS. The committee feels that there is a possibility that a crossover option may ultimately emerge as the most promising alignment alternative in North Portland and that there is currently too little information on the crossover options to exclude them from further detailed study. The committee also recognizes that limited time and funds may prohibit the study of all three crossover options. If that is the case, then the committee recommends that the Kenton crossover be studied further, along with the all-Interstate and all-I-5 alignment options.

Hayden Island

The committee concurs with the PMG recommendation to carry the West of I-5 freeway (under the ramps) option into the DEIS for further study. In addition, the committee stressed the importance of providing light rail access for the island's residents, employees and businesses. The committee does not agree with the PMG recommendation that the Hayden Island station should be considered for possible deferral during initial construction.

10. Downtown Vancouver to VA Hospital/Clark College

Recommended options:

- Two-way on Washington Street
- New terminus near VA Hospital/Clark College

In August 1995, following an extensive effort to involve the public in the creation of the Clark County and Vancouver Transportation Futures process, C-TRAN amended the northern Phase I terminus from 99th Street to Veterans Administration Hospital/Clark College. Design options previously developed for the North Vancouver and Clark County segments will be narrowed as part of the future phase two extension process.

Meetings Calendar

The South/North Steering Committee will meet in November to consider the design option recommendations from the Project Management Group and the Citizens Advisory Committee, followed by review by local involved jurisdictions. The meetings are as follows:

South/North Steering Committee

- 3 - 5 p.m., Nov. 20
Adoption of design option recommendation
Metro Regional Center
600 NE Grand Ave.

Tri-Met - Ross Roberts, (503) 239-6723

- Nov. 22 - Tri-Met Board meeting/review

City of Portland - Wendy Smith-Novick, (503) 823-7738

- Nov. 28 - Portland Planning Commission review
- Dec. 6 - Portland City Council meeting/review

City of Milwaukie - Nancy Waddell, (503) 786-7658

- Dec. 12 - Milwaukie City Council meeting/review

Metro - Marilyn Matteson, (503) 797-1745

- (December date and time to be determined)

For More Information

Gina Whitehill-Baziuk
Public involvement manage-
ment/media
(503) 797-1746

Jeanna Gernazanu
North portion of corridor
(503) 797-1865

Susan Shepherd
South portion of corridor
(503) 797-1872

Marilyn Matteson
For information or to
schedule a speaker
(503) 797-1745

**For information on
Clark County,**
(360) 750-TRIP

Transportation Hotline, (503) 797-1900

To learn about upcoming South/North meetings, call the Transportation Hotline, (503) 797-1900. You may also leave a message on the hotline to receive information or be placed on the South/North mailing list. Please leave your name, address, ZIP code and phone number. Or, if you have questions and wish to speak with a staff member, call (503) 797-1745.

South/North Transit Corridor Study

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Time-Sensitive Material



ALTERNATIVE FINANCE PROVISIONS OF SB 1156-C (LIGHT RAIL PUBLIC/PRIVATE TASK FORCE).

Introduction

Section 14 of SB 1156-C places a specific obligation on Tri-Met to identify up to \$75 million of new financing sources which could be authorized by the Legislature to reduce the State's share of South/North light rail financing. Repayment is contingent upon new financing authorities granted by the 1997 Legislature based on recommendations from the region. Although the language of Section 14 might be construed broadly to allow development of funding methods to "reduce the need in the Portland metropolitan region for long-term transportation funding by the State of Oregon," the clear legislative intent is to develop innovative ways to finance part of the South/North light rail project.

To accomplish this, Tri-Met must establish a public-private task force to report on new funding methods, including innovative public-private mechanisms to capture the value created by projects. Based on the work of the task force, Tri-Met must develop its recommendations to the Legislature "in cooperation with Metro and the Joint Policy Advisory Committee on Transportation of Metro."

In addition to the basic statutory requirement, Tri-Met has a goal of using any new funding sources to reduce the burden on local taxpayers who have approved \$475 million in GO bond authority for the project.

Tri-Met proposes to create a task force of 7-9 citizens, supported by ex-officio membership of Tri-Met and Metro. The task force report will be submitted to JPACT, which will conduct public review and submit its recommendations to Tri-Met and to the Metro Council. This arrangement is intended to (1) stimulate development of innovative ideas from the private sector, (2) allow the task force to work rapidly, and (3) allow public review through the established JPACT process. The ex-officio public members of the task force will serve as support and resources rather than as participants.

Tri-Met Objectives

1. Identify alternative funding sources and methods for the South/North light rail project which can be used to:

- (a) meet the obligation to provide the Legislature with options for reducing the funding commitments for the South/North project made by the State and by local taxpayers;
 - (b) fill funding gaps due to shortfalls in public funds;
 - (c) improve cash-flow and construction flexibility.
2. Identify public and private mechanisms to capture a share of the value created by the South/North light rail project.
 3. Identify and review alternative financing methods for extending the line into Clark County.
 4. Promote private sector investment along rail lines (increase and speed up creation of value which can be captured).

Organization of Task Force

The task force will comprise 7 - 9 citizens appointed by Tri-Met. The Task Force will include members with backgrounds in innovative project finance, real estate and development, and public/private partnerships.

The Tri-Met General Manager and Metro Executive will serve as ex-officio members of the task force.

Tri-Met will provide a consultant to support the work of the task force and will provide technical assistance. Tri-Met and consultant will establish an interagency working group to insure coordination between the Task Force and other related efforts, including Governor's work on developing new framework for transportation finance, regional funding initiatives, pursuit of public funding for South/North project, and Metro's congestion pricing study.

The task force will issue its report to Tri-Met by July 15, 1996. Tri-Met will forward the report to JPACT Finance Committee for review and recommendations to JPACT. The Task Force will participate with Tri-Met in presentation of the report to the Legislature.

Charge to Task Force

The charge to the Task Force will include the following elements:

December 1, 1995

The task force should consider the full range of possibilities for funding the project but should develop full recommendations, including consideration of implementation issues, for those that have the most promise to significantly fulfill the stated Objectives. The project consists of the full South/North project from Clackamas County to Clark County, without limitation to proposed construction phases or segments.

The funding measures to be considered should include but not be limited to: tolling, capture of added property values (similar to tax increment), joint development of station areas, air rights, "super turn-key" construction, tax-advantaged leasing (cross-border leasing), tax-advantaged debt financing, joint use of right of way and/or facilities, tax credits and exemptions.

Funding opportunities related to but not specifically part of the South/North project should be considered, but implications of such opportunities for other transportation projects and funding should be weighed.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 95-2251 FOR THE PURPOSE OF RECOMMENDING CREATION OF THE SOUTH/NORTH LIGHT RAIL PUBLIC- PRIVATE TASK FORCE

Date: December 4, 1995

Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution would recommend the creation of a Public-Private Task Force to consider new financing sources for the construction of South/North Light Rail as called for in SB 1156, the South/North Light Rail funding legislation.

FACTUAL BACKGROUND AND ANALYSIS

The Oregon Legislature passed Senate Bill 1156 in 1995 which requires Tri-Met to identify new financing sources which could be utilized to reduce the state's share of South/North Light Rail construction costs by up to \$75 million. To accomplish this, Tri-Met will establish a Public-Private Task Force to make recommendations on new financing sources. The recommendations will be forwarded by Tri-Met to the 1997 Legislature in cooperation with Metro and the Joint Policy Advisory Committee on Transportation. Reduction of the state's share of South/North costs is contingent upon the granting of new authorities by the 1997 Legislature.

In addition to the statutory requirement contained in Senate Bill 1156, Tri-Met has a goal of using any new funding sources to reduce the burden on local taxpayers who have approved \$475 million in General Obligation bond authority for the project.

Tri-Met proposes to create a Task Force of 7-9 citizens, supported by ex-officio membership of Tri-Met and Metro. The Task Force report will be submitted to JPACT, which will conduct public review and submits its recommendations to Tri-Met and the Metro Council. This arrangement is intended to 1) stimulate development of innovative ideas from the private sector; 2) allow the Task Force to work rapidly; and 3) allow public review through the established JPACT process. The ex-officio public members of the Task Force will serve as support and resources rather than as participants.

Tri-Met Objectives

1. Identify alternative funding sources and methods for the South/North Light Rail Project which can be used to:
 - a) Meet the obligation to provide the Legislature with options for reducing the funding commitment for the South/North project made by the state and local taxpayers;

- b) Fill funding gaps due to shortfalls in public funds; and
 - c) Improve cash-flow and construction flexibility.
2. Identify public and private mechanisms to capture a share of the value created by the South/North Light Rail Project.
 3. Identify and review alternative financing methods for extending the line into Clark County.
 4. Promote private sector investment along rail lines (increase and speed up creation of value which can be captured).

Organization of Task Force

The Task Force will comprise 7-9 citizens appointed by Tri-Met. The Task Force will include members with backgrounds in innovative project finance, real estate and development, and public-private partnerships.

The Tri-Met General Manager and Metro Executive will serve as ex-officio members of the Task Force.

Tri-Met will provide a consultant to support the work of the Task Force and will provide technical assistance. Tri-Met and consultant will establish an interagency working group to ensure coordination between the Task Force and other related efforts, including the Governor's work on developing a new framework for transportation finance, regional funding initiatives, pursuit of public funding for the South/North project, and Metro's congestion pricing study.

The Task Force will issue its report to Tri-Met by July 15, 1996. Tri-Met will forward the report to the JPACT Finance Committee for review and recommendations to JPACT. The Task Force will participate with Tri-Met in presentation of the report to the Legislature.

Charge to the Task Force

The charge to the Task Force will include the following elements:

The Task Force should consider the full range of possibilities for funding the project but should develop full recommendations, including consideration of implementation issues, for those that have the most promise to significantly fulfill the state objectives. The project consists of the full South/North project from Clackamas County to Clark County, without limitation to proposed construction phases or segments.

The funding measures to be considered should include, but not be limited to, tolling, capturing of added property values, joint development of station areas, air rights, "super turn-key"

construction, tax-advantaged leasing (cross-border leasing), tax-advantaged debt financing, joint use of right-of-way and/or facilities, tax credits and exemptions.

Funding opportunities related to, but not specifically part of, the South/North project should be considered, but implications of such opportunities for other transportation projects and funding should be weighted.

EXECUTIVE OFFICER RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 95-2251.

BEFORE THE METRO COUNCIL

| | | |
|---------------------------------|---|-----------------------------|
| FOR THE PURPOSE OF RECOMMENDING |) | RESOLUTION NO. 95-2251 |
| CREATION OF THE SOUTH/NORTH |) | |
| LIGHT RAIL PUBLIC-PRIVATE TASK |) | Introduced by |
| FORCE |) | Councilor Rod Monroe, Chair |
| | | JPACT |

WHEREAS, The Oregon Legislature in 1995 adopted Senate Bill 1156 to provide state funding for the construction of the South/North Light Rail Project; and

WHEREAS, The Oregon Legislature, through the passage of SB 1156, directed Tri-Met to establish a Public-Private Task Force to identify up to \$75 million of new financing sources which could be authorized by the Legislature to reduce the state's share of the South/North project financing; and

WHEREAS, Senate Bill 1156 requires that the Public-Private Task Force identify and evaluate alternative funding sources, consider innovative funding mechanisms to capture the value created by transportation projects; and

WHEREAS, Tri-Met, in cooperation with Metro and the Joint Policy Advisory Committee on Transportation, is required to make recommendations on new financing sources to the 1997 session of the Oregon Legislature; and

WHEREAS, The reduction of the state's share of the South/North project financing costs is contingent on the enactment of financing authorities by the 1997 Legislature based on recommendations from the region; and

WHEREAS, Tri-Met proposes to create a Task Force of 7-9 citizens, supported by Tri-Met General Manager and Metro Executive serving as ex-officio members; and

WHEREAS, Tri-Met will provide support and technical assistance to the Task Force; and

WHEREAS, Tri-Met will establish an interagency working group to ensure coordination between the Task Force and other related efforts, including the Governor's work on developing a new framework for transportation finance, regional funding initiatives, pursuit of public funding for the South/North project, and Metro's congestion pricing study; and

WHEREAS, The Task Force will issue its report to Tri-Met by July 15, 1996 and Tri-Met will forward the report to the JPACT Finance Committee for review and recommendations to JPACT and the Task Force will participate with Tri-Met in presentation of the report to the Legislature; now, therefore,

BE IT RESOLVED,

1. That the Metro Council recommends that Tri-Met create a citizen task force on public-private finance mechanisms which includes the Metro Executive Officer as an ex-officio member for the South/North Light Rail Project to meet the requirements of SB 1156.

2. That the finance alternatives recommended by this committee be reviewed by the Joint Policy Advisory Committee on

Transportation and the Metro Council prior to a recommendation to the 1997 Legislature.

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

J. Ruth McFarland, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel


95-2251.RES
ACC:BB:lmk/12-6-95

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE PORTLAND, OREGON 97232 2736
TEL 503 797 1700 FAX 503 797 1794



METRO

Date: December 4, 1995
To: Metro Council
From: Mike Burton, Executive Officer 
Subject: **FHWA/FTA Certification Review; Council Presentation**

In June of this year, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) conducted a three-day Certification Review of the Portland-Vancouver Transportation Management Area (TMA). The review consisted of an evaluation of the transportation planning processes of Metro (Oregon portion of the TMA) and the Southwest Washington Regional Transportation Council (RTC, Washington portion of the TMA).

FHWA and FTA have subsequently released a draft report of their findings. As part of their process, they wish to present a summary of those findings to both JPACT and the Metro Council in December. As such, I am proposing to include their presentation in the Executive Officer Reports agenda at the December 14 meeting. They will make a similar presentation to JPACT earlier that day.

Attached for your review, please find a copy of the Draft Report and a memorandum from Andy Cotugno to me which responds to the report's corrective actions and recommendations. In sum, the following conclusions can be made regarding Metro's transportation planning process:

1. In most areas, Metro has met or exceeded the federal planning requirements and the report recognizes that fact.
2. Where a corrective action or recommendation has been identified, the concern has been or is being addressed.
3. The region remains eligible to expend federal funds.

On behalf of FHWA and FTA, we look forward to presenting their findings on December 14.

ACC:lmk

Attachments

cc: Andy Cotugno
Mike Hoglund

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE PORTLAND, OREGON 97232 2738
TEL 503 787 1700 FAX 503 787 1784



METRO

Date: December 4, 1995

To: Mike Burton, Executive Officer

From: *AK* Andy Cotugno, Transportation Director

Subject: **FHWA/FTA Certification Review;
Draft Report and Metro Response**

Attached is the Portland/Vancouver Transportation Management Area Certification Review jointly prepared by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). This memorandum is the Metro staff response to the recommendations contained within the draft report.

As noted in the report, the review responds to ISTEA and federal Metropolitan Planning Rule requirements that direct FHWA and FTA to jointly review and evaluate the planning process for Metropolitan Planning Organizations (MPOs) within Transportation Management Areas (TMA) every three years. The Portland-Vancouver area TMA includes two MPOs: Metro and the Regional Transportation Council (RTC) of Southwest Washington.

Metro Responses

Responses pertain to FHWA/FTA corrective actions (denoted with a B) and recommendations (denoted with a C) identified for Metro within the draft report. Areas where Metro has met or exceeded expectations and RTC issues are not addressed.

Interagency
Agreements

I.B.1 Metro should reaffirm, modify, or develop new required agreements, as necessary.

Response: *Agreed. Metro has or will develop or revise planning agreements as spelled out in the Metropolitan Planning Rule.*

I.B.2. Metro should finalize the agreement addressing air quality conformity in the portions of the nonattainment area outside the metropolitan boundary.

Response: This agreement has been finalized.

I.C.1. Although a Bi-State Agreement is not specifically required by the Metropolitan Planning Rule, the existing agreement should be updated, since it serves a useful purpose.

Response: Metro and RTC will update the current agreement.

Regional Transportation Plan (RTP)

VIII.B.1. Metro should complete the Plan and conformity analysis as soon as possible. The FHWA/FTA recognizes that Metro is working diligently toward this goal.

Response: This action has been addressed. The Interim Federal RTP was adopted by Metro Council in July. The subsequent conformity determination has also been adopted in September and is expected to be approved by FHWA/FTA in December, 1995.

VIII.B.2. The plan should identify the need for MISs (major investment studies) or planned MISs.

Response: The Interim Federal RTP has identified current MIS projects underway in the Outstanding Issues section of Chapter 8. Analysis as part of the Phase II RTP update, which will include new or updated performance measures, will identify the need for other MISs.

VIII.C.1. Metro should revise the draft MIS guidelines, as needed, and issue them in final form.

Response: Final MIS guidelines will be released in late December or early January.

Transportation Improvement Program (TIP)

IX.B.1. Metro should complete the TIP and conformity analysis as soon as possible. The FHWA/FTA recognizes that Metro is working diligently towards this goal.

Response: The final programming action for the TIP, the allocation of the \$27 million 2040 Implementation Program was adopted by Metro Council in July. The subsequent preparation of the TIP was completed in November and submitted to FHWA/FTA. The subsequent TIP conformity determination was adopted in September and is expected to be approved by FHWA/FTA December, 1995.

- IX.B.2. The TIP should clearly identify federal dollars and total cost.
Response: The FY 96 MTIP has delineated federal, state, and local share of total project costs by phase of work, by year, and by funding source.
- IX.B.3. Metro should provide analysis/documentation for O&M costs. This was also requested during the IPR.
Response: Documentation of O&M costs is provided in the FY 96 MTIP at two locations. First, page nine discusses results of the 1993 State Pavement Management Survey and the Oregon Roads Finance Study. Second, Regional facilities preservation is included as a line item in Appendix F. Metro will work with ODOT and local jurisdictions to further identify O&M costs within the MTIP.
- IX.B.4. ODOT should formalize its procedures with MPOs regarding TIP and STIP processing and notification of actions. This should be referenced in the Metro/ODOT agreement.
Response: Metro and ODOT staff have begun discussions on joint activities for TIP development. The \$27 million 2040 Implementation Program was a joint ODOT/Metro process. For the upcoming STIP/MTIP, Metro and ODOT will again develop a joint program, and in particular, define state and regional interests through a combined public process. This process and other joint processing actions will be included in our revised agreement.
- IX.C.1. The TIP should summarize the project prioritization process. This was also requested during the IPR.
Response: Included in the FY 96 MTIP is a description of the overall Portland area project selection criteria. More specific discussions of regional priorities are included in the STP, CMAQ, and Transportation Enhancement areas.
- IX.C.2. The TIP should include a list of projects from the previous TIP that were implemented or delayed.
Response: The FY 96 MTIP formally addresses both delays and implementation beginning on page 16.
- IX.C.3. The TIP should summarize significant public comments that were received during the public review period.
Response: The Metro FY 96 MTIP addresses the eight month process for the allocation of the 2040 Implementation Program. Metro has documented for decision-makers the major public involvement topics and can include a summary in this Transportation Improvement Program, and will include the summary in future TIPs.

Air Quality

XI.B.1. Metro should complete the conformity analysis on the Plan and TIP as soon as possible. The FHWA/FTA recognizes that Metro is working diligently towards this goal.

Response: As noted above, the air quality conformity determination for both the RTP and TIP was adopted by the Metro Council in September and is expected to be approved by FHWA/FTA December, 1995.

Public Involvement

XII.C.1 Metro should consider whether meeting times, locations, and committee representation is sensitive to the needs of lower income or transit dependent groups.

Response: Metro staff agree with this comment and is actively pursuing lower income and transit dependent involvement. For example, in response to citizen groups, many meetings/workshops are being held on Saturdays to provide for those who may work evening or afternoon weekday schedules. Metro is also hosting a number of events within neighborhoods, thus increasing outreach to divergent groups. The Metro building itself was, in part, centrally located in order to provide as much access as possible. Also, Metro provides for disabled person access to and involvement in meetings through accessible meeting facilities and sound systems for the hard of hearing.

Further, transportation planning public involvement staff has been working with a selected list of interest groups which do not commonly participate in transportation, growth management, and other Metro issues. The goal is to develop contacts within these groups for information sharing and committee recruitment. Staff is also proposing that as committee membership is solicited, relevant socio/economic/ethnic/age background information is requested in order that committee can better reflect the community at large.

15 Planning Factors

XIII.B.1. Tri-Met's TDP (Transit Development Plan) does not provide an adequate basis for transit capital projects. Since Metro is responsible for the transportation planning process in the Portland metropolitan area, they should work with Tri-Met to correct this deficiency.

Response: Metro and Tri-Met are continuing to jointly develop the RTP Transit System as part of the RTP Phase II update. Included in the work program is the identification of capital needs as part of the financially

constrained system. Consistent with system goals and objectives, a list of capital needs will be developed for inclusion in the TDP.

XIII.C.1. Metro should summarize how they are addressing the 15 Factors in an appendix to the Plan (see RTC's matrix).

Response: Metro agreed at the IPR that the RTC approach was excellent. Metro will prepare such an appendix to the Interim Federal RTP.

MB:lmk

Attachment



U.S. DEPARTMENT OF TRANSPORTATION

DEC 1 1995

November 30, 1995

IN REPLY REFER TO

Mr. Andrew Cotugno
Transportation Director
Metro
600 N.E. Grand Avenue
Portland, OR 97232

Mr. Dean Lookingbill
Transportation Director
S.W. Washington Regional
Transportation Council
1351 Officer's Row
Vancouver, WA 98661

Re: Portland/Vancouver
Planning Certification Report

Dear Messrs. Cotugno and Lookingbill:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are pleased to submit for your information and use our final certification review report. As you are aware, FHWA/FTA conducted a joint certification review of the Portland/Vancouver area transportation planning process June 19-22, 1995. A draft report describing the findings of the federal review was provided for comment.

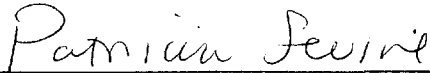
The report describes our observations and findings and includes specific recommendations for improvements. We are scheduled to make a joint FHWA/FTA presentation of the report findings and recommendations before the RTC Board on December 5, 1995 and 4:00 p.m. and before JPACT on December 14 at 7:15 a.m. and the Metro Council on December 14 at 2:00 p.m.

We would like to thank you and your staffs for their time and assistance during our review. Our overall impression from our review is that the planning process is of high caliber and is continuing, cooperative and comprehensive.


Please contact Bill Kappus (FHWA) on (360) 753-9485, Fred Patron (FHWA) on (503) 399-5749 or Patricia Levine (FTA) on (206) 220-7954 if you have any questions regarding this review or regarding the specific details for the presentation and discussion at the meetings indicated above.

Portland/Vancouver Planning
Certification Report
Page Two

Sincerely,



Patricia Levine
Acting Regional Administrator
Federal Transit Administration



for Gene K. Fong
Division Administrator
FHWA Washington Division



Robert G. Clour
Division Administrator
FHWA Oregon Division

Enclosure

Portland/Vancouver Transportation Management Area Certification Review

INTRODUCTION

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Metropolitan Planning Rule (23 CFR 450.334) require that the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly review and evaluate the transportation planning process for each Transportation Management Area (TMA) (urbanized areas with a population greater than 200,000) no less than every three years.

The FHWA and FTA conducted a certification review of the transportation planning process in the Portland/Vancouver TMA from June 19 to 22, 1995. The TMA is composed of two metropolitan planning organizations (MPO's): Metro in Portland, Oregon and the Southwest Regional Transportation Council (RTC) in Vancouver/Clark County, Washington. The review included joint opening and closing sessions (where both MPO's attended), as well as individual sessions with each MPO. Meetings were also held with elected officials and invited citizens. A list of attendees at each session is attached to this report.

The major planning issue facing the TMA is rapid regional growth. There is significant travel demand between the two MPO's, and therefore, across state boundaries. Approximately one-third of Clark County's work force commutes to Oregon, with approximately 10,000 to 15,000 Oregon residents commuting to Clark County. Interstate 5 is operating at capacity during increasingly longer peak periods. Additionally, the Portland/Vancouver area is recognized as a single air quality maintenance area (AQMA) and is classified as nonattainment for ozone and carbon monoxide. RTC and Metro have responded cooperatively to these regional issues with a variety of sophisticated planning programs.

In 1992, an Independent Planning Review (IPR) was conducted by the FHWA/FTA for the Portland metropolitan area (copies are available from The FHWA). Outstanding issues from that review are also addressed in this report.

RESULTS of the PLANNING REVIEW

The transportation planning process in Portland/Vancouver TMA is certified subject to corrective actions.

RTC and Metro have clearly demonstrated that both MPO's contribute to a continuing, cooperative, and comprehensive transportation planning process. Following are findings, corrective actions, and recommendations based on the meetings held from June 19 to 22, 1995 as well as a previous review of planning documents provided by each MPO.

Findings are statements of fact based on the FHWA/FTA observations during the site visit or made during the review of planning documents. *Corrective actions* are areas where action needs to be taken to correct a regulatory deficiency. *Recommendations* are areas that could be improved, but do not represent a regulatory deficiency.

The conclusions of the review are presented below, generally in the order they were discussed with each MPO.

RTC & METRO

I. Agreements

A. Findings

1. Bi-state coordination between the MPO's is commendable and demonstrates substantial improvement since the 1992 IPR.
2. RTC's agreements were developed soon after ISTEA was passed and have incorporated many of ISTEA's principles.
3. The majority of Metro's agreements are old and may not meet current requirements.
4. Both MPO's have agreements that are in draft form and need to be finalized.

B. Corrective Actions

1. Metro should reaffirm, modify, or develop new required agreements as necessary.
2. Metro should finalize the agreement addressing conformity in the portions of the nonattainment area outside the metropolitan area boundary.
3. RTC should finalize the agreement with Washington State Department of Transportation (WSDOT).

C. Recommendations

1. Although a Bi-State Agreement is not specifically required by the Metropolitan Planning Rule, the existing agreement should be updated, since it serves a useful purpose.

RTC

II. Metropolitan Transportation Plan

A. Findings

1. RTC has adopted a Metropolitan Transportation Plan that meets the requirements of the regulations. It was one of the few Plans in the State that was considered complete by the regulatory deadline.
2. RTC's alternative scenario analysis is noteworthy as it describes the existing, no build, and build networks in a concise tabular format that can be easily read and understood by the public.

B. Corrective Actions - None.

C. Recommendations

1. The presentation of financial constraint analysis could be expanded. A more detailed analysis of how revenues are estimated is needed. The Metropolitan Planning Rule provides specific guidance on financial plans (preamble page 58060, 1st column). RTC should provide analysis/documentation of operation and maintenance (O&M) costs.
2. RTC should include substantive information from C-Tran's Transportation Development Plan (TDP) in the Plan, rather than just referencing it. Transit financing information should be included in a format consistent with the highway analysis.
3. RTC should develop MIS procedures and describe them in the Plan. The FHWA/FTA is aware that WSDOT is developing MIS procedures, therefore, it may be wise for RTC to wait until these are available before developing their own procedures. RTC should review Metro's MIS procedures, which are very good and may be useful.
4. The Plan should include more specific policy recommendations, actions, or implementation measures especially for new ISTEA subjects like non-motorized travel, freight, transportation demand management measures (TDMs)--and address how these subjects are incorporated into the planning process. During the next certification review, the FHWA/FTA would expect to see these subjects explicitly addressed in the Plan.
5. RTC should identify and discuss transportation enhancement activities in the Plan.

III. TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

A. Findings

1. RTC's definition of a TIP amendment is more stringent than federal regulations, and results in more frequent State TIP (STIP) amendments than are required.

2. RTC's project selection procedure provides for project selection of the first two years of TIP projects. This practice may result in over programming, as in fact, two years of funds appear to be available in year one. For example, if a project is moved from year two to year one without a corresponding move of another project from year one to year two, year one is no longer fiscally constrained. In addition, the State of Washington manages the program on a statewide basis. As this is practiced, the State may obligate more funds in one urbanized area than are programmed in year one in that area, resulting in not all funds that are programmed in another urbanized area being available in that area. The State obligates funds on a first come, first serve basis. This practice can result in priority projects for an urbanized area not being funded in the year in which they were programmed. In addition to the over programming issue, this also creates a public disclosure issue, i.e., the public should know whether RTC is able to deliver the project in the TIP in the year programmed.
3. RTC's project prioritization process is very good.

B. Corrective Actions

1. RTC should clarify its project selection procedures for each funding category. While multiple-year project selection is not encouraged, if it is employed, there must be full disclosure in the TIP and STIP of the fact that implementation of projects in the year programmed cannot be guaranteed. All participants must agree with the process, financial constraint must be maintained by year and by funding category, TCM priority must be maintained for each non-attainment area, and care must be taken that conformity is not violated as projects are advanced. In addition, project selection actions must be consistent with an open public involvement process and, to the extent possible, should follow the priorities set within the federally approved STIP.
2. RTC should provide analysis/documentation for O&M costs. The TIP should show that funds are adequate for O&M needs, and if not, explain why.

C. Recommendations

1. RTC's project selection procedure should be modified so that when a project is moved from year two to year one, project(s) equaling the same amount of funds should be moved from year one to year two in order to maintain fiscal constraint. RTC's TIP and the Washington STIP should fully disclose how the program is managed and that in any given MPO the funds programmed may not be available in the year programmed due to the statewide management on a first come, first serve basis.
2. The TIP should summarize significant public comments that were received during the public review period.

D. Comment

1. RTC should be aware that funding estimates provided by the State include unobligated balances that are incorrect for determining annual programs. Annual programs should be limited to estimates of annual apportionments. This may mean that the STIP is not financially constrained. The FHWA/FTA will discuss this further with WSDOT.

IV. CONGESTION MANAGEMENT SYSTEM (CMS)

A. Findings

1. RTC is a leader in the state in developing and implementing their CMS.

B. Corrective Actions - None.

C. Recommendations - None.

V. AIR QUALITY

A. Findings

1. There has been significant improvement on bi-state coordination of air quality programs.
2. RTC is performing its own modeling for air quality and travel demand forecasting.
3. RTC is conducting project conformity analysis for their member jurisdictions.

B. Corrective Actions - None.

C. Recommendations - None.

VI. PUBLIC INVOLVEMENT

A. Findings

1. RTC has adopted a public involvement policy that meets the minimum requirements of the Metropolitan Planning Rule. However, RTC's public involvement activities actually go beyond the requirements of this policy.

B. Corrective Actions - None.

C. Recommendations

1. RTC should document their actual public involvement and public outreach activities (since they go beyond the basic requirements of their public involvement policy) so this information is available to the public and interested agencies.
2. RTC could develop a menu of public involvement techniques to be included in the public involvement policy during the next cyclic review. This "menu" could be kept as an internal notebook.

VII. 15 FACTORS

A. Findings

1. The 15 Factors are successfully incorporated into RTC's Transportation Plan.
2. RTC's 15 Factor summary matrix, which was prepared as an exhibit for the certification review meetings, is very useful.

B. Corrective Actions - None.

C. Recommendations

1. RTC could include the 15 Factor summary matrix in the Plan.

Metro

VIII. REGIONAL TRANSPORTATION PLAN

A. Findings

1. Metro's 2040 process has significantly enhanced the transportation planning process and contributed to a strong linkage between transportation, land use, and air quality.
2. Metro does not have a conforming Plan that meets the requirements of the regulations. However, the process for developing the Plan is very good and is expected to result in a high quality product.
3. The Plan does not identify where MISs might be needed. However, Metro has developed draft MIS guidelines, which should result in a high quality process for Metro, as well as provide a useful model for other MPO's.
4. Metro has done a good job demonstrating financial constraint. The Plan includes both a constrained and a preferred (or "vision") network which allows Metro to show the difference between their transportation vision and a financially constrained program. Although federal requirements do not require the development of preferred network, it is a useful tool for Metro and responds to issues raised during the IPR.

B. Corrective Actions

1. Metro should complete the Plan and conformity analysis as soon as possible. The FHWA/FTA recognizes that Metro is working diligently towards this goal.
2. The Plan should identify the need for MISs or planned MISs.

C. Recommendations

1. Metro should revise the draft MIS guidelines, as needed, and issue them in final form.

IX. TIP

A. Findings

1. Metro does not have a conforming TIP that meets the requirements of the regulations.
2. In the past, communication problems between Metro and the Oregon Department of Transportation (ODOT) have resulted in delays in approving the STIP and in processing STIP amendments.
3. As requested during the IPR, Metro has addressed "preservation of existing facilities."

B. Corrective Actions

1. Metro should complete the TIP and conformity analysis as soon as possible. The FHWA/FTA recognizes that Metro is working diligently towards this goal.
2. The TIP should clearly identify federal dollars and total cost.
3. Metro should provide analysis/documentation for O&M costs. This was also requested during the IPR.
4. ODOT should formalize its procedures with MPO's regarding TIP and STIP processing and notification of actions. This should be referenced in the Metro/ODOT agreement.

C. Recommendations

1. The TIP should summarize the project prioritization process. This was also requested during the IPR.
2. The TIP should include a list of projects from the previous TIP that were implemented or delayed.
3. The TIP should summarize significant public comments that were received during the public review period.

X. CMS

A. Findings

1. Metro has a very good approach to meeting the requirements for the interim CMS.
2. Metro has adequately responded to comments made during the IPR to address management systems.

B. Corrective Actions - None.

C. Recommendations - None.

XI. AIR QUALITY

A. Findings

1. Metro is recognized as a national leader in travel demand forecasting and air quality modeling, as was noted during the IPR.
2. Metro does not have a conforming Plan or TIP.
3. Metro conducts the conformity analysis for the portion of the nonattainment area in Washington County that is outside the MPO boundary.

B. Corrective Actions

1. Metro should complete the conformity analysis on the Plan and TIP as soon as possible. The FHWA/FTA recognizes that Metro is working diligently towards this goal.

C. Recommendations - None.

XII. PUBLIC INVOLVEMENT

A. Findings

1. Metro's public involvement activities are exemplary. Metro's efforts were also commended during the IPR.
2. The representation and comments at the citizen session demonstrates Metro is doing a good job on public involvement.
3. There was some concern voiced during the citizen session that some of Metro's public involvement processes are not sensitive to lower income or transit dependent groups in terms of meeting times, locations, and committee representation.

B. Corrective Actions - None.

C. Recommendations

1. Metro should consider whether meeting times, locations, and committee representation is sensitive to the needs of lower income or transit dependent groups.

XIII. 15 FACTORS

A. Findings

1. Metro has addressed the 15 Factors in the planning process.

B. Corrective Actions

1. Tri-Met's TDP does not provide an adequate basis for transit capital projects. Since Metro is responsible for the transportation planning process in the Portland metropolitan area, they should work with Tri-Met to correct this deficiency.

C. Recommendations

1. Metro should summarize how they are addressing the 15 Factors in an appendix to the Plan (see RTC's matrix).

State of Oregon
Department of Environmental Quality

Memorandum

Date: December 6, 1995

To: JPACT
From: John Kowalczyk
Subject: Briefing: Carbon Monoxide and Ozone Maintenance Plans

There are administrative and legal ties between transportation plans and air quality plans that necessitate close coordination between DEQ and Metro. DEQ is beginning a process of seeking Metro review and recommendations on transportation related issues which are part of draft air quality maintenance plans for carbon monoxide and ozone. Expected adoption of these plans by the Environmental Quality Commission early next year will ensure that: 1) citizens of the Portland area breathe healthy air over the next ten years, 2) Clean Air Act imposed impediments to industrial growth are removed, and 3) threats of federal highway fund sanctions are eliminated.

METRO RESPONSIBILITIES

As lead agency for air quality transportation planning, Metro is responsible for:

- o Defining the transportation emissions budget needs in air quality plans.
- o Identifying the transportation control measures (TCM's) that need to be a part of the states air quality strategy.
- o Conducting conformity analysis of transportation plans with air quality plans.

IMPACT OF AIR QUALITY PLANS ON METRO

Under Clean Air Act requirements Metro must:

- o Demonstrate conformity of transportation plans with air quality plans to approve transportation projects and receive federal transportation funding.
- o Assure TCM's in the states air quality plan are being implemented in a timely manner and provide priority funding for them.

CONFORMITY PROCESS CHANGES

The current conformity procedure of requiring transportation emissions to be less than 1990 levels and less in the build versus no build scenario will change when air quality maintenance plans are approved by EPA. This change can provide an easier and more assured way of demonstrating conformity.

- o New conformity procedures will eliminate the 1990 emission cap and build/no-build requirement and substitute an emission budget consistent with the regional transportation plan when EPA approves air quality maintenance plans.
- o The Regional Transportation Plan emissions, for years beyond the last year of the maintenance plan, will need to comply with the emission budget of the last year of the maintenance plan (2006).

HISTORY OF CO/OZONE IN THE PORTLAND AREA

- o The National Carbon Monoxide was exceeded about one in every three days in the 1970's.
- o The National Ozone standard was exceeded by about 50% in the 1980's.
- o Air pollution control strategies were heavily oriented toward motor vehicle and industrial emissions.
- o Attainment of the carbon monoxide and ozone standards was reached in the early '90s.

INTRODUCTION TO AIR QUALITY MAINTENANCE PLANS

Under Clean Air Act provisions, once attainment of air quality standards is reached an area can be reclassified to attainment upon approval of a 10 year air quality maintenance plan by EPA. Key points regarding maintenance plans include:

- o Plan must demonstrate continued attainment despite expected growth.
- o Attainment classification removes industrial growth impediments (Emission offsets and Lowest Achievable Emission Rate requirements).

Memo To: JPACT
December 6, 1995
Page 3

- o Conformity is changed to an emissions budget concept.
- o Contingency plans must be included in case nonattainment reoccurs during maintenance period.
- o Next 10 year maintenance plan must be submitted to EPA at least two years prior to expiration of previous maintenance plan.

CARBON MONOXIDE AND OZONE MAINTENANCE PLANS

DEQ has been developing air quality maintenance plans for the Portland area for Carbon Monoxide and Ozone. This process has involved broad input from all affected sectors and the legislature. The Carbon Monoxide plan primarily reflects efforts of the City of Portland to develop the Central City Transportation Management Plan. The Ozone plan primarily reflects efforts of a Governor's Task Force and the 1993 Legislature.

Maintenance of the Carbon Monoxide Standards is projected because of the high degree of effectiveness of new motor vehicle emission control systems. Carbon monoxide attainment is projected to be maintained even if some existing control strategies (downtown parking lid and oxygenated fuel) are phased out. Maintenance of the Ozone standard is projected to be difficult and will require a substantial number of new emission control strategies.

Attachments 1 and 2 present the issues with respect to the Carbon Monoxide and Ozone Maintenance plans. Final transportation emission budgets for Carbon monoxide and Ozone precursors and the final mix of strategies for the Ozone plan are not defined as of this writing but they are expected to be in the next few weeks. Recent changes to the Metro population and employment forecasts for the region have necessitated Metro to conduct new transportation emission modelling. This information is currently being integrated into the plans by DEQ.

Attachment 3 presents the potential transportation control measures that need to be included in the maintenance plans.

METRO DELIBERATIONS AND RECOMMENDATIONS

Appropriate Metro Committees will be asked to provide comment and recommendations on at least the following issues relating to the air quality maintenance plans in the weeks ahead:

- o Transportation Emissions Budgets
- o TCM's to be included in the Maintenance Plans

Memo To: JPACT
December 6, 1995
Page 4

o Transportation Control Measures to Balance the Ozone
Maintenance Plan.

Attachment 4 is the tentative schedule for review and adoption of
the maintenance plans.

**Portland Area CO Maintenance Plan
Summary of Strategies and Key Issues
September 13, 1995**

STRATEGY OVERVIEW

Affected Area

The affected area is the Oregon portion of the Air Quality Maintenance Area (within the Metro boundary). The boundary is in the process of being split from the Vancouver area to expedite approval by EPA.

Process

The Central City Transportation Management Plan (CCTMP) served as the primary planning study to develop maintenance plan strategies applicable to the Central City. Strategies are being closely coordinated with the Southwest Washington Air Pollution Control Authority and the Southwest Washington Regional Transportation Council to ensure that strategies have no adverse impacts on Vancouver CO nonattainment issues.

Time Frame of Maintenance Plan

The plan is designed to span ten years from 1996 (expected EPA approval) to 2006. EPA would require an update in 2004 to last for another ten years or more.

Strategy Elements

- Emission reductions from the federal new car program and certified woodburning appliances
- Central City Transportation Management Plan (CCTMP) to replace the Downtown Parking and Circulation Policy (DPCP)
- Oxygenated Fuel dropped as a fuel requirement starting with the 1997/1998 winter season
- Three Emissions Budgets to be developed: 1) Airshed: Metro boundary area; 2) Hot Spots: CCTMP area and the 82nd Ave. corridor
- Enhanced vehicle inspection and maintenance (I/M) program and expansion of the I/M boundary (may not be needed, depending upon modeling results)

TRANSPORTATION CONTROL MEASURES

- Parking controls: The parking lid in the DPCP area is removed, but maximum parking ratios are basically retained in the downtown and expanded into the Lloyd District and other areas of the CCTMP; an initial 750-space pool (allocation for structured parking)

in the downtown is established as replacement parking for existing buildings to compensate for surface lots previously removed for new developments.

- Four Light Rail Lines (South/North Line considered to be two separate lines)
- Regional annual transit service expansion of 1.5% consistent with the financially constrained RTP

[Note: The CCTMP transportation modeling was based on an annual transit service expansion of 2.4% for the Central City area.

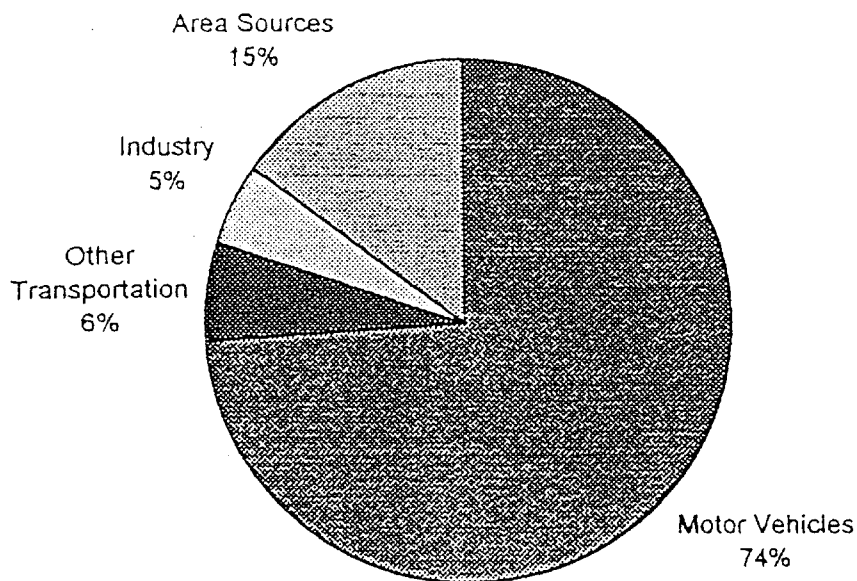
- Existing on-street carpool permit parking program continued
- Tri-Met's carpool marketing program continued
- TMA to be formed in Lloyd District

STRATEGY ISSUES

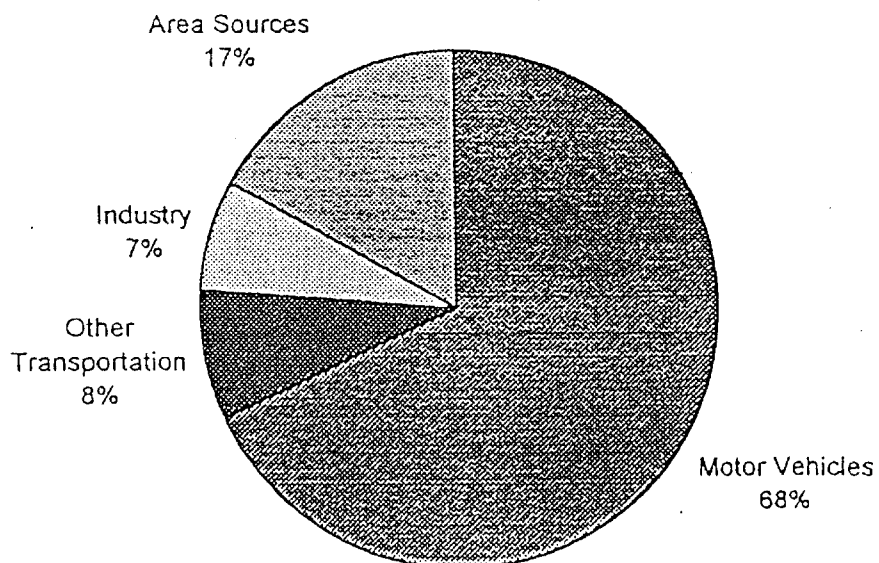
- Parking lid removal to be based upon a completed "worst case" analysis of an additional 7,204 parking spaces being built under the High Growth development of the CCTMP
- Elimination of the Oxygenated Fuel requirement results in a one-time, motor vehicle emissions increase of approximately 30% in 1998
- The regional transit service increase of 1.5% may involve trade-offs in transit service supply to meet the future demand for service in the Central City, e.g., some areas might have to forgo increases in service to accommodate ridership demand in the CCTMP.
- Parking offsets for an additional 853 parking spaces are needed for the interim period lasting until EPA approves the CO Maintenance Plan. (The 1975 model year lock-in for the Portland area I/M program appears to be sufficient to supply the offsets.)
- An emissions growth allowance is needed to replace existing offset requirements for new industry, or major plant expansions.

Winter CO Pie Charts for Portland Area

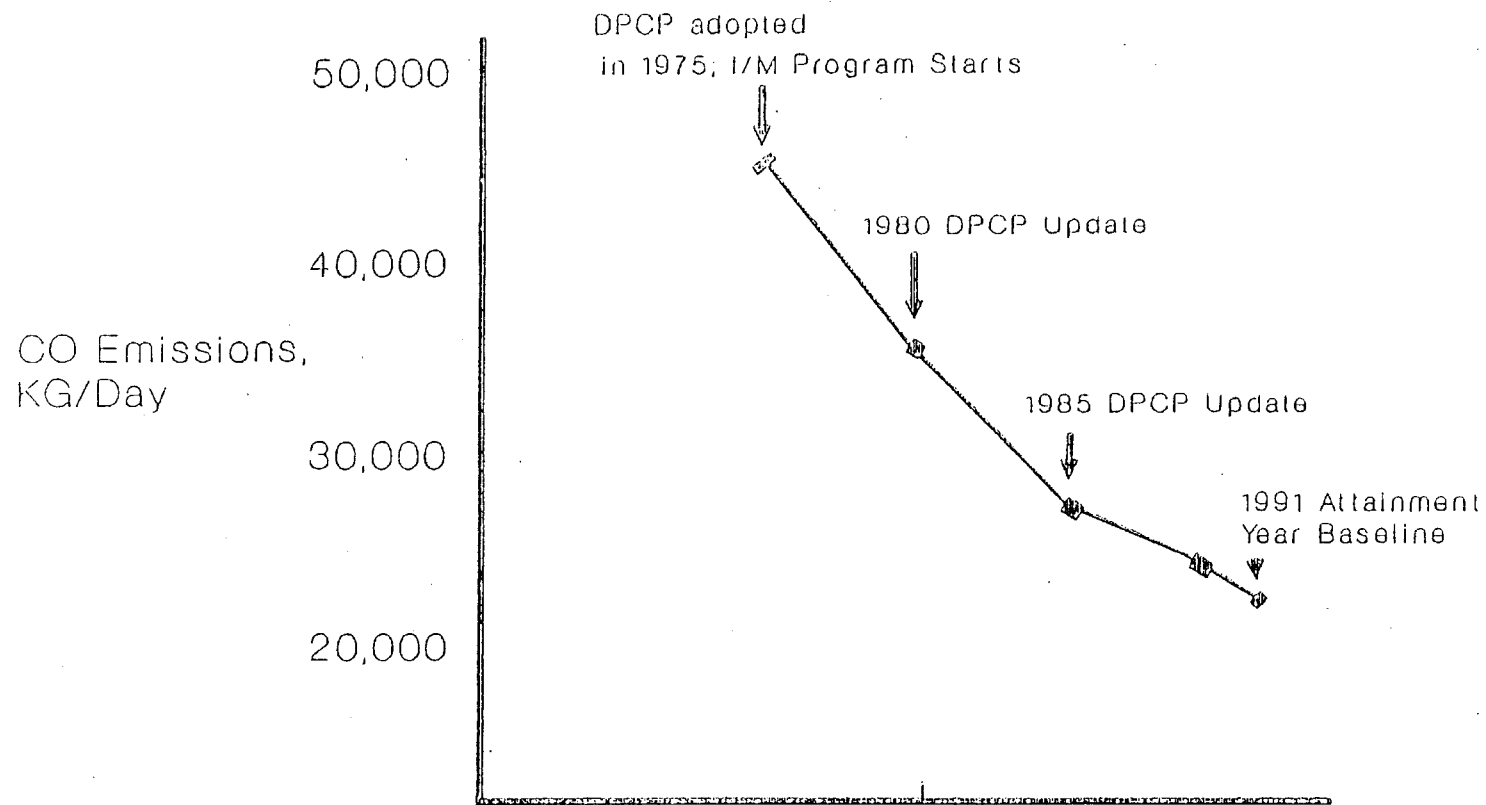
Portland Area 1990 CO Souce Contributions



Portland Area 2006 CO Source Contributions (Subject to Change)



Motor Vehicle CO Emissions Trend in Downtown Portland (1976 to 1991)



Data

| Year | CO Em's, KG/Day |
|------|-----------------|
| 1976 | 45,466 |
| 1980 | 36,111 |
| 1985 | 27,347 |
| 1989 | 25,093 |
| 1991 | 23,587 |

1970

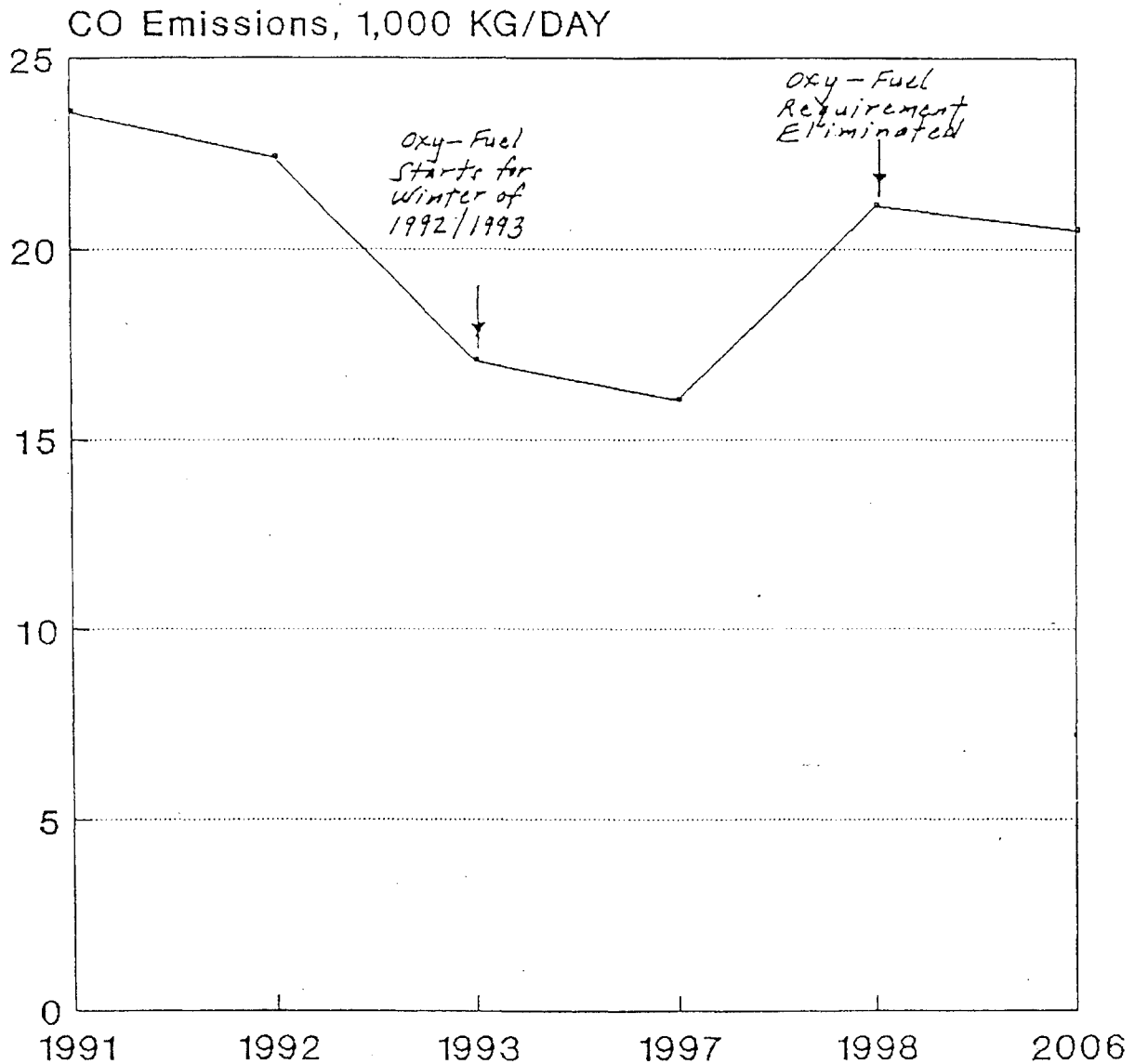
1980

1990

YEAR

*Revision
(9-18-95)*

Projected Motor Vehicle CO Em's for Downtown Portland (1991 to 2006)



— Years (January 1)

Note: 1991 is the attainment baseline year.

Ozone Plan Issues

STRATEGY DEVELOPMENT PROCESS

- 1991: HB 2175 - Established Governor's Task Force (GTF)
- 1992: Governor's Task Force recommended plan
- 1993: HB 2214 - Adopted plan with some revisions
- 1994: Rule development with nine advisory committees
- 1995: HB 3348 (vetoed) - Intended to amend plan
- 1995: Interagency consultation with Metro
- 1996: Adopt plan and submit to EPA

STRATEGY OVERVIEW

- **Initial Base case assumptions**
 - Motor vehicle programs:
 - Federal Tier I motor vehicle program
 - Existing vehicle inspection program
 - Area source programs:
 - Federal area source rules for consumer products, autobody refinishing and architectural coatings
 - Stage II vapor recovery program
 - Industrial programs:
 - VOC RACT for existing industry
 - BACT and growth allowance for new and expanding industry
- **1995 Legislature - HB 2214 directed strategy (principally GTF recommendations)**
 - Vehicle inspection:
 - Enhanced vehicle inspection
 - Expanded inspection boundary (EQC to establish; ~10% more vehicles)
 - Eliminate old car exemption for 1975 and newer vehicles
 - Trip reduction:
 - Mandatory parking ratio for non-residential development (10% reduction in new space utilization)
 - Employee Commute Options (ECO) (10% reduction in commute trips for 50-100 employees, 20% reduction for 100 and more employees)
 - Land use changes due to Region 2040 and the TPR
 - California Lawn and Garden Standards

- **January 1995 Rebalance of Maintenance Plan**
 - New EPA nonroad engine rules
 - Replace federal area source rules with state rules
 - Updates to EPA emission factors and growth factors
 - Net result: 1.1% surplus VOC reductions from strategy
- **DEQ Advisory committee recommendations**
 - January 1995 Rebalance +1.1%
 - Reduce stringency of ECO -0.9%
(10% reduction from 50 or more employees)
 - Limit mandatory parking ratio to -0.2%
non-retail/dining land uses
 - Net +0.0%
- **1995 Legislature - HB 3448 revisions¹**
 - January 1995 Rebalance +1.1%
 - Add federal Low Emission Vehicle Program +0.2
 - Maintain ECO at HB 2214 level -0.0%
 - Reduce inspection boundary expansion -0.4%
 - Limit parking ratio program to voluntary -0.8%
 - Net +0.1%
- **Final rebalance**
 - New Metro population and travel forecasts
 - Revised enhanced vehicle inspection program
 - Voluntary PSEL donation program
 - Final strategy mix and options to rebalance will be presented

¹ HB 3448 also directed DEQ to pursue a public education program and a lawnmower replacement program to offset more stringent ECO. Although HB 3448 was vetoed, DEQ is still pursuing these programs. Vehicle inspection boundary expansion restrictions from HB 3448 were also included in DEQ FY 1995 budget.

TRANSPORTATION CONTROL MEASURES

Potential TCMs to be identified in the ozone maintenance plan include:

- Transit Supply commitments in the RTP constrained network
 - 1.5% annual service expansion until 2005;
 - 2005-2015 .5% annual service expansion;
 - North/South High Capacity Transit (and feeder bus service).
- Pedestrian and Bicycle supply commitments in the RTP constrained network
- Congestion management projects in the RTP constrained network
 - Traffic signal optimization projects
 - Ramp Metering (I-5, I-84, I-405 and Highway 217)
- TDM measures adopted by DEQ
 - ECO
 - Parking Ratios (if applicable)
- Land Use assumptions in RTP
 - Urban Growth Boundary assumption, resulting in increased parking costs;
 - Land-use changes inherent in the population and employment allocation

STRATEGY ISSUES

- The final rebalance of the maintenance plan may require adjustments to the strategies in the plan.
- What will the level of participation in the voluntary PSEL reduction program be by industrial sources, and how much industrial growth allowance can be provided?
- Will reductions from the education program and lawnmower buyback program be available? What will be used as the backup strategy in case target reductions are not achieved?

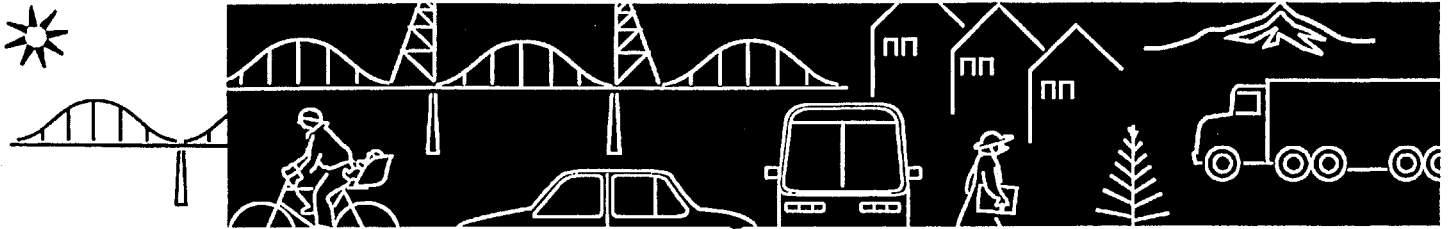
**Potential TCM's to be Included in
Maintenance Plans
(Specifics of Elements Still Being Developed)**

- 1) 2040 Land Plans
- 2) Central City Transportation Plan Parking Measure
- 3) Public Transit Improvement
 - Regional annual increase in service
 - CCTMP area annual increase in service
- 4) Alternative Mode Projects
- 5) Specific New Ramp Metering Projects
- 6) DEQ ECO Program
- 7) DEQ Parking Ratio Program

Ozone/CO Maintenance Plans Schedule

Metro/DEQ

| | | |
|----------|-----------------|------------------------|
| 8/25/95 | TPAC | Information |
| 9/13/95 | Workgroup | Information |
| 10/18/95 | Workgroup | Information/Discussion |
| 10/27/95 | TPAC | Information/Discussion |
| 11/8/95 | Workgroup | Action |
| 11/9/95 | JPACT | Information/Discussion |
| 11/21/95 | TPAC | Action |
| 11/22/95 | MPAC | Information |
| 11/30/95 | MTAC | Information/Action |
| 12/5/95 | Trans Plng Comm | Information |
| 12/13/95 | MPAC | Action |
| 12/14/95 | JPACT | Action |
| 12/19/95 | Trans Plng Comm | Action |
| 1/4/96 | Metro Council | Action |
| 2/23/96 | EQC | Action |



Community Bridge and Road Program

What is the Community Bridge and Road Program?

The Community Bridge and Road Program is a package of transportation projects to maintain the livability and economic health of our region. The projects provide a well-balanced mix of ways to get around the region. It will:

- rehabilitate bridges over the Willamette River
- make roads safer and reduce congestion by increasing capacity
- maintain critical arteries for commerce
- make connections for public transit
- construct pedestrian improvements and bike lanes
- provide access to key commerce centers

Why consider doing this now?

Increased congestion is one sign of the challenge we have to stay on top of the growth the region is experiencing. The money we get to support improvements to key bridges and roads does not keep pace. We can wait no longer and must take responsibility to meet our needs.

How is transportation tied to growth?

A safe, efficient transportation system that offers a variety of choices for getting around is an important part of maintaining the livability and economic vitality of our region. Growth is putting increasing pressure on our ability to maintain and improve our transportation system.

Metro's 2040 planning process is addressing the choices we have on how this region should grow. It's estimated that one million more people will live here in the year 2040. Citizens from throughout the area participated in the development of the Region 2040 growth concept which is now being considered for adoption by the Metro Council.

Transportation investments that support the 2040 Growth Concept are a key part of making the concept work. Providing the right mix of road, pedestrian, transit, bicycle and freight improvements to support higher density developments that offer a mix of housing and services helps to maintain the quality of life we have all come to enjoy.

What would the program do?

The program would finance projects for construction throughout the region over the next six years. The projects will make getting around the region safer, reduce congestion and help enhance the longevity of the transportation investments we have already made, including key bridges.

What would this cost and who would pay?

The region has identified a list of critically needed projects that would cost approximately \$200 million. One of the key choices that must be made is selecting a method (or methods) to raise sufficient dollars to fund the program. We've been looking at a number of funding methods: a regional gas tax, diesel tax, vehicle registration fee, business license fee, or property tax.

For more information:

To request additional information about the Community Bridge and Road Program, add your name to the mailing list or schedule a speaker for a community group contact Metro's transportation hotline, (503) 797-1900.

What do you think?

The Region is considering asking for voter approval of a regional measure to fund a package of transportation projects throughout the metropolitan area to improve our bridges and roads.

The Community Bridge and Road Program is being developed through a cooperative planning effort of Clackamas, Multnomah and Washington Counties, the City of Portland, the Port of Portland and Metro.

Your opinion at this early stage is important to us.

That's why we've scheduled a series of Open Houses in early December at key locations around the region. We'll show you the projects; you tell us what you think. On the basis of this public input, the local jurisdictions and the Metro Council will decide in January how to proceed and how to integrate the regional effort with a state transportation financing proposal.

More information on the Community Bridge and Road Program is given on the other side of this page. We hope to see you at one of the open houses listed below.

Beaverton – Monday, December 4
5 – 8 p.m. (drop in any time)
oral comment period begins at 6 p.m.
Beaverton City Hall
4755 SW Griffith Drive
Tri-Met bus lines 54 and 59

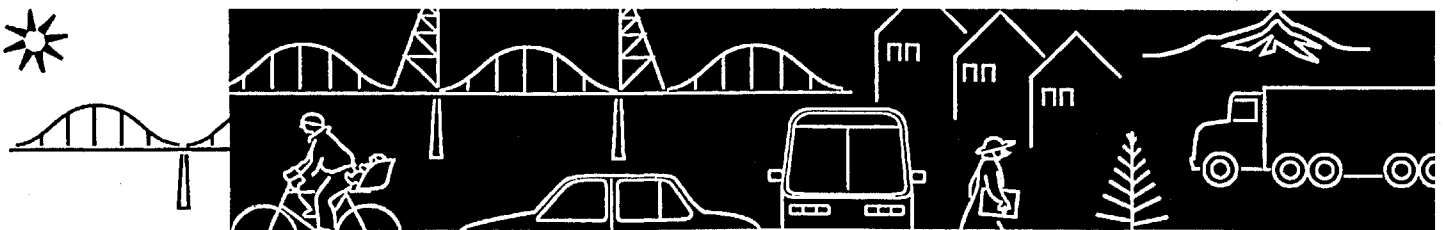
Hillsboro – Wednesday, December 6
5 – 8 p.m. (drop in any time)
oral comment period begins at 6 p.m.
Washington County Public Service Bldg.
155 N. First Ave.
Tri-Met bus line 57

Lake Oswego – Thursday, December 7
5:30 – 8:30 p.m. (drop in any time)
oral comment period begins at 6 p.m.
Lake Oswego City Hall
380 A Avenue
Tri-Met bus lines 35, 78, 36 and 37

Milwaukie – Monday, December 11
5 – 8 p.m. (drop in any time)
oral comment period begins at 6 p.m.
Milwaukie Center
5440 SE Kellogg Creek Drive
Tri-Met bus line 29

Portland – Wednesday, December 13
5 – 8 p.m. (drop in any time)
oral comment period begins at 6 p.m.
Metro Regional Center
600 NE Grand Avenue
Tri-Met bus line 6, or take MAX to the Oregon Convention Center


Gresham – Thursday, December 14
5 – 8 p.m. (drop in any time)
oral comment period begins at 6 p.m.
Gresham City Hall
1333 NW Eastman Parkway
Tri-Met bus lines 4 and 23 or take MAX to Gresham City Hall





Community Bridge and Road Program


m:


Legend


 Benefits freight access and movement


 Preserves and repairs bridge

 Bicycle improvements






 Pedestrian improvements

 Traffic calming improvements



 Traffic improvements

 Safety improvements





S Rivergate Rail Overpass
N Lombard project will reduce rail and conflicts, improve safety and improve S rgate employee and freight access.




ongestion
09th/Kinnaman-219th
2-lane road relieves congestion and re- s vehicle miles traveled by straightening y north-south route.





Murray Blvd./Farmington-Terman rovements
ens narrow, 2-lane bridge with wider 5- segments on each side, improves TV y intersection to reduce congestion.




2nd/99W-Bonita
eves severe congestion by widening, ad- turn lanes and improving signals. Also roves safety.




5/217 Interchange
interchange is nearly at gridlock. Pro- improves traffic flow while minimizing impact on the area's road network.




ualatin-Sherwood Expressway
fic is overwhelming the road network in hern Washington County. Project re- s that congestion by adding 4-lane ay between I-5 and Hwy 99W.




Boeckman Rd Extension
project provides a needed east/west ection from 95th to Tooze in the City of onville.

Hwy 43 Improvements
narrow road has no turn lanes or ped- an and bicycle facilities. The project will turn lanes, curbs, sidewalks and bike s from N West Linn City Limits to ylhurst Dr.


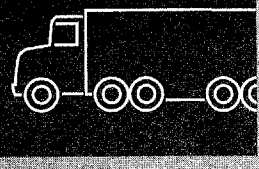






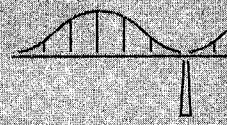

  

Hwy 43/Marylhurst Dr rsection
intersection has an inadequate signal no pedestrian or bicycle facilities. The ect will improve the traffic signal, add walks and bike lanes.







  

The projects included in this first phase have been selected because they would improve some of the most significant transportation problems in our region. In particular, they will *improve safety, ease congestion, or preserve our transportation investment.*

To make it easier to identify and review the individual projects, we have grouped them into the above categories. The numbers adjacent to the project name have been appropriately placed on the map on the back of this page. The small picture icons further identify the specific transportation improvements to be gained from each project.



The Community Bridge and Road Program is being developed through a cooperative effort of governments including Clackamas, Multnomah and Washington Counties, the Port of Portland, the City of Portland and Metro.



Port of Portland

Community Bridge and Road Program

comments!


your

We want

600 NE Grand Ave.

Portland, OR 97232

METRO



Bulk Rate

U.S. Postage




PAID

Portland, OR

Permit No. 6018

57 West Burnside Redevelop

Reconstruct badly rutted pavement, ade traffic signals to allow smoother traffic flow and provide safer pedestrian crossings from NW 14th to 23rd Ave.

Community Bridge and Road Program: Draft List Of Priority Projects

Safety

1 Hwy 47 Bypass

Large trucks and traffic are safety problems in downtown Forest Grove. The bypass will take this traffic around downtown.

🚚 🚚 🚗 🚲 🚶

2 TV Hwy/Yew Street to Cornelius East City Limits

North-South traffic cannot move across TV Hwy in Cornelius. Accidents snarl traffic on TV Hwy. The project corrects these problems and improves intersection safety.

🚗 🚲 🚶

4 Farmington/173rd-185th

Corrects serious safety problems at intersections for autos, bikes and pedestrians by adding turn lanes, signals.

🚗 🚲 🚶

6 Allen Blvd./Murray-Erickson

Corrects serious safety problems at three intersections by adding turn lanes and improving signals.

🚗 🚲

Stafford Rd Intersections: Borland, Childs, Rosemont

This narrow road has no turn lanes or pedestrian and bicycle facilities. The project will add signals, turn lanes and bike lanes.

🚗 🚲

12 Boones Ferry: Madronna to Country Club Rd.

This 4-lane road has no turn lanes or continuous pedestrian facilities. The project will add turn lanes where necessary, upgrade signals and add curbs, sidewalks and bike lanes.

🚗

17 Hwy 43/Pimlico Intersection

Adds a much-needed traffic signal at the intersection of Highway 43 and Pimlico.

🚗

22 SE Foster Rd at 162nd

Reduce accidents and relieve congestion by constructing left turn lanes and signalizing intersection. Improve pedestrian and bicycle safety by adding sidewalks and bike lanes.

🚲 🚶

23 SE Foster Rd at Jenne

Prevent accidents and relieve congestion by structing left turn lanes and signalizing intersection. Improve pedestrian and bike safety by adding sidewalks and bike lanes.

🚲 🚶

26 5th St: Main St. to Cleveland St.

Improves safety of pedestrians and motorists, provides enhanced connection between MAX and Downtown Gresham, redevelops the roadway consistent with higher density downtown urban development.

🚲 🚶

29 Halsey St: 223rd Ave to 238th Ave

Replaces and upgrades a 2-lane rural road with a 3-lane minor arterial street serving as a regional bicycle, pedestrian, and transit route, with safe accommodations for each mode of travel, connecting central Fairview and Wood Village.

🚗 🚚 🚲 🚶

30 223rd Ave. Railroad Overcrossing

Eliminates a bottleneck at I-84 and reduces congestion by replacing a narrow and hazardous railroad overcrossing. The new structure will safely accommodate trucks and buses, pedestrians and bicyclists.

🚚 🚗 🚲 🚶

31 Halsey St: 238th Ave to Historic Columbia River Highway

Completes the regional bike, pedestrian and transit route with a 3-lane minor arterial street, in coordination with new urban development, providing a safe and efficient facility between central Wood Village and Troutdale.

🚲 🚶 🚗

34 Lents Pedestrian and Bicycle Enhancements

Makes streets safer for pedestrians and bicyclists in the Lents neighborhood along SE Foster Road and Woodstock from 87th to 103rd by constructing sidewalks and bike lanes and making crossing improvements.

🚲 🚶

35 Johnson Creek Blvd: 36th to 45th

This heavily-used narrow road has no pedestrian or bicycle facilities. The project will add curbs, sidewalks and bike lanes.

🚲 🚶 🚗 🚚

36 Harrison Street: McLoughlin to Hwy 224

Harrison Street is a primary route connecting the city center to neighborhoods. The project will add bike lanes and a landscaped median.

🚲 🚶

37 17th Ave: McLoughlin to Milwaukie City Limits (north)

To improve safety for motorists, pedestrians and bicyclists the project will complete bike lanes and add a sidewalk on the west side of 17th.

🚲 🚶 🚗

38 SE Tacoma Street: 28th to 32nd

Complete pedestrian and bicycle links and other safety features between the Tacoma Overpass and 32nd.

🚲 🚶

40. 39th/42nd Bikeway

Address the need for safe north-south bicycle travel by implementing a continuous bikeway from Holman to Crystal Springs.

🚲 ▽

41 SE 45th Traffic Calming

This project will create safe, convenient and separate areas for walking, cycling and parking and reduce speeding between Woodstock and Harney.

🚶 🚲 🚶

42 52nd/53rd/57th Bikeway

Address the need for safe north-south bicycle travel by implementing a bikeway from Prescott to Harney. This bikeway project connects the Cully Blvd Reconstruction Project and the Springwater Corridor Trail.

🚲 ▽

43 Holgate Bikeway

Implement bike lanes on SE Holgate from 42nd to 136th to provide a continuous east-west bikeway.

🚲

44 Hawthorne Blvd: 32nd to 39th

Construct improvements to help pedestrians and bicyclists get to businesses and services safely in this highly congested neighborhood business district.

🚶 🚲

45 Burnside Bike Lanes: 28th to 74th

Provide an important missing link between the existing SE Ankeny bicycle boulevard and Burnside bike lanes east of 74th.

🚲 🚗

47 NE Tillamook Bikeway

Provide a five mile bikeway from Flint to 92nd to serve schools, businesses and recreational destinations in this corridor.

🚲

48 NE Cully Reconstruction

This street has no sidewalks or drainage and is heavily used by residents to walk to transit, shopping and school. Project will repair NE Cully from Lombard to Prescott and will include sidewalks, bike lanes, street trees, drainage and signal improvements.

🚲 🚶

50 NE 42nd Traffic Calming

This project will link incomplete sections of sidewalk, create safer and more convenient crossing opportunities and reduce speeding.

🚶 ▽

52 Willamette River Bridges Bike and Pedestrian Access

Sidewalks and bikeways are non-existent or too narrow for safe crossing. The project will rebuild curb and sidewalks for bike and pedestrian safety on the Broadway, Hawthorne and Sellwood Bridges.

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59 N Greeley/Interstate Bikeway

Connect existing bicycle lanes in North Portland to downtown by construction of a separated pathway on this high-speed road.

🚲

60 N Vancouver/Williams Bike Lanes

Serve north-south bicycle travel needs by improving bike access from the central city to areas north.

🚲

61 SW Vermont Traffic Calming

This project will create safe, convenient and separate areas for walking, cycling and parking and reduce speeding on this residential street from 38th to 45th.

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62 Bertha Blvd. Bikeway

Construct a missing bicycle link to connect Beaverton-Hillsdale Highway to Vermont.

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63 Hillsdale Town Center

Construct intersection and crossing improvements to help pedestrians and bicyclists safely get to businesses and schools along Beaverton-Hillsdale Highway.

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66 N Marine Drive Freight Improvements

Improve access and safety for trucks and employees to Rivergate, marine terminals and rail yards.

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67 S Rivergate Rail Overpass

This N Lombard project will reduce rail and road conflicts, improve safety and improve S Rivergate employee and freight access.

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Congestion

3 209th/Kinnaman-219th

New 2-lane road relieves congestion and reduces vehicle miles traveled by straightening a key north-south route.

🚗 🚲

5 Murray Blvd./Farmington-Terman Improvements

Widens narrow, 2-lane bridge with wider 5-lane segments on each side, improves TV Hwy intersection to reduce congestion.

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7 72nd/99W-Bonita

Relieves severe congestion by widening, adding turn lanes and improving signals. Also improves safety.

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8 I-5/217 Interchange

This interchange is nearly at gridlock. Project improves traffic flow while minimizing the impact on the area's road network.

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9 Tualatin-Sherwood Expressway

Traffic is overwhelming the road network in southern Washington County. Project relieves that congestion by adding 4-lane tollway between I-5 and Hwy 99W.

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10 Boeckman Rd Extension

The project provides a needed east/west connection from 95th to Tooze in the City of Wilsonville.

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14 Hwy 43 Improvements

This narrow road has no turn lanes or pedestrian and bicycle facilities. The project will add turn lanes, curbs, sidewalks and bike lanes from N West Linn City Limits to Marylhurst Dr.

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15 Hwy 43/Marylhurst Dr Intersection

This intersection has an inadequate signal and no pedestrian or bicycle facilities. The project will improve the traffic signal, add sidewalks and bike lanes.

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Legend

- 🚚 Benefits freight access and movement
- ⛶ Preserves and repairs bridge
- 🚲 Bicycle improvements
- 🚶 Pedestrian improvements
- ▽ Traffic calming improvements
- 🚗 Traffic improvements
- 🚶 Safety improvements

The projects included in this first phase have been selected because they would improve some of the most significant transportation problems in our region. In particular, they will *improve safety, ease congestion, or preserve our transportation investment.*

To make it easier to identify and review the individual projects, we have grouped them into the above categories. The numbers adjacent to the project name have been appropriately placed on the map on the back of this page. The small picture icons further identify the specific transportation improvements to be gained from each project.

32 Frontage Rd Congestion: City of Troutdale at I-84

Reduces congestion and conflicts between local and through traffic, including trucks, autos, bikes and pedestrians, with traffic control and turn lane improvements.

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39 SE McLoughlin Neighborhood Traffic Calming

Preserve neighborhood livability by reducing problems caused by cut-through traffic and speeding.

🚗 ▽ 🚶

46 NE Broadway/Weidler

Rebuild street to provide access and safety for pedestrians, transit riders and bicyclists in this rapidly changing business district and neighborhood.

🚗 🚲 🚶 🚲

49 US 30/Killingsworth Freight Improvements

This project will relieve congestion and improve safety on Columbia Blvd and Airport Way and ease truck access to I-205.

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51 Central Eastside Access/Water Avenue Extension

Reduce truck congestion by improving access to I-5 from the industrial district; encourage commercial redevelopment.

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58 NW Lovejoy Reconstruction: 14th to Broadway Bridge

Provide key road improvements to open up land for high-density, affordable housing development close to downtown jobs. Project will include ramp reconstruction, sidewalks and transit facilities.

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64 St. Johns Neighborhood Truck Protection

Preserve neighborhood livability by lowering noise and reducing cut-through truck traffic from the St. Johns business district to Columbia Blvd.

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65 St. Johns/Rivergate Access

Develops alternatives to improve freight mobility between US 30-St. Johns Bridge and N/NE Portland industrial area and reduce traffic on neighborhood streets.

🚚 🚲

68 Expand Citywide Signal System

Reduce traffic congestion and improve management of traffic in the City of Portland by improving traffic signal operations.

🚗 🚲

69 Signal Optimization

Reduce traffic congestion and improve management of traffic in East Multnomah County and City of Gresham by timing traffic signals to reduce motorist delays.

🚗 🚲

Preservation

13 A Street: 3rd to State Street

Reconstructs deteriorating street surface of "A" Ave. in Lake Oswego.

🚶

18 Washington Street Bridge

Existing wooden bridge is narrow and has load limits. The project will replace the bridge with a new structure.

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33 Carver Bridge

Replace existing narrow and function obsolete bridge over the Clackamas River with a new structure and realign the approaches.

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53 Broadway Bridge Rehabilitation

The deck, sidewalks and mechanical system are deteriorating and need replacement to extend the life of the bridge.

⛶ 🚗 🚲

54 Burnside Bridge Rehabilitation

This is a lifeline route for emergencies. The lift span needs to be replaced and its support strengthening in case of an earthquake.

⛶ 🚶

55 Hawthorne Bridge Rehabilitation

This is a very old (historic) bridge and needs new decks and paint to preserve its structural strength.

⛶ 🚶

56 Morrison Bridge Rehabilitation

The lift span that opens the bridge needs to be replaced, sidewalks need repair and it needs to be painted to keep rust from weakening the structure.

⛶ 🚶

57 West Burnside Redevelopment

Reconstruct badly rutted pavement, add traffic signals to allow smoother traffic flow and provide safer pedestrian crossings from NW 14th to 23rd Ave.

🚗 🚲 🚶

What Is The Community Bridge And Road Program?

The Community Bridge and Road Program is a package of regional transportation projects aimed at easing some of the worst traffic bottlenecks, building safer streets, maintaining access to our important commerce centers and preserving crucial existing transportation investments, such as the bridges over the Willamette River. The program is being developed through a cooperative effort of Clackamas, Multnomah and Washington Counties, the Port of Portland, the City of Portland and Metro and would finance specific construction projects throughout the region. ✱

The growth the region has been experiencing is putting pressure on our ability to maintain and improve our transportation system. Increased congestion is one sign of the challenge we have to stay on top of this growth. A safe, efficient transportation system that offers a variety of choices for getting around is an important part of maintaining the livability and economic vitality of our region.

As we move through our communities each one of us can identify key intersections or access points, portions of major streets or other areas that need to work better and be safer. A significant barrier to improving our transportation system, however, is funding. The money we get to support improvements to our key bridges and major roads does not keep pace with our needs. Although traffic is growing, gas tax revenues are declining due to improved fuel efficiency, inflation and federal cutbacks. In addition, road money collected by the state pays for improvements to major highways and freeways and for maintenance. Improvements to our through streets, those that connect our communities, have no direct source of revenue. ✱

We need your help.

Please answer the following questions about the Community Bridge and Road Program and send to:

Community Bridge and Road Program
Metro
600 NE Grand
Portland, OR 97232-2736

Fax (503) 797-1794
or call (503) 797-1900 (Comment Line)
and leave your comments

1. From what you know, is the Community Bridge & Road Program a worthwhile idea to further explore? Yes ☐ No ☐

2. Is the size of the program about right for a first phase program?
About right ☐ Too big ☐ Too small ☐

3. Are there projects reflected here that you feel should be dropped from the program? If so, what are they?

4. Are there projects that you believe absolutely must be included in the program? If so, what are they?

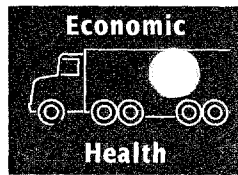
Shaping The Program: The Key Choices

As we develop The Community Bridge and Road Program, there are a number of decisions that need to be made early on. Those we talked to told us it is important to:

- *rehabilitate our bridges to ensure their safety and increase their life expectancy*
- *reduce congestion*
- *reduce hazardous traffic locations*
- *improve the safety for bicyclists and pedestrians*
- *provide access for commerce and freight to get to and from our markets*
- *calm traffic through our neighborhoods*
- *generally maintain the quality of life we have all come to enjoy.*

With that in mind, we must begin defining a program. How big should this program be? What projects should be included? How would we fund such a program? How could a regional roads program relate to a possible state transportation financing proposal?

One of the key choices is selecting a method (or methods) to raise sufficient dollars to fund projects such as the ones identified on the right. This first attempt at identifying a preliminary list for the Bridge and Road Program contains 69 projects that are critical to the way we move around the region. Their combined cost is approximately \$200 million. We've been looking at a number of funding methods that have been used around the country: a regional gas tax, diesel tax, vehicle registration fee, business license fee, or property tax. *



5. Would you be willing to pay an extra fee so that projects such as the ones shown here could be constructed? Yes ☐ No ☐

6. If yes to Question #5, what regional funding method(s) would you support? (Please rank 1-6, with #1 being your first preference.)

| | |
|--------------------------------|------------------------------------|
| _____ gas tax | _____ business license fee |
| _____ diesel tax | _____ property tax levy |
| _____ vehicle registration fee | _____ other, please indicate _____ |

7. Do you have any other comments?

If you would like to be on our mailing list about the Community Bridge and Road Program, please give us your name and address:

Name _____
Street Address _____
City/State/Zip _____

Thank you for taking the time to help.

Help Us Out, Please.

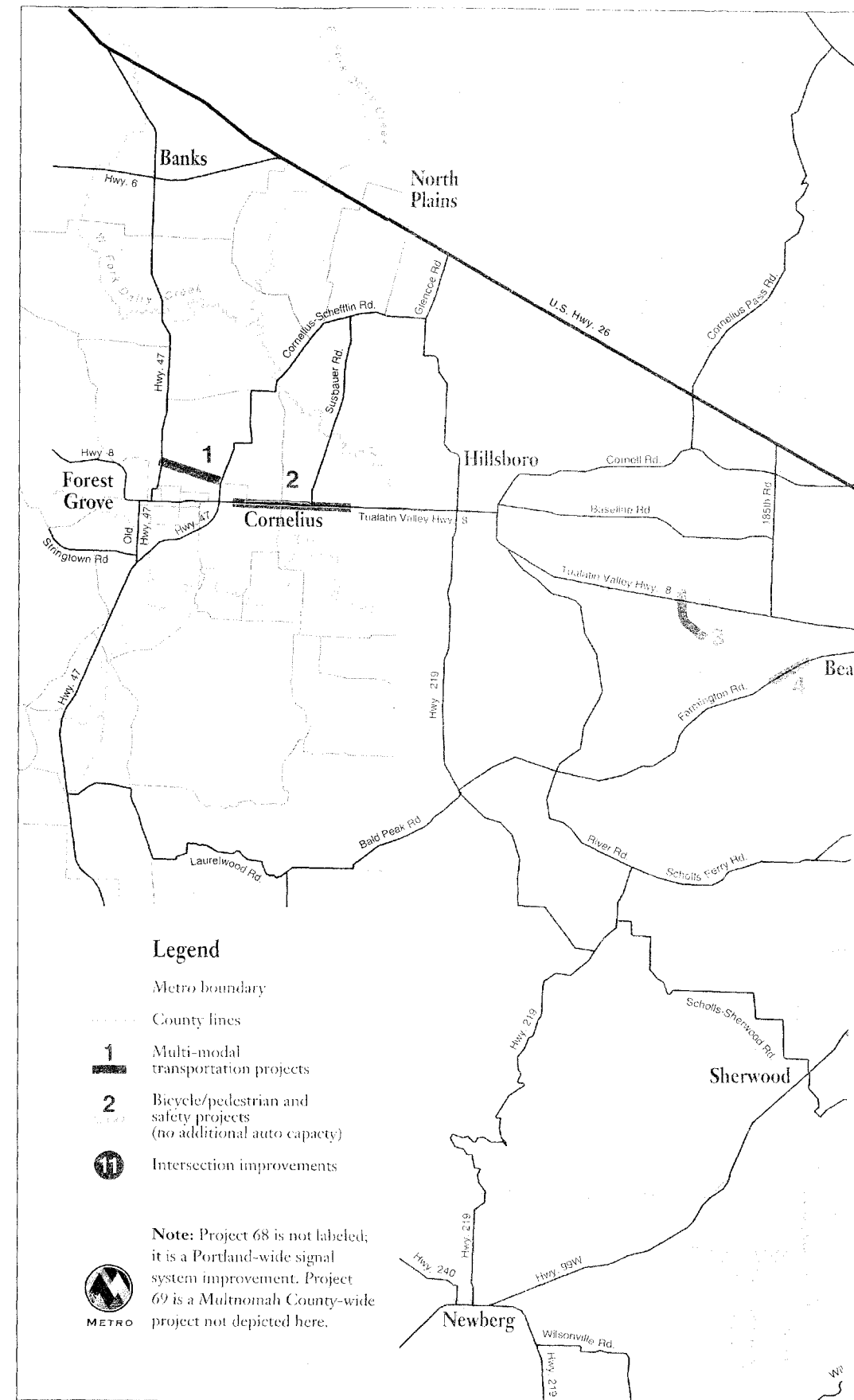
Need your help in shaping The Community Bridge and Road Program. What size program, if any, makes sense? Does this list represent the major needs for a first phase program? Are there specific projects you would like to see included? Excluded? What about funding methods?

Please take a moment to fill out the survey form included with this map and drop it in the mail to us. Because we feel we must take responsibility to meet our ever growing transportation needs, we hope to decide how to proceed early next year. If you have questions, need additional information or would like a speaker to come out to talk to a group about this program, please call our comment line at (503) 797-1900. **And please get your comments to us by Wednesday, January 3, 1996. ☆**



Next Steps ...

All comments received by 5:00 p.m. January 3, 1996 will be forwarded to the Metro Joint Policy Advisory Committee on Transportation (JPACT — a committee made up of elected and appointed officials from throughout the region) and the Metro Council. A tentative hearing to further assess a possible program has been scheduled for January 18, 1996 at 7:00 p.m. in the Metro Council Chambers, Metro Regional Center, 600 NE Grand Ave., Portland. Please call the comment line to confirm this meeting date and time or to learn of other opportunities for public input into transportation issues in the region. ✨



'rogram?

Help Us Out, Please.

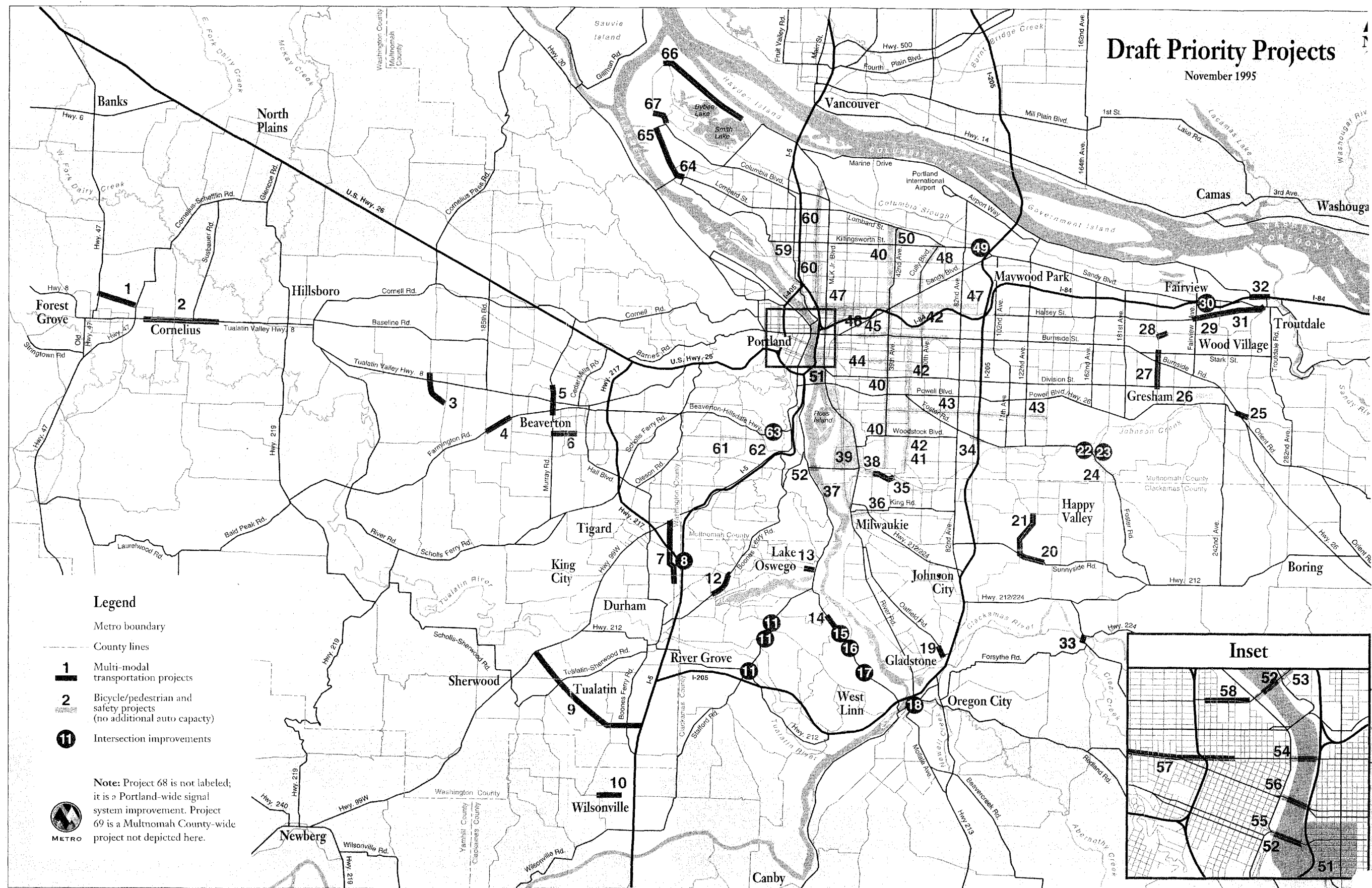
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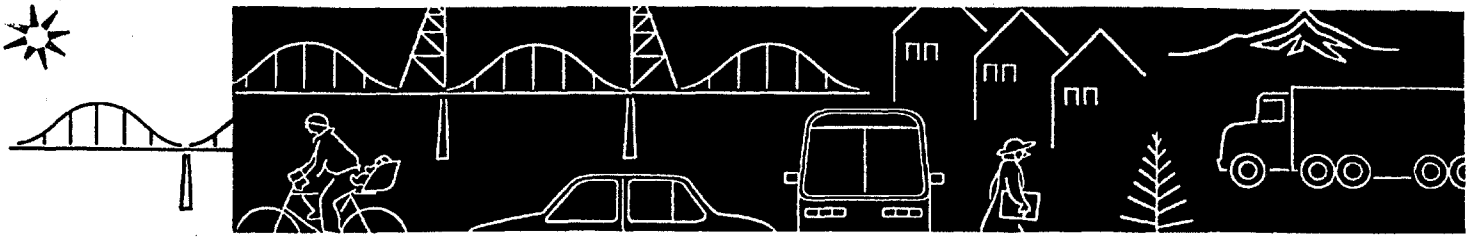
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Community Bridge and Road Program

*The Community
Bridge and Road
Program is being
developed through a
cooperative effort
of governments
including Clackamas,
Multnomah and
Washington counties,
the Port of Portland,
the City of Portland
and Metro.*



WASHINGTON
COUNTY,
OREGON



Port of Portland

CITY OF
PORTLAND



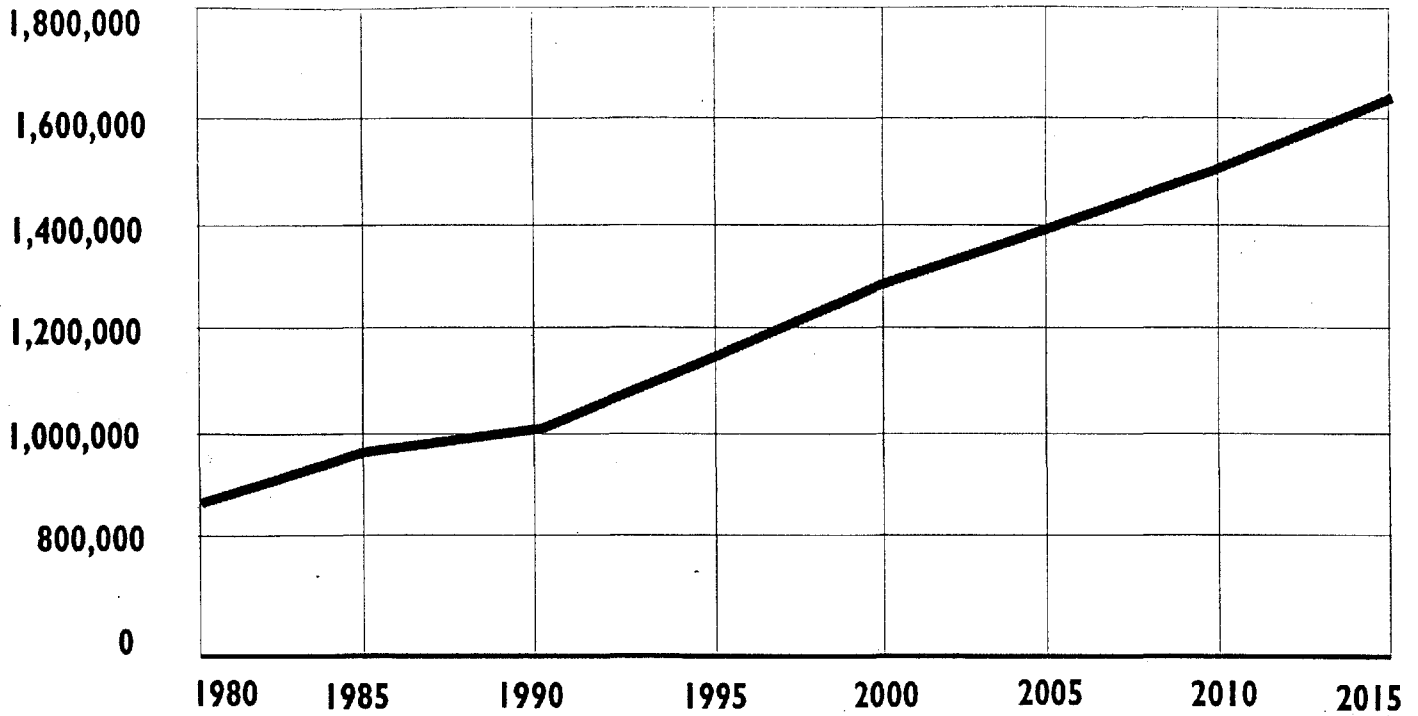
Community Bridge and Road Program

The problem we face

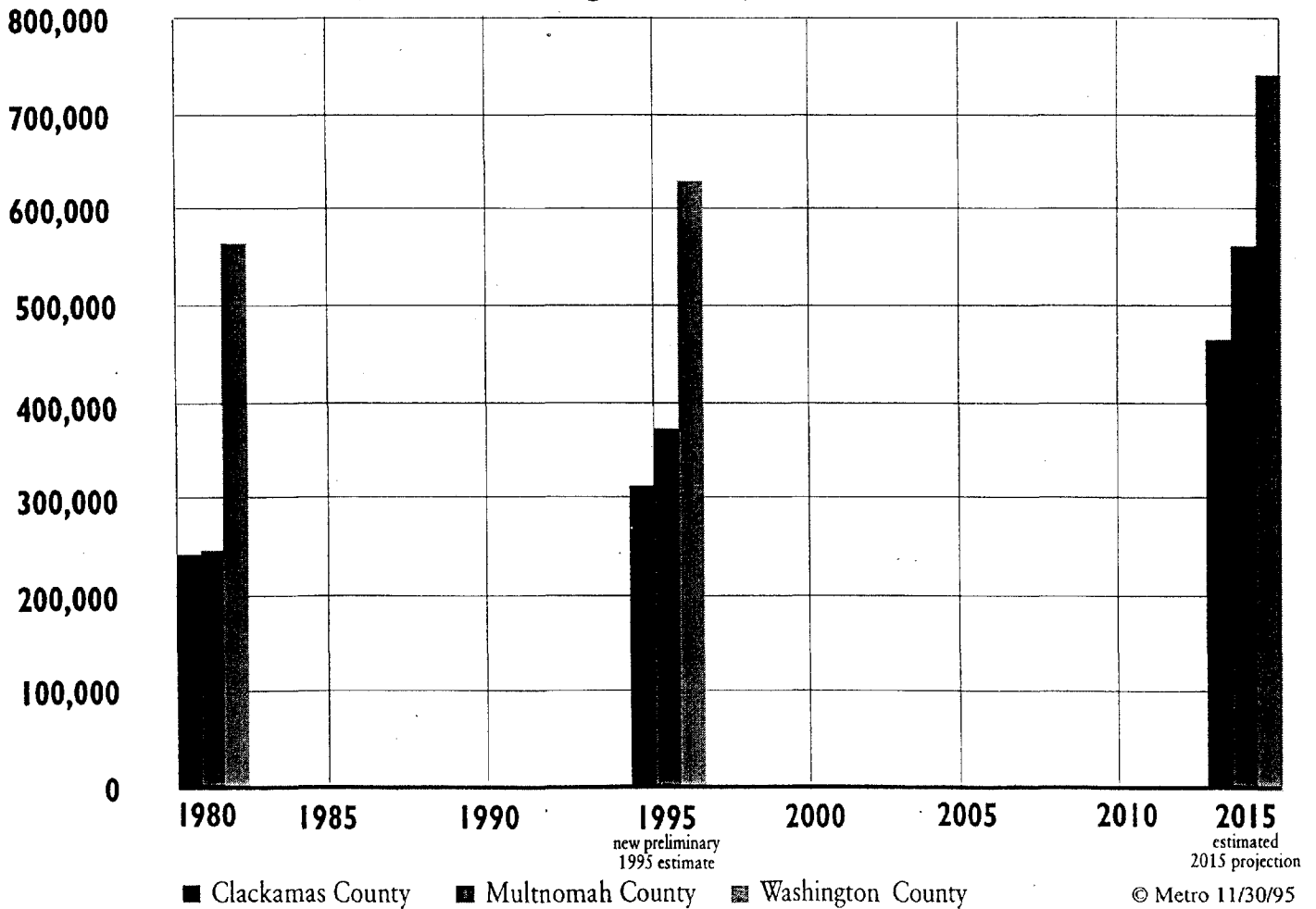
- Population growth has increased our transportation needs
- Revenues are decreasing due to fuel efficiency
- Costs are increasing due to inflation

Community Bridge and Road Program

Total Population Growth

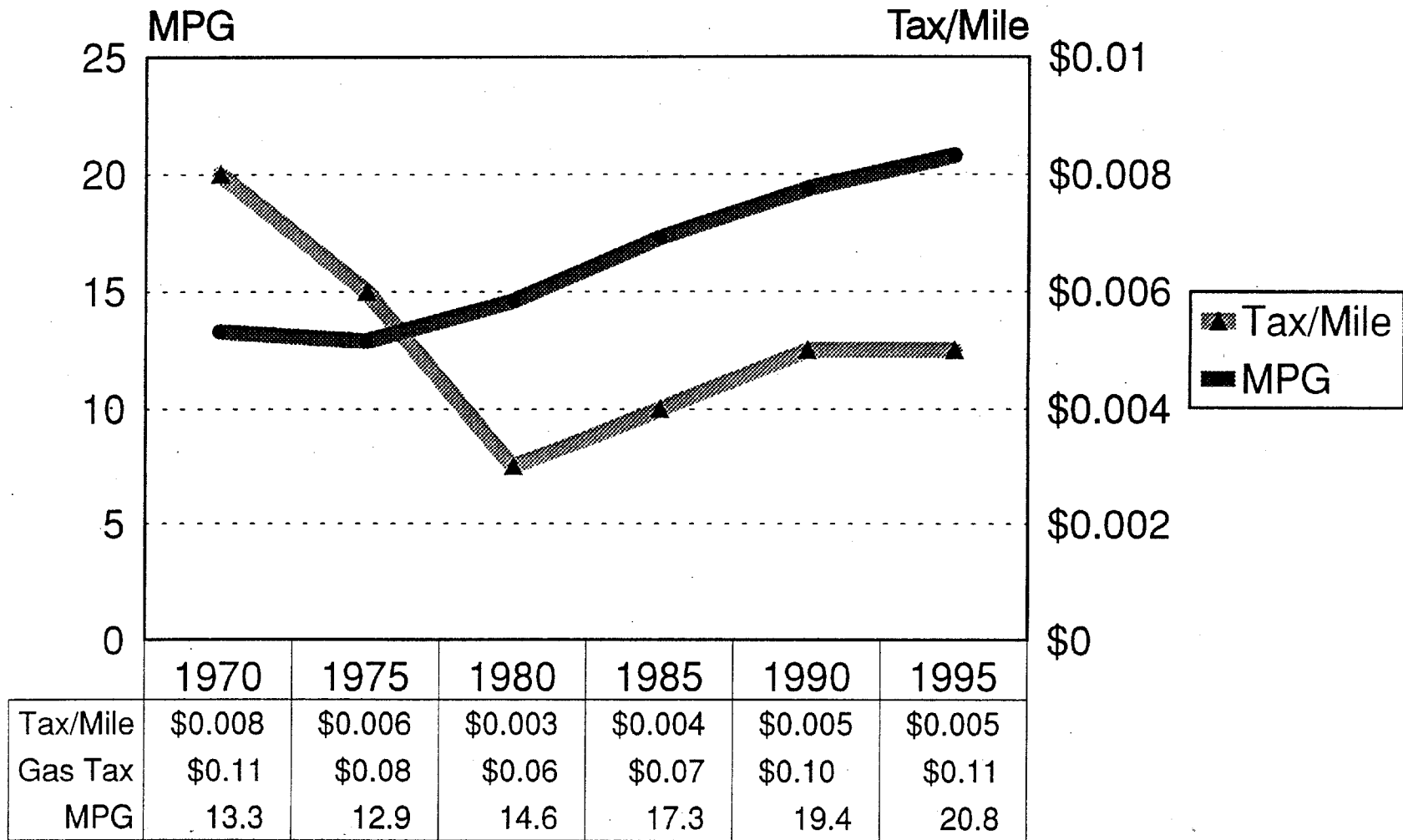


Population Growth Trends for Multnomah, Clackamas, and Washington Counties



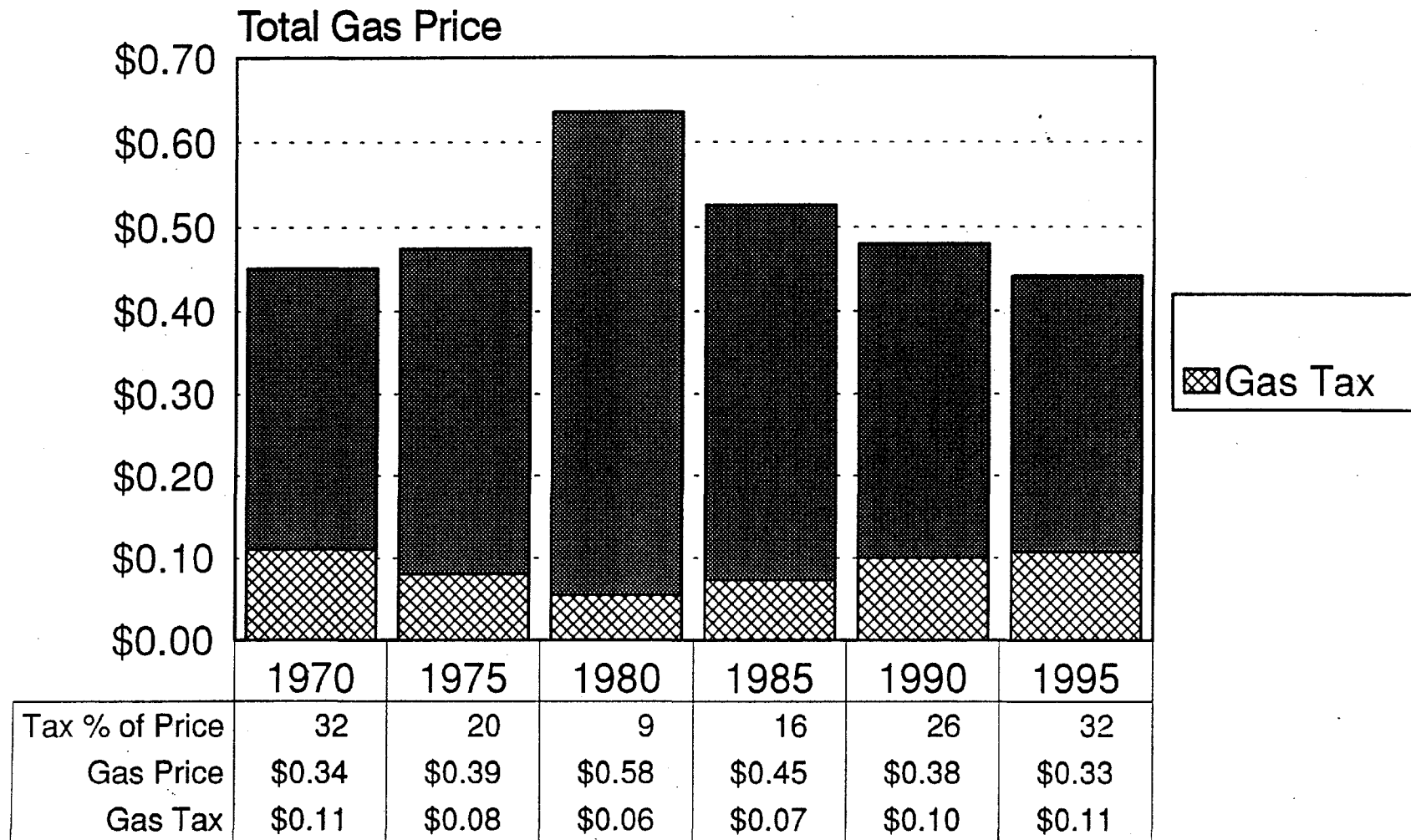
Gas Tax Per Mile

vs. Fuel Efficiency



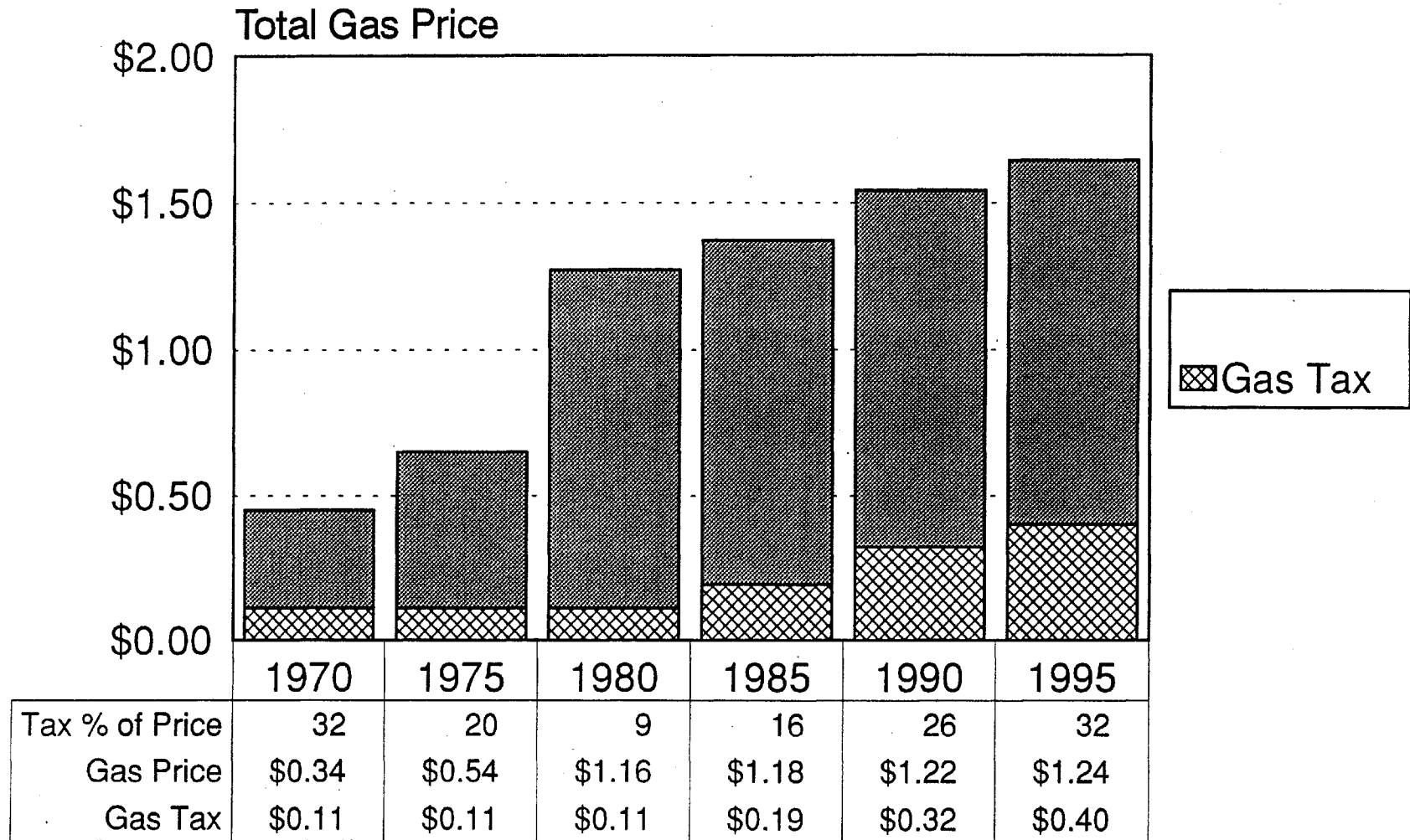
Gas Tax vs. Total Gas Price

(constant 1970 dollars)



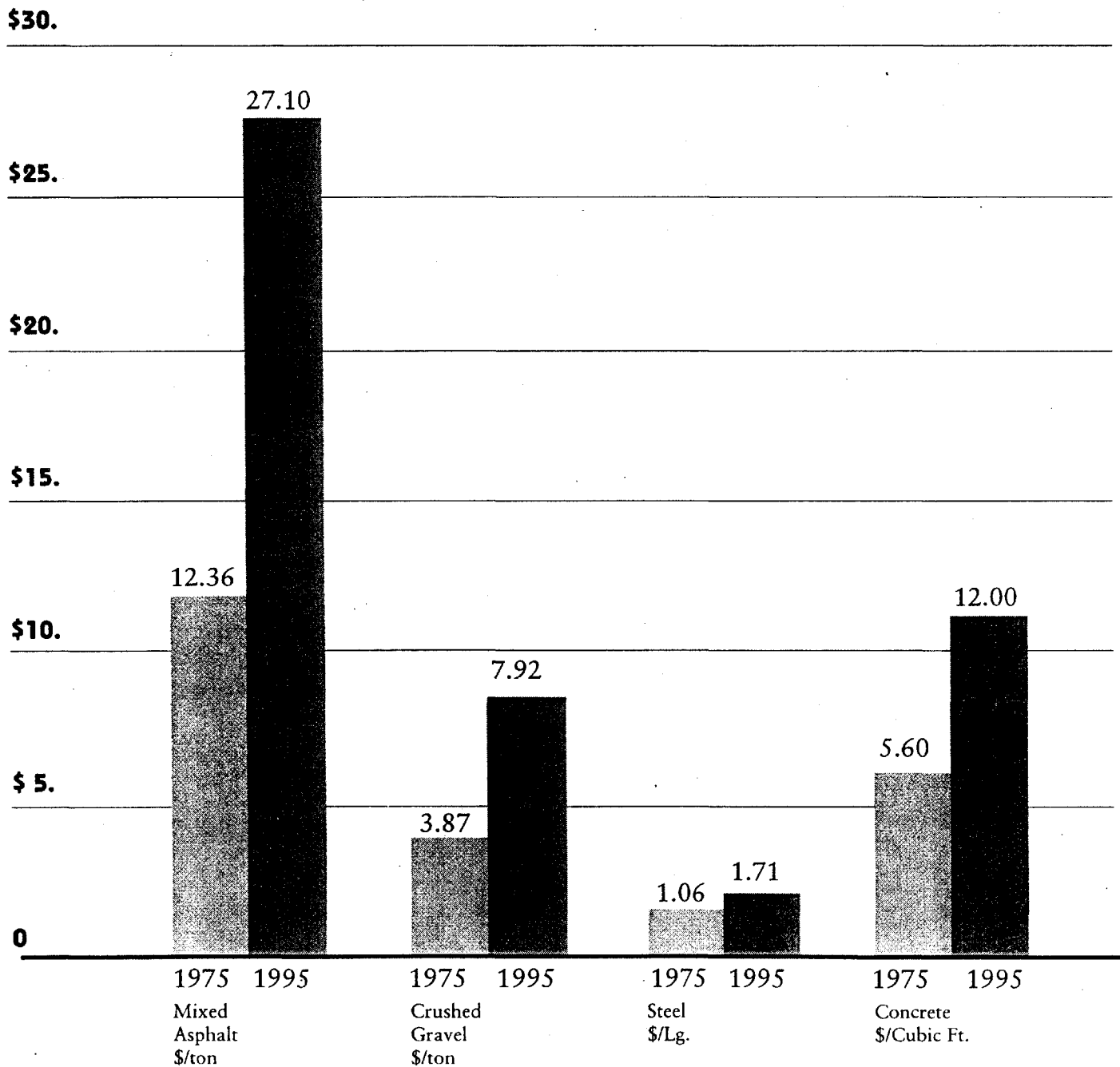
Gas Tax vs. Total Gas Price

(year of receipt dollars)



Community Bridge and Road Program

Construction Material Unit cost Comparison 1974- 1995



Community Bridge and Road Program

What is included in maintenance?

Taking care of what we have

- Chip seal
- Snow plow
- Overlays
- Pothole covering
- Bridge painting (rust protection)
- Sweeping
- Grass cutting

What is included in modernization?

Improving what we have

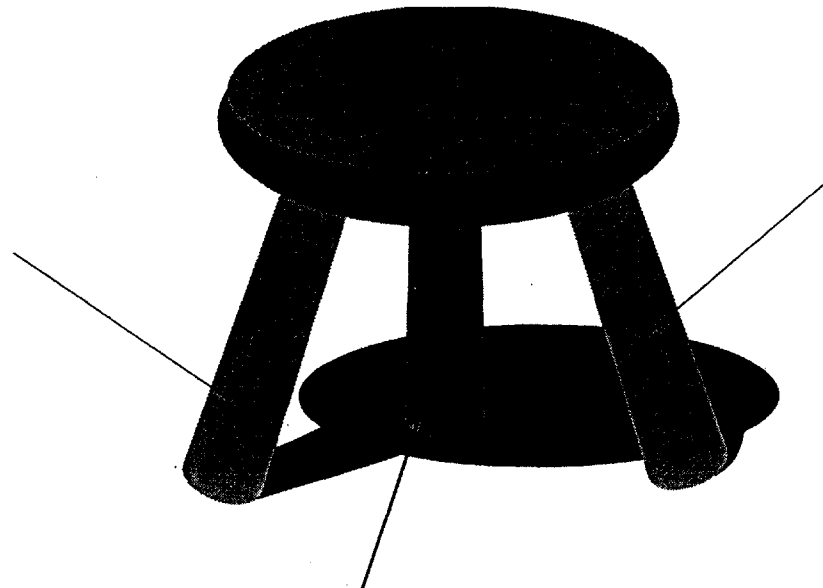
- Roadway widening (new lanes or wider lanes)
- New turn lanes
- “Smart” signals
- Bike lanes
- New sidewalks and crosswalks
- Transit shelters

Community Bridge and Road Program

Transportation Revenue Sources

Road and Bridge Maintenance and Preservation

- State Highway Fund
 - state gas tax
 - truck weight-mile tax
 - vehicle registration fee
- Local Gas Taxes
 - Multnomah County
 - Washington County
- City of Portland Parking Management District Fees



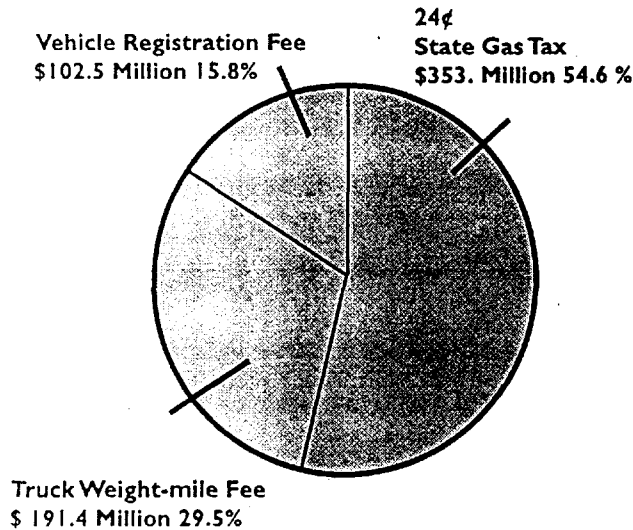
Road Improvement and Expansion

- Federal Highway Trust Fund
 - federal gas tax
 - diesel tax
 - truck-related taxes
- Local Improvement Districts (LIDs)
- Fees on New Development
 - traffic impact fees
- Property Taxes
 - Washington County Major Streets Transportation Improvement Program (MSTIP)

Transit Operations and Expansion

- Federal Transit Revenues
- Federal Surface Transportation Program
- State Lottery Revenues
 - light rail construction
- Property Taxes
 - light rail construction
- Local Employer Payroll Tax
- Passenger Fares

Revenues Available for Transportation Improvements



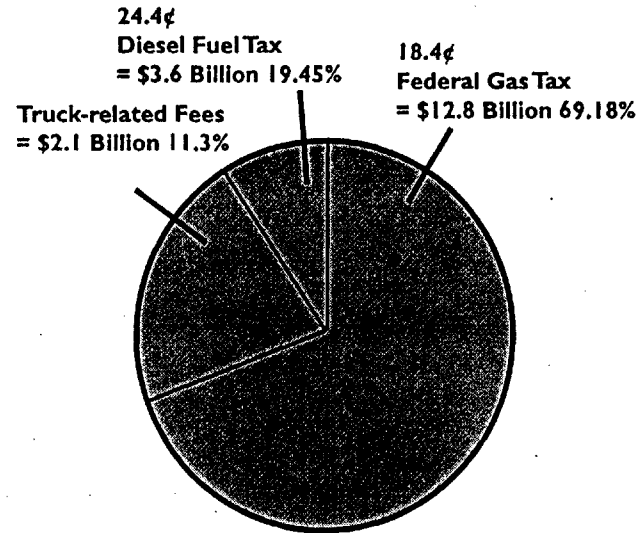
State

Estimated Annual State Revenues from Road User Fees

Currently, 60% of state highway funds are being spent by ODOT to maintain and improve state highways (\$83 million in the Metro region) and 40% are being spent to maintain city and county roads (\$92 million in the Metro region).

Source: ODOT

Note: Estimated gross revenues from Fiscal year 1994



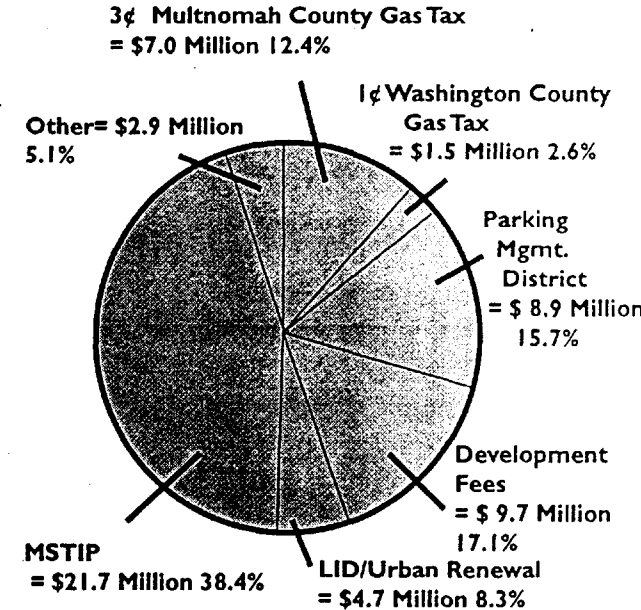
Federal

Estimated Annual Federal Revenues from Road User Fees

Out of the \$200 million in federal funds coming to Oregon this year, two-thirds are spent by ODOT on highways and one-third is spent on city and county roads and other local projects.

Source: ODOT

Note: Estimated gross receipts for Fiscal Year 1993



Local

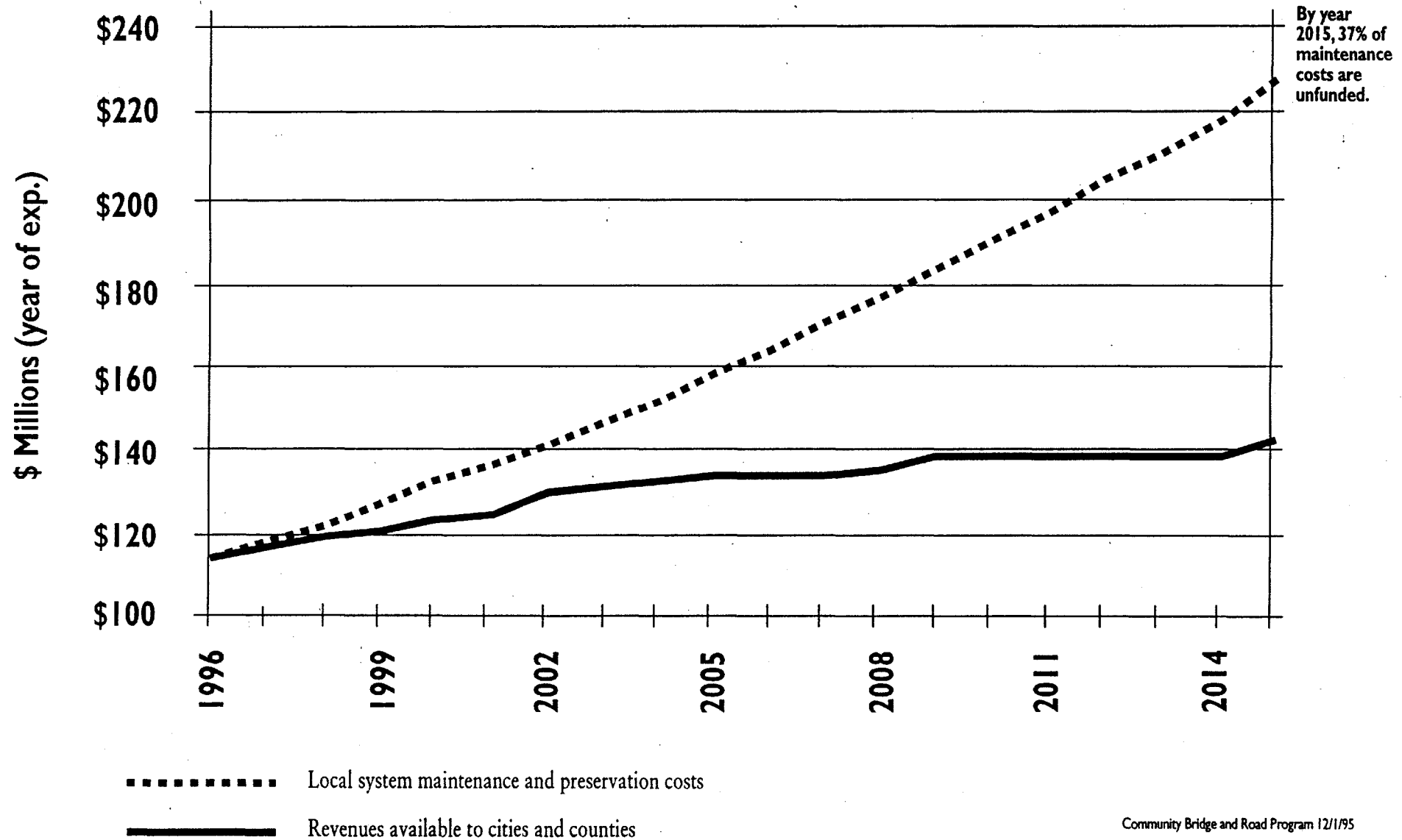
Estimated Annual Local Revenues Available for Transportation Improvements

This year, 70% of local transportation funds are being used to improve and expand city and county roads. The remaining 30% is being spent to maintain and preserve existing roads.

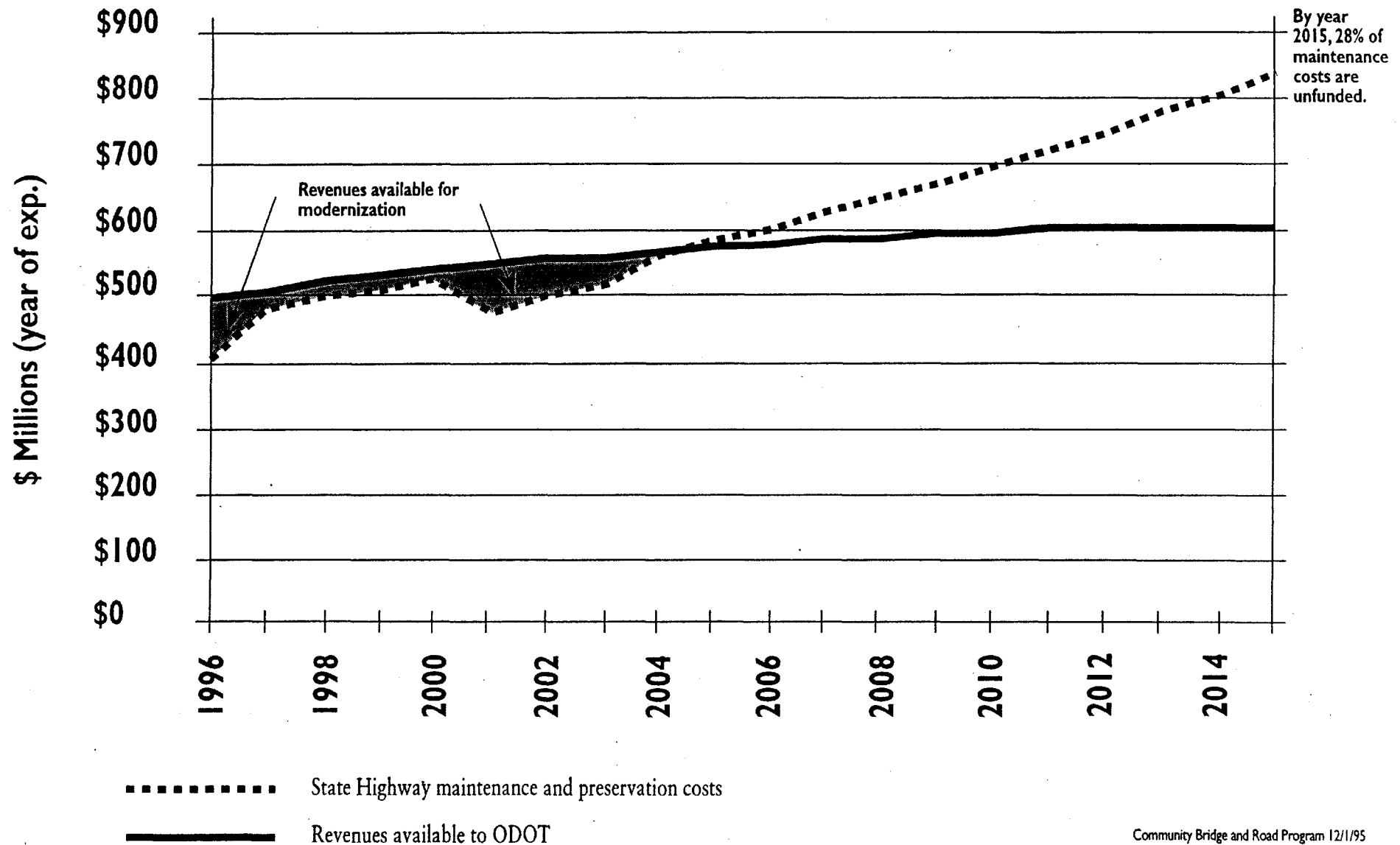
Source: Portland area local governments

Note: Estimate gross receipts for Fiscal year 1995

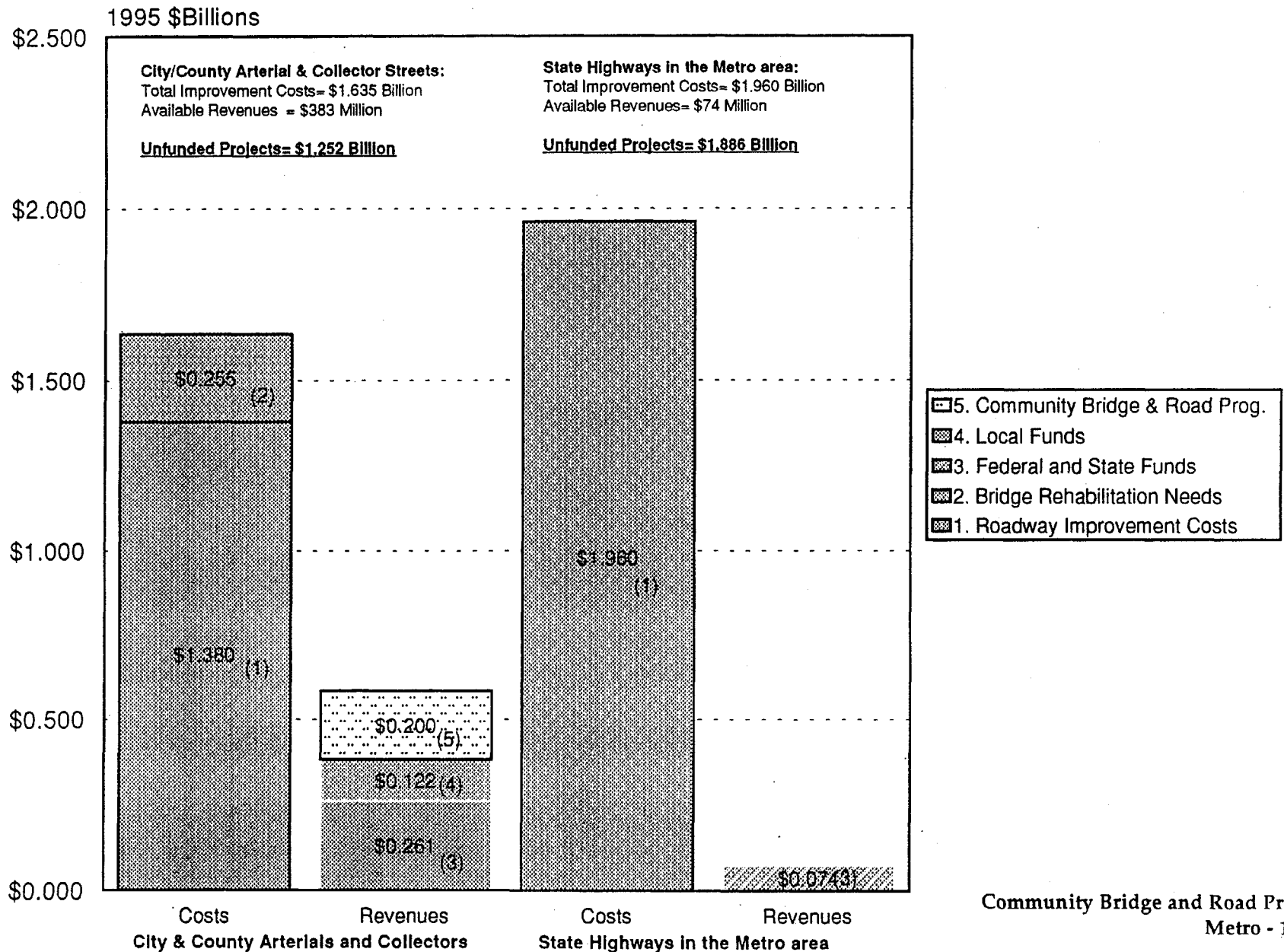
Funds Available for Local System Maintenance



Funds Available for Maintenance and Modernization of State Highway System



Regional System Expansion/Improvement: 20-Year Costs and Available Revenues



Community Bridge and Road Program

Possible new revenue options

(to fund \$100 million in projects in 10 years)

Regional gas tax on autos

2.75 cents per gallon – \$15.98* average yearly cost per vehicle

or

Combined regional gas tax on autos and diesel tax on trucks

2.25 cents per gallon –

\$54.55** average yearly cost per truck

\$13.07 average yearly cost per auto

or

Regional vehicle registration fee

\$8.33 per passenger vehicle per year

or

Real estate transfer tax

.4% of sale transaction – \$400 per \$100,000 house sale

or

General obligation bond measure

15.85 cents per \$1,000 of assessed valuation

\$15.85 per \$100,000 house per year

Notes

To fund a project list costing more than \$100 million, use a multiplier on the rates.

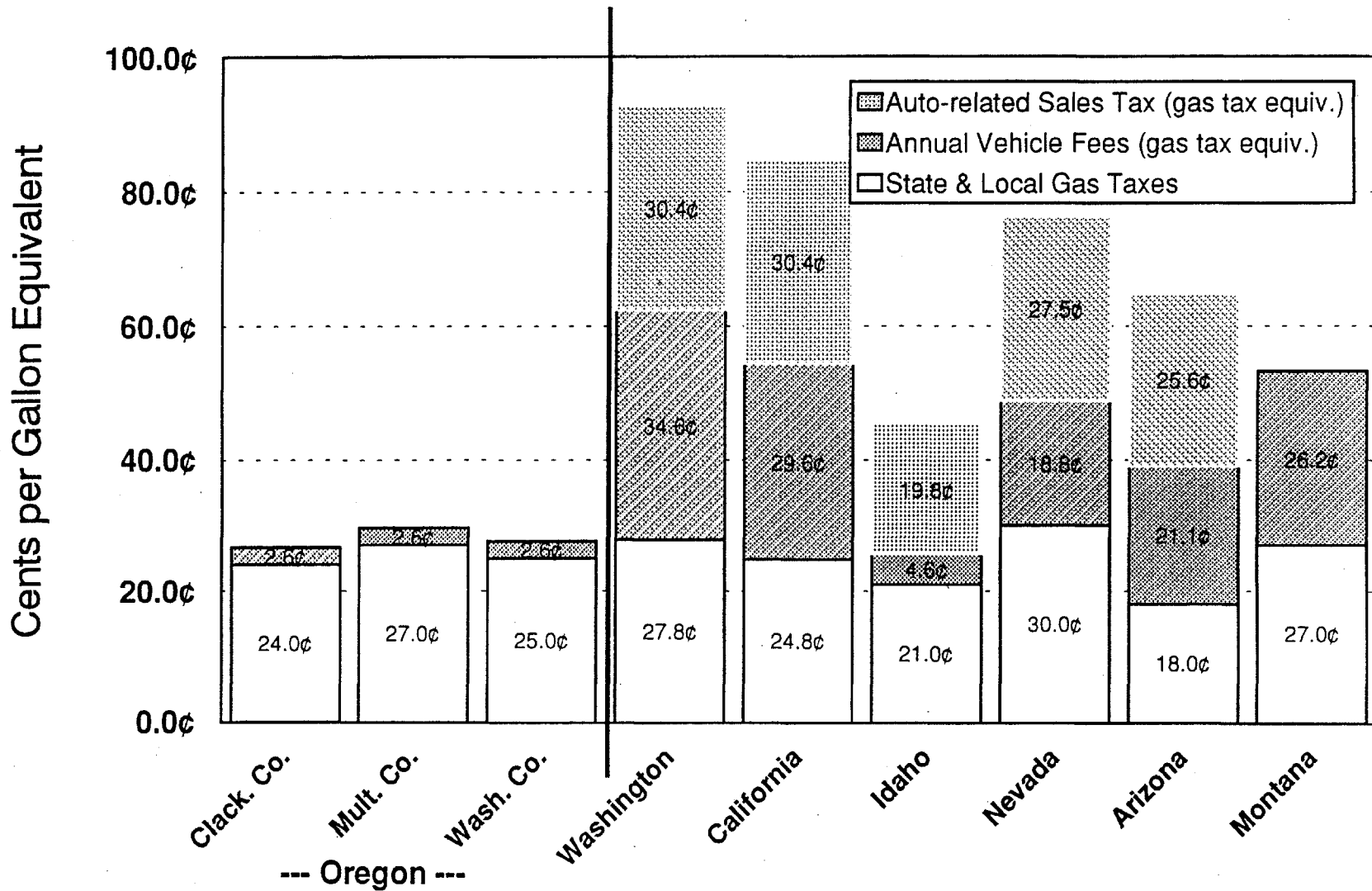
Maximum allowable rate under current law for a regional vehicle registration fee is \$15 per year for a passenger vehicle; therefore, the maximum project list that could be funded with this source is \$180 million in 10 years.

For the gas tax, diesel tax, vehicle registration fee and real estate transfer tax, the rate could be lower by 10-15% by borrowing against revenues beyond the 10-year period.

* Based on 12,000 miles per year at 20.7 miles per gallon average fleet efficiency

** Based on 30,000 miles per year at 5.5 miles per gallon

Comparison of Automobile-Related Taxes



Source: Oregon Department of Transportation, Auto/Truck Section

Community Bridge and Road Program
Metro - 12/5/95

Comparison of Automobile-Related Taxes

| Tax Source | In Effect Today | | | Bordering States | | | | Other Western States | |
|--|------------------|------------------|------------------|-------------------|-------------------|------------------|-------------------|----------------------|-------------------|
| | Clack. Co. | Mult. Co. | Wash. Co. | Washington | California | Idaho | Nevada | Arizona | Montana |
| State Gas Tax | 24.0¢ | 24.0¢ | 24.0¢ | | | 21.0¢ | | 18.0¢ | 27.0¢ |
| Local Gas Tax | 0 | 3¢ | 1¢ | | | 0 | | 0 | 0 |
| State & Local Gas Taxes | 24.0¢ | 27.0¢ | 25.0¢ | 27.8¢* | 24.8¢* | 21.0¢ | 30.0¢* | 18.0¢ | 27.0¢ |
| Registration Fees | \$15/year | \$15/year | \$15/year | \$36/year | \$29/year | \$27/year | \$33/year | \$20/year | \$16/year |
| Personal Property Tax on Cars | 0 | 0 | 0 | \$165/year | \$143/year | 0 | \$76/year | \$103/year | \$136/year |
| Total Annual Fees Paid at Registration | \$15/year | \$15/year | \$15/year | \$201/year | \$172/year | \$27/year | \$109/year | \$123/year | \$152/year |
| (Tax Equivalent in cents/gallon)** | (2.6¢) | (2.6¢) | (2.6¢) | (34.6¢) | (29.6¢) | (4.6¢) | (18.8¢) | (21.1¢) | (26.2¢) |
| Prorated Sales Tax on Cars*** | 0 | 0 | 0 | \$177/year | \$177/year | \$115/year | \$160/year | \$149/year | 0 |
| (Tax Equivalent in cents/gallon)** | 0 | 0 | 0 | (30.4¢) | (30.4¢) | (19.8¢) | (27.5¢) | (25.6¢) | 0 |
| Total Auto-Related Taxes in Equivalent cents/gallon | 27.2¢ | 30.2¢ | 28.2¢ | 92.8¢ | 84.8¢ | 45.4¢ | 76.3¢ | 64.7¢ | 53.2¢ |

*California and Washington tax rates include sales tax. Nevada includes average local option tax.

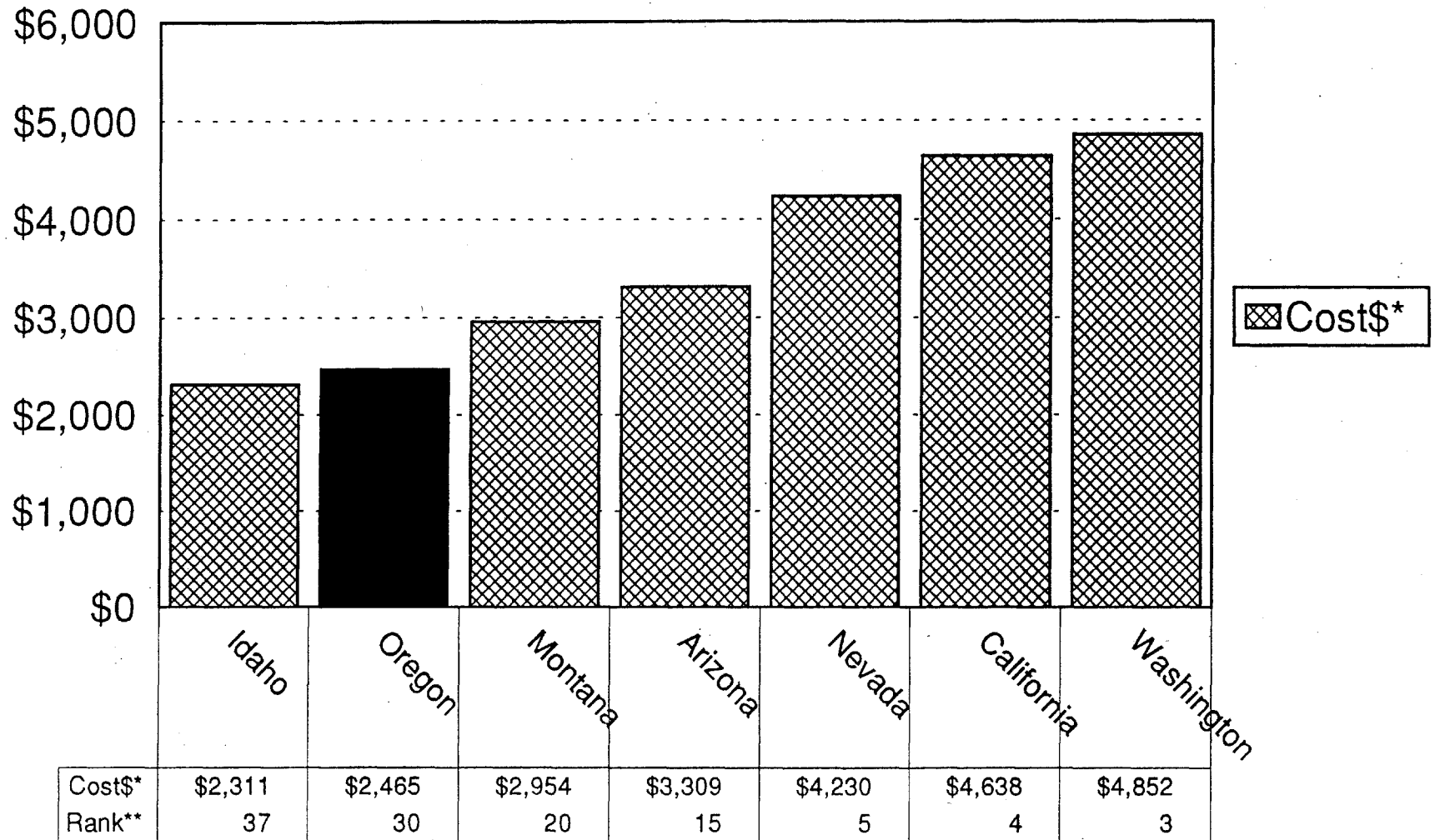
**Equivalent tax per gallon calculated using 581 gallons per year (12,000 miles per year at 20.7 miles per gallon).

***Prorated over eight years.

Source: Oregon Department of Transportation, Auto/Truck Section

Truck Fees and Taxes (1994)

Weight = 30,000 Lbs.

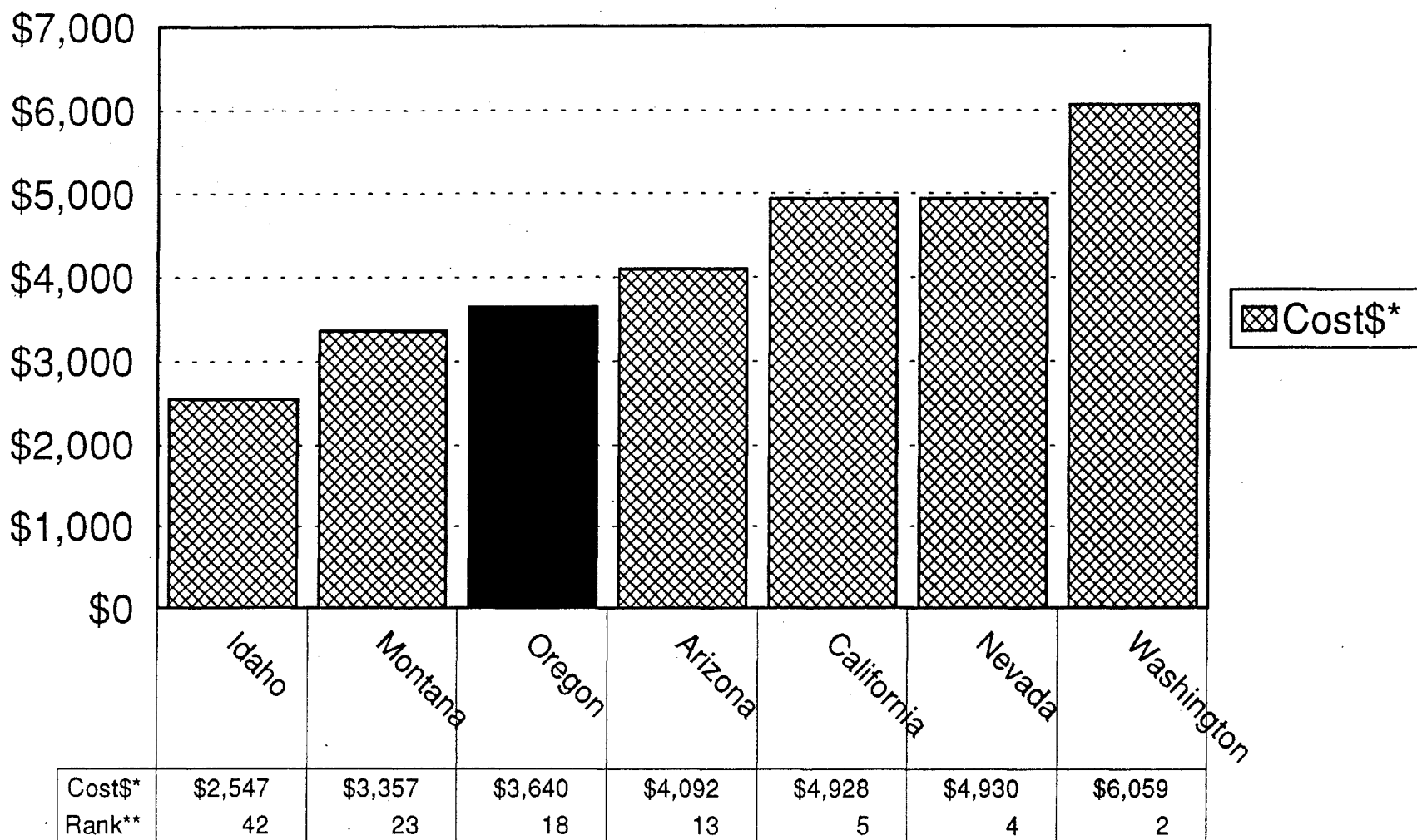


* Assuming 50,000 miles per year in the state

** 1 = highest cost state of 50 states

Truck Fees and Taxes (1994)

Weight = 50,000 Lbs.

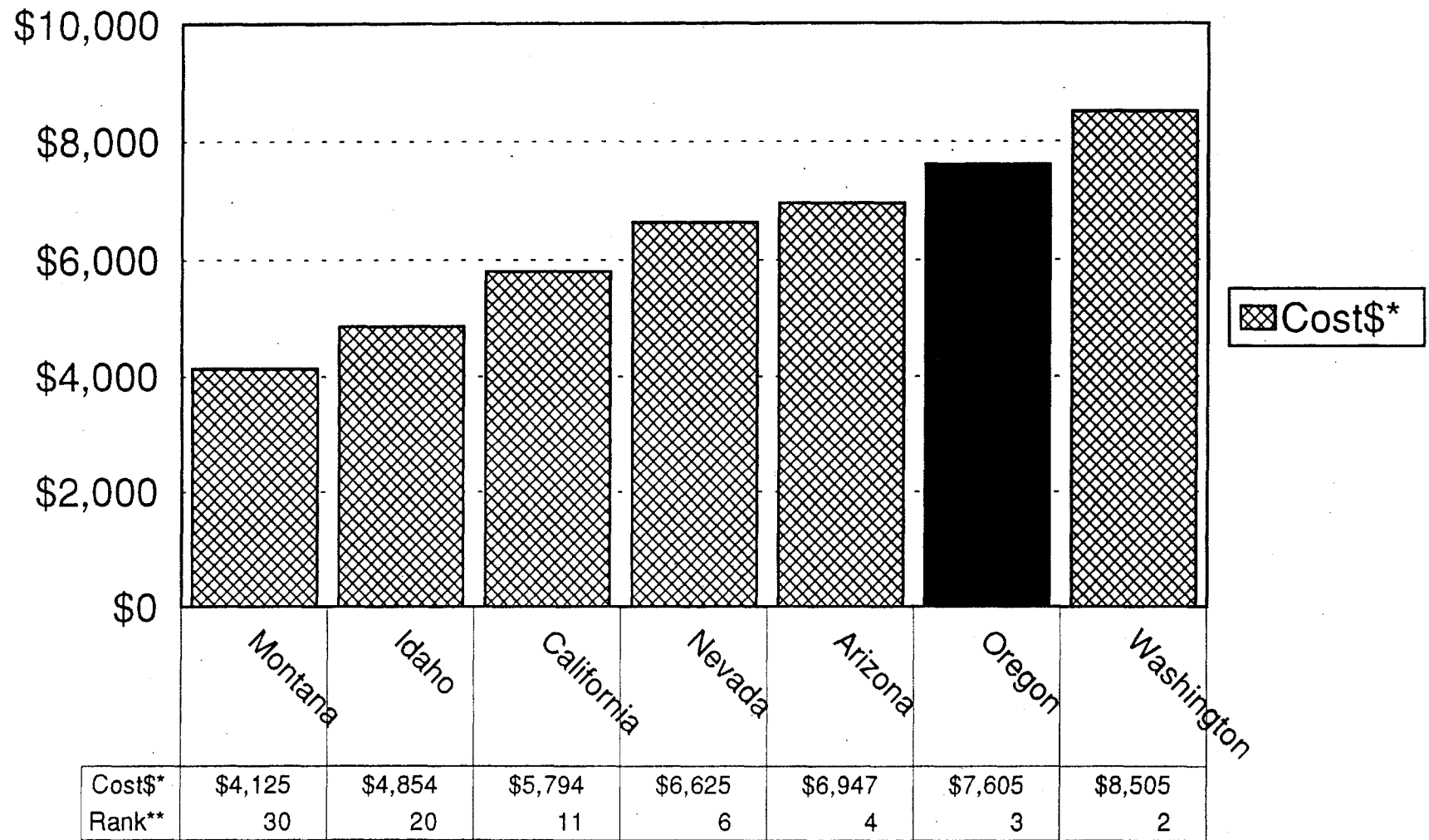


* Assuming 50,000 miles per year in the state

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Truck Fees and Taxes (1994)

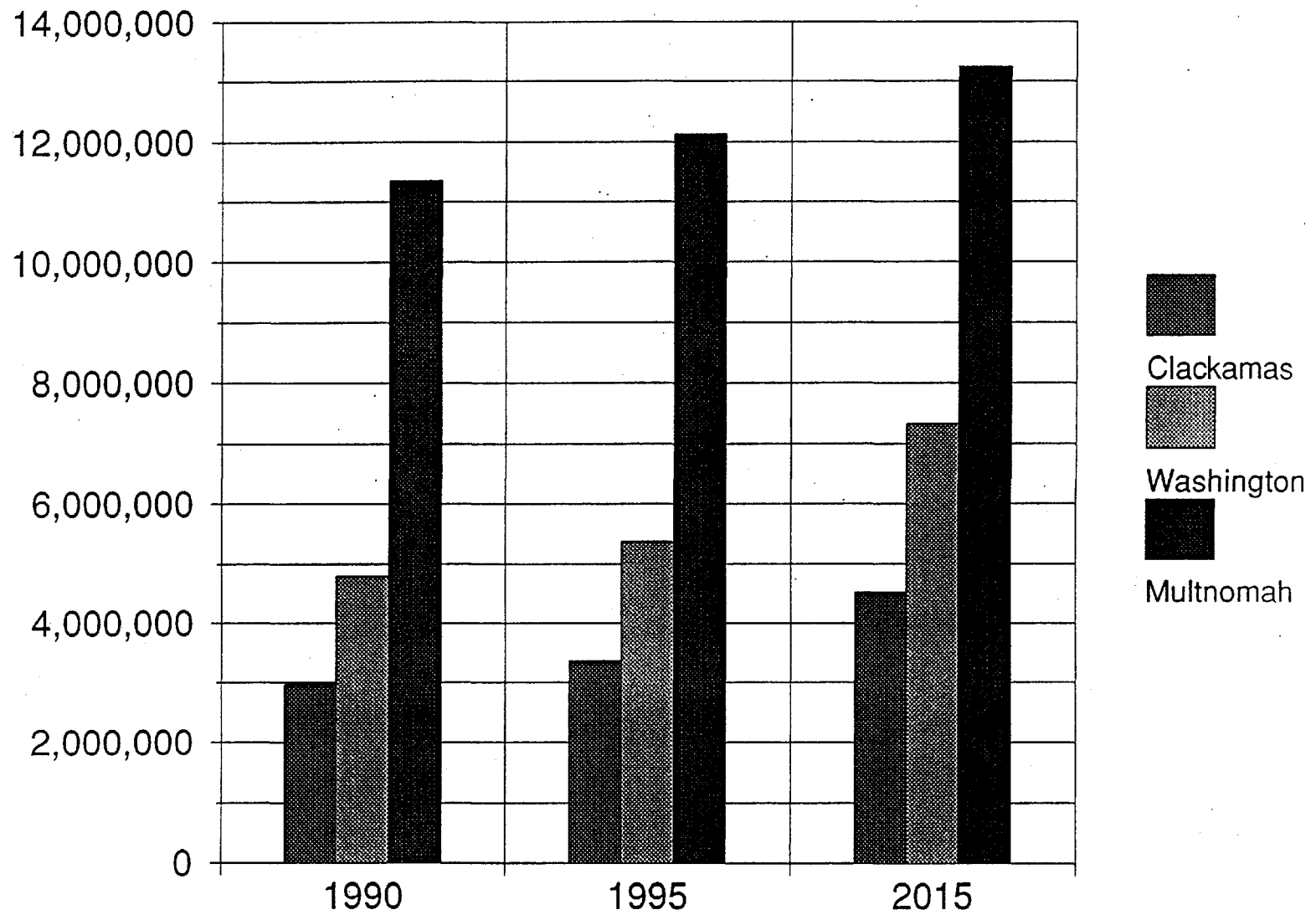
Weight = 80,000 Lbs.



* Assuming 50,000 miles per year in the state

** 1 = highest cost state of 50 states

Vehicle Miles Traveled by County



| | Pop Growth 1995-2015 | VMT Growth 1995-2015 |
|------------|----------------------|----------------------|
| Clackamas | 49% | 34% |
| Washington | 51% | 36% |
| Multnomah | 18% | 9% |

Community Bridge and Road Program

Transportation funding summary

- Existing revenues pay mostly for maintenance
- By 2010 maintenance will be underfunded
 - state highways 28% underfunded
 - city/county roads 37% underfunded
- Over the next 20 years funding for improvements is severely limited.
 - state highways fall 98% short
 - city and county roads fall 77% short

**Community Bridge and Road Program
Regional Project Nominations (11/20/95)**

| Num | Original Number | Project Name | Description | Freight | Bridges | Bicycle | Ped. | Traffic Calming | Traffic Improv. | Rehab. | Safety | Estimated Costs |
|-----|-----------------|---|---|---------|---------|---------|------|-----------------|-----------------|--------|--------|-----------------|
| 1 | WC029 | Hwy 47 Bypass/Council Creek-Quince | Construct 2-lane connection from Quince and TV Hwy to Hwy 47 near its intersection with Beal. Includes bike lanes and shoulders for pedestrians. Acquires right-of-way for future improvements. | X | | X | X | | X | | X | \$2,700,000 |
| 2 | WC012 | TV Hwy/Yew Street to Cornelius East City Limits | Complete installation of bike lanes, curbs, bus turn-outs and sidewalks, interconnect traffic signals, add a park and ride on Baseline. | | | X | X | | X | | X | \$2,900,000 |
| 3 | WC006 | 209th/Kinnaman-219th | Construct new 2-lane arterial with bike lanes connecting 219th at TV Hwy to 209th at Kinnaman. | | | X | | | X | | X | \$2,700,000 |
| 4 | WC008 | Farmington/173rd-185th | Widen to 5 lanes with bike lanes and sidewalks. Install traffic signals at Kinnaman and Rosa. | | | X | X | | X | | X | \$5,183,000 |
| 5 | WC004 | Murray Blvd./Farmington-Terman Improvements | Widen Murray Blvd. to 5 lanes, widen bridge, add bike lanes, sidewalks and bus turnouts. | X | | X | X | | X | | X | \$8,332,000 |
| 6 | WC010 | Allen Blvd./Murray-Erickson | Construct turn lanes and traffic signal improvements at the intersections of Allen/Wilson, Allen/Erickson and Allen/141st, includes bike lanes. | | | X | | | X | | X | \$2,605,000 |
| 7 | WC007 | 72nd/99W-Bonita | Widen to 5 lanes, add bike lanes and sidewalks on both sides, provide bus pull-outs. | | | X | X | | X | | X | \$5,000,000 |
| 8 | WC002 | I-5/217 Interchange | Supplement ODOT funding to upgrade the I-5/Hwy. 217 Interchange and the Hwy. 217/72nd Ave. Interchange. | X | | X | X | | X | | X | \$17,800,000 |
| 9 | WC001 | Tualatin-Sherwood Expressway (EIS) | Design 4-lane limited access road from Hwy 99 to I-5, includes bikeway. | X | | X | | | | | X | \$8,900,000 |
| 10 | CC014 | Boeckman Rd Extension | Widen and extend Boeckmen Rd. from 95th to Tooze, includes signal at 95th and railroad crossing. | | | X | X | | X | | | \$2,170,000 |
| 11 | CC005 | Stafford Rd Intersections | Construct traffic signals, bike lanes and turn lanes at intersections at Borland, Childs and Rosemont. | | | X | | | X | | X | \$1,000,000 |
| 12 | CC012 | Boones Ferry: Madronna to Country Club Rd. | Add turn lanes, curbs, sidewalks, bike lanes, and intersection improvements. | | | | | | X | | X | \$1,500,000 |
| 13 | CC010 | A Street: 3rd to State Street | Reconstruct "A" Ave. in Lake Oswego. | | | | | | | X | X | \$1,200,000 |

**Community Bridge and Road Program
Regional Project Nominations (11/20/95)**

| Num | Original Number | Project Name | Description | Freight | Bridges | Bicycle | Ped. | Traffic Calming | Traffic Improv. | Rehab. | Safety | Estimated Costs |
|-----|-----------------|---|---|---------|---------|---------|------|-----------------|-----------------|--------|--------|-----------------|
| 14 | CC019 | Hwy 43 Improvements | Widen Hwy 43 from N West Linn City Limits to Marylhurst Dr., includes sidewalks and bike lanes. | | | X | X | | X | | X | \$290,000 |
| 15 | CC020 | Hwy 43/Marylhurst Dr. Intersection | Widen Hwy 43 at Marylhurst Dr. intersection and improve traffic signal, add sidewalks and bike lanes. | | | X | X | | X | | X | \$200,000 |
| 16 | CC021 | Hwy 43/Cedar Oak Intersection | Widen Hwy 43 at Cedar Oak Dr. intersection, includes bike lanes and sidewalks. | | | X | X | | X | | X | \$205,000 |
| 17 | CC018 | Hwy 43/Pimlico Intersection | Install traffic signal at intersection of Highway 43 and Pimlico. | | | | | | | | X | \$75,000 |
| 18 | CC009 | Washington Street Bridge | Replace existing wood bridge and add bike lanes. | | X | X | X | | | | X | \$1,300,000 |
| 19 | CC015 | Oatfield Road: Webster to 82nd | Widen to 3-lanes, add southbound left turn lane at Oatfield/Webster intersection, install traffic signal at Gloucester, install sidewalk. | | | X | X | | X | | X | \$1,300,000 |
| 20 | CC003 | Sunnyside Rd: 122nd to 132nd | Widen to 5-lanes, includes sidewalks and bike lanes. | | | X | X | | X | | X | \$5,000,000 |
| 21 | CC004 | 122nd/129th: Sunnyside to King | Widen to 3-lanes with sidewalks and bike lanes, smooth out curves. | | | X | X | | X | | X | \$3,800,000 |
| 22 | PD022 | SE Foster Road at 162nd | Reconstruct SE 162nd Ave. intersection to improve safety and ease congestion. | | | X | X | | | | X | \$2,000,000 |
| 23 | PD024 | SE Foster Road at Jenne | Reconstruct SE Jenne Rd intersection to improve safety and ease congestion. | | | X | X | | | | X | \$2,000,000 |
| 24 | MC008 | Foster Rd: County Line to Portland City Limit | Improve Foster with shoulder bikeways, improve intersection at Foster Rd. at 172nd Ave. | | | X | X | | | | X | \$1,800,000 |
| 25 | MC001 | Powell Valley Rd | Widen Powell Valley Rd. from Burnside Rd. to Kane Rd to 5 lanes, includes bike lanes and sidewalks. | | | X | X | | X | | X | \$250,000 |
| 26 | MC021 | 5th St.: Main St. to Cleveland St. | Reconstruct street to improve safety, add pedestrian improvements. | | | X | X | | | | X | \$303,000 |
| 27 | MC020 | Wallula Ave: Division St. to Stark St. | Widen roadway, add curbs, sidewalks, bikeway, storm sewers, street lights, turning lanes and intersection improvements. | | | X | X | | X | | X | \$1,935,000 |
| 28 | MC007 | Gilsan St.: 202nd Ave to 207th Ave | Upgrade Gilsan to a 5-lane arterial with bike lanes and sidewalks. | | | X | X | | X | | X | \$1,420,000 |
| 29 | MC006 | Halsey St.: 223rd Ave to 238th Ave | Widen Halsey to 3-lanes with bike lanes, pedestrian improvements and bus pull-outs. | | | X | X | | X | | X | \$870,000 |

**Community Bridge and Road Program
Regional Project Nominations (11/20/95)**

| Num | Original Number | Project Name | Description | Freight | Bridges | Bicycle | Ped. | Traffic Calming | Traffic Improv. | Rehab. | Safety | Estimated Costs |
|-----|-----------------|---|--|---------|---------|---------|------|-----------------|-----------------|--------|--------|-----------------|
| 30 | MC002 | 223rd Ave. Railroad Overcrossing | Widen bridge overcrossing on 223rd Ave at I-84 to make vehicle, bike and pedestrian access safer. | X | | X | X | | X | | X | \$1,119,000 |
| 31 | MC009 | Halsey St.: 238th Ave to Historic Columbia River Hwy | Widen Halsey to 3-lanes with sidewalks, bike lanes and bus pull-outs. | | | X | X | | X | | X | \$1,800,000 |
| 32 | MC017 | Frontage Rd Congestion: City of Troutdale at I-84 | Construct turn lanes and add traffic signals to ease congestion, add bike lanes and sidewalks. | X | | X | X | | X | | X | \$550,000 |
| 33 | CB01 | Carver Bridge | Replace existing bridge over the Clackamas River, realign the approaches and install traffic signal at Springwater/Hwy 224 Intersection. | | X | X | X | | X | | X | \$4,730,000 |
| 34 | PD031 | Lents Pedestrian and Bicycle Enhancements | Pedestrian and bike improvements along SE Foster Road/ Woodstock from 87th to 103rd. | | | X | X | | | | X | \$500,000 |
| 35 | CC002 | Johnson Creek Blvd.: 36th to 45th | Construct improvements including 2 travel lanes, sidewalks, curbs, bike lanes and street lights. | X | | X | X | | X | | X | \$1,500,000 |
| 36 | CC027 | Harrison Street: McLoughlin to Hwy 224 | Design and construct Harrison St. as a multi-modal boulevard with landscaped median, 2 travel lanes, bike lanes and sidewalks. | | | X | X | | | | X | \$2,100,000 |
| 37 | CC024 | 17th Ave: McLoughlin to Milwaukie City Limits (north) | Design and construct continuous sidewalk on west side of 17th Ave, complete bike lanes. | | | X | X | | X | | X | \$620,000 |
| 38 | PD041 | SE Tacoma Street: 28th - 32nd | Improve SE Tacoma from 28th to 32nd, add 2 travel lanes, bike lanes, curbs, street lights, trees and sidewalks. | | | X | X | | | | X | \$623,000 |
| 39 | PD038 | SE McLoughlin Traffic Calming | Enhance safety, construct pedestrian improvements, calm traffic in SE McLoughlin neighborhoods. | | | | X | X | | | | \$1,000,000 |
| 40 | PD003 | 39th/42nd Bikeway | Develop bikeway from NE Columbia to SE Crystal Springs, through Hollywood Town Center. | | | X | | X | | | X | \$200,000 |
| 41 | PD005 | SE 45th Traffic Calming | Enhance safety, construct sidewalks, bike lanes, pedestrian improvements on SE 45th: Woodstock to Harney. | | | X | X | X | | | X | \$600,000 |
| 42 | PD007 | 52nd/53rd/57th Bikeway | Develop bikeway on from NE Sandy to SE Harney | | | X | | X | | | X | \$150,000 |
| 43 | PD028 | Holgate Bikeway | Implement bike lanes on SE Holgate from 42nd to 136th. | | | X | | | | | X | \$100,000 |

**Community Bridge and Road Program
Regional Project Nominations (11/20/95)**

| Num | Original Number | Project Name | Description | Freight | Bridges | Bicycle | Ped. | Traffic Calming | Traffic Improv. | Rehab. | Safety | Estimated Costs |
|-----|-----------------|--|--|---------|---------|---------|------|-----------------|-----------------|--------|--------|-----------------|
| 44 | PD026 | Hawthorne Bike, Pedestrian and Transit Improvements | Improve bike, pedestrian and transit access along SE Hawthorne Blvd. from 32nd to 39th. | | | X | X | | | | X | \$2,070,000 |
| 45 | PD015 | Burnside Bike Lanes | Re-stripe E Burnside bike lanes from 28th to 74th Ave. | | | X | | | X | | X | \$250,000 |
| 46 | PD014 | Pedestrian and Bike Improvements NE Broadway/Weldier | Reconstruct sidewalks, add transit shelters and stops, street lights and bike lanes. | | | X | X | | | | X | \$1,570,000 |
| 47 | PD042 | NE Tillamook Bikeway | Develop bikeway along NE Tillamook from NE Flint to 92nd. | | | X | | | | | X | \$250,000 |
| 48 | PD019 | NE Cully Reconstruction | Add two-travel lanes, bike lanes and sidewalks from Prescott to Lombard. | | | X | X | | | | X | \$1,800,000 |
| 49 | XF06 | US 30/Killingsworth Freight Improvements | Improve connection between US 30 - Killingsworth and Columbia Blvd. via 92nd Ave. | X | | X | X | | X | | X | \$14,710,000 |
| 50 | PD004 | NE 42nd Traffic Calming | Construct sidewalks, speed reduction devices, and pedestrian improvements on NE42nd: Killingsworth to Lombard. | | | | X | X | | | X | \$510,000 |
| 51 | PD018 | Central Eastside Access/Water Avenue Extension | Construct improvements on access routes from Central Eastside to the Ross Island Bridge. | X | | X | X | | X | | X | \$5,000,000 |
| 52 | PD001 | Willamette River Bridges Bike and Pedestrian Access | Improve bike and pedestrian access to the Broadway, Hawthorne, and Sellwood Bridges | | X | X | X | | | | X | \$1,300,000 |
| 53 | MB001 | Broadway Bridge Rehabilitation | Repair and preserve the Broadway Bridge. The deck, sidewalks and mechanical systems are deteriorating and need replacement to extend the life of the bridge. | | X | | | | X | X | X | \$16,055,000 |
| 54 | MB002 | Burnside Bridge Rehabilitation | Repair and preserve the Burnside Bridge. The lift span needs to be replaced and its supports need strengthening in case of an earthquake. | | X | | | | | X | X | \$2,952,000 |
| 55 | MB004 | Hawthorne Bridge Rehabilitation | Repair and preserve the Hawthorne Bridge. This is a very old (historic) bridge and needs new decks and paint to preserve its structural strength. | | X | | | | | X | X | \$7,836,000 |
| 56 | MB005 | Morrison Bridge Rehabilitation | Repair and preserve the Morrison Bridge. The lift span that opens the bridge needs to be replaced, sidewalks need repair and it needs to be painted to keep rust from weakening the structure. | | X | | | | | X | X | \$3,161,000 |

**Community Bridge and Road Program
Regional Project Nominations (11/20/95)**

| Num | Original Number | Project Name | Description | Freight | Bridges | Bicycle | Ped. | Traffic Calming | Traffic Improv. | Rehab. | Safety | Estimated Costs |
|-----|-----------------|---|---|---------|---------|---------|------|-----------------|-----------------|--------|--------|-----------------|
| 57 | PD016 | West Burnside Redevelopment | Pavement reconstruction, traffic signal upgrades, pedestrian crossing improvements from NW 14th to NW 23rd. | | | | X | | X | | X | \$4,690,000 |
| 58 | PD034 | NW Lovejoy Reconstruction | Remove NW Lovejoy ramp from 14th to Broadway Bridge and NW 14th Ave. Construct new ramp at 9th Ave. Build sidewalks and add street lights, trees and transit facilities on Lovejoy. | | X | X | X | | | X | X | \$11,900,000 |
| 59 | PD025 | N Greeley/Interstate Bikeway | Implement bike lanes on N Greeley to connect to Interstate Ave. | | | X | | | | | X | \$1,100,000 |
| 60 | PD043 | NE Vancouver/Williams Bike Lanes | Stripe bike lanes on NE Vancouver and Williams from Broadway to Martin Luther King, Jr. Blvd. | | | X | | | | | X | \$100,000 |
| 61 | PD044 | SW Vermont Traffic Calming | Enhance safety, construct sidewalks and bike lanes, calm traffic on SW Vermont from 30th to 45th. | | | X | X | X | | | X | \$1,185,000 |
| 62 | PD013 | Bertha Blvd. Bikeway | Widen shoulders to provide bike lanes on Bertha Boulevard from SW Vermont - Capitol Hwy. | | | X | | | X | | X | \$400,000 |
| 63 | PD027 | Hillsdale Town Center | Provide improvements for bike, pedestrian, transit and vehicle access to Hillsdale Town Center. | | | X | X | | | | X | \$1,200,000 |
| 64 | PD033 | St. Johns Neighborhood Truck Protection | Improve operations and construct improvements to reduce traffic on neighborhood streets adjacent to N Lombard from St. Johns to Columbia. | X | | | | X | | | X | \$1,000,000 |
| 65 | XF07 | St. Johns/Rivergate Access Study | Develop alternatives to improve freight mobility between US 30-St. John's Bridge and N/NE Portland Industrial area and reduce traffic on neighborhood streets. | X | | | | | | | X | \$100,000 |
| 66 | XF01 | N Marine Drive Freight Improvements | Widen N Marine Dr. to 4 lanes from Columbia Slough Bridge to 2.7 miles east to move freight to and from the marine terminal and rail yards. | X | | X | | | X | | X | \$14,200,000 |
| 67 | XF02 | S Rivergate Rail Overpass | Construct N Lombard rail overcrossing to provide safe and efficient vehicle access to Rivergate area. | X | | X | X | | X | | X | \$4,250,000 |
| 68 | PD021 | Expand Citywide Signal System | Expansion of signal system to monitor and manage intersection and optimize traffic operation. | | | | | | | | X | \$1,202,000 |

**Community Bridge and Road Program
Regional Project Nominations (11/20/95)**

| Num | Original Number | Project Name | Description | Freight | Bridges | Bicycle | Ped. | Traffic Calming | Traffic Improv. | Rehab. | Safety | Estimated Costs |
|-----|-----------------|---------------------|--|---------|---------|---------|------|-----------------|-----------------|--------|--------|-----------------|
| 69 | MC016 | Signal Optimization | Improve traffic management in East Multnomah County and City of Gresham by optimizing traffic signals to reduce motorist delays. | | | | | | | | X | \$1,230,000 |

Grand Total

\$200,351,000

REGIONAL PARKING RATIOS

(parking ratios are based on spaces per 1,000 sq ft of gross leasable area unless otherwise stated)

| Land Use | Required Parking Should Be No More than the Following Ratio ¹ (DEQ Voluntary Maximums) | | Maximum Permitted Parking with a ratio of 125 percent | |
|--|--|--------|--|--------|
| | Zone 1 | Zone 2 | Zone 1 | Zone 2 |
| General Office (includes Office Park and Government Office) | 1.9 | 2.7 | 2.4 | 3.4 |
| Light Industrial | 1.3 | 1.5 | 1.6 | 1.9 |
| Industrial Park (gross square feet) | 1.1 | 1.4 | 1.4 | 1.8 |
| Manufacturing | 1.3 | 1.6 | 1.6 | 2.0 |
| Warehouse (gross square feet; parking ratios apply to warehouses 150,000 gsf or greater) | 0.2 | 0.3 | 0.25 | 0.38 |
| Airport (stalls/million annual passengers (MAP)) | | 733 | | 917 |
| University/College (includes Technical College) (spaces/# of students and staff) | 0.1 | 0.2 | 0.125 | 0.25 |
| High School (spaces/# of students and staff) | 0.1 | 0.1 | 0.125 | 0.13 |
| Tennis Racquetball Court | 0.8 | 1.0 | 1.0 | 1.3 |
| Sports Club/Health Spa | 3.5 | 4.3 | 4.4 | 5.4 |
| City Recreation Center (gross square feet) | 2.0 | 2.5 | 2.5 | 3.1 |
| Bowling Center (number of lanes) | 3.2 | 4.1 | 4.0 | 5.1 |
| Movie Theater (spaces/number of seats) | to be determined | | | |
| Church/Synagogue (spaces/number of attendees) | 0.1 | 0.5 | 0.125 | 0.6 |
| Furniture/Carpet Store | 0.8 | 1.0 | 1.0 | 1.3 |
| Hardware/Paint/Home Improvement | 2.7 | 3.4 | 3.4 | 4.3 |
| Shopping Center/Discount Store (needs more data) | 3.3 | 4.1 | 4.125 | 5.1 |

| Land Use | Required Parking Should Be No More than the Following Ratio ¹ (DEQ Voluntary Maximums) | | Maximum Permitted Parking with a ratio of 125 percent | |
|---|--|--------|--|--------|
| | Zone 1 | Zone 2 | Zone 1 | Zone 2 |
| Family Restaurant | 7.4 | 9.1 | 9.25 | 11.4 |
| Quality Restaurant | 10.0 | 12.0 | 12.5 | 15.0 |
| Fast Food with Drive Thru (includes without drive thru) | 8.1 | 9.9 | 10.1 | 12.4 |
| Casual Dining ² | 12.4 | 15.3 | 15.5 | 19.1 |
| Bank with Drive-In | 3.4 | 4.3 | 4.25 | 5.4 |
| Supermarket | 2.3 | 2.9 | 2.9 | 3.7 |
| Hospital/Medical/Dental Clinic | to be determined | | | |
| Land Uses Not Subject to DEQ Program | | | | |
| Hotel/Motel | to be determined | | | |
| Single Family Detached | 1 | 1 | | |
| Residential unit, less than 500 square feet per unit, one bedroom | 1 | 1 | 1.25 | 1.25 |
| Multi-family, townhouse, one bedroom | 1 | 1.25 | 1.25 | 1.6 |
| Multi-family, townhouse, two bedroom | 1 | 1.5 | 1.25 | 1.9 |
| Multi-family, townhouse, three bedroom | 1 | 1.75 | 1.25 | 2.2 |

Zone 1 is Portland central city less North Macadam, Central Eastside, Northwest Triangle and Lower Albina.

Zone 2 is the rest of the region within the Air Quality Maintenance Area boundary.

srb I:\GM\MARKT\PRKCHT3.WPD
10/26/95

1. Parking ratios reflect a combination of ITE and Portland studies or Portland peak parking studies when ITE data was not available.

4. Casual Dining type restaurants include Chili's, El Toritos, Olive Garden, Red Lobster, Tony Romas.

NAME

AFFILIATION

| NAME | AFFILIATION |
|--------------------------|-----------------------------|
| ✓ Earl Brunenauer | Portland |
| ✓ Susan McLean | Metro |
| ✓ GREG GREEN | NEQ |
| ✓ Craig J. Lomnick | Cities of Clackamas Co. |
| ✓ LEON SKILES | METRO |
| ✓ Pat Collmeyer | NGI |
| ✓ DAVE STURDEVANT | CLARK County |
| ✓ Claudette LaVert | Cities of Mult. |
| ✓ Meeky Buzzard | City of Portland |
| ✓ Gordon Oliver | The Oregonian |
| ✓ Bob Post | TRI-MET |
| ✓ LARA SHAW | METRO |
| ✓ CAROL Kelson | METRO |
| ✓ Anna Litchell - Bayank | Metro |
| ✓ Virginia Graylett | Congressman Ron Wyden |
| ✓ Bob Clair | FHWA - Salem OR |
| ✓ Lisa Hanf | FHWA - Region 10 / Portland |
| ✓ Pat Seerle | F.T.A - Region 10 - Seattle |
| ✓ Kertty Lehtola | Washington County |
| ✓ Fred Patron | FHWA - Oregon Div. |
| ✓ Dean Lookingbill | RTC - Vancouver |
| ✓ GB ARROWSTON | TRI-MET |
| ✓ DAVID YADEN | |

COMMITTEE MEETING TITLE

JPACT

DATE

12-14-95

NAME

AFFILIATION

MATTHEW GARRETT

SEN. HATFIELD

LAURIE GARRETT

TRI-DIST

✓ ROYCE E. FALLON

City of VANCOUVER

✓ MARY HUGH

WSDOT

✓ TANYA COLLIER

MULTNOMAH COUNTY

✓ BRUCE WARDER

ODOT

✓ CLARENCE GREGG

Clackamas Co.

✓ TOM WALSH

TRI-MET

✓ MYKE BURTON

METRO EXEC

✓ KED MORMAN

Metro Council

✓ ANDY COTUGNO

Metro

✓ DAVE YADEN

Tri-Met

✓ PATRICIA M. LEE

METRO

✓ ROB DRAKE

CITIES OF WASH. CO.

✓ RICHARD BRANDEN

Metro

✓ STEVE DOTTERER

CITY OF PORTLAND

✓ ROD SANDOZ

CLACKAMAS Co.

✓ JOHN KOWALCZYK

DEQ

?