3-14-2002

Meeting Notes 2002-03-14 [Part D]

Joint Policy Advisory Committee on Transportation

ATTACHMENT 2

2000 RTP CONFORMITY DETERMINATION

2000 Regional Transportation Plan

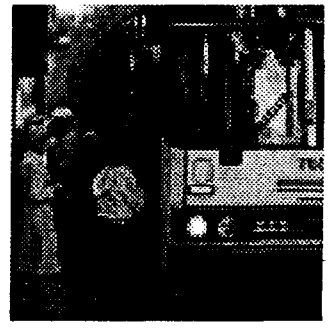
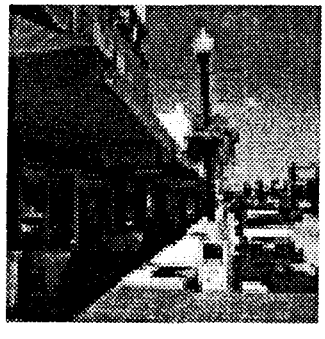
Air Quality Conformity Determination

November 16, 2000

Approved by Resolution No. 00-2999





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2000 Regional Transportation Plan Conformity Determination Report

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2000 Regional Transportation Plan
Conformity Determination

A. Introduction

Background

The federal Clean Air Act provides the main framework for national, state and local efforts to protect air quality. Under the Clean Air Act, the Environmental Protection Agency (EPA) is responsible for setting standards, known as national ambient air quality standards (NAAQS), for pollutants considered harmful to people and the environment. These standards are set at levels that are meant to protect the health of the most sensitive population groups, including the elderly, children and people with respiratory diseases. Air quality planning in this region is focused on meeting the NAAQS and deadlines set by the federal Environmental Protection Agency and state Department of Environmental Quality for meeting the standards. Failure to meet these standards could result in a loss of transportation funding from state and federal sources and increased health risks to the region.

The 2000 Regional Transportation Plan (RTP) is subject to an air quality conformity determination under federal regulation (40 CFR Parts 51 and 93) and state rule (OAR 340 Division 252). Metro, as the federally designated Metropolitan Planning Organization (MPO) for the Oregon portion of the Portland-Vancouver airshed, is the lead agency for the conformity determination. In addition, the Transportation Policy Alternatives Committee (TPAC) is called out under the state rule as the standing committee designated for "interagency consultation" as required by the rule. In order to demonstrate that the 2000 Regional Transportation Plan (RTP) meets federal and state air quality planning requirements, Metro must complete a technical analysis that is known as air quality conformity. The need for this analysis came from the integration of requirements in the Clean Air Act Amendments of 1990 and the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. Conformity is a regulation requiring that all transportation plans and programs in air quality non-attainment or maintenance areas conform to the State's air quality plan, known as the State Implementation Plan (SIP). Transportation plans and programs such as the 2000 RTP must not delay attainment of the NAAQS, result in an area falling out of attainment, or create new air quality violations.

Reason for Determination

On August 10, 2000, the Metro Council adopted the 2000 Regional Transportation Plan (RTP) by Ordinance No. 00-869A and Resolution No. 00-2968B. This Conformity Determination is for the financially constrained system of the 2000 Regional Transportation Plan (RTP).[1] It has been prepared because adoption of the 2000 RTP constitutes a significant amendment of the region's planned transportation system, as described in OAR Chapter 340, Division 252. The region's current Conformity Determination for the 1995 RTP, as amended, will lapse on July 12, 2001.

Section B of this conformity determination provides an overview of the 2000 RTP and major changes to road and transit network assumptions. The State Transportation Conformity Rule requires that the air quality conformity determination comply with several subsections of OAR Chapter 340, Division 252, including:

1. OAR 340-252-0110 – Use of the Latest Planning Assumptions
2. OAR 340-252-0120 – Use of Latest Emissions Model
3. OAR 340-252-0130 – Consultation
4. OAR 340-252-0140 – Timely Implementation of Transportation Control Measures (TCMs)
5. OAR 340-252-0190 – Motor Vehicle Emissions Budget

Section C discusses the relevant conformity determination requirements and demonstrates that this Determination complies with each requirement. Metro's technical analysis indicates that regional emissions will remain within established budgets in all analysis and budget years (i.e., 1998, 1999, 2001, 2003, 2005, 2006, 2007, 2010, 2015, and 2020). The following analysis demonstrates how the conformity determination for the 2000 Regional Transportation Plan complies with applicable requirements of OAR Chapter 340, Division 252. Inapplicable subsections of Division 252 are not cited in this conformity determination.

[1] Defined in Chapter 5 of the 2000 Regional Transportation Plan and in Appendix 1 to this document, the financially constrained system responds to federal planning requirements. This system of projects and programs is limited to current funding sources, and those new sources that can be reasonably expected to be available during the 20-year plan period. As the federally recognized system, the financially constrained system is also the source of transportation projects that may be funded through the Metropolitan Transportation Improvement Program (MTIP). The MTIP allocates federal funds in the region. The 2000 RTP not only provides an updated set of financially constrained projects and programs for future MTIP allocations, but also establishes more formal procedures and objectives for implementing long-range regional transportation policies through incremental funding decisions. These new MTIP provisions are set forth in Chapter 6 of the 2000 RTP.

B. OVERVIEW OF 2000 RTP AND MAJOR CHANGES IN NETWORK ASSUMPTIONS

The 2000 RTP represents five years of extensive planning work and analysis that was guided by input from a 21-member citizen advisory committee, state, regional and local officials and staff and from residents, community groups and businesses throughout the region. The 2000 RTP builds on the 1995 RTP to implement the 2040 Growth Concept, the region's long-range plan for addressing expected growth while preserving the region's livability. The 2000 RTP represents a nearly 20-year evolution from a mostly road-oriented plan to a more balanced multi-modal plan that is closely tied to land use and the 2040 Growth Concept. The plan includes changes to the mix of projects, the specificity of the project lists, greater emphasis on street connectivity, alternative mode performance and a revised 2040-based level of service policy that allows two-hour peak period motor vehicle system congestion in select locations based on availability of other modes of travel such as walking, biking and transit.

The total reasonably expected revenue base assumed in the 2000 RTP for the road system is about $1.65 billion, approximately 60 percent higher than the $970 million assumed in the 1995 road system. Virtually all of this increase is related to the higher authorization levels in TEA-21, the current federal transportation funding act. Transit system expansion is estimated at $1.91 billion. It is difficult to compare this with the 1995 RTP network assumptions because approximately $1.4 billion is attributable to refined cost estimates of the South/North project phases that were not itemized in the 1995 RTP. However, without a clear comparison of transit system costs, comparative data shown in Section C.1(b) make clear that the 2000 RTP transit system is much more robust than that described in the 1995 RTP. Most of the more significant freeway, arterial and transit system projects remain unchanged from the 1995 RTP. The following section summarizes some of the more important similarities and distinctions between the two networks.

1. **Network Assumptions Carried Over the from 1995 RTP:**

- Annual average transit service increase of 1.5 percent through 2006;
- LRT extended from Milwaukie to Vancouver, Wa. by 2020, including a first phase Interstate Avenue LRT alignment from the Rose Quarter to the Expo Center amended into the 1995 RTP in 1999;
- Airport LRT extension from Gateway to Portland International Center/Portland International Airport (amendment to 1995 RTP approved in 1998);
- Wilsonville/Beaverton Commuter Rail (peak period service amended into RTP in 2000);
- Added freeway lanes:
  - I-5 from Greeley to Interstate Bridge;
  - US 26 from Highway 217 to Murray Boulevard;
  - Highway 217 from Tualatin Valley Highway to 72nd Avenue Interchange.

- Signal system interconnection on significant regional arterial streets

2. New 2000 RTP Network Assumptions:

- 1998 Base Year (rather than 1994);
- 0.5 percent transit service increase in 2007 through 2020 is increased to 1.5 percent.
- Delay of LRT extension from Milwaukie to Clackamas Town Center until after 2020;
- Early implementation of an interim "Rapid Bus" system in the 99E corridor on McLoughlin from downtown to Milwaukie
- Implementation of the central city streetcar from NW Portland to the Macadam district in two phases
- Improved bus headways and occupancy on numerous priority routes due to implementation of amenities and structural improvements (e.g., "coach-style" buses, dedicated transit lanes, queue jump lanes, signal priority systems, "real-time" on-street bus arrival information displays, etc.)
- Slightly reduced geographic coverage of bus service to emphasize service on the most productive routes;
- Phase 1 construction of the Sunrise Highway from I-205 to Rock Creek;
- Hogan Interchange construction at I-84 to Stark Street.
- The 2000 RTP plans for construction of 34 additional arterial lane miles and 108 more freeway lane miles than assumed in the 1995 RTP (which froze road construction at 2015 levels).
- Average weekday trip length decreases to 5.0 miles in 2020 from 5.11 in the comparable 1995 RTP network.
- The home-based work average trip length decreased to 7.31 miles in 2020 from 7.44 miles in the comparable 1995 RTP network.

The 2000 RTP takes the policy direction established in the 1995 RTP, which was to use transportation investment as a means to implement and reinforce the region's land use goals, and more fully defines the methods and projects that will effect this purpose. Extensive interagency consultation was conducted and multiple iterations of computer modeling were used to develop and refine the current financially constrained system project list. New ground was broken to assess the importance of increasing connectivity of the regional arterial and collector system and of improving street design to encourage transit, pedestrian and bicycle trip making. The resultant network continues to rely extensively on auto trip making (62 percent of daily trips are single-occupant auto trips in 2020) and therefore continues to reflect significant investment in maintenance and expansion of the region's freeway and street facilities.

However, a more refined multi-modal approach is also exhibited in the 2000 RTP's specification of precise pedestrian and bike system improvements, and the identification of "boulevard-design" locations where the intent is to retrofit designated streets for walking, biking and transit. The retrofits of major streets include wider sidewalks, safer street crossings, bike lanes and improved bus stops and shelters along streets that serve the central city, regional centers, town centers and other areas. Finally, the typical peak hour "C/D" congestion level of service standard has been relaxed in select locations to allow two-hour peak period system performance at levels of "E/E" and "F/E", dependent on location and availability of alternate modes such as walking, bicycling and transit. The 2000 RTP's congestion level of service standards reflect a policy that the associated impacts of wider, faster streets and freeways needed to achieve the traditional service level are too often accompanied by unacceptable impacts on costs, surrounding neighborhoods and alternative travel modes. Some funds previously dedicated to attempts to meet the traditional level of service standard have been freed up to pursue more balanced system investment that is more reliant on system and demand management, walking, bicycling and transit to meet regional trip demand. And as the comparative data above, and in Section C.1(b), below, suggest, this approach yields meaningful reductions of auto trip dependency.

C. Relevant Conformity Requirements and Findings of Compliance

1. Consistency with the Latest Planning Assumptions (OAR 340-252-0140)

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

Finding of compliance: The *quantitative* analysis (see Section C.6) employs the transportation system planning assumptions refined over a five-year period during development of the 2000 RTP, and population, employment and development assumptions that reflect Metro adoption of the Regional Framework Plan and its implementing ordinances. The 1998 base year reflects Metro's official estimates of population and employment calibrated to 1990 Census data. Metro has officially adopted a population/employment projection for 2020. The 2020 population/employment projection is the foundation for all analysis years used in this Conformity Determination.

Travel and congestion forecasts in the analysis years of 1998, 2005, 2010 and 2020 are derived from the population/employment data using Metro's regional travel demand model and the EMME/2 transportation planning software. Within subroutines of the regional travel demand model, Metro calculates the transit/bike/walk mode split for calculated travel demand based on a variety of factors, including trip distance, car per worker relationship, transit headways, total employment within one mile, intersection density and a zone-based mixed-use index of the ratio of total

employment to total population (see Appendix 4). Both the population and employment estimates and the methodology employed by the EMME/2 model have been the subject of extensive interagency consultation and agreement (discussed further in Section C.3).

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

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

Finding of compliance: Changes in transit policies and ridership estimates are discussed below for each type of transit service assumed in the 2000 RTP transit network: light rail, commuter rail, rapid bus, frequent bus, regional bus and community bus.

LRT Extension. The *transit policies* which guide modeled implementation of light rail transit (LRT) service in the South/North corridor are consistent with previous Conformity modeling of the Westside and Hillsboro LRT service starts. Bus resources providing downtown radial service are replaced with LRT service. Previous short-haul service between former radial trunk routes is reconfigured to support new LRT stations and surrounding neighborhoods. This represents continuation of *existing transit policy* and its extension to the expanded LRT system. The same principles are further extended to implementation of planned commuter rail in South Washington County.

Previous conformity determinations have reflected policy changes that call for delay of planned LRT service extension from downtown to Milwaukie until the latter part of the 2000 RTP plan period (i.e., by 2020 rather than by 2006). Also previously assumed is more rapid implementation of North Corridor LRT extensions (e.g., LRT service on Interstate Avenue from downtown Portland to the Expo Center).

Changes in planned LRT deployment reflected in the 2000 RTP are limited to deletion of LRT service extension from Milwaukie to Clackamas Town Center within the timeframe of the Plan. A South Corridor Transportation Alternatives Study is funded and underway to examine a number of transportation alternatives for the purpose of evaluating non-light rail high-capacity transportation options in the South Corridor between downtown Portland and Clackamas regional center. The alternatives include bus rapid transit (BRT), high occupancy vehicle (HOV) lanes, high occupancy toll (HOT) lanes, commuter rail, river transit and busway. Intelligent transportation systems (ITS) will be incorporated into several of the alternatives.

Commuter Rail. A previous Determination has assessed introduction of commuter rail into the regional transit service strategy. The 2000 RTP makes no changes to the assumptions previously modeled. Only one alignment and service parameter is identified: Wilsonville to Beaverton in Washington County during the a.m. and p.m. peak periods with supporting park and ride facilities and a slight increase and realignment of supporting feeder bus service. If other alignments should be determined to be feasible, amendment of the regionally defined system would be needed.

Bus Transit. The 2000 RTP further refines the hierarchy of regional bus transit service first elaborated in the 1995 RTP. From a modeling perspective, one of the most significant factors effecting transit ridership is transit service headways. The 1995 RTP relied on a two-tiered division of bus service. Traditional line routes were characterized with stops located every two to three blocks and headways rarely exceeding 15 minutes. Ten-minute headways and occasionally greater spacing of stops characterized the second level of bus service, called Fast Link.

The 2000 RTP identifies four gradations of bus service: Rapid bus, Frequent bus, Regional bus and Community bus. Rapid bus service would most closely emulate LRT in speed, frequency and comfort serving major transit routes with limited stops. , Rapid bus service is characterized by some dedicated rights-of-way, signal preemption capability, 15-minute headways and high quality station and passenger amenities. Passenger amenities are concentrated at transit centers such as schedule information, ticket machines, bicycle parking and covered shelters. The RTP envisions deployment of a limited number of Rapid bus lines in high demand commuter corridors.

Frequent bus service more closely approximates the 1995 RTP "fast-link" bus service. Frequent bus service is characterized by 10-minute headways, wider geographic coverage, utilization of some dedicated right-of-way (e.g., queue jumps, dedicated turn lanes, etc.), signal preemption capabilities, and enhanced passenger amenities that include covered bus shelters, special lighting. Some overlap of Rapid and Frequent bus service is conceivable. However, bus stops (rather than stations) would characterize the frequent bus system and much more frequent stops would occur. The vehicles would be typical transit buses.

Regional bus service would represent the majority of planned regional bus service. Radial trunk service would be provided on major arterials. Stops would be located every two to three blocks, and amenities would be prioritized to high ridership locations. Headways would not be more than 15-minutes during regular operating hours. The 2000 RTP envisions expansion of the system to provide not only central city radial service but also to interconnect emerging regional and town centers, main streets and corridors with the central city and with one another.

The Community transit network is an innovation of the 2000 RTP that grew from Tri-Met's Transit Choices for Livability program. In addition to local bus service to neighborhoods and employment areas, community bus service includes decentralization of some transit services to a multitude of community-based transit providers dedicated to providing localized, "shuttle-like" service to destinations within a very limited geography. Vehicle types are expected to vary from traditional buses to van-type shuttles and taxi and car-share programs. The service is focused on more accessibility, frequency along the route and coverage to a wide range of land use options rather than on speed between two points. Community bus service generally is designed to serve travel with one trip end occurring within the 2040 Growth Concept town centers, main streets, station communities and corridors.

Transit Ridership. The broadest measure of ridership assumptions is revenue hours. The previous network, used to conform the 1995 RTP, as amended, reflected changes to the South/North alignment and timing but continued to assume service from Milwaukie to Clackamas regional center. Also, it did not address introduction of Commuter Rail in Washington County. The last air quality conformity determination held the 2015 road network static, but extrapolated travel demand and transit service hour increases to 2020.

The following data points highlight the practical effect of changed system configuration and funding assumed in the 2000 RTP relative to previous assumptions used in the 1995 RTP:

- Total projected revenue hours assumed in the 2000 RTP is 7,360 hours in 2020 versus the 1995 RTP projection of 6,403 hours in 2020.
- The 2000 RTP projects 450,070 Average Weekday (AWD) transit trips in 2020 versus the 1995 RTP projection of 380,073 transit trips in 2020.
- The 2000 RTP projects that 4.3 percent of regional daily trips will take transit in 2020 versus 3.63 percent as projected in the 1995 RTP for 2020.
- The 2000 RTP projects that, approximately 64.05 percent of households and 78.7 percent of employment will be within 1/4-mile of transit service in 2020, versus the 1995 RTP projection that 54.26 percent of households and 74.4 percent of employment will be within 1/4-mile of transit service in 2020.
- AWD originating riders per revenue hour are 61.15 in the 2000 RTP system in 2020, versus 59.36 per hour in 2020 in the 1995 RTP.

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

Finding of compliance: There are no road or bridge tolls in place in the Portland metropolitan area, and none are assumed in the 2000 RTP. The region is exploring the feasibility of implementation of a Peak Period Pricing pilot project. No decision to deploy such a project has been made and this Determination does not model evaluation of such a program.

Auto operating costs are factored into the mode choice subroutines of the regional travel model. These costs are held constant to 1985 dollars. Parking costs for the Central City and for Tier 1 regional centers are based on the South/North DEIS parking costs developed from survey data to reflect parking control strategies. Parking factors for the remaining regional centers, station communities, town centers and mainstreets are scaled back by 50 percent from these costs. No parking factors are assumed for corridors, neighborhoods, employment areas, industrial areas, greenspaces and areas outside the urban growth boundary. The three-zone transit fare structure adopted in 1992 is held constant through 2020. User costs (for both automobile and transit) are assumed to keep pace with inflation and are calculated in 1985 dollars. Free transit areas are assumed for the central business and Lloyd districts and Tier 1 regional centers and within Wilsonville town center.

Service assumptions (i.e., transit vehicle headways) also affect trip assignment to transit. One major change of transit service assumptions is that the 2000 RTP omits extension of LRT from Milwaukie to Clackamas regional center. This reduces LRT service increases assumed by 2020 in the 1995 RTP. A South Corridor Transportation Alternatives Study is funded and underway to examine a number of transportation alternatives for the purpose of evaluating non-light rail high-capacity transportation options in the South Corridor between downtown Portland and Clackamas regional center. The alternatives include bus rapid transit (BRT), high occupancy vehicle (HOV) lanes, high occupancy toll (HOT) lanes, commuter rail, river transit and busway. Intelligent transportation systems (ITS) will be incorporated into several of the alternatives.

Other aspects of the South/North scope and concept remain unchanged. LRT from downtown Portland to Milwaukie town center, continues to be planned after 2010, LRT along Interstate Avenue from the Rose Quarter to the Expo Center remains on schedule for startup in 2006. These service assumptions were previously modeled in the FY 00 – 03 Metropolitan Transportation Improvement Program (MTIP) Conformity Determination, approved January 20, 2000.

The 1995 RTP assumed a 1.5 percent annual service hour increase for regional bus service through 2006, when IMAX service is scheduled to begin. The bulk of the increase was allocated to building a service base along the Interstate Avenue corridor. At 2007, these bus resources were reallocated throughout the region and feeder service within the LRT Corridor was reinforced. Service increases reduced to 0.5 percent annually thereafter, through 2015.

The 2000 RTP continues these early program assumptions. However, with added regional support in the FY 2000 – 2003 MTIP, earlier attention has been focused on building service in two of four newly identified priority rapid bus corridors: the Barbur/99W and McLoughlin corridors, which link downtown with southeast Washington County and west Clackamas County, respectively. Rather than general reallocation of the Interstate LRT service hours, service in these corridors will be expanded. In addition, rather than reducing the 1.5 percent annual service hour increase in 2007 like the 1995 RTP, the 2000 RTP extends the 1.5 percent increase through 2020. Finally, rapid bus service is extended to the McLoughlin Boulevard/Highway 224 corridor and on Division Street to Gresham regional center in east Multnomah County.

d. **Requirement:** *The State Conformity Regulations require that the latest existing information be used regarding the effectiveness of TCMs that have already been implemented. It must also be demonstrated that the Plan does not delay or impede the implementation of TCMs*

Finding of compliance: All funding based TCMs are fully supported in the 2000 RTP. This includes:

Increased transit:

- 1.5 percent annual service increase through 2006; 0.5 percent through 2020.
- First phase implementation of South/North LRT extension (IMAX) by 2007; additional extensions through 2020 to Vancouver, Washington and Milwaukie town center, with supplemental transportation alternatives under study from Milwaukie town center to Clackamas regional center.
- Completion of Westside LRT extension to Hillsboro regional center (complete).

Bicycle and Pedestrian System Improvements:

- An average of five miles of new bike lanes on the regional system each two years.
- A two year average of 1.5 miles of improvements to regionally significant pedestrian facilities.
- Continued compliance with ORS 366.514, which requires incorporation of adequate bike and pedestrian facilities on all roadways subject to expansion or reconstruction.

The 2000 RTP does not impede implementation of non-funding based TCMs including:

- implementation of the 2040 Growth Concept of compact urban form

development centered around transit supportive land use;

- v continued implementation of the Employee Commute Option requirements for 10 percent reduction of drive alone trips encouraged by businesses of 50 or more employees; and
- v DEQ's Voluntary Parking Ratio Program which partly offsets the ECO rule for participating employers.

Finding of compliance: The latest estimates of the effectiveness of transit, bicycle and other TCMs is used.

Transit TCMs. Ridership of the Westside MAX has met its five-year projected ridership levels after only two years of service, which is consistent with experience on the Eastside line. Additionally, the extension of LRT to the Portland International Airport will increase non-auto ridership above previously expected levels. Transit ridership in the Portland-area is growing at a rate faster than general population, which is unique to this region relative to all other equivalent urbanizing regions in the nation.

The effectiveness of Portland's transit system cannot be credited simply to the degree of investment in transit capital though, which is the thrust of the funding-based transit TCMs. Rather it is the interplay of the capital commitment with implementation of the 2040 land use components elaborated in the 2040 Growth Concept (i.e., the Regional Framework Plan), called 2040 Design Types. The 2040 Growth Concept emphasizes transit oriented land development, restricted parking and increased pedestrian accessibility to transit facilities. Metro has calculated that region-wide implementation of these factors will generate an almost 30 percent increase of transit ridership over time relative to more traditional development patterns that would otherwise prevail in the region. [2]

Bicycle System TCMs. To determine effectiveness of striping projects to induce new bicycle ridership, Metro staff used accumulated ridership counts conducted by the City of Portland between 1995 and 1997 for 16 bike routes within the City. These counts include unimproved routes and routes that have been striped with bike lanes.

Virtually all the routes that were monitored showed noticeable increases of ridership between 1994 and 1997 that are assumed to be attributable to general demographic changes and to the region's bike promotion efforts. This generated an average 30 percent increase of bike ridership across all surveyed routes. Newly striped routes though, showed increases above this average.

To isolate the general effects from those attributable to the striping, the ridership increase of only newly striped facilities was averaged. The average regional increase was then

[2] Transportation Analysis of the Growth Concept, Metro, July 1994. This analysis includes data sets for myriad performance measures generated from system definitions that include and omit implementation of parking factors and enhanced pedestrian environmental factors.

deducted from that of the newly striped facilities. This yielded an average increase of 25 percent above the citywide increase of 30 percent. *This 25 percent factor represents a predictable ridership effect of bike lane striping.*

Other TCMs. Effectiveness of implemented and planned TCMs is also reflected in emission credits approved by DEQ for use in this Determination's calculation of daily regional emissions. Credits were assumed for compact land form called for in the Region 2040 Growth Concept, expansion of the I/M Boundary; implementation of enhanced I/M; and implementation of the Employee Commute Option (ECO) program. Credit for the region's Voluntary Parking Ratio program was eliminated in 1999 because very few businesses chose to participate in the program. All of these programs are founded in enforceable regulations.

2. Latest Emissions Model (OAR 340-252-0120)

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

Finding of compliance: Metro employed EPA's recommended Mobile 5a-h emissions estimation model in preparation of this conformity determination. Additionally, Metro uses EPA's recommended EMME/2 transportation planning software to estimate vehicle flows of individual roadway segments. These model elements are fully consistent with the methodologies specified in OAR 340-252-0120.

3. Consultation (OAR 340-252-0130)

a. **Requirement:** *The State Conformity Regulations require the MPO to consult with the state air quality agency, local transportation agencies, DOT and EPA regarding enumerated items. TPAC is specifically identified as the standing consultative body in OAR 340-225-0060(1)(b).*

Finding of compliance: Specific topics are identified in the Regulations that require consultation. TPAC is identified as the Standing Committee for Interagency Consultation. All agencies defined as eligible to participate during interagency consultation for the Determination were participants in development of the 2000 RTP and commented extensively on the Plan's preparation, including development of the financially constrained system, at both the region's technical and policy committee levels (TPAC and JPACT) during the development of the 2000 RTP.

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

Metro models virtually all proposed enhancements of the regional transportation network proposed in the MTIP, the 2000 RTP and by local and state transportation agencies. This level of detail far exceeds the minimum criteria specified in both the State Rule and the Metropolitan Planning Regulations for determination of a regionally significant facility. This detail is provided to ensure the greatest possible accuracy of the region's transportation system predictive capability. The model captures improvements to all principal, major and minor arterial and most major collectors. Left turn pocket and continuous protection projects are also represented. Professional judgement is used to identify and exclude from the model those proposed intersection and signal modifications, and other miscellaneous proposed system modifications, (including bicycle system improvements) whose effects cannot be meaningfully represented in the model. The results of this consultation were used to construct the analysis year networks identified in Appendix 1 of this Determination.

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

All agencies defined as eligible to participate during interagency consultation for the Determination were participants in development of the 2000 RTP and commented extensively on the Plan's preparation, including development of the financially constrained system, at both the region's technical and policy committee levels (TPAC and JPACT).

iii. Analysis of projects otherwise exempt from regional analysis.

All projects capable of being modeled have been included in the Conformity Analysis quantitative networks, regardless of funding source or "degree of significance".

iv. Advancement of TCMs.

All past and present TCMs have been implemented on schedule. There exist no obstacles to implementation to overcome. See 1(d) in this section., above.

v. PM10 Issues.

The region is in attainment status for PM10 pollutants.

vi. forecasting vehicle miles traveled and any amendments thereto.

The forecast of vehicle miles is the product of the modeled road and transit network defined in the financially constrained system, which was approved during extensive consultation with all concerned agencies including DEQ as part of TPAC and JPACT.

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

This section is not applicable to Determination of the 2000 RTP's conformity to the SIP.

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

The MPO defers to ODOT staff expertise regarding project-level compliance with localized CO conformity requirements and potential mitigation measures. There exist no known PM_{10} hot spot locations of concern.

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

This section is not applicable to the 2000 RTP conformity determination.

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

The Portland-Vancouver Interstate Maintenance Area (ozone) boundaries are geographically isolated from all other MPO and nonattainment and maintenance areas and basins. Emissions assumed to originate within the Portland-area (versus the Washington State) component of the Maintenance Area are independently calculated by Metro. The Clark County Regional Transportation Commission (RTC) is the designated MPO for the Washington State portion of the Maintenance area. Metro and RTC coordinate in development of the population, employment and VMT assumptions prepared by Metro for the entire Maintenance Area. RTC then performs an independent Conformity Determination for projects originating in the Washington State portion of the Maintenance Area.

Conformity of projects occurring outside the Metro boundary but within the Portland-area portion of the Interstate Maintenance Area were assessed by Metro under terms of a Memorandum of Understanding between Metro and all potentially affected state and local agencies. No regionally significant projects outside the urban boundary have been declared to Metro for analysis.

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

This section is not applicable to the 2000 RTP conformity determination.

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

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

xiii. development of the TIP.

This section is not applicable to the 2000 RTP conformity determination.

xiv. development of RTPs.

Development of the 2000 RTP was directly managed by TPAC, which is the standing body for interagency consultation.

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

In line with other project-level aspects of conformity determinations, it is most appropriate that project management staff of the state and local operating agencies be responsible for any public involvement activities that may be deemed necessary in making project-level conformity determinations.

b. **Requirement:** *The State Conformity Regulations require a proactive public involvement process that provides opportunity for public review and comment by providing reasonable public access to technical and policy information considered by the agency at the beginning of the public comment period and prior to taking formal action on the conformity determination for all transportation plans.*

Finding: Development of the plan occurred during the past five years and was guided by input from a 21-member citizen advisory committee, local officials and staff from the region's cities and counties, residents, community groups and businesses throughout the region. Numerous opportunities for public comment were provided during the five-year process, which concluded with a 45-day public comment period prior to adoption by ordinance. Appendix 2 contains a timeline that describes key products and opportunities for public comment as part of the update to the 1995 RTP.

On August 10, 2000, the Metro Council adopted the 2000 RTP. On August 21, 2000 a notice of Metro's intent to conduct an air quality conformity analysis of the 2000 RTP was sent to affected governments and interested residents, businesses and community groups. This notice summarized the conformity process and a timeline for adoption of a conformity determination. On October 6, 2000, a 30-day public comment period began on the results of 2000 RTP air quality conformity analysis and the methodologies. A newspaper notice of this comment period was published in the

Oregonian on October 1. The 2000 RTP web page and Metro's transportation hotline also supplied information on the conformity determination and opportunities for public comment. Appendix 2 contains copies of the 45-day kickoff notice and Oregonian notice. Table 1 describes the 2000 RTP conformity process.

Table 1

2000 Regional Transportation Plan Conformity Analysis Timeline

August 10, 2000	Metro Council adopts 2000 RTP
August 21, 2000	Notification of 2000 RTP air quality conformity process to affected governments, interested citizens, community groups
September 29, 2000	Modeling and analysis for air quality conformity complete
October 6, 2000	Begin 30-day public comment period with air quality analysis documents available
October 27, 2000	Review of air quality conformity findings and tentative action by TPAC
November 7, 2000	Public hearing, close of 30-day public comment period and tentative recommendation by Metro Transportation Planning Committee
November 9, 2000	Review of air quality conformity findings and tentative action by JPACT
November 16, 2000	Public hearing and tentative action by Metro Council

4. Timely Implementation of TCMs (OAR 340-252-0140)

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

Finding: See C.1(d), above.

5. Support Achievement of NAAQS

a. **Requirement:** The State Implementation Plan (SIP) requires the 2000 RTP to support achievement of NAAQS.

Finding: The RTP is prepared by Metro. SIP provisions are integrated into the RTP as described below, and by extension into subsequent TIPs, which implement the 2000 RTP.

The scope of the 2000 RTP requires that it possess a guiding vision which recognizes the inter-relationship among (a) encouraging and facilitating economic growth through improved accessibility to services and markets; (b) ensuring that the allocation of increasingly limited fiscal resources is driven by both land use and transportation benefits; and (c) protecting the region's natural environment in all aspects of

transportation planning process. Chapter 1 of the 2000 RTP describes this guiding vision:

- balance transportation and land use plans to protect livability in the region
- reduce reliance on any single mode of travel by expanding transportation choices
- sustain economic health by providing access to jobs and industry
- target transportation investments to leverage the 2040 Growth Concept
- maintain access to the natural areas around the region
- protecting the region's natural environment in all aspects of transportation planning process

In addition, several policies and objectives in Section 1.3.4 of the 2000 RTP directly support achievement of National Ambient Air Quality Standards (NAAQS). These objectives are achieved through a variety of measures affecting transportation system design and operation, also described in Chapter 1 of the 2000 RTP. The plan sets forth goals and objectives for road, transit, freight, bicycle, and pedestrian improvements as well as for implementation of system and demand management strategies.

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

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

In conclusion, RTP is in conformance with the SIP in its support for achieving the NAAQS. Moreover, the RTP provides adequate statements of guiding policies and goals with which to determine whether projects not specifically included in the RTP at this time may be found consistent with the RTP in the future. Section 1.3.7 in Chapter 1 of the 2000 RTP identifies key policies that guide the selection of projects and programs to implement the RTP. Conformity of such projects with the SIP would require interagency consultation.

1. Conduct a Quantitative Analysis

Requirement: *OAR 340-252-0190 requires that a quantitative analysis be conducted as part of the 2000 RTP conformity determination. The analysis must demonstrate that emissions resulting from the entire transportation system, including all regionally significant projects expected within the time frame of the plan, must fall within budgets established in the maintenance plan for criteria pollutants. In the Portland-Vancouver Air Quality Maintenance Area these include ozone precursors (HC and NOx) and carbon monoxide (CO). A specified methodology must be used to calculate travel demand, distribution and consequent emissions as required by OAR 340-20-1010. The Portland metropolitan area has the capability to perform such a quantitative analysis.*

Finding: For the Oregon portion of the Portland-Vancouver airshed, emission budgets have been set for various sources of pollutants (mobile, point, area) and are included in the SIP and in the region's Ozone and Carbon Monoxide Maintenance Plans. The 2000 RTP must conform to the SIP mandated mobile emission budgets. Mobile emission budgets are set for winter carbon monxide (CO) and for two summer ozone precursors: nitrogen oxides (NOx), and hydrocarbons (HC).

The region's approved Maintenance Plans identify two sets of analysis years, one set for winter CO and one set for summer ozone precursors (NOx and HC). The CO budget years are 2001, 2003, 2007, 2010, 2015 and 2020. The ozone analysis years are 1999, 2001, 2003, 2006, 2010,2015 and 2020. In addition, a plan horizon year must also be evaluated. For the 2000 RTP, the horizon year is 2020. Table 2 shows the budget years and associated emissions budgets.

Table 2
2000 RTP Mobile Emissions Budgets[1]

	Winter CO (thousand pounds/day)	Summer HC (tons/day)	Summer NOx (tons/day)
1999	*n/a*	52	56
2001	864	47	54
2003	814	44	52
2006	*n/a*	41	51
2007	763	*n/a*	*n/a*
2010	760	40	52
2015	788	40	55
2020	842	40	59

[1] Budgets are from the Maintenance Plan adopted in 1996.

Source: Metro

The network that was analyzed is summarized in Appendix 1. The protocol for definition of the Determination's analysis and budget years is summarized in Appendix 3, including discussion of why each analysis year was selected. Appendix 4 contains a summary of the principle model assumptions, including a discussion of assumed transit costs, parking factors, and intersection density and the impact of these factors on travel mode selection by 2040 design type (e.g., central city, regional centers, town centers, station communities, mainstreets, employment areas, corridors, etc.) A detailed description of the network assumptions coded into Metro's regional model is contained in a 2000 RTP Financially Constrained System Atlas, available for review at Metro Headquarters at 600 NE Grand Avenue, Portland, OR 97232. The Atlas includes information about system and individual link capacities in the 1998 base year and capacities assumed after planned improvements as well as the year of expected operation of each planned improvement. The results of the quantitative analysis are shown in Table 3 and Figures 1, 2 and 3. In summary, Metro's analysis indicates that regional emissions will remain within established budgets in all analysis and budget years (i.e., 1998, 1999, 2001, 2003, 2005, 2006, 2007, 2010, 2015, and 2020).

2. **Determine Analysis Years.**

a. **Requirement:** *The State Conformity Regulations) require the first analysis year to be no later than 10 years from the base year used to validate the transportation demand planning model (340-252-0070), that subsequent analysis years be no greater than 10 years apart and that the last year of the 2000 RTP must be an analysis year (340-252-0070).*

Finding: See Appendix 3 regarding selection of analysis and budget years, including discussion of why each analysis year was selected.

3. **Perform the Emissions Impact Analysis.**

a. **Requirement:** *The State Conformity Regulations) require Metro to conduct the emissions impact analysis.*

Finding: Calculations were prepared, pursuant to the methods specified at OAR 340-20-1010, of CO and Ozone precursor pollutant emissions assuming travel in each analysis year on networks that have been previously described. A technical summary of the regional travel demand model, the EMME/2 planning software and the Mobile 5a methodologies is available from Metro upon request. The methodologies were reviewed by TPAC.

4. **Determine Conformity.**

a. **Requirement:** *Emissions in each analysis year must be consistent with (i.e., must not exceed) the budgets established in the maintenance plan for the appropriate criteria pollutants (OAR 340-252-0190).*

Finding: Metro's analysis indicates that regional emissions will remain within established budgets in all analysis and budget years (i.e., 1998, 1999, 2001, 2003, 2005, 2006, 2007, 2010, 2015, and 2020). Table 3 provides a summary of these emissions and shows that the 2000 RTP, conforms with the SIP.

Table 3
2000 RTP Conformity Results[1]

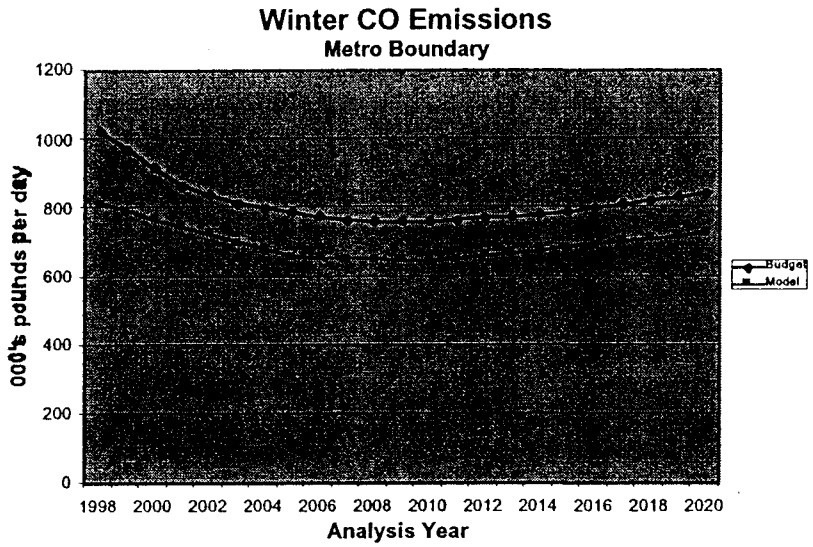
	Winter CO (thousand pounds/day)		Summer HC (tons/day)		Summer NOx (tons/day)	
	Budget	*Model Result*	*Budget*	*Model Result*	*Budget*	*Model Result*
1999	*n/a*	*n/a*	52	39.9	56	52.0
2001	864	747	47	38.0	54	51.4
2003	814	703	44	36.1	52	50.9
2006	*n/a*	*n/a*	41	33.8	51	50.4
2007	763	*652*	*n/a*	*n/a*	*n/a*	*n/a*
2010	760	644	40	32.1	52	50.9
2015	788	686	40	34.6	55	54.6
2020	842	728	40	37.0	59	58.2

[1] Budgets are from the Maintenance Plan adopted in 1996.

Source: Metro

Figures 1, 2 and 3 show graphs of the conformity results that compare the emissions budgets with the modeled results for each analysis year for winter carbon monoxide (CO) and for two summer ozone precursors: nitrogen oxides (NOx), and hydrocarbons (HC) respectively. Figures 4 and 5 show graphs of the conformity results that compare the emissions budgets with the modeled results for each analysis year for winter carbon monoxide (CO) in the Portland central city subarea and 82nd Avenue subarea.

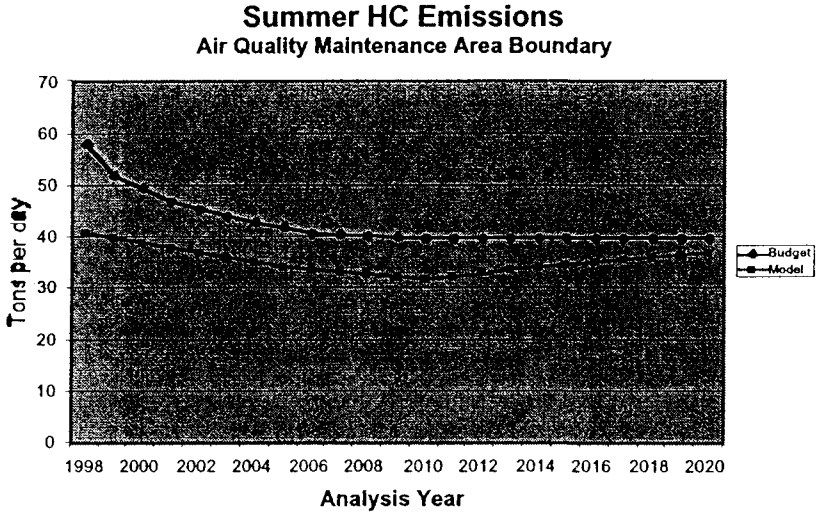
Figure 1



Based on RTP Financially Constrained System.

Source: Metro

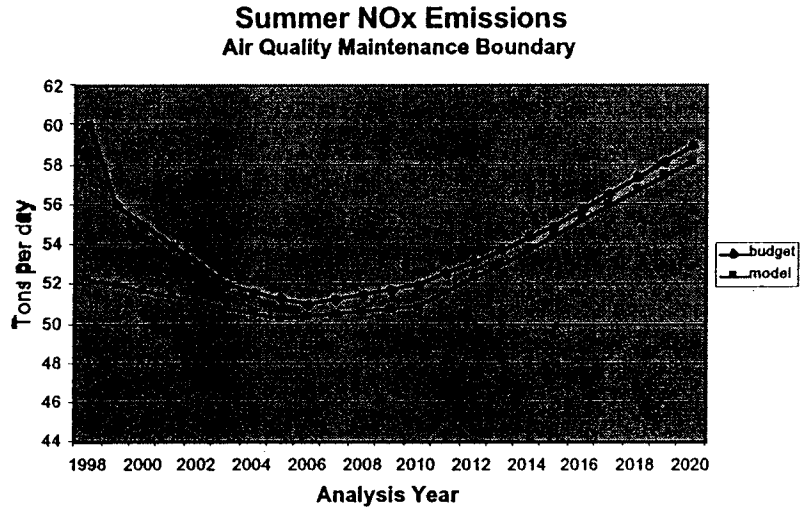
Figure 2



Based on RTP Financially Constrained System.

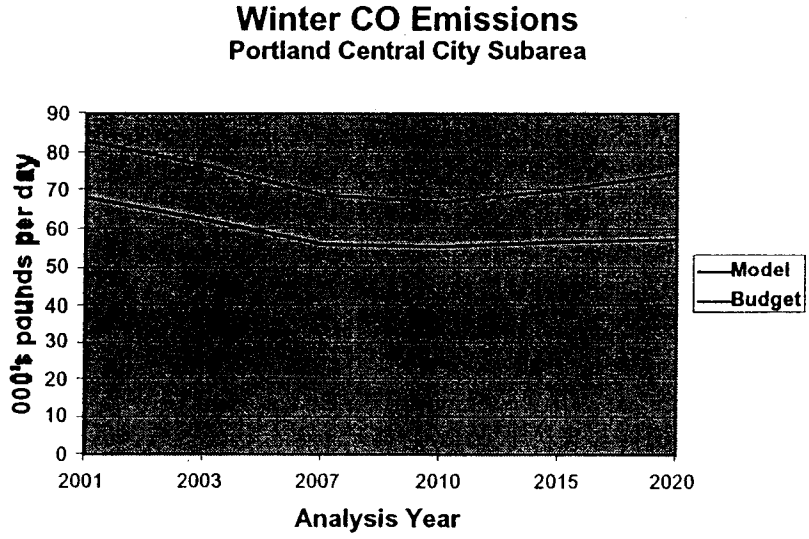
Source: Metro

Figure 3



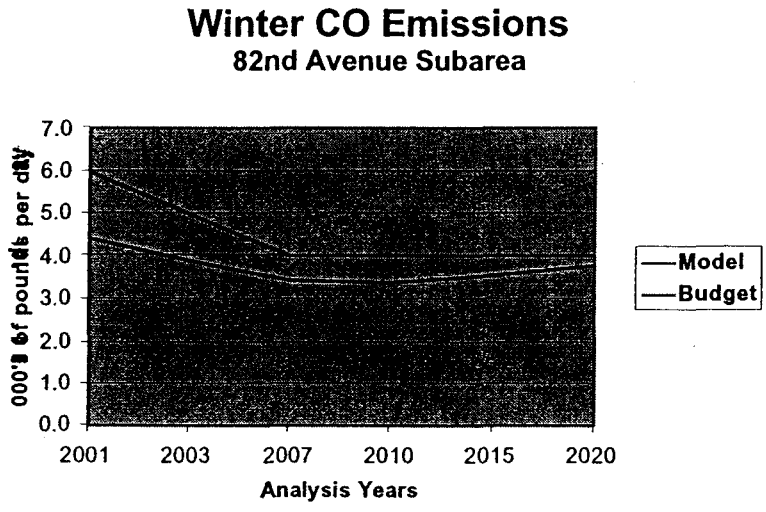
Based on RTP Financially Constrained System.
Source: Metro

Figure 4



Based on RTP Financially Constrained System.
Source: Metro

Figure 5


Winter CO Emissions
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2001
2003
2007
2010
2015
2020
Analysis Years
Model
Budget

Appendix 1

Financially Constrained System Project List

METRO
Regional Services
Creating livable communities

2000 RTP
Air Quality
Conformity Analysis
November 16, 2000

2002 MTIP
APPENDIX 1:

NOTE: Attachment 2 of the 2002 MTIP Conformity Determination reproduces the 2000 RTP Determination, which included a list of the RTP Financially Constrained Network. That portion of the RTP Determination is shown in Appendix 1 of this MTIP and is therefore not reproduced a second time here. Please see MTIP Appendix 1 when directed to the financially constrained project list in the RTP Determination.

Appendix 2

2000 RTP Public Involvement

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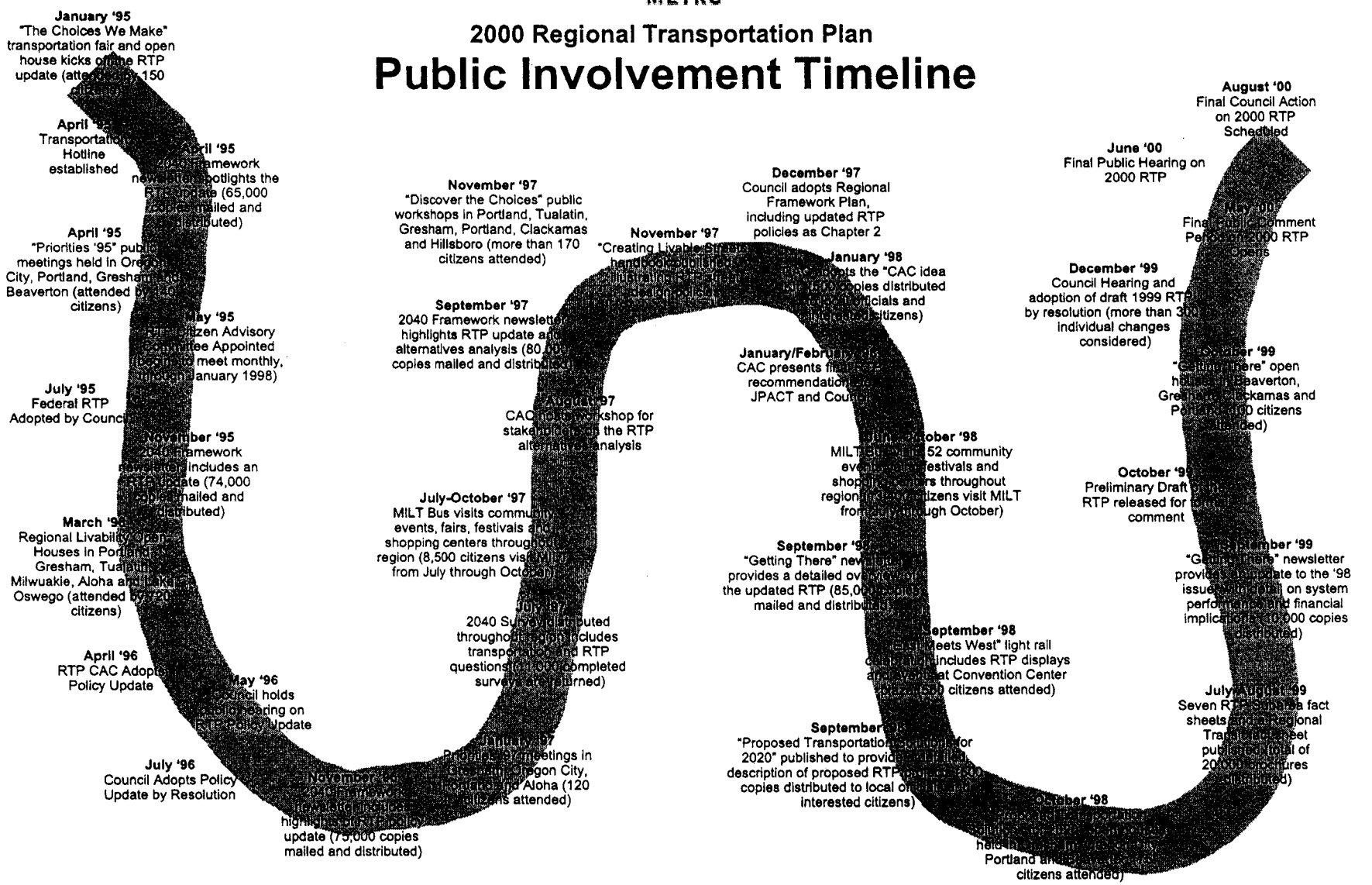
2000 RTP
Air Quality
Conformity Analysis
November 16, 2000

METRO

2000 Regional Transportation Plan

Public Involvement Timeline



6/00

METRO

Creating livable communities

600 NE Grand Ave.
Portland, OR 97232-2736

Tel (503) 797-1755
Fax (503) 797-1949

Recycled paper

8/17/00

Metro – planning that protects the nature of our region.

It's better to plan for growth than ignore it. Metro serves 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 24 cities in the Portland metropolitan area. Metro provides transportation and land use planning services and oversees regional garbage disposal and recycling and waste reduction programs. Metro manages regional parks and greenspaces and the Oregon Zoo, and oversees the trade, spectator and arts centers managed by the Metropolitan Exposition-Recreation Commission.

Metro is governed by an executive officer, elected regionwide, and a seven-member council elected by districts. An auditor, also elected regionwide, reviews Metro's operations.

Executive Officer – Mike Burton; Auditor – Alexis Dow, CPA; Council Presiding Officer – David Bragdon, District 7; Deputy Presiding Officer – Ed Washington, District 5; Rod Park, District 1; Bill Atherton, District 2; Jon Kvistad, District 3; Susan McLain, District 4; Rod Monroe, District 6.

Metro's web site: www.metro-region.org

2000 Regional Transportation Plan (RTP) moving toward completion

Metro's 2000 RTP Gets Adopted

On August 10, 2000 the Metro Council unanimously adopted a new 20-year transportation plan for the Portland metropolitan region. This plan is a "living" document, subject to continual review, and is updated periodically to reflect changing conditions and new planning priorities. The new plan represents a nearly 20-year evolution from a mostly road-oriented plan to a more balanced multi-modal plan that is closely tied to land use and the 2040 Growth Concept.

Development of this plan occurred during the past five years and was guided by input from a 21-member citizen advisory committee, from local officials and staff of the region's cities and counties, and from residents, community groups and businesses throughout the region. Of the more than 700 projects proposed, more than half are new to the plan, and many were generated from citizen input.

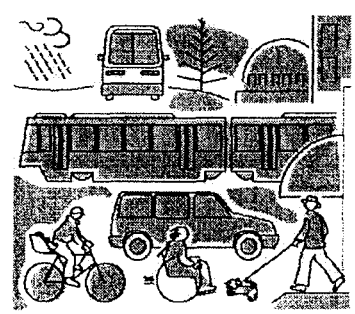
The plan lays out the priority projects for roads and freight movement as well as alternative transportation options such as bicycling, transit and walking and a funding strategy to guide implementation of the plan. The plan is based on forecasts of growth in population, households and employment as well as future travel patterns and analysis of travel conditions. It also considers estimates of federal, state and local funding which will be available for transportation improvements.

2000 RTP Compliance with Air Quality Conformity

Metro must demonstrate that the 2000 Regional Transportation Plan (RTP) meets federal and state air quality planning requirements. The federal Clean Air Act provides the main framework for national, state, regional and local efforts to protect air quality.

During September 2000, Metro will complete a technical analysis that is known as "air quality conformity." The analysis looks at vehicle miles traveled (VMT), travel speeds and vehicle trips and their corresponding vehicle emissions as a result of expected travel demand for specific years within the 20-year plan period.

When the analysis is complete, a 30-day public comment period will be held and the results will be presented to Metro's Transportation Policy Advisory Committee (TPAC), Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council for approval.



2000 Regional Transportation Plan Conformity Analysis Timeline*

August 21, 2000
Notification of 2000 RTP air quality conformity process to affected governments, businesses and community groups

September 29, 2000
Complete modeling and analysis for air quality conformity

October 6, 2000
Begin 30-day public comment period with air quality analysis documents available

October 27, 2000
Review of air quality conformity findings and tentative action by TPAC

November 7, 2000
Public hearing, close of 30-day public comment period and recommendation by Metro Transportation Planning Committee

November 9, 2000
Review of air quality conformity findings and tentative action by JPACT

November 16, 2000
Public hearing and tentative final action by Metro Council

* Please note that the dates in this timeline are tentative.

What is the purpose of a public comment period?

The purpose of a 30-day public comment period is to allow public review of:

- the methods and analysis procedures leading to a conformity determination
- the final results of the 2000 RTP air quality conformity analysis

Given previous experience with the conformity process, it is anticipated that the 2000 RTP will meet air quality conformity requirements for all model years. If, for some reason, this does not occur, then the air quality conformity process would be extended and expanded to determine how to revise the 2000 RTP to comply with the federal Clean Air Act.

The public comment period will be advertised and another notice will be sent prior to the start of the comment period.

For more information

Confirm the dates, times and locations for meetings by calling Metro's Transportation Hotline at (503) 797-1900 closer to the scheduled meeting day. Information will also be available on Metro's web site at www.metro-region.org. For more information, call Jeanna Cernazanu at (503) 797-1865.

Notification of 2000 RTP Air Quality Conformity Public Comment Period

Metro Public Notice

2000 Regional Transportation Plan Conformity Determination

Metro has prepared a Draft Air Quality Conformity Determination as required by state and federal regulations. This document explains the assumptions and methods used by Metro to demonstrate that the transportation projects identified in the recently approved 2000 Regional Transportation Plan will help the region continue to meet federal air quality standards.

The document will be available for a 30-day public review period beginning October 4, 2000. Copies may be obtained upon request from Metro's Regional Transportation Planning Department, located at Metro Regional Center, 600 N.E. Grand Avenue, Portland, OR 97232 (phone 503-797-1900, option 2). Comments should be addressed to Marilyn Matteson at the above address.

The factors discussed in the Draft Conformity Determination are used to model regional automobile emissions to the year 2020. The estimated emissions must fall within "budgets" established in air quality maintenance plans approved for the Portland region by the Oregon Department of Environmental Quality and the Federal Environmental Protection Agency. The emissions estimates form the basis for public comment that concludes with a hearing before the Metro Council to consider approval of the Determination. The hearing is tentatively scheduled for November 15, 2000 at Metro Regional Center. Call Metro's transportation hotline, 503-797-1900, option 2, to confirm meeting date, time and location. The hearing impaired may call TDD 503-797-1804.

NOTICE OF
PUBLIC HEARING
STATE OF OREGON
FIVE--YEAR
CONSOLIDATED PLAN

The U.S. Department of Housing and Urban Development (HUD) requires that the State of Oregon, through the Oregon Housing and Community Services Department (OHCS), develop and sub-

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COMMENTS DUE:
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HIGHLIGHTS: Mr. Ra

Published in The Oregonian,
October 1, 2000

Appendix 3

2000 RTP Conformity Analysis Protocal

METRO
Regional Services
Creating livable communities

2000 RTP
Air Quality
Conformity Analysis
November 16, 2000

METRO

2000 RTP
Air Quality Conformity Analysis Protocol

Mobile Source Emissions Budget Years

For the Oregon portion of the Portland-Vancouver airshed, emission budgets have been set for various sources of pollutants (mobile, point, and area) and are included in the SIP and in the region's Ozone and Carbon Monoxide Maintenance Plans. The 2000 RTP must conform to the SIP mandated mobile emissions budgets. Mobile emissions budgets are set for winter carbon monoxide (CO) and for two summer ozone precursors: nitrogen oxides (NOx), and hydrocarbons (HC).

The region's approved Maintenance Plans identify two sets of budget years, one set for winter CO and one set for summer ozone precursors (NOx and HC). The CO budget years are 2001, 2003, 2007, 2010, 2015 and 2020. The ozone budget years are 1999, 2001, 2003, 2006, 2010,2015 and 2020. In addition, a plan horizon year must also be evaluated. For the 2000 RTP, the horizon year is 2020. Table 1 shows the budget years and associated emissions budgets.

Table 1
2000 RTP Mobile Emissions Budgets[1]

	Winter CO (thousand pounds/day)	Summer HC (tons/day)	Summer NOx (tons/day)
1999	*n/a*	52	56
2001	864	47	54
2003	814	44	52
2006	*n/a*	41	51
2007	763	*n/a*	*n/a*
2010	760	40	52
2015	788	40	55
2020	842	40	59

Relationship of Budget Years to Analysis Years

On October 28, 1999, Metro and DEQ staff met and reviewed the conformity requirements. The process is technically complex and requires extensive staff and computer time and is, therefore, expensive. Metro fully models as few analysis years as possible to the degree the rules allow. As permitted by the conformity rule, Metro identifies and models key analysis years and interpolates between them to establish that regional mobile emissions meet all established emissions budgets.

[1] Budgets are from the Maintenance Plan adopted in 1996.

This approach is acceptable under the federal rule and is called out in its preamble as follows: "A full regional emissions analysis must be performed for each pollutant and precursor for the last year of the transportation plan's forecast period (i.e., 2020) and the attainment year (i.e. 1998[2]). For the other years for which the *budget test* is required to be demonstrated, the estimate of regional emissions does not necessarily need to be based on a full regional emissions analysis performed for the specific year; the estimate of regional emissions may be based on an interpolation between the years for which the full regional emissions analysis was performed." The rules go on to note that analysis years must be no more than ten years apart and must include the transportation plan's horizon year (i.e. 2020).

Table 2 identifies the years for which a full conformity analysis was performed and the years for which interpolation was performed for both summer ozone precursors and winter carbon monoxide. A full model analysis was performed for a base year of 1998 and the 2000 RTP horizon year of 2020. Trip tables prepared for these two analysis years were then interpolated to provide inputs for the 2005 and 2010 analysis years. New trip assignments were prepared for 2005 and 2010. Data for all other budget years were interpolated between these four full analysis years. As a result, the full analysis years include a 1998 base year, and 2005, 2010, and 2020. Interpolation years include 1999, 2001, 2003, 2006, 2007, and 2015.

Table 2

2000 Regional Transportation Plan Conformity Analysis Years

	Carbon Monoxide (winter)		Ozone Precursors (HC and NOx) (summer)	
Year	Full Analysis	Interpolate	Full Analysis	Interpolate
1998[3]	X		X	
1999		X		X
2001		X		X
2003		X		X
2005[4]	X		X	
2006				X
2007		X		
2010	X		X	
2015		X		X
2020	X		X	

Regional Travel Demand Model Inputs, Assumptions and Methodology

For a full analysis, air quality conformity requires demand model outputs such as vehicle miles traveled, trip ends, and network speeds. Emissions calculations are performed on a link-by-link and matrix basis for stabilized emissions and trip end emissions, respectively. As noted, a full demand model analysis is

[2] As approved by the Department of Environmental Quality.

[3] The base year will be 1998.

[4] While not a budget year, 2005 was selected for full modeling to take advantage of the existing 2005 network used in previous air quality conformity determinations. The network was revised to reflect the 2000 RTP financially constrained system.

both computer- and labor-intensive. Metro's model requires the following inputs to be assembled or created, if not already available (for a given year):

§ Population and employment forecasts
• Transit fare and parking cost data
• Transit network assumptions (PM peak, Midday; including bus routes and park & ride sheds)
§ Highway network definitions (PM peak, Midday)
§ Vehicle emission factors

The model run consists of the following steps:

§ Trip generation (e.g., how many total trips are expected in the region)
§ Destination choice (e.g., determination of where each of the approximately 5 million daily trips are coming from and going to)
§ Mode choice
§ Time of day identifications (AM peak, PM peak, midday, rest of the day)
§ Assignment of trips to the network (path choice)

In addition, air quality conformity model runs require stratification of the trips by inspection maintenance area (Oregon I/M, Washington State I/M, and Non-inspected). Once the data are assembled and the demand model steps are completed, the results are used for the calculation of emissions. Ozone and CO gases are computed, and then reported in various geographies depending on the project requirements.

To summarize, a full model analysis was performed for a base year of 1998 and the 2000 RTP horizon year of 2020. Trip tables prepared for these two analysis years were then interpolated to provide inputs for the 2005 and 2010 analysis years. New trip assignments were prepared for 2005 and 2010. Data for all other budget years were interpolated between these four analysis years. The interpolated results were then compared to actual emission budgets to establish that the 2000 Regional Transportation Plan conforms to the emissions budgets in all years for which they are established in the region's CO and Ozone maintenance plans.

Appendix 4

Transportation Analysis Zone (TAZ) Assumptions

METRO

2000 Regional Transportation Plan

Transportation Analysis Zone Assumptions

2040 Grouping	2040 Group Characteristics	2020 Intersection Density *(connections per mile)*	2020 Parking Factors *(indexed to CBD in '94 dollars)*	2020 Transit Pass Factor *(% of Full Fare)*	2020 Fareless Areas *(for internal trips)*
		FC	FC	FC	FC
Central City 1 Downtown Business District	Highest planned employment and housing density in the region, with highest level of access by all modes. LRT exists and current land uses reflect planned mix and densities.	20	6.08	60%	X
Central City 2 Lloyd District	Highest planned employment and housing density in the region, with highest level of access by all modes. LRT exists and current land uses reflect planned mix and densities.	20	3.94	60%	X
Central City 3 Central Eastside Industrial District	Planned high employment and housing density, with highest level of access by all modes. LRT exists and current land uses do not reflect planned mix and densities.	20	2.96	65%	
Central City 4 River District and Northwest	Planned high employment and housing density, with highest level of access by all modes. LRT exists and current land uses approach planned mix and densities.	20	3.94	65%	
Central City 5 North Macadam District	Planned high employment and housing density, with highest level of access by all modes. LRT exists and current land uses do not reflect planned mix and densities.	18	3.04	65%	
Regional Centers - Tier 1 Gresham Gateway Beaverton Hillsboro	Planned high employment and housing density, with highest level of access by all modes. LRT exists and current land uses approach planned mix and densities.	>14	0.80	80%	X
Regional Centers - Tier 2 Washington Square Milwaukie Clackamas Oregon City	Planned high employment and housing density, with highest level of access by all modes; planned LRT. Current land uses do not reflect planned mix and densities.	>10	0.60	95%	

(FC) 2020 Financially Constrained System

2040 Grouping	Group Characteristics	2020 Intersection Density *(connections per mile)*	2020 Parking Factors *(indexed to CBD in '94 dollars)*	2020 Transit Pass Factor *(% of Full Fare)*	2020 Fareless Areas *(for internal trips)*
		FC	FC	FC	FC
Station Communities Tier 1 Banfield Corridor Westside Corridor	High housing density mixed with commercial services; highest level of access for transit, bike and walk; existing LRT.	>12	0.80	80%	
Station Communities Tier 2 South/North Corridor	Planned high housing density mixed with commercial services, with high level of transit, bike and walk; planned LRT. Current land uses do not reflect planned mix and densities.	>10	0.60	95%	
Town Centers - Tier 1 St. Johns Hollywood Lents Rockwood Lake Oswego Tualatin Forest Grove	Moderate housing and employment density planned, with high level of access by all modes. Currently has good mix of uses, well connected street system and good transit.	>16	0.45	85%	
Town Centers - Tier 2 West Portland Raleigh Hills Hillsdale Gladstone West Linn Sherwood Sunset Wilsonville Cornelius Orenco	Moderate housing and employment density planned, with high level of access by all modes. Currently has some mix of uses, moderately connected street system and some transit. Existing topography or physical barriers may limit bike and pedestrian travel.	>10	0.36	100%	
Town Centers - Tier 3 Fairview/Wood Village Troutdale Happy Valley Lake Grove Farmington Cedar Mill Tannasbourne	Moderate housing and employment density planned, with high level of access by all modes. Currently has modest mix of uses, poorly connected street system and poor transit. Existing topography or physical barriers may limit bike and pedestrian travel.	>8	0.28	100%	
Town Centers - Tier 4 Pleasant Valley Damascus Bethany Murrayhill	Moderate housing and employment density planned, with high level of access by all modes. Currently undeveloped or developing urban uses, with skeletal street system and poor transit. Existing topography or physical barriers may limit bike and pedestrian travel.	>8	0.18	100%	
Mainstreets - Tier 1 Eastside Portland to 60th	Moderate housing and employment density planned, with high level of access by all modes. Currently has good mix of uses, well connected street system and good transit.	>14	0.45	100%	
Mainstreets - Tier 2 Remaining Region	Moderate housing and employment density planned, with high level of access by all modes. Currently has some mix of uses, moderate connectivity and some transit.	>8	0.36	100%	

(FC) 2020 Financially Constrained System

2040 Grouping	Group Characteristics			Factor	Areas
		FC	FC	FC	FC
Corridors Full Region	Moderate housing and employment density planned, with high level of access by all modes. Currently has modest mix of uses, moderate connectivity and some transit.	>10	None	100%	
Inner Neighborhoods Full Region	Low density housing planned, with moderate level of access by all modes. Currently has moderate connectivity and some transit.	>10	None	100%	
Outer Neighborhoods - Tier 1 Current Urban Areas	Low density housing planned, with moderate level of access by all modes. Currently has poorly connected street system and little transit.	>8	None	100%	
Outer Neighborhoods - Tier 2 Urban Reserve Areas	Low density housing planned, with moderate level of access by all modes. Currently has skeletal street system and no transit.	>6	None	100%	
Employment Areas Full Region	Low density employment planned, with moderate level of access by all modes. Currently has poorly connected street system and limited transit.	>8	None	100%	
Industrial Areas - Tier 1 Rivergate Swan Island Airport	Low density employment planned, with high level of access by rail and truck freight, and moderate access by other modes. Currently has somewhat connected street system and some transit.	>10	None	100%	
Industrial Areas - Tier 2 South Shore Clackamas Tualatin Beaverton Sunset	Low density employment planned, with high level of access by rail and truck freight, and moderate access by other modes. Currently has developing street system and poor transit.	>8	None	100%	
Greenspaces Same as Tier 2 Outer Neighborhoods.	Recreational uses are planned, with moderate level of access by all modes	>6	None	100%	
Rural Reserves Same as Tier 2 Outer Neighborhoods.	Urban uses are not planned in the foreseeable future. Currently has skeletal street system and no transit.	>6	None	100%	
Special Area 1 Portland International Airport	*These places are relatively small geographic areas with special characteristics.*	*	6.14	60%	
Special Area 2 Oregon Health Sciences University		*	1.86	60%	
Special Area 3 Oregon Zoo		*	1.86	100%	
Special Area 4 SMART (Wilsonville)		*	*	*	X

* Use parent zone values.

8/10/00

(FC) 2020 Financially Constrained System

METRO

Attachment 1

2000 Regional Transportation Plan

Transportation Analysis Zone Assumptions and Non-SOV Modal Performance

2040 Grouping	2040 Group Characteristics	2020 Intersection Density *(connections per mile)*			2020 ParkingFactors *(indexed to CBD in '94 dollars)*			2020 Transit Pass Factor *(% of Full Fare)*			2020 Fareless Areas *(for internal trips)*			Non-SOV Modal Performance *(combined share of non-SOV trips to, from and within 2040 grouping*		
		P	S	FC	P	S	FC	P	S	FC	P	S	FC	1994	2020 Preferred System	2020 Priority System
Central City 1 Downtown Business District	Highest planned employment and housing density in the region, with highest level of access by all modes. LRT exists and current land uses reflect planned mix and densities.	20	20	20	6.08	6.08	6.08	60%	60%	60%	X	X	X	48%	67%	67%
Central City 2 Lloyd District	Highest planned employment and housing density in the region, with highest level of access by all modes. LRT exists and current land uses reflect planned mix and densities.	20	20	20	3.94	3.94	3.94	60%	60%	60%	X	X	X	34%	46%	46%
Central City 3 Central Eastside Industrial District	Planned high employment and housing density, with highest level of access by all modes. LRT exists and current land uses do not reflect planned mix and densities.	20	20	20	2.96	2.96	2.96	65%	65%	65%	X	X		32%	43%	42%

(P) 2020 Preferred System
(S) 2020 Priority System
(FC) 2020 Financially Constrained System

Exhib.
RTP Post-Acknowledgement Amendments
Non-SOV Modal Performance

2040 Grouping	Group Characteristics	Intersection Density			Parking Factors			Transit Pass Factor			Fareless Areas			Non-SOV Modal Performance *(combined share of non-SOV trips to, from and within 2040 grouping)*		
		P	S	FC	P	S	FC	P	S	FC	P	S	FC	1994	2020 Preferred System	2020 Priority System
Central City 4 River District and Northwest	Planned high employment and housing density, with highest level of access by all modes. LRT exists and current land uses approach planned mix and densities.	20	20	20	3.94	3.94	3.94	65%	65%	65%	X	X		37%	57%	57%
Central City 5 North Macadam District	Planned high employment and housing density, with highest level of access by all modes. LRT exists and current land uses do not reflect planned mix and densities.	18	18	18	3.04	3.04	3.04	65%	65%	65%	X	X		22%	42%	42%
Regional Centers - Tier 1 Gresham Gateway Beaverton Hillsboro	Planned high employment and housing density, with highest level of access by all modes. LRT exists and current land uses approach planned mix and densities.	>16	>16	>14	1.60	1.20	0.80	70%	75%	80%	X	X	X	32%	40%	39%
Regional Centers - Tier 2 Washington Square Milwaukie Clackamas Oregon City	Planned high employment and housing density, with highest level of access by all modes; planned LRT. Current land uses do not reflect planned mix and densities.	>12	>12	>10	1.22	0.92	0.60	85%	90%	95%	X	X		31%	34%	34%
Station Communities Tier 1 Banfield Corridor Westside Corridor	High housing density mixed with commercial services; highest level of access for transit, bike and walk; existing LRT.	>16	>14	>12	1.60	1.20	0.80	70%	75%	80%				35%	42%	41%

(P) 2020 Preferred System
(S) 2020 Priority System
(FC) 2020 Financially Constrained System

Exhibit 'A'
RTP Post-Acknowledgement Amendments
Non-SOV Modal Performance

2040 Grouping	Group Characteristics	Intersection Density			Parking Factors			Transit Pass Factor			Fareless Areas			Non-SOV Modal Performance *(combined share of non-SOV trips to, from and within 2040 grouping)*		
		P	S	FC	P	S	FC	P	S	FC	P	S	FC	1994	2020 Preferred System	2020 Priority System
Station Communities Tier 2 South/North Corridor	Planned high housing density mixed with commercial services, with high level of transit, bike and walk; planned LRT. Current land uses do not reflect planned mix and densities.	>12	>12	>10	1.22	0.92	0.60	85%	90%	95%				36%	42%	42%
Town Centers - Tier 1 St. Johns Hollywood Lents Rockwood Lake Oswego Tualatin Forest Grove	Moderate housing and employment density planned, with high level of access by all modes. Currently has good mix of uses, well connected street system and good transit.	>16	>16	>16	0.90	0.68	0.45	75%	80%	85%				35%	40%	40%
Town Centers - Tier 2 West Portland Raleigh Hills Hillsdale Gladstone West Linn Sherwood Sunset Wilsonville Cornelius Orenco	Moderate housing and employment density planned, with high level of access by all modes. Currently has some mix of uses, moderately connected street system and some transit. Existing topography or physical barriers may limit bike and pedestrian travel.	>12	>12	>10	0.72	0.54	0.36	90%	95%	100%				32%	37%	37%
Town Centers - Tier 3 Fairview/Wood Village Troutdale Happy Valley Lake Grove Farmington Cedar Mill Tannasbourne	Moderate housing and employment density planned, with high level of access by all modes. Currently has modest mix of uses, poorly connected street system and poor transit. Existing topography or physical barriers may limit bike and pedestrian travel.	>10	>10	>8	0.55	0.41	0.28	100%	100%	100%				34%	37%	36%

(P) 2020 Preferred System
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Exhib
RTP Post-Acknowledgement Amendments
Non-SOV Modal Performance

2040 Grouping	Group Characteristics	Intersection Density			Parking Factors			Transit Pass Factor			Fareless Areas			Non-SOV Modal Performance *(combined share of non-SOV trips to, from and within 2040 grouping)*		
		P	S	FC	P	S	FC	P	S	FC	P	S	FC	1994	2020 Preferred System	2020 Priority System
Town Centers - Tier 4 Pleasant Valley Damascus Bethany Murrayhill	Moderate housing and employment density planned, with high level of access by all modes. Currently undeveloped or developing urban uses, with skeletal street system and poor transit. Existing topography or physical barriers may limit bike and pedestrian travel.	>8	>8	>8	0.36	0.27	0.18	100%	100%	100%				37%	40%	39%
Mainstreets - Tier 1 Eastside Portland to 60th	Moderate housing and employment density planned, with high level of access by all modes. Currently has good mix of uses, well connected street system and good transit.	>16	>16	>14	0.90	0.68	0.45	100%	100%	100%				40%	45%	45%
Mainstreets - Tier 2 Remaining Region	Moderate housing and employment density planned, with high level of access by all modes. Currently has some mix of uses, moderate connectivity and some transit.	>12	>10	>8	0.72	0.54	0.36	100%	100%	100%				38%	43%	43%

(P) 2020 Preferred System
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(FC) 2020 Financially Constrained System

2040 Grouping	Group Characteristics	Intersection Density			Parking Factors			Transit Pass Factor			Fareless Areas			Non-SOV Modal Performance *(combined share of non-SOV trips to, from and within 2040 grouping)*		
		P	S	FC	P	S	FC	P	S	FC	P	S	FC	1994	2020 Preferred System	2020 Priority System
Corridors Full Region	Moderate housing and employment density planned, with high level of access by all modes. Currently has modest mix of uses, moderate connectivity and some transit.	>10	>10	>10	None	None	None	100%	100%	100%				36%	39%	39%
Inner Neighborhoods Full Region	Low density housing planned, with moderate level of access by all modes. Currently has moderate connectivity and some transit.	>10	>10	>10	None	None	None	100%	100%	100%				39%	42%	42%
Outer Neighborhoods - Tier 1 Current Urban Areas	Low density housing planned, with moderate level of access by all modes. Currently has poorly connected street system and little transit.	>8	>8	>8	None	None	None	100%	100%	100%				37%	40%	39%
Outer Neighborhoods - Tier 2 Urban Reserve Areas	Low density housing planned, with moderate level of access by all modes. Currently has skeletal street system and no transit.	>6	>6	>6	None	None	None	100%	100%	100%				36%	39%	38%
Employment Areas Full Region	Low density employment planned, with moderate level of access by all modes. Currently has poorly connected street system and limited transit.	>8	>8	>8	None	None	None	100%	100%	100%				28%	30%	29%

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(S) 2020 Priority System
(FC) 2020 Financially Constrained System

2040 Grouping	Group Characteristics	Intersection Density			Parking Factors			Transit Pass Factor			Fareless Areas			Non-SOV Modal Performance *(combined share of non-SOV trips to, from and within 2040 grouping)*		
		P	S	FC	P	S	FC	P	S	FC	P	S	FC	1994	2020 Preferred System	2020 Priority System
Industrial Areas - Tier 1 Rivergate Swan Island Airport	Low density employment planned, with high level of access by rail and truck freight, and moderate access by other modes. Currently has somewhat connected street system and some transit.	>10	>10	>10	None	None	None	100%	100%	100%				26%	27%	27%
Industrial Areas - Tier 2 South Shore Clackamas Tualatin Beaverton Sunset	Low density employment planned, with high level of access by rail and truck freight, and moderate access by other modes. Currently has developing street system and poor transit.	>8	>8	>8	None	None	None	100%	100%	100%				28%	28%	28%
Greenspaces Same as Tier 2 Outer Neighborhoods.	Recreational uses are planned, with moderate level of access by all modes	>6	>6	>6	None	None	None	100%	100%	100%				n/a	n/a	n/a
Rural Reserves Same as Tier 2 Outer Neighborhoods.	Urban uses are not planned in the foreseeable future. Currently has skeletal street system and no transit.	>6	>6	>6	None	None	None	100%	100%	100%				34%	37%	37%
Special Area 1 Portland International Airport		*	*	*	6.14	6.14	6.14	60%	60%	60%				*These places are relatively small geographic areas with special characteristics that make it difficult to determine actual non-SOV modal performance based on analysis of the regional model.*		
Special Area 2 Oregon Health Sciences University		*	*	*	1.86	1.86	1.86	60%	60%	60%						
Special Area 3 Oregon Zoo		*	*	*	1.86	1.86	1.86	100%	100%	100%						
Special Area 4 SMART (Wilsonville)		*	*	*	*	*	*	*	*	*	X	X	X		*	*

* Use parent zone values.

8/10/00

(P) 2020 Preferred System
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METRO

Attachment 1

2000 Regional Transportation Plan

Transportation Analysis Zone Assumptions and Non-SOV Modal Performance

2040 Grouping	2040 Group Characteristics	2020 Intersection Density (connections per mile)			2020 ParkingFactors (indexed to CBD in '94 dollars)			2020 Transit Pass Factor (% of Full Fare)			2020 Fareless Areas (for internal trips)			Non-SOV Modal Performance (combined share of non-SOV trips to, from and within 2040 grouping		
		P	S	FC	P	S	FC	P	S	FC	P	S	FC	1994	2020 Preferred System	2020 Priority System
Central City 1 Downtown Business District	Highest planned employment and housing density in the region, with highest level of access by all modes. LRT exists and current land uses reflect planned mix and densities.	20	20	20	6.08	6.08	6.08	60%	60%	60%	X	X	X	48%	67%	67%
Central City 2 Lloyd District	Highest planned employment and housing density in the region, with highest level of access by all modes. LRT exists and current land uses reflect planned mix and densities.	20	20	20	3.94	3.94	3.94	60%	60%	60%	X	X	X	34%	46%	46%
Central City 3 Central Eastside Industrial District	Planned high employment and housing density, with highest level of access by all modes. LRT exists and current land uses do not reflect planned mix and densities.	20	20	20	2.96	2.96	2.96	65%	65%	65%	X	X		32%	43%	42%

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Exhibit 'A'
RTP Post-Acknowledgement Amendments to Appendix 1.8
Non-SOV Modal Performance

2040 Grouping	Group Characteristics	Intersection Density			Parking Factors			Transit Pass Factor			Fareless Areas			Non-SOV Modal Performance *(combined share of non-SOV trips to, from and within 2040 grouping)*		
		P	S	FC	P	S	FC	P	S	FC	P	S	FC	1994	2020 Preferred System	2020 Priority System
Central City 4 River District and Northwest	Planned high employment and housing density, with highest level of access by all modes. LRT exists and current land uses approach planned mix and densities.	20	20	20	3.94	3.94	3.94	65%	65%	65%	X	X		37%	57%	57%
Central City 5 North Macadam District	Planned high employment and housing density, with highest level of access by all modes. LRT exists and current land uses do not reflect planned mix and densities.	18	18	18	3.04	3.04	3.04	65%	65%	65%	X	X		22%	42%	42%
Regional Centers - Tier 1 Gresham Gateway Beaverton Hillsboro	Planned high employment and housing density, with highest level of access by all modes. LRT exists and current land uses approach planned mix and densities.	>16	>16	>14	1.60	1.20	0.80	70%	75%	80%	X	X	X	32%	40%	39%
Regional Centers - Tier 2 Washington Square Milwaukie Clackamas Oregon City	Planned high employment and housing density, with highest level of access by all modes; planned LRT. Current land uses do not reflect planned mix and densities.	>12	>12	>10	1.22	0.92	0.60	85%	90%	95%	X	X		31%	34%	34%
Station Communities Tier 1 Banfield Corridor Westside Corridor	High housing density mixed with commercial services; highest level of access for transit, bike and walk; existing LRT.	>16	>14	>12	1.60	1.20	0.80	70%	75%	80%				35%	42%	41%

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(FC) 2020 Financially Constrained System

2040 Grouping	Group Characteristics	Intersection Density			Parking Factors			Transit Pass Factor			Fareless Areas			Non-SOV Modal Performance *(combined share of non-SOV trips to, from and within 2040 grouping)*		
		P	S	FC	P	S	FC	P	S	FC	P	S	FC	1994	2020 Preferred System	2020 Priority System
Station Communities Tier 2 South/North Corridor	Planned high housing density mixed with commercial services, with high level of transit, bike and walk; planned LRT. Current land uses do not reflect planned mix and densities.	>12	>12	>10	1.22	0.92	0.60	85%	90%	95%				36%	42%	42%
Town Centers - Tier 1 St. Johns Hollywood Lents Rockwood Lake Oswego Tualatin Forest Grove	Moderate housing and employment density planned, with high level of access by all modes. Currently has good mix of uses, well connected street system and good transit.	>16	>16	>16	0.90	0.68	0.45	75%	80%	85%				35%	40%	40%
Town Centers - Tier 2 West Portland Raleigh Hills Hillsdale Gladstone West Linn Sherwood Sunset Wilsonville Cornelius Orenco	Moderate housing and employment density planned, with high level of access by all modes. Currently has some mix of uses, moderately connected street system and some transit. Existing topography or physical barriers may limit bike and pedestrian travel.	>12	>12	>10	0.72	0.54	0.36	90%	95%	100%				32%	37%	37%
Town Centers - Tier 3 Fairview/Wood Village Troutdale Happy Valley Lake Grove Farmington Cedar Mill Tannasbourne	Moderate housing and employment density planned, with high level of access by all modes. Currently has modest mix of uses, poorly connected street system and poor transit. Existing topography or physical barriers may limit bike and pedestrian travel.	>10	>10	>8	0.55	0.41	0.28	100%	100%	100%				34%	37%	36%

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Non-SOV Modal Performance

2040 Grouping	Group Characteristics	Intersection Density			Parking Factors			Transit Pass Factor			Fareless Areas			Non-SOV Modal Performance *(combined share of non-SOV trips to, from and within 2040 grouping)*		
		P	S	FC	P	S	FC	P	S	FC	P	S	FC	1994	2020 Preferred System	2020 Priority System
Town Centers - Tier 4 Pleasant Valley Damascus Bethany Murrayhill	Moderate housing and employment density planned, with high level of access by all modes. Currently undeveloped or developing urban uses, with skeletal street system and poor transit. Existing topography or physical barriers may limit bike and pedestrian travel.	>8	>8	>8	0.36	0.27	0.18	100%	100%	100%				37%	40%	39%
Mainstreets - Tier 1 Eastside Portland to 60th	Moderate housing and employment density planned, with high level of access by all modes. Currently has good mix of uses, well connected street system and good transit.	>16	>16	>14	0.90	0.68	0.45	100%	100%	100%				40%	45%	45%
Mainstreets - Tier 2 Remaining Region	Moderate housing and employment density planned, with high level of access by all modes. Currently has some mix of uses, moderate connectivity and some transit.	>12	>10	>8	0.72	0.54	0.36	100%	100%	100%				38%	43%	43%

(P) 2020 Preferred System
(S) 2020 Priority System
(FC) 2020 Financially Constrained System

2040 Grouping	Group Characteristics	Intersection Density			Parking Factors			Transit Pass Factor			Fareless Areas			Non-SOV Modal Performance *(combined share of non-SOV trips to, from and within 2040 grouping)*		
		P	S	FC	P	S	FC	P	S	FC	P	S	FC	1994	2020 Preferred System	2020 Priority System
Corridors Full Region	Moderate housing and employment density planned, with high level of access by all modes. Currently has modest mix of uses, moderate connectivity and some transit.	>10	>10	>10	None	None	None	100%	100%	100%				36%	39%	39%
Inner Neighborhoods Full Region	Low density housing planned, with moderate level of access by all modes. Currently has moderate connectivity and some transit.	>10	>10	>10	None	None	None	100%	100%	100%				39%	42%	42%
Outer Neighborhoods - Tier 1 Current Urban Areas	Low density housing planned, with moderate level of access by all modes. Currently has poorly connected street system and little transit.	>8	>8	>8	None	None	None	100%	100%	100%				37%	40%	39%
Outer Neighborhoods - Tier 2 Urban Reserve Areas	Low density housing planned, with moderate level of access by all modes. Currently has skeletal street system and no transit.	>6	>6	>6	None	None	None	100%	100%	100%				36%	39%	38%
Employment Areas Full Region	Low density employment planned, with moderate level of access by all modes. Currently has poorly connected street system and limited transit.	>8	>8	>8	None	None	None	100%	100%	100%				28%	30%	29%

(P) 2020 Preferred System
(S) 2020 Priority System
(FC) 2020 Financially Constrained System

Exhibit 'A'
RTP Post-Acknowledgement Amendments to Appendix 1.8
Non-SOV Modal Performance

2040 Grouping	Group Characteristics	Intersection Density			Parking Factors			Transit Pass Factor			Fareless Areas			Non-SOV Modal Performance *(combined share of non-SOV trips to, from and within 2040 grouping)*		
		P	S	FC	P	S	FC	P	S	FC	P	S	FC	1994	2020 Preferred System	2020 Priority System
Industrial Areas - Tier 1 Rivergate Swan Island Airport	Low density employment planned, with high level of access by rail and truck freight, and moderate access by other modes. Currently has somewhat connected street system and some transit.	>10	>10	>10	None	None	None	100%	100%	100%				26%	27%	27%
Industrial Areas - Tier 2 South Shore Clackamas Tualatin Beaverton Sunset	Low density employment planned, with high level of access by rail and truck freight, and moderate access by other modes. Currently has developing street system and poor transit.	>8	>8	>8	None	None	None	100%	100%	100%				28%	28%	28%
Greenspaces Same as Tier 2 Outer Neighborhoods.	Recreational uses are planned, with moderate level of access by all modes	>6	>6	>6	None	None	None	100%	100%	100%				n/a	n/a	n/a
Rural Reserves Same as Tier 2 Outer Neighborhoods.	Urban uses are not planned in the foreseeable future. Currently has skeletal street system and no transit.	>6	>6	>6	None	None	None	100%	100%	100%				34%	37%	37%
Special Area 1 Portland International Airport		*	*	*	6.14	6.14	6.14	60%	60%	60%				*These places are relatively small geographic areas with special characteristics that make it difficult to determine actual non-SOV modal performance based on analysis of the regional model.*		
Special Area 2 Oregon Health Sciences University		*	*	*	1.86	1.86	1.86	60%	60%	60%						
Special Area 3 Oregon Zoo		*	*	*	1.86	1.86	1.86	100%	100%	100%						
Special Area 4 SMART (Wilsonville)		*	*	*	*	*	*	*	*	*	X	X	X		*	*

* Use parent zone values.

8/10/00

(P) 2020 Preferred System
(S) 2020 Priority System
(FC) 2020 Financially Constrained System

ATTACHMENT 3

SUMMARY OF 2002 MTIP PUBLIC INVOLVEMENT PROGRAM

Priorities 2002 MTIP timeline of key milestones

September 2000 to September 2001

The following dates represent highlights of the Priorities 2002 MTIP update. The activities summarized include Metro coordination with area jurisdictions to establish revenue targets and project nomination, ranking and selection procedures. At each significant point in the decision process, notice was provided to concerned citizens and agency representatives consistent with Metro's public involvement procedures and federal public involvement requirements.

Sept. 25	Postcard notice of Priorities 2002 proposed public process to 1,500 addresses (early 45-day public comment period kickoff)
Dec. 5	Postcard notification mailed regarding start of public comment period on Priorities 2002 process and selection criteria sent to 1,500
Dec. 18	Release of project ranking/selection process recommendations
Dec. 18 to Jan 16	Public comment period on Priorities process and selection criteria
Jan. 10	News release sent to media on public hearing at Metro
Jan. 16	End of public comment period and MTIP hearing before Metro Community Planning Committee
Jan. 18	Publication of summary of public comments on Priorities 2002 process
Jan. 25	Metro Council approved process for selecting and ranking of Priorities 2002 projects
Feb. 6	First printing of Priorities 2002 fact sheet
Jan. 26 to April 2	Project solicitation period
April 12	Release of nominated Priorities 2002 projects to JPACT
April 27	Fact sheet on Priorities 2002 process and public involvement reprinted
May 21-24	Placement of ads for public comment period and meeting
May 30	Post card notification of public comment period and meeting
June 8	TPAC review of technical rankings (special meeting)
June 12	News release on public comment period and meeting
June 12 to July 11	Priorities 2002 project ranking public comment period
June 18	Open house and public comment meeting at Metro, 6 to 9 pm
July 12	JPACT review of public comments
July 27	TPAC review and discussion
August 9	JPACT review and discussion
August 31	TPAC recommendation on final Priorities 2002 projects.
Sept. 4	Public hearing, Council Community Planning Committee, 6 pm
Sept. 13	JPACT consideration of Priorities 2002 resolution, 7:30 am

Sept. 20	Metro Council hearing to approve Priorities 2002 resolution, 2 pm
Dec. 5?	TPAC consideration of Draft 2002 – 05 MTIP
Jan. 22	Public notice of 30-day comment period on MTIP Conformity Determination
Feb. 21	Transportation Planning Committee hearing on Conformity Determination
Mar. 1	TPAC consideration of proposed 2002 MTIP and approval of Conformity Determination interagency consultation process.
Mar. 5	Community Planning Committee hearing on 2002 MTIP.
Mar. 14	JPACT and Metro Council (tentative) consideration of 2002 MTIP.

2002 MTIP
APPENDIX 7:

ENVIRONMENTAL JUSTICE ANALYSIS

M E M O R A N D U M

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METRO

Environmental Justice Approach

Objective

Metro supports the principles of environmental justice and has long made an effort to ensure that the public outreach and decision-making processes for all programs are open and encourage the participation of low-income and minority citizens and organizations. Every effort is made to employ broad and diverse methods, tools and activities to engage all members of potentially impacted communities and other neighborhoods in an interactive dialogue. This involves traditional methods such as citizen advisory groups, speakers' bureaus, workshops, hearings and public opinion research. It also includes innovative approaches such as web/phone based self-select surveys, a roving info-mobile, in-home meetings (using citizen volunteers), interpretive services and more.

Executive order 12898 and the USDOT guidelines provide some definition of the key indicators to be used in evaluating environmental justice; however, they require each project to interpret these definitions within the context of the project needs and surrounding communities. The chart below identifies how we have incorporated (or plan to incorporate) proactive means to effectively evaluate impacts to minority or low-income populations from the Regional Transportation Plan, transportation corridor projects and the Metropolitan Transportation Improvement Program.

Project	Public Outreach	Benefits/Impacts
MTIP	Communicate and seek input on project proposals and details for the general public to review and comment on	Evaluate the relative benefits/impacts of individual projects on local communities
RTP	Communicate and seek input on overall intent and direction of plan, and proposed projects that will implement the plan	Evaluate the relative benefits/impacts of overall projects on local communities
Corridor Planning	Communicate and seek input on corridor alternatives under review in a specific geographic area	Evaluate the relative benefits/impacts of various alternatives on affected communities

Data for this approach includes 1990 and 2000 national census information, as available, the American Community Survey and school enrollment, English as a second language and subsidized lunch programs, health and housing authorities, and other local sources of demographic and economic data.

Regional Planning and Programming

The 2000 Regional Transportation Plan (RTP) and 2001 Metropolitan Transportation Improvement Program (MTIP) included wide public outreach, including special notices and multi-lingual advertising at key decision points to ensure equal access to the public process.

On a technical level, the intent is that both the RTP and MTIP will be reviewed using 2000 Census data as available, as well as school-based data.

To date the RTP and MTIP preliminary observations raise more questions than answers. While the RTP provides a broad, 20-year perspective on how and where transportation projects affect minority or disadvantaged populations, the relative benefit or impact that a particular set of improvements represents is a qualitative judgement that will require a more detailed methodology at a system level. Preliminary review indicates that the MTIP data may be even less conclusive as it merely provides a snapshot of projects that are out of context with other federal funding (e.g. ODOT, Tri-Met, previous MTIP allocations) or those planned in the RTP. A more detailed methodology for the MTIP is needed to factor these considerations into conclusions on environmental justice.

Regional Projects

The future intent is to provide Environmental Justice analysis on all federally funded projects. Metro has done such an analysis for the South/North Corridor DEIS and North Corridor Interstate MAX FEIS. Copies of the Environmental Justice appendices for these studies are attached.

Next Steps

Metro will continue to develop a working methodology for making environmental justice findings that is adaptable to both the regional planning and corridor planning programs. The next step in developing the methodology is to gather new 2000 Census data as it become available and create a more accurate base of information on minority and low-income populations in the region. The RTP may be amended to include Environmental Justice policies and procedures.

Next, the scheduled 2004 MTIP and 2005 RTP updates will require specific methodologies for weighing the relative benefits or costs represented by the overall set of projects proposed in these plans for minority and disadvantaged populations. This work will be completed in anticipation of the plan updates, in order to provide environmental justice findings early in the decision-making process to better inform elected officials.

2002 MTIP
APPENDIX 8:

FEDERAL AID URBAN PROGRAM TABLE

Metro Transportation Improvement Program
FAU/STP TRANSFER PROGRAM
Effective January 31, 2002

CITY OF PORTLAND PROJECTS

Phase	Obligated	Estimated Expenditures by Federal Fiscal Year 2000	2001	2002	Post 2003	2003 Authorized
1. ARTERIAL STREET 3R PROGRAM						43 89-033 5383 VAR var 726 0
Pre Eng	61,274	28,093	0	0	0	0 89,367
Constr	76,867	-76,867	0	0	0	0 0
Total	**138,141**	**-48,774**	**0**	**0**	**0**	**0 89,367**
2. CITY OF PORTLAND FAU CONTINGENCY						44 00-000 0 VAR var 726 0
Reserve	0	0	0	0	0	0 0
Total	**0**	**0**	**0**	**0**	**0**	**0 0**
3. LOMBARD/BURGARD INTERSECTION REALIGNMENT (Port/Portland)						142 94-025a 8274 STP 141 0
Pre Eng	0	30,000	0	0	0	0 30,000
Rt-of-Way	0	174,973	0	0	0	0 174,973
Constr	0	628,027	0	0	0	0 628,027
Total	**0**	**833,000**	**0**	**0**	**0**	**0 833,000**
4. MARINE DR WIDENING TO FOUR LANE - I-5 TO RIVERGATE (COP)						298 79-056 458 FAU 9962 120 1.5
Constr	-123	1,000,123	0	0	0	0 1,000,000
Total	**-123**	**1,000,123**	**0**	**0**	**0**	**0 1,000,000**
5. COLUMBIA BLVD (BNRR) BRIDGE #9685 EMERGENCY REPAIRS						303 87-002 4218 FAU 9956 726 0
Constr	0	0	0	0	0	0 0
Total	**0**	**0**	**0**	**0**	**0**	**0 0**
6. WILLAMETTE GREENWAY TRAIL PROGRAM						575 10018 240 VAR var 726 0
Pre Eng	-61,500	61,500	0	0	0	0 0
Constr	0	330,000	0	0	0	0 330,000
Total	**-61,500**	**391,500**	**0**	**0**	**0**	**0 330,000**
7. TRANSIT MALL EXTENSION NORTH - W BURNSIDE ST TO NW IRVING						822 91-009 6356 FAU 9341 726 0
Constr	375,785	-1,248	0	0	0	0 374,537
Total	**375,785**	**-1,248**	**0**	**0**	**0**	**0 374,537**
8. AIRPORT WAY UNITS II AND III - NE 138TH AVE TO 181ST AVE(5/5)						861 84-022e 5002 FAU 9964 726 0
Reserve	0	0	0	0	0	0 0
Total	**0**	**0**	**0**	**0**	**0**	**0 0**
9. NW 9TH AVENUE IMPROVEMENTS - GLISAN TO FRONT						868 89-020 5123 FAU 9983 726 0
Constr	-372,304	5,463	0	0	0	0 -366,841
Total	**-372,304**	**5,463**	**0**	**0**	**0**	**0 -366,841**
10. MULTNOMAH BLVD CORRIDOR IMPROVEMENTS - OLESON RD TO BARBUR BLVD						869 89-022 5127 FAU 9404 726 0
Pre Eng	12,195	-11,060	0	0	0	0 1,135
Rt-of-Way	0	0	0	0	0	0 0
Constr	108,116	-27,344	0	0	0	0 80,772
Total	**120,311**	**-38,404**	**0**	**0**	**0**	**0 81,907**
11. EAST BURNSIDE STREET CORRIDOR IMPROVEMENTS - 9TH AVE TO 82ND AVE						870 89-021 5843 FAU 9822 726 0
Pre Eng	47,862	-24,237	0	0	0	0 23,625
Rt-of-Way	-29,451	29,451	0	0	0	0 0
Constr	-4,460	4,460	0	0	0	0 0
Total	**13,951**	**9,674**	**0**	**0**	**0**	**0 23,625**
12. INTERSECTION IMPROVEMENT PROGRAM						871 89-023 5125 VAR var 726 0
Pre Eng	1,802	-1,802	0	0	0	0 0
Constr	2,290	14,720	0	0	0	0 17,010
Total	**4,092**	**12,918**	**0**	**0**	**0**	**0 17,010**
13. CENTRAL SIGNAL SYSTEM EXPANSION PROGRAM						872 89-028 5200 VAR var 726 0
Pre Eng	-18,114	18,114	0	0	0	0 0
Constr	330,679	4,503	0	0	0	0 335,182
Total	**312,565**	**22,617**	**0**	**0**	**0**	**0 335,182**
14. DOWNTOWN MALL REHABILITATION PROGRAM						873 89-032 5384 FAU 9341 726 0
Pre Eng	0	0	0	0	0	0 0
Constr	0	0	0	0	0	0 0
Total	**0**	**0**	**0**	**0**	**0**	**0 0**
15. HOLLADAY AVE - ML KING AVE TO NE 9TH AVE (GREELEY - BANFIELD)						890 84-024d 4958 FAU 9903 726 0
Constr	0	89,320	0	0	0	0 89,320
Total	**0**	**89,320**	**0**	**0**	**0**	**0 89,320**
16. LLOYD BLVD - GRAND AVE TO NE 11TH AVE (GREELEY - BANFIELD)						891 84-024c 4959 FAU 9902 726 0

Constr	-1,167	1,167	0	0	0	0	0
Total	**-1,167**	**1,167**	**0**	**0**	**0**	**0**	**0**
17. DEVELOPMENT RESERVE					**919** 00-000 0 FAU var 726 0		
Reserve	0	606,013	0	0	0	0	606,013
Total	**0**	**606,013**	**0**	**0**	**0**	**0**	**606,013**
18. AIRPORT WAY WETLAND MITIGATION - NE 158TH AVE to 181ST AVE(4/5)					**920** 0 5598 FAU 9964 726 0		
Reserve	0	676,547	0	0	0	0	676,547
Total	**0**	**676,547**	**0**	**0**	**0**	**0**	**676,547**
19. FY 90-91 ROAD REHABILITATION PROGRAM (#9)					**930** 89-033a 5650 FAU var 726 0		
Pre Eng	0	0	0	0	0	0	0
Constr	-7,768	7,768	0	0	0	0	0
Total	**-7,768**	**7,768**	**0**	**0**	**0**	**0**	**0**
20. INTERSECTION SAFETY PROGRAM					**931** 00-000 0 FAU var 726 0		
Pre Eng	0	0	0	0	0	0	0
Constr	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**
21. FY 90-91 SIGNAL SAFETY IMPROVEMENTS					**932** 91-008 5844 FAU var 726 0		
Pre Eng	33,115	-33,115	0	0	0	0	0
Constr	3,899	219,901	0	0	0	0	223,800
Total	**37,014**	**186,786**	**0**	**0**	**0**	**0**	**223,800**
22. NW 13TH AVENUE INTERSECTIONS IMPROVEMENT					**933** 00-000 0 FAU var 726 0		
Constr	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**
23. FY 92-93 ROAD REHAB (B-H HWY)					**940** 91-013B 6979 FST 9228 40 0		
Constr	1,016,091	0	0	0	0	0	1,016,091
Total	**1,016,091**	**0**	**0**	**0**	**0**	**0**	**1,016,091**
24. FY 92-93 SIGNAL SAFETY REMODELS					**941** 0 0 FST VAR 0		
Pre Eng	0	30,000	0	0	0	0	30,000
Constr	0	258,768	0	0	0	0	258,768
Total	**0**	**288,768**	**0**	**0**	**0**	**0**	**288,768**
Total City of Portland	**1,575,088**	**4,043,238**	**0**	**0**	**0**	**0**	**5,618,326**

MULTNOMAH COUNTY PROJECTS

		Estimated Expenditures by Federal Fiscal Year				
Phase	Obligated	2000	2001	2002	Post 2003	2003 Authorized
25. HAWTHORNE BRIDGE EAST APPROACH RAMPS REPLACEMENT(#2757C)					**506** 84-097 2914 FAU 9366 726 0	
Pre Eng	-75,689	75,689	0	0	0	0
Constr	197,696	-197,696	0	0	0	0
Total	**122,007**	**-122,007**	**0**	**0**	**0**	**0**
26. NORTH MAIN RECONSTRUCTION(GRESHAM) - DIVISION TO POWELL					**541** 88-014 4863 FAU 9879 726 0	
Pre Eng	11,587	0	0	0	0	11,587
Constr	-18,307	18,307	0	0	0	0
Total	**-6,720**	**18,307**	**0**	**0**	**0**	**11,587**
Total Multnomah County	**115,287**	**-103,700**	**0**	**0**	**0**	**11,587**

CLACKAMAS COUNTY PROJECTS

		Estimated Expenditures by Federal Fiscal Year				
Phase	Obligated	2000	2001	2002	Post 2003	2003 Authorized
27. LOWER BOONES FERRY RD - MADRONA TO SW JEAN (CLACKAMAS)					**68** 80-104 146 FAU 9473 703 0	
Pre Eng	0	16,238	0	0	0	16,238
Rt-of-Way	-38,694	248,770	0	0	0	210,076
Constr	1,119,154	97,455	0	0	0	1,216,609
Total	**1,080,460**	**362,463**	**0**	**0**	**0**	**1,442,923**
28. RAILROAD AVENUE/HARMONY ROAD - 82ND TO MILWAUKIE CBD - UNIT I					**553** 10037 705 FAU 9702 ns 0	
Constr	-50	50	0	0	0	0
Total	**-50**	**50**	**0**	**0**	**0**	**0**
29. 82ND DRIVE - HWY 212 TO GLADSTONE/I-205 INTERCHANGE					**578** 10051B 500 FAU 9653 703 0	
Rt-of-Way	1,548	85,445	0	0	0	86,993
Constr	61,550	-61,550	0	0	0	0
Total	**63,098**	**23,895**	**0**	**0**	**0**	**86,993**

30. RAILROAD AVENUE/HARMONY ROAD PHASE IV - SUNNYBROOK EXTENSION					769 86-083 4180 FAU 9736 703 0			
Pre Eng	0	184,866	0	0	0	0	184,866	
Total	0	184,866	0	0	0	0	184,866	
31. BEAVERCREEK RD EXT(RED SOILS) - BEAVERCREEK RD TO WARNER - MILNE					855 10249 2375 FAU 9742 703 0			
Constr	0	147,547	0	0	0	0	147,547	
Total	0	147,547	0	0	0	0	147,547	
32. MCLOUGHLIN BOULEVARD - HARRISON STREET THROUGH MILWAUKIE CBD					892 90-063 5651 FAP 26 1E 5.5			
Pre Eng	0	100,000	0	0	0	0	100,000	
Reserve	0	0	0	0	0	0	0	
Total	0	100,000	0	0	0	0	100,000	
Total Clackamas County	1,143,508	818,821	0	0	0	0	1,962,329	

WASHINGTON COUNTY PROJECTS

		Estimated Expenditures by Federal Fiscal Year					
Phase	Obligated	2000	2001	2002	Post 2003	2003	Authorized
33. COMPLETED PROJECTS NOT VOUCHERED					1 00000 00000		
Constr	-34,052	0	0	0	0	0	-34,052
34. BVTN/TUALATIN HWY AT SW BRIDGEPORT - SIGNAL/CHANNELIZE					395 10251 2089 FAU 9091 141 8.3		
Constr	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
35. HALL / MCDONALD INTERSECTION IMPROVEMENTS					396 85-024 3719 FAU 9091 141 6.07		
Rt-of-Way	0	293	0	0	0	0	293
Constr	6,462	-293	0	0	0	0	6,169
Total	6,462	0	0	0	0	0	6,462
36. E STREET - PACIFIC AVENUE TO 23RD AVENUE					572 86-020 2426 FAU 9012 734 0		
Constr	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
37. NW 185TH - ROCK CREEK BLVD TO TV HIGHWAY					752 10128 1304 FAU 9043 734 0		
Constr	0	102,405	0	0	0	0	102,405
Total	0	102,405	0	0	0	0	102,405
38. WASHINGTON COUNTY RESERVE					836 00-000 0 VAR var na 0		
Reserve	0	142	0	0	0	0	142
Total	0	142	0	0	0	0	142
39. MAPLE STREET AT TUALATIN VALLEY HIGHWAY - SIGNAL					866 89-016 4622 FAU 9032 734 0		
Constr	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Total Washington County	-27,590	102,547	0	0	0	0	74,957

TRI-MET PROJECTS

		Estimated Expenditures by Federal Fiscal Year					
Phase	Obligated	2000	2001	2002	Post 2003	2003	Authorized
40. TRI-MET RIDESHARE PROGRAM					102 80-043 0 VAR var na 0		
Constr	45,846	-45,846	0	0	0	0	0
Operating	-69,166	122,344	0	0	0	0	53,178
Total	-23,320	76,498	0	0	0	0	53,178
41. LIGHT RAIL VEHICLE PURCHASE (T)					695 00-000 0 OR var na 0		
Non-Hwy Cp	850,000	0	0	0	0	0	850,000
Total	850,000	0	0	0	0	0	850,000
Total Tri-Met	826,680	76,498	0	0	0	0	903,178

HIGHWAY DIVISION PROJECTS

		Estimated Expenditures by Federal Fiscal Year					
Phase	Obligated	2000	2001	2002	Post 2003	2003	Authorized
42. STATE STREET CORRIDOR (OR43) - TERWILLIGER TO LADD					133 77-068 359 FAU 9565 3 6		
Constr	0	22,000	0	0	0	0	22,000
Total	0	22,000	0	0	0	0	22,000
43. OR210 - SCHOLLS HWY AT 135TH AVE - SIGNAL/REALIGNMENT					390 80-112 46 FAU 9234 143 7.4		

Constr	0	28,451	0	0	0	0	28,451
Total	0	28,451	0	0	0	0	28,451
44. US26 - MT HOOD HWY AT PALMQUIST/ORIENT RD - GRADE/PAVE/SIGNAL					397 10234 1470 FAP 9873 26 14.4		
Constr	0	11,470	0	0	0	0	11,470
Total	0	11,470	0	0	0	0	11,470
45. HIGHWAY 43 @ MCKILLICAN / HOOD AVENUE WIDENING					853 10252 976 FAU 9565 3 10.9		
Constr	0	1,353	0	0	0	0	1,353
Total	0	1,353	0	0	0	0	1,353
46. OR210 - SCHOLLS FERRY RD - MURRAY BLVD TO FANNO CREEK					875 86-077 3290 FAU 9234 143 6.9		
Constr	44,053	-43,850	0	0	0	0	203
Total	44,053	-43,850	0	0	0	0	203
Total Highway Division	44,053	19,424	0	0	0	0	63,477

METRO REGION AND RESERVE PROJECTS

		Estimated Expenditures by Federal Fiscal Year					
Phase	Obligated	2000	2001	2002	Post 2003	2003 Authorized	
47. UNALLOCATED FEDERAL-AID URBAN FUNDS					114 00-000 0 VAR var na 0		
Reserve	0	92,685	0	0	0	0	92,685
Total	0	92,685	0	0	0	0	92,685
48. METRO PLANNING					126 0 0 VAR var na 0		
Pre Eng	0	86,000	0	0	0	0	86,000
Total	0	86,000	0	0	0	0	86,000
Total Metro Region and Reserve	0	178,685	0	0	0	0	178,685
Metro Region Total	2,101,938	1,092,275	0	0	0	0	3,194,213

REPORT TOTAL

		Estimated Expenditures by Federal Fiscal Year					
Phase	Obligated	2000	2001	2002	Post 2003	2003 Authorized	
Report Total	3,677,026	5,135,513	0	0	0	0	8,812,539

2002 MTIP
APPENDIX 9:

INTERSTATE TRANSFER PROGRAM TABLE

Metro Transportation Improvement Program
FEDERAL-AID INTERSTATE TRANSFER
Effective January 31, 2002

REGIONAL ALLOCATION PROJECTS

Phase	Obligated	Estimated Expenditures by Federal Fiscal Year 2000	2001	2002	Post 2003	2003	Authorized
1. FINAL VOUCHERED PROJECTS							0 00000 00000
Pre Eng	447,648	0	0	0	0	0	447,648
Rt-of-Way	1,339,429	0	0	0	0	0	1,339,429
Constr	5,879,244	0	0	0	0	0	5,879,244
Operating	155,015	0	0	0	0	0	155,015
Reserve	0	0	0	0	0	0	0
2. RESERVE FOR OREGON DEPARTMENT OF TRANSPORTATION (ODOT)							107 00-000 0 VAR var na 0
Reserve	0	1,323,006	0	0	0	0	1,323,006
Total	**0**	**1,323,006**	**0**	**0**	**0**	**0**	**1,323,006**
3. BANFIELD TRANSITWAY - HIGHWAY FUNDS							115 80-900 719 FAP 68 2 0
Pre Eng	5,506,103	0	0	0	0	0	5,506,103
Rt-of-Way	7,926,209	3,441	0	0	0	0	7,929,650
Constr	14,194,022	42	0	0	0	0	14,194,064
Total	**27,626,334**	**3,483**	**0**	**0**	**0**	**0**	**27,629,817**
4. BANFIELD TRANSITWAY - TRANSIT FUNDS(T)							116 80-900 0 TRA 68 2 0
Pre Eng	10,956,546	0	0	0	0	0	10,956,546
Rt-of-Way	13,371,853	0	0	0	0	0	13,371,853
Constr	120,384,576	0	0	0	0	0	120,384,576
Total	**144,712,975**	**0**	**0**	**0**	**0**	**0**	**144,712,975**
5. METRO SYSTEM PLANNING - W/S CORRIDOR(T)							117 10013 697 TRA var na 0
Pre Eng	2,194,266	0	0	0	0	0	2,194,266
Total	**2,194,266**	**0**	**0**	**0**	**0**	**0**	**2,194,266**
6. BANFIELD TRANSITWAY - METRO PLANNING(T)							118 80-404 0 TRA var 2 0
Pre Eng	300,050	0	0	0	0	0	300,050
Total	**300,050**	**0**	**0**	**0**	**0**	**0**	**300,050**
7. TRI-MET TECHNICAL STUDY - 5 WORK ELEMENTS(T)							120 80-404 0 TRA var na 0
Pre Eng	428,000	0	0	0	0	0	428,000
Total	**428,000**	**0**	**0**	**0**	**0**	**0**	**428,000**
8. INCIDENT RESPONSE EQUIPMENT							122 93-028 6718 FAI 0
Constr	0	595,000	0	0	0	0	595,000
Total	**0**	**595,000**	**0**	**0**	**0**	**0**	**595,000**
9. METRO PLANNING							126 0 0 VAR var na 0
Pre Eng	2,314,004	44,075	0	0	0	0	2,358,079
Total	**2,314,004**	**44,075**	**0**	**0**	**0**	**0**	**2,358,079**
10. MCLOUGHLIN CORRIDOR - ML KING/GRAND AVE VIADUCT TO SE RIVER ROAD							127 93-028 6718 FAP 26 1E 4.3
Pre Eng	2,352,939	0	0	0	0	0	2,352,939
Total	**2,352,939**	**0**	**0**	**0**	**0**	**0**	**2,352,939**
11. MCLOUGHLIN BOULEVARD LRT ALTERNATIVES ANALYSIS AND DEIS(T)							128 00-000 0 FAP 26 1E 0
Reserve	0	0	0	0	0	0	0
Sys Study	0	0	0	0	0	0	0
Pre AA	0	0	0	0	0	0	0
Alt Anal	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12. MCLOUGHLIN BOULEVARD SOUTHEAST CORRIDOR STUDY(T)							130 00-000 0 TRA 26 1E 0
Pre Eng	100,000	0	0	0	0	0	100,000
Total	**100,000**	**0**	**0**	**0**	**0**	**0**	**100,000**
13. MCLOUGHLIN BLVD PHASE I - TACOMA OVERPASS AND HARRISON/RIVER RD							134 77-159a 4872 FAP 26 1E 4.3
Rt-of-Way	8,296,000	394,825	0	0	0	0	8,690,825
Total	**8,296,000**	**394,825**	**0**	**0**	**0**	**0**	**8,690,825**
14. MCLOUGHLIN BLVD PHASE II - TACOMA TO HIGHWAY 224							136 77-159b 4873 FAP 26 1E 4.6
Pre Eng	7,874	-7,874	0	0	0	0	0
Constr	10,220,383	88,617	0	0	0	0	10,309,000
Reserve	0	0	0	0	0	0	0
Total	**10,228,257**	**80,743**	**0**	**0**	**0**	**0**	**10,309,000**
15. BUS PURCHASES (TRI-MET)							154 93-030 8122 TRA var na 0
Non-Hwy Cp	3,000,000	0	0	0	0	0	3,000,000
Reserve	0	0	0	0	0	0	0
Total	**3,000,000**	**0**	**0**	**0**	**0**	**0**	**3,000,000**

16. POWELL BLVD - 52ND AVE TO 92ND AVE - SECTION II					164 76-012 113 FAP 24 26 3.5			
Pre Eng	515,641	0	0	0	0	0		515,641
Rt-of-Way	6,697,690	0	0	0	0	0		6,697,690
Constr	4,020,853	0	0	0	0	0		4,020,853
Reserve	0	0	0	0	0	0		0
Total	**11,234,184**	**0**	**0**	**0**	**0**	**0**		**11,234,184**
17. FREEWAY MANAGEMENT OPERATIONS CENTER					262 90-006A 6662 na na var 0			
Constr	**17,084**	**69,166**	0	0	0	0		86,250
Total	**17,084**	**69,166**	**0**	**0**	**0**	**0**		**86,250**
18. YEON/ VAUGHN/ NICOLAI/ WARDWAY AND ST HELENS ROAD RECONSTRUCTION					269 79-038 129 VAR var 726 0			
Pre Eng	1,914,066	71,416	0	0	0	0		1,985,482
Constr	72,102	-27,780	0	0	0	0		44,322
Reserve	0	0	0	0	0	0		0
Total	**1,986,168**	**43,636**	**0**	**0**	**0**	**0**		**2,029,804**
19. BANFIELD LRT STATION AREA PLANNING PROGRAM(T)					290 80-900 1534 TRA 68 2 0			
Pre Eng	1,028,075	0	0	0	0	0		1,028,075
Total	**1,028,075**	**0**	**0**	**0**	**0**	**0**		**1,028,075**
20. TRI-MET RIDESHARE PROGRAM					295 80-313 2151 VAR var na 0			
Operating	1,881,536	53,177	0	0	0	0		1,934,713
Total	**1,881,536**	**53,177**	**0**	**0**	**0**	**0**		**1,934,713**
21. PORTLAND/ VANCOUVER CORRIDOR ANALYSIS...BI-STATE TASK FORCE(T)					310 80-032 0 TRA var 726 0			
Pre Eng	72,311	0	0	0	0	0		72,311
Total	**72,311**	**0**	**0**	**0**	**0**	**0**		**72,311**
22. BANFIELD LRT CAPITAL GRANT - (FFA)					434 0 0 FAP 68 2 0			
Reserve	0	0	0	0	0	0		0
Total	**0**	**0**	**0**	**0**	**0**	**0**		**0**
23. METRO TECHNICAL ASSISTANCE					440 89-025 0 VAR var na 0			
Operating	65,878	0	0	0	0	0		65,878
Total	**65,878**	**0**	**0**	**0**	**0**	**0**		**65,878**
24. MCLOUGHLIN CORRIDOR TRANSIT ANALYSIS(T)					588 00-000 0 TRA 26 1E 0			
Pre Eng	130,855	0	0	0	0	0		130,855
Total	**130,855**	**0**	**0**	**0**	**0**	**0**		**130,855**
25. LIGHT RAIL VEHICLE PURCHASE (T)					695 00-000 0 OR var na 0			
Non-Hwy Cp	2,863,490	0	0	0	0	0		2,863,490
Reserve	0	0	0	0	0	0		0
Total	**2,863,490**	**0**	**0**	**0**	**0**	**0**		**2,863,490**
26. NW NICOLAI ST - NW 29TH TO NW 24TH					731 79-038 129 FAU 9302 726 0			
Rt-of-Way	39,063	0	0	0	0	0		39,063
Constr	2,173,166	0	0	0	0	0		2,173,166
Reserve	0	0	0	0	0	0		0
Total	**2,212,229**	**0**	**0**	**0**	**0**	**0**		**2,212,229**
27. NW YEON AVE - NW ST HELENS RD TO NW NICOLAI					733 79-038 364 FAP 1 2W 0			
Rt-of-Way	760,217	0	0	0	0	0		760,217
Constr	9,839,200	211,545	0	0	0	0		10,050,745
Reserve	0	0	0	0	0	0		0
Total	**10,599,417**	**211,545**	**0**	**0**	**0**	**0**		**10,810,962**
28. NW ST HELENS RD - NW KITTRIDGE TO NW 31ST AVE					734 79-038 367 FAU 9296 726 4.3			
Rt-of-Way	150,552	0	0	0	0	0		150,552
Constr	1,679,640	0	0	0	0	0		1,679,640
Reserve	0	0	0	0	0	0		0
Total	**1,830,192**	**0**	**0**	**0**	**0**	**0**		**1,830,192**
29. VAUGHN ST / WARDWAY - NW 31ST AVE TO NW 24TH AVE					735 79-038 387 FAU 9296 726 2.7			
Constr	1,000,912	763	0	0	0	0		1,001,675
Total	**1,000,912**	**763**	**0**	**0**	**0**	**0**		**1,001,675**
30. FRONT - YEON CONNECTION					738 79-038 586 FAU 9300 726 0			
Rt-of-Way	1,003,071	0	0	0	0	0		1,003,071
Constr	4,452,733	0	0	0	0	0		4,452,733
Reserve	0	0	0	0	0	0		0
Total	**5,455,804**	**0**	**0**	**0**	**0**	**0**		**5,455,804**
31. REGIONAL RESERVE					755 00-000 0 VAR var na 0			
Reserve	0	11,802	0	0	0	0		11,802
Total	**0**	**11,802**	**0**	**0**	**0**	**0**		**11,802**
32. PHASE I ALTERNATIVES ANALYSIS(T)					765 80-404 0 TRA var na 0			
Pre Eng	250,000	0	0	0	0	0		250,000
Total	**250,000**	**0**	**0**	**0**	**0**	**0**		**250,000**
33. BANFIELD TRAFFIC MONITORING PROGRAM					771 10183 1806 FAP 68 2 0			
Constr	108,963	0	0	0	0	0		108,963

Reserve	0	0	0	0	0	0	0
Total	**108,963**	**0**	**0**	**0**	**0**	**0**	**108,963**
34. SUNSET LIGHT RAIL PROGRAM(T)					773 10033 0 TRA 27 47 0		
Pre Eng	500,004	0	0	0	0	0	500,004
Total	**500,004**	**0**	**0**	**0**	**0**	**0**	**500,004**
35. NW TRANSPORTATION SYSTEMS MANAGEMENT PROGRAM					802 84-016 2358 VAR var 726 0		
Pre Eng	83,027	59,008	0	0	0	0	142,035
Total	**83,027**	**59,008**	**0**	**0**	**0**	**0**	**142,035**
36. TRANSIT MALL EXTENSION NORTH - W BURNSIDE ST TO NW IRVING					822 91-009 6356 FAU 9341 726 0		
Pre Eng	311,500	-41,200	0	0	0	0	270,300
Constr	3,123,425	22,600	0	0	0	0	3,146,025
Total	**3,434,925**	**-18,600**	**0**	**0**	**0**	**0**	**3,416,325**
37. SUNSET HIGHWAY RAMP METERING					827 10231 2235 FAP 27 47 67.2		
Pre Eng	32,848	7,152	0	0	0	0	40,000
Constr	679,291	50,709	0	0	0	0	730,000
Total	**712,139**	**57,861**	**0**	**0**	**0**	**0**	**770,000**
38. I-205 BUSLANES WITHDRAWAL RESERVE(T)					907 00-000 0 TRA 205 64 17.79		
Reserve	0	73,607	0	0	0	0	73,607
Pre AA	0	0	0	0	0	0	0
Total	**0**	**73,607**	**0**	**0**	**0**	**0**	**73,607**
39. SOUTH/NORTH LRT EXTENSION					939 00-000 8791 TRA 29-9022 na 9.13		
Pre Eng	0	12,305,958	0	0	0	0	12,305,958
Env Study	1,600,000	987,950	0	0	0	0	2,587,950
Pre AA	997,050	0	0	0	0	0	997,050
Alt Anal	987,950	673,768	0	0	0	0	1,661,718
Total	**3,585,000**	**13,967,676**	**0**	**0**	**0**	**0**	**17,552,676**
40. PORTLAND AIRPORT GROUND ACCESS STUDY							943 TRA 0
Sys Study	0	300,000	0	0	0	0	300,000
Total	**0**	**300,000**	**0**	**0**	**0**	**0**	**300,000**
Total Regional Allocation	**258,426,354**	**17,270,773**	**0**	**0**	**0**	**0**	**275,697,127**

CITY OF PORTLAND PROJECTS

		Estimated Expenditures by Federal Fiscal Year					
Phase	Obligated	2000	2001	2002	Post 2003	2003	Authorized
41. FINAL VOUCHERED PROJECTS							0 00000 00000
Pre Eng	1,246,823	0	0	0	0	0	1,246,823
Rt-of-Way	1,111,410	-1	0	0	0	0	1,111,409
Constr	24,613,209	0	0	0	0	0	24,613,209
Reserve	0	0	0	0	0	0	0
42. N COLUMBIA BLVD - 0.25 MI W OF TERMINAL RD TO W OSWEGO AVE					9 75-019 1690 FAU 9956 123 0		
Rt-of-Way	327,636	0	0	0	0	0	327,636
Constr	2,857,047	0	0	0	0	0	2,857,047
Total	**3,184,683**	**0**	**0**	**0**	**0**	**0**	**3,184,683**
43. I-5 - GREELEY/I-5 CONNECTION - LANDSCAPING					21 76-009 305 FAU var 726 0		
Constr	92,898	1	0	0	0	0	92,899
Total	**92,898**	**1**	**0**	**0**	**0**	**0**	**92,899**
44. HOLLYWOOD DISTRICT IMPROVEMENTS/NE SANDY BLVD - 37TH TO 47TH					28 79-071 115 FAU 9326 59 1.9		
Pre Eng	306,967	0	0	0	0	0	306,967
Rt-of-Way	197,304	0	0	0	0	0	197,304
Constr	2,610,577	0	0	0	0	0	2,610,577
Total	**3,114,848**	**0**	**0**	**0**	**0**	**0**	**3,114,848**
45. ARTERIAL STREET 3R PROGRAM					43 89-033 5383 VAR var 726 0		
Pre Eng	214,832	0	0	0	0	0	214,832
Constr	5,800,526	0	0	0	0	0	5,800,526
Total	**6,015,358**	**0**	**0**	**0**	**0**	**0**	**6,015,358**
46. MCLOUGHLIN NEIGHBORHOOD TRAFFIC CIRCULATION					153 80-081 2345 VAR var 726 0		
Pre Eng	19,043	0	0	0	0	0	19,043
Constr	0	0	0	0	0	0	0
Total	**19,043**	**0**	**0**	**0**	**0**	**0**	**19,043**
47. SE DIVISION CORRIDOR - DIVISION/CLINTON/HARRISON					189 78-069 389 FAU 9800 726 0		
Pre Eng	23,139	0	0	0	0	0	23,139
Total	**23,139**	**0**	**0**	**0**	**0**	**0**	**23,139**
48. SW BROADWAY - SW 4TH TO SW 6TH					200 10092 582 FAU 9345 726 0		
Pre Eng	98,012	0	0	0	0	0	98,012
Constr	403,933	0	0	0	0	0	403,933

Total	**501,945**	**0**	**0**	**0**	**0**	**0**	**501,945**
49. BEAVERTON HILLSDALE HWY(OR10) - CAPITOL HWY TO SCHOLLS FY RD					243 78-050 383 FAU 9228 40 3.4		
Pre Eng	298,044	0	0	0	0	0	298,044
Rt-of-Way	476,620	0	0	0	0	0	476,620
Constr	1,646,619	1	0	0	0	0	1,646,620
Total	**2,421,283**	**1**	**0**	**0**	**0**	**0**	**2,421,284**
50. ST HELENS ROAD RECONSTRUCTION - WEST CITY LIMITS TO NW KITTRIDGE					271 79-067 2107 FAP 1 2W 4.8		
Pre Eng	62,165	-11,012	0	0	0	0	51,153
Rt-of-Way	0	256	0	0	0	0	256
Constr	156,183	-147,650	0	0	0	0	8,533
Total	**218,348**	**-158,406**	**0**	**0**	**0**	**0**	**59,942**
51. W BURNSIDE ROAD/ TICHNER DRIVE INTERSECTION IMPROVEMENT					282 79-058 0 FAU 9326 59 0		
Pre Eng	27,972	0	0	0	0	0	27,972
Rt-of-Way	69,820	0	0	0	0	0	69,820
Constr	464,840	0	0	0	0	0	464,840
Total	**562,632**	**0**	**0**	**0**	**0**	**0**	**562,632**
52. NORTHWEST PORTLAND TRANSPORTATION STUDY					285 79-035 1088 VAR var 726 0		
Pre Eng	28,804	0	0	0	0	0	28,804
Total	**28,804**	**0**	**0**	**0**	**0**	**0**	**28,804**
53. NW FRONT AVENUE RECONSTRUCTION - NW GLISAN TO NW 26TH AVE					286 80-006 588 FAU 9300 726 0		
Pre Eng	243,537	0	0	0	0	0	243,537
Rt-of-Way	113,373	0	0	0	0	0	113,373
Constr	4,200,481	0	0	0	0	0	4,200,481
Total	**4,557,391**	**0**	**0**	**0**	**0**	**0**	**4,557,391**
54. MARINE DR WIDENING TO FOUR LANE - I-5 TO RIVERGATE (COP)					298 79-056 458 FAU 9962 120 1.5		
Pre Eng	2,394,082	16	0	0	0	0	2,394,098
Rt-of-Way	5,525,000	-2,380,000	0	0	0	0	3,145,000
Constr	8,065,583	-2,665,173	0	0	0	0	5,400,410
Total	**15,984,665**	**-5,045,157**	**0**	**0**	**0**	**0**	**10,939,508**
55. NE PORTLAND HWY IMPROVEMENT TO FOUR LANES - NE 60TH AVE TO I-205					301 79-055 881 FAU 9966 123 9.4		
Pre Eng	298,577	0	0	0	0	0	298,577
Rt-of-Way	225,649	0	0	0	0	0	225,649
Constr	2,462,096	20,095	0	0	0	0	2,482,191
Total	**2,986,322**	**20,095**	**0**	**0**	**0**	**0**	**3,006,417**
56. SW TERWILLIGER BLVD - BARBUR BLVD TO TAYLORS FERRY RD					309 80-015 709 FAU 9361 726 0		
Pre Eng	525,897	218	0	0	0	0	526,115
Rt-of-Way	23,477	0	0	0	0	0	23,477
Constr	1,526,115	14,473	0	0	0	0	1,540,588
Total	**2,075,489**	**14,691**	**0**	**0**	**0**	**0**	**2,090,180**
57. SW BERTHA BLVD - SW VERMONT TO BARBUR BLVD					515 84-078 2535 FAU 9420 726 0		
Pre Eng	182,543	-190	0	0	0	0	182,353
Rt-of-Way	11,365	4,785	0	0	0	0	16,150
Constr	1,334,549	6,581	0	0	0	0	1,341,130
Total	**1,528,457**	**11,176**	**0**	**0**	**0**	**0**	**1,539,633**
58. 82ND AVENUE - SISKIYOU TO BROADWAY					551 79-049a 732 FAU 9713 68 0		
Pre Eng	46,546	0	0	0	0	0	46,546
Constr	201,357	0	0	0	0	0	201,357
Total	**247,903**	**0**	**0**	**0**	**0**	**0**	**247,903**
59. NW 23RD AVE / BURNSIDE					626 10093 733 FAU 9326 726 0		
Pre Eng	188,500	0	0	0	0	0	188,500
Rt-of-Way	206,125	-1,914	0	0	0	0	204,211
Constr	1,024,279	-581,200	0	0	0	0	443,079
Total	**1,418,904**	**-583,114**	**0**	**0**	**0**	**0**	**835,790**
60. NW 21ST/22ND - THURMAN TO FRONT					630 10126 743 FAU 9317 726 0		
Pre Eng	54,230	0	0	0	0	0	54,230
Total	**54,230**	**0**	**0**	**0**	**0**	**0**	**54,230**
61. NW INTERSECTION IMPROVEMENTS - 22 LOCATIONS					631 10017 545 VAR var 726 0		
Pre Eng	33,000	67,117	0	0	0	0	100,117
Constr	137,253	12,383	0	0	0	0	149,636
Total	**170,253**	**79,500**	**0**	**0**	**0**	**0**	**249,753**
62. CITYWIDE SIGNAL SYSTEM ANALYSIS					660 80-042 620 VAR var 726 0		
Pre Eng	1,039,873	46,143	0	0	0	0	1,086,016
Constr	2,849,392	-41,882	0	0	0	0	2,807,510
Total	**3,889,265**	**4,261**	**0**	**0**	**0**	**0**	**3,893,526**
63. CBD TRAFFIC SIGNAL REPLACEMENTS UNIT B - BANFIELD LRT CORRIDOR					662 84-091 0 VAR var 2 0		
Pre Eng	110,276	0	0	0	0	0	110,276
Constr	1,077,626	0	0	0	0	0	1,077,626
Total	**1,187,902**	**0**	**0**	**0**	**0**	**0**	**1,187,902**

64. COLUMBIA BLVD - DELAWARE TO CHAUTAUQUA RRXINGS					712 10131 768 FAU 9956 726 0		
Pre Eng	116,429	0	0	0	0	0	116,429
Total	**116,429**	**0**	**0**	**0**	**0**	**0**	**116,429**
65. NORTHWEST RIDESHARE					723 10090 0 VAR var 726 0		
Operating	32,519	0	0	0	0	0	32,519
Total	**32,519**	**0**	**0**	**0**	**0**	**0**	**32,519**
66. BANFIELD FIRE LINE					724 80-900 0 FAP 68 2 0		
Pre Eng	15,842	-15,842	0	0	0	0	0
Total	**15,842**	**-15,842**	**0**	**0**	**0**	**0**	**0**
67. SW VERMONT STREET - 30TH AVENUE TO OLESON ROAD					726 10133 2013 FAU 9398 726 0		
Pre Eng	123,318	0	0	0	0	0	123,318
Total	**123,318**	**0**	**0**	**0**	**0**	**0**	**123,318**
68. MARQUAM RAMP ST IMPROVEMENTS - SE WATER, YAMHILL, TAYLOR, CLAY					727 10132 1412 FAU 9366 726 0		
Pre Eng	102,834	0	0	0	0	0	102,834
Constr	871,736	0	0	0	0	0	871,736
Total	**974,570**	**0**	**0**	**0**	**0**	**0**	**974,570**
69. 82ND AVENUE - DIVISION TO CRYSTAL SPRINGS - UNITS 1 & 2					730 79-049b 700 FAU 9713 68 4.2		
Pre Eng	637,049	-158,482	0	0	0	0	478,567
Rt-of-Way	861,868	-493	0	0	0	0	861,375
Constr	1,074,344	158,483	0	0	0	0	1,232,827
Total	**2,573,261**	**-492**	**0**	**0**	**0**	**0**	**2,572,769**
70. NW FRONT AVE - GLISAN TO COUCH (EVERETT-FRONT CONNECTOR)					751 10140 1250 FAU 9300 726 0		
Pre Eng	291,123	-24,540	0	0	0	0	266,583
Constr	2,024,513	0	0	0	0	0	2,024,513
Total	**2,315,636**	**-24,540**	**0**	**0**	**0**	**0**	**2,291,096**
71. N VANCOUVER WAY - ML KING AVENUE TO MARINE DRIVE					762 10149 1555 FAU 9960 726 0		
Pre Eng	239,869	0	0	0	0	0	239,869
Rt-of-Way	0	0	0	0	0	0	0
Constr	2,470,712	0	0	0	0	0	2,470,712
Total	**2,710,581**	**0**	**0**	**0**	**0**	**0**	**2,710,581**
72. BANFIELD FREEWAY - CITY BRIDGE REPAIR WORK					808 80-900 0 FAI 84 2 0		
Constr	149,405	-149,405	0	0	0	0	0
Total	**149,405**	**-149,405**	**0**	**0**	**0**	**0**	**0**
73. SIGNAL MODIFICATIONS(3) - NORTH PORTLAND					840 84-001 2362 VAR var 726 0		
Pre Eng	53,850	-49,958	0	0	0	0	3,892
Constr	-237	50,195	0	0	0	0	49,958
Total	**53,613**	**237**	**0**	**0**	**0**	**0**	**53,850**
74. NEW CBD TRAFFIC SIGNALS(5)					841 84-003 2363 VAR var 726 0		
Pre Eng	16,543	0	0	0	0	0	16,543
Constr	274,050	0	0	0	0	0	274,050
Total	**290,593**	**0**	**0**	**0**	**0**	**0**	**290,593**
75. SIGNAL REPLACEMENTS(22)					842 84-002 2364 VAR var 726 0		
Pre Eng	32,689	0	0	0	0	0	32,689
Constr	680,957	-300	0	0	0	0	680,657
Total	**713,646**	**-300**	**0**	**0**	**0**	**0**	**713,346**
76. NE HOLLADAY LRT TRAFFIC SIGNALS					847 84-092 0 FAU 9903 726 0		
Constr	422,546	0	0	0	0	0	422,546
Total	**422,546**	**0**	**0**	**0**	**0**	**0**	**422,546**
77. NE LOMBARD / COLUMBIA BLVD VIA NE 60TH AVENUE					854 80-011 835 FAU 9917 123 9.4		
Pre Eng	425,850	-304,995	0	0	0	0	120,855
Total	**425,850**	**-304,995**	**0**	**0**	**0**	**0**	**120,855**
78. NE GERTZ/13TH - VANCOUVER WAY TO MERRITT/FAZIO					857 84-051 2464 FAU 9961 726 0		
Pre Eng	169,856	0	0	0	0	0	169,856
Constr	1,094,682	0	0	0	0	0	1,094,682
Total	**1,264,538**	**0**	**0**	**0**	**0**	**0**	**1,264,538**
79. AIRPORT WAY UNIT DESIGN - I-205 TO 181ST AVE					858 84-022 2355 FAU 9964 726 0		
Pre Eng	1,805,245	-1	0	0	0	0	1,805,244
Total	**1,805,245**	**-1**	**0**	**0**	**0**	**0**	**1,805,244**
80. AIRPORT WAY EMBANKMENT (2/5)					859 84-022b 4112 FAU 9964 726 0		
Pre Eng	41,981	-41,981	0	0	0	0	0
Constr	2,628,165	-233,044	0	0	0	0	2,395,121
Total	**2,670,146**	**-275,025**	**0**	**0**	**0**	**0**	**2,395,121**
81. AIRPORT WAY - I-205 TO 138TH AVENUE (1/5)					860 84-022a 5001 FAU 9964 726 0		
Pre Eng	71,784	-71,784	0	0	0	0	0
Constr	4,658,905	93,303	0	0	0	0	4,752,208
Total	**4,730,689**	**21,519**	**0**	**0**	**0**	**0**	**4,752,208**

82. AIRPORT WAY UNITS II AND III - NE 138TH AVE TO 181ST AVE(5/5)					861 84-022e 5002 FAU 9964 726 0		
Constr	7,209,916	-255,772	0	0	0	0	6,954,144
Pending	0	0	0	0	0	0	0
Total	**7,209,916**	**-255,772**	**0**	**0**	**0**	**0**	**6,954,144**
83. JOHNSON CREEK BLVD - 32ND AVENUE TO 45TH AVENUE					902 91-014 8007 FAU 9704 703 0		
Pre Eng	299,710	-196,860	0	0	0	0	102,850
Constr	0	897,150	0	0	0	0	897,150
Total	**299,710**	**700,290**	**0**	**0**	**0**	**0**	**1,000,000**
84. 45TH AVENUE - HARNEY TO GLENWOOD					906 91-015 6358 FAU 9708 726 0		
Pre Eng	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**
85. AIRPORT WAY - THREE STRUCTURES - 158th AVE TO 181ST AVE(3/5)					918 84-022c 3384 FAU 9964 726 0		
Constr	1,757,392	-9,428	0	0	0	0	1,747,964
Total	**1,757,392**	**-9,428**	**0**	**0**	**0**	**0**	**1,747,964**
86. AIRPORT WAY WETLAND MITIGATION - NE 158TH AVE to 181ST AVE(4/5)					920 0 5598 FAU 9964 726 0		
Constr	528,455	72,205	0	0	0	0	600,660
Total	**528,455**	**72,205**	**0**	**0**	**0**	**0**	**600,660**
Total City of Portland	**108,439,104**	**-5,898,502**	**0**	**0**	**0**	**0**	**102,540,602**

MULTNOMAH COUNTY PROJECTS

		Estimated Expenditures by Federal Fiscal Year					
Phase	Obligated	2000	2001	2002	Post 2003	2003	Authorized
87. FINAL VOUCHERED PROJECTS					0 00000 00000		
Pre Eng	184,980	0	0	0	0	0	184,980
Rt-of-Way	87,463	0	0	0	0	0	87,463
Constr	5,751,147	0	0	0	0	0	5,751,147
Reserve	0	0	0	0	0	0	0
88. 242ND AVENUE - 23RD STREET TO DIVISION STREET (GRESHAM)					138 85-053 5571 FAU 9877 726 0		
Pre Eng	18,844	70,550	0	0	0	0	89,394
Constr	554,361	0	0	0	0	0	554,361
Reserve	0	0	0	0	0	0	0
Total	**573,205**	**70,550**	**0**	**0**	**0**	**0**	**643,755**
89. 257TH AVE IMPROVEMENT & EXTENSION - COLUMBIA HWY TO STARK ST					139 80-048 546 FAU 9883 726 0		
Pre Eng	193,822	0	0	0	0	0	193,822
Rt-of-Way	752,971	0	0	0	0	0	752,971
Constr	2,237,277	87,960	0	0	0	0	2,325,237
Reserve	0	50,000	0	0	0	0	50,000
Total	**3,184,070**	**137,960**	**0**	**0**	**0**	**0**	**3,322,030**
90. 221ST/223RD - POWELL BLVD TO FARISS RD - UNITS 1 & 2					205 77-078 1688 FAU 9867 726 0		
Pre Eng	283,968	0	0	0	0	0	283,968
Rt-of-Way	1,156,670	0	0	0	0	0	1,156,670
Constr	1,879,806	0	0	0	0	0	1,879,806
Reserve	0	27,637	0	0	0	0	27,637
Total	**3,320,444**	**27,637**	**0**	**0**	**0**	**0**	**3,348,081**
91. 221ST AVENUE - POWELL THROUGH JOHNSON CREEK BRIDGE - (1 & 2)					214 78-012 590 FAU 9867 726 0		
Pre Eng	274,787	0	0	0	0	0	274,787
Rt-of-Way	248,639	0	0	0	0	0	248,639
Constr	2,275,366	0	0	0	0	0	2,275,366
Reserve	0	40,457	0	0	0	0	40,457
Total	**2,798,792**	**40,457**	**0**	**0**	**0**	**0**	**2,839,249**
92. SANDY BLVD CORRIDOR - 99TH AVE TO 162ND AVE					244 78-049 118 FAU 9966 59 11.3		
Pre Eng	77,415	0	0	0	0	0	77,415
Rt-of-Way	12,836	-790	0	0	0	0	12,046
Constr	471,623	0	0	0	0	0	471,623
Total	**561,874**	**-790**	**0**	**0**	**0**	**0**	**561,084**
93. MT HOOD AT BIRDSDALE(POWELL/ 190TH INTERSECTION IMPROVEMENT)					293 77-064 366 FAP 24 26 10.3		
Pre Eng	361,918	-3,248	0	0	0	0	358,670
Rt-of-Way	571,693	-3,043	0	0	0	0	568,650
Constr	1,404,287	30,540	0	0	0	0	1,434,827
Total	**2,337,898**	**24,249**	**0**	**0**	**0**	**0**	**2,362,147**
94. BURNSIDE ST - STARK TO 223RD AVE(BANFIELD FUNDED: STARK TO 199TH					294 76-034 132 FAU 9822 726 0		
Rt-of-Way	222,417	0	0	0	0	0	222,417
Constr	1,754,683	0	0	0	0	0	1,754,683
Reserve	0	65,269	0	0	0	0	65,269
Total	**1,977,100**	**65,269**	**0**	**0**	**0**	**0**	**2,042,369**
95. US30B - NE PORTLAND HWY AT NE 158TH - SIGNAL/CHANNELIZE					404 78-049C 2091 FAU 9966 123 0		
Constr	63,452	3,179	0	0	0	0	66,631

Total	**63,452**	**3,179**	**0**	**0**	**0**	**0**	**66,631**
96. HAWTHORNE BRIDGE EAST APPROACH RAMPS REPLACEMENT(#2757C)					506 84-097 2914 FAU 9366 726 0		
Constr	1,704,961	295,039	0	0	0	0	2,000,000
Sys Study	0	0	0	0	0	0	0
Total	**1,704,961**	**295,039**	**0**	**0**	**0**	**0**	**2,000,000**
97. NORTH MAIN RECONSTRUCTION(GRESHAM) - DIVISION TO POWELL					541 88-014 4863 FAU 9879 726 0		
Constr	45,040	2,057	0	0	0	0	47,097
Total	**45,040**	**2,057**	**0**	**0**	**0**	**0**	**47,097**
98. SCHOLLS/SKYLINE IMPROVEMENTS - CANYON CT TO RAAB RD(I)					831 84-014c 2586 FAU 9235 726 0		
Pre Eng	0	54,272	0	0	0	0	54,272
Total	**0**	**54,272**	**0**	**0**	**0**	**0**	**54,272**
99. SE STARK STREET - 242ND AVENUE TO 257TH AVENUE					837 10206 2036 FAU 9810 726 0		
Pre Eng	16,594	25,906	0	0	0	0	42,500
Constr	1,306,481	10,039	0	0	0	0	1,316,520
Total	**1,323,075**	**35,945**	**0**	**0**	**0**	**0**	**1,359,020**
100. SE STARK STREET - 221ST AVENUE TO 242ND AVENUE					844 85-054 3686 FAU 9810 726 0		
Pre Eng	151,555	-18,700	0	0	0	0	132,855
Rt-of-Way	263,500	0	0	0	0	0	263,500
Constr	1,232,946	133,794	0	0	0	0	1,366,740
Reserve	0	127,704	0	0	0	0	127,704
Total	**1,648,001**	**242,798**	**0**	**0**	**0**	**0**	**1,890,799**
101. NE SANDY BV TO NE GLISAN ST - 223RD CONNECTOR/207TH (MULTNOMAH)					864 89-025 7058 FAU 9867 726 0		
Pre Eng	3,127	103,123	0	0	0	0	106,250
Constr	2,791,990	-107,277	0	0	0	0	2,684,713
Reserve	0	0	0	0	0	0	0
Total	**2,795,117**	**-4,154**	**0**	**0**	**0**	**0**	**2,790,963**
Total Multnomah County	**28,356,619**	**994,468**	**0**	**0**	**0**	**0**	**29,351,087**

CLACKAMAS COUNTY PROJECTS

		Estimated Expenditures by Federal Fiscal Year					
Phase	Obligated	2000	2001	2002	Post 2003	2003	Authorized
102. FINAL VOUCHERED PROJECTS						0 00000	00000
Pre Eng	311,529	0	0	0	0	0	311,529
Rt-of-Way	184,790	0	0	0	0	0	184,790
Constr	4,001,053	0	0	0	0	0	4,001,053
Reserve	0	0	0	0	0	0	0
Pending	0	0	0	0	0	0	0
103. LOWER BOONES FERRY RD - MADRONA TO SW JEAN (CLACKAMAS)					68 80-104 146 FAU 9473 703 0		
Rt-of-Way	616,984	0	0	0	0	0	616,984
Constr	456,129	0	0	0	0	0	456,129
Total	**1,073,113**	**0**	**0**	**0**	**0**	**0**	**1,073,113**
104. SUNNYSIDE ROAD - STEVENS ROAD TO 122ND UNIT I					77 77-147 127 FAU 9718 703 0		
Pre Eng	24,075	0	0	0	0	0	24,075
Rt-of-Way	121,950	43,732	0	0	0	0	165,682
Constr	338,292	0	0	0	0	0	338,292
Total	**484,317**	**43,732**	**0**	**0**	**0**	**0**	**528,049**
105. HIGHWAY 212 IMPROVEMENTS (I-205 EAST TO HIGHWAY 224)					124 77-037 384 FAP 74 171 0		
Pre Eng	487,891	0	0	0	0	0	487,891
Rt-of-Way	2,878,114	0	0	0	0	0	2,878,114
Constr	4,994,657	0	0	0	0	0	4,994,657
Reserve	0	18,526	0	0	0	0	18,526
Total	**8,360,662**	**18,526**	**0**	**0**	**0**	**0**	**8,379,188**
106. OREGON CITY BYPASS - PARK PLACE TO COMMUNITY COLLEGE					125 76-007 1670 FAP 78 160 0		
Pre Eng	1,167,420	0	0	0	0	0	1,167,420
Rt-of-Way	5,077,369	0	0	0	0	0	5,077,369
Constr	16,383,423	13,325	0	0	0	0	16,396,748
Total	**22,628,212**	**13,325**	**0**	**0**	**0**	**0**	**22,641,537**
107. STATE STREET CORRIDOR (OR43) - TERWILLIGER TO LADD					133 77-068 359 FAU 9565 3 6		
Pre Eng	247,612	0	0	0	0	0	247,612
Rt-of-Way	576,772	0	0	0	0	0	576,772
Constr	1,063,213	0	0	0	0	0	1,063,213
Reserve	0	222,880	0	0	0	0	222,880
Total	**1,887,597**	**222,880**	**0**	**0**	**0**	**0**	**2,110,477**
108. JOHNSON CK BLVD IMPROVEMENT - CASCADE HWY N TO LESTER INTCHG					405 86-076 3355 FAU 9704 703 0		
Constr	903,860	-31,500	0	0	0	0	872,360
Reserve	0	29,650	0	0	0	0	29,650
Total	**903,860**	**-1,850**	**0**	**0**	**0**	**0**	**902,010**

109. OATFIELD ROAD AT JENNINGS AVENUE INTERSECTION IMPROVEMENT					438 78-116 1182 FAU 9665 703 0		
Pre Eng	77,433	1,174	0	0	0	0	78,607
Constr	21,266	7,948	0	0	0	0	29,214
Total	**98,699**	**9,122**	**0**	**0**	**0**	**0**	**107,821**
110. KING RD AND 42ND(PORTION) - 44TH TO 42ND/MONROE SE OF 42ND					500 85-055 3626 FAU 9714 703 0		
Pre Eng	34,360	15,640	0	0	0	0	50,000
Constr	170,332	19,481	0	0	0	0	189,813
Total	**204,692**	**35,121**	**0**	**0**	**0**	**0**	**239,813**
111. RAILROAD AVENUE/HARMONY ROAD - 82ND TO MILWAUKIE CBD - UNIT I					553 10037 705 FAU 9702 ns 0		
Pre Eng	285,494	22,052	0	0	0	0	307,546
Rt-of-Way	154,865	-3,565	0	0	0	0	151,300
Constr	1,270,593	71,280	0	0	0	0	1,341,873
Reserve	0	0	0	0	0	0	0
Total	**1,710,952**	**89,767**	**0**	**0**	**0**	**0**	**1,800,719**
112. 82ND DRIVE - HWY 212 TO GLADSTONE/I-205 INTERCHANGE					578 10051B 500 FAU 9653 703 0		
Pre Eng	638,963	7,036	0	0	0	0	645,999
Rt-of-Way	764,684	200,916	0	0	0	0	965,600
Constr	2,768,074	25,494	0	0	0	0	2,793,568
Total	**4,171,721**	**233,446**	**0**	**0**	**0**	**0**	**4,405,167**
113. THIESSEN/JENNINGS CORRIDOR - OATFIELD RD TO JOHNSON RD(REVISED)					581 10052 2024 FAU 9698 703 0		
Pre Eng	133,320	31,197	0	0	0	0	164,517
Constr	10,625	-10,625	0	0	0	0	0
Total	**143,945**	**20,572**	**0**	**0**	**0**	**0**	**164,517**
114. RAILROAD AVENUE/HARMONY ROAD - 82ND/SUNNYSIDE REALIGNMENT - II					764 10037 660 FAU 9718 703 0		
Pre Eng	69,937	0	0	0	0	0	69,937
Rt-of-Way	454,074	0	0	0	0	0	454,074
Constr	540,025	0	0	0	0	0	540,025
Reserve	0	676	0	0	0	0	676
Total	**1,064,036**	**676**	**0**	**0**	**0**	**0**	**1,064,712**
115. RAILROAD AVENUE/HARMONY ROAD PHASE IV - SUNNYBROOK EXTENSION					769 86-083 4180 FAU 9736 703 0		
Pre Eng	382,501	67,499	0	0	0	0	450,000
Total	**382,501**	**67,499**	**0**	**0**	**0**	**0**	**450,000**
116. SUNNYSIDE ROAD - STEVENS TO 122ND - UNIT II					838 77-147 385 FAU 9718 703 0		
Pre Eng	124,611	0	0	0	0	0	124,611
Rt-of-Way	212,189	0	0	0	0	0	212,189
Constr	1,182,225	0	0	0	0	0	1,182,225
Reserve	0	0	0	0	0	0	0
Total	**1,519,025**	**0**	**0**	**0**	**0**	**0**	**1,519,025**
117. HUBBARD ROAD EXTENSION TO CLACKAMAS HIGHWAY					839 10236 2140 FAU 9739 703 0		
Pre Eng	48,835	0	0	0	0	0	48,835
Constr	315,486	0	0	0	0	0	315,486
Total	**364,321**	**0**	**0**	**0**	**0**	**0**	**364,321**
118. HIGHWAY 43 @ MCKILLICAN / HOOD AVENUE WIDENING					853 10252 976 FAU 9565 3 10.9		
Pre Eng	70,762	0	0	0	0	0	70,762
Rt-of-Way	25,173	0	0	0	0	0	25,173
Constr	225,547	0	0	0	0	0	225,547
Reserve	0	7,082	0	0	0	0	7,082
Total	**321,482**	**7,082**	**0**	**0**	**0**	**0**	**328,564**
119. BEAVERCREEK RD EXT(RED SOILS) - BEAVERCREEK RD TO WARNER - MILNE					855 10249 2375 FAU 9742 703 0		
Pre Eng	0	0	0	0	0	0	0
Constr	140,046	316,219	0	0	0	0	456,265
Total	**140,046**	**316,219**	**0**	**0**	**0**	**0**	**456,265**
120. HARRISON STREET - HIGHWAY 224 TO 32ND AVENUE					904 00-000 0 FAU 9714 703 0		
Pre Eng	0	50,000	0	0	0	0	50,000
Total	**0**	**50,000**	**0**	**0**	**0**	**0**	**50,000**
121. JOHNSON CREEK BV - LINWOOD AV TO 82ND AV (CLACKAMAS)					905 86-94 4202 FAU 9704 703 0		
Pre Eng	0	0	0	0	0	0	0
Constr	0	222,308	0	0	0	0	222,308
Total	**0**	**222,308**	**0**	**0**	**0**	**0**	**222,308**
Total Clackamas County	**49,956,553**	**1,348,425**	**0**	**0**	**0**	**0**	**51,304,978**

WASHINGTON COUNTY PROJECTS

		Estimated Expenditures by Federal Fiscal Year					
Phase	Obligated	2000	2001	2002	Post 2003	2003	Authorized
122. FINAL VOUCHERED PROJECTS						0 00000	00000
Pre Eng	212,501	0	0	0	0	0	212,501
Rt-of-Way	329,293	0	0	0	0	0	329,293

Constr	13,056,943	0	0	0	0	0	13,056,943
Reserve	0	0	0	0	0	0	0
123. ALLEN BLVD RECONSTRUCTION - MURRAY BLVD TO HWY217					93 80-085 306 FAU 9088 ns 0		
Pre Eng	94,911	0	0	0	0	0	94,911
Rt-of-Way	1,512,382	0	0	0	0	0	1,512,382
Constr	1,645,255	32,775	0	0	0	0	1,678,030
Total	**3,252,548**	**32,775**	**0**	**0**	**0**	**0**	**3,285,323**
124. SW BARNES ROAD - HIGHWAY 217 TO SW 84TH - PHASE I					95 77-070 469 FAU 9326 734 0		
Pre Eng	62,186	0	0	0	0	0	62,186
Rt-of-Way	143,720	0	0	0	0	0	143,720
Constr	843,437	0	0	0	0	0	843,437
Reserve	0	0	0	0	0	0	0
Total	**1,049,343**	**0**	**0**	**0**	**0**	**0**	**1,049,343**
125. SW JENKINS/158TH - MURRAY BLVD TO SUNSET HIGHWAY					97 77-046 850 FAU 9030 ns 0		
Constr	1,764,919	0	0	0	0	0	1,764,919
Reserve	0	0	0	0	0	0	0
Total	**1,764,919**	**0**	**0**	**0**	**0**	**0**	**1,764,919**
126. HIGHWAY 217 AND SUNSET HIGHWAY INTERCHANGE					121 79-076 376 FAP 27 144 69.2		
Pre Eng	506,912	0	0	0	0	0	506,912
Rt-of-Way	1,934,681	0	0	0	0	0	1,934,681
Constr	6,908,401	36,463	0	0	0	0	6,944,864
Total	**9,349,994**	**36,463**	**0**	**0**	**0**	**0**	**9,386,457**
127. CORNELL ROAD RECONSTRUCTION - E MAIN TO ELAM YOUNG PARKWAY					132 80-038 139 FAU 9022 734 0		
Pre Eng	155,945	0	0	0	0	0	155,945
Rt-of-Way	159,293	26,007	0	0	0	0	185,300
Constr	2,586,470	79,001	0	0	0	0	2,665,471
Total	**2,901,708**	**105,008**	**0**	**0**	**0**	**0**	**3,006,716**
128. OR8 - TUALATIN VALLEY HIGHWAY AT 185TH STREET					207 76-027 350 FAP 32 29 6.5		
Pre Eng	183,477	0	0	0	0	0	183,477
Rt-of-Way	994,422	0	0	0	0	0	994,422
Constr	953,957	16,909	0	0	0	0	970,866
Total	**2,131,856**	**16,909**	**0**	**0**	**0**	**0**	**2,148,765**
129. HWY 217/72ND AVE INTCHG - PE & CONSTRUCTION - #2					208 80-079 0 FAP 79 144 6.7		
Pre Eng	286,778	0	0	0	0	0	286,778
Rt-of-Way	233,750	0	0	0	0	0	233,750
Constr	948,734	0	0	0	0	0	948,734
Total	**1,469,262**	**0**	**0**	**0**	**0**	**0**	**1,469,262**
130. FARMINGTON RD CORRIDOR(OR208) TSM - 185TH AVE TO LOMBARD AVE					236 78-057 2233 FAU 9064 142 7.9		
Pre Eng	83,025	-2,108	0	0	0	0	80,917
Constr	152,281	-944	0	0	0	0	151,337
Total	**235,306**	**-3,052**	**0**	**0**	**0**	**0**	**232,254**
131. HALL / MCDONALD INTERSECTION IMPROVEMENTS					396 85-024 3719 FAU 9091 141 6.07		
Constr	31,713	0	0	0	0	0	31,713
Total	**31,713**	**0**	**0**	**0**	**0**	**0**	**31,713**
132. OR99W - PACIFIC HIGHWAY WEST AT CANTERBURY LANE					469 85-006 2933 FAP var 1W 10.43		
Constr	32,741	-1,615	0	0	0	0	31,126
Total	**32,741**	**-1,615**	**0**	**0**	**0**	**0**	**31,126**
133. CORNELL ROAD PHASE II - ECL TO CORNELIUS PASS ROAD					585 10060 738 FAU 9022 734 0		
Pre Eng	404,643	0	0	0	0	0	404,643
Constr	2,242,410	166,943	0	0	0	0	2,409,353
Total	**2,647,053**	**166,943**	**0**	**0**	**0**	**0**	**2,813,996**
134. MURRAY BLVD - JENKINS ROAD TO SUNSET HIGHWAY					586 10059 549 FAU 9067 734 0		
Pre Eng	662,431	0	0	0	0	0	662,431
Rt-of-Way	1,865,039	-39	0	0	0	0	1,865,000
Constr	4,721,033	42,000	0	0	0	0	4,763,033
Reserve	0	0	0	0	0	0	0
Total	**7,248,503**	**41,961**	**0**	**0**	**0**	**0**	**7,290,464**
135. GREENBURG ROAD AT TIEDEMAN AVENUE - SIGNAL					725 86-037 4115 FAU 9207 734 .76		
Pre Eng	11,349	0	0	0	0	0	11,349
Constr	28,651	-3,271	0	0	0	0	25,380
Total	**40,000**	**-3,271**	**0**	**0**	**0**	**0**	**36,729**
136. HALL BOULEVARD AT BURNHAM STREET - SIGNAL					728 85-033 3913 FAU 9091 141 5.53		
Constr	1,814	-1,814	0	0	0	0	0
Total	**1,814**	**-1,814**	**0**	**0**	**0**	**0**	**0**
137. NW 185TH - ROCK CREEK BLVD TO TV HIGHWAY					752 10128 1304 FAU 9043 734 0		
Pre Eng	818,367	78	0	0	0	0	818,445
Rt-of-Way	2,908,417	45,333	0	0	0	0	2,953,750
Constr	4,800,571	-64,353	0	0	0	0	4,736,218

Total	**8,527,355**	**-18,942**	**0**	**0**	**0**	**0**	**8,508,413**
138. OR8 TV HIGHWAY - SHUTE PARK TO SE 21ST AVE - HILLSBORO					828 79-85a 691 FAP 32 29 11.28		
Rt-of-Way	1,195,100	0	0	0	0	0	1,195,100
Constr	0	0	0	0	0	0	0
Total	**1,195,100**	**0**	**0**	**0**	**0**	**0**	**1,195,100**
139. SCHOLLS FERRY ROAD / HALL BOULEVARD INTERSECTION					829 85-010 2353 FAU 9234 143 9.38		
Pre Eng	131,632	0	0	0	0	0	131,632
Rt-of-Way	234,432	80,228	0	0	0	0	314,660
Constr	651,464	-599	0	0	0	0	650,865
Total	**1,017,528**	**79,629**	**0**	**0**	**0**	**0**	**1,097,157**
140. HALL BOULEVARD - ALLEN TO GREENWAY					830 10237 2354 FAU 9091 734 .9		
Pre Eng	180,760	-53,260	0	0	0	0	127,500
Rt-of-Way	577,786	55,464	0	0	0	0	633,250
Constr	0	0	0	0	0	0	0
Total	**758,546**	**2,204**	**0**	**0**	**0**	**0**	**760,750**
141. WASHINGTON COUNTY RESERVE					836 00-000 0 VAR var na 0		
Reserve	0	259,349	0	0	0	0	259,349
Total	**0**	**259,349**	**0**	**0**	**0**	**0**	**259,349**
142. CORNELIUS PASS ROAD - SUNSET HIGHWAY TO CORNELL ROAD					867 89-029 5183 FAU 9053 734 0		
Constr	75,000	0	0	0	0	0	75,000
Total	**75,000**	**0**	**0**	**0**	**0**	**0**	**75,000**
143. OR210 - SCHOLLS FERRY RD - MURRAY BLVD TO FANNO CREEK					875 86-077 3290 FAU 9234 143 6.9		
Constr	703,943	111,197	0	0	0	0	815,140
Total	**703,943**	**111,197**	**0**	**0**	**0**	**0**	**815,140**
Total Washington County	**58,032,969**	**823,744**	**0**	**0**	**0**	**0**	**58,856,713**

REPORT TOTAL

		Estimated Expenditures by Federal Fiscal Year					
Phase	Obligated	2000	2001	2002	Post 2003	2003	Authorized
Report Total	**503,211,599**	**14,538,908**	**0**	**0**	**0**	**0**	**517,750,507**

2002 MTIP
APPENDIX 10:

PRIORITIES 2000 AND 2002 CONDITIONS OF PROJECT APPROVAL

PRIOITIES 2002 MTIP UPDATE
CONDITIONS OF PROGRAM APPROVAL

ROAD MODERNIZATION

WM6 While the I-5/Nyberg Overcrossing project is fully funded through this MTIP, it is Bond Program eligible and could apply for funding from that program.

MM1 The $750,000 for the Gresham/Multnomah County ITS project is contingent on first use of the funds to develop and implement technology needed to implement traffic adaptive signal timing in the region.

WM6 The $2.328 million for the I-5/Nyberg Interchange widening project is contingent on vigorous pursuit by the sponsor, Metro and ODOT of State Bond funding for the balance needed to complete the $3.507 million project (federal share), except that, should the needed funding not be forthcoming from that resource, Metro will allocate the balance of $1.18 million ($96,000 right of way and $1.084 million construction), plus inflation of one year, from the next allocation of regional STP funds.

TRANSIT-ORIENTED DEVELOPMENT

PTOD1 The $800,000 for the Gateway Regional Center TOD is contingent on execution of an Agreement Letter between Metro's Planning Director and the Portland Development Commission's Development Director.

TRANSIT

The $4.106 for the Transit Investment Program Reserve is contingent on Tri-Met developing a five-year transit service and capital plan with input from the Metro Council, JPACT and TPAC. Upon completion, an MTIP amendment to allocate the reserve to specific start-up and/or capital projects will be considered.

TRANSIT DEMAND MANAGEMENT PROGRAM

TDM4&5 The TDM Subcommittee is authorized to make project allocations from 2040 Initiatives and TMA Stabilization program funds hereby approved and is directed to report on such allocations periodically to TPAC.

MAINLINE FREEWAY

WM1 The $359,000 for PE for the U.S. 26 Widening from Murray to 185th is allocated to a Reserve Account, to be made available to the project sponsor at such time as an

amendment of the 2000 RTP Financially Constrained Network has been approved, demonstrating increased funding or decreased Washington County project costs and air quality conformity of the ultimate intended scope and concept of the project with the State Implementation Plan. Additionally, this allocation is predicated on Washington County funding one-half the project construction cost.

CM5 The $2.0 million for the Sunrise Corridor EIS/PE project is intended to support the following:

- $1.0 toward the DEIS/FEIS/PE for the segment extending from I-205 to the Rock Creek Junction, with all other costs needed to complete the DEIS/FEIS/PE provided by ODOT and Clackamas County; and
- $1.0 million for completion of exceptions" findings needed for the portion of the project extending from Rock Creek to U.S. 26 and for the preparation of a Damascus Area Concept Plan upon completion of Metro's UGB Periodic Review.
- This allocation is subject to Metro's review of scope and budget to carry out these activities. Specific allocations to the defined work may change accordingly.

PEDESTRIAN PROJECTS

RP1 Tri-Met and Metro shall complete the transit priority sidewalk inventorym define a Pedestrian to Transit Program and coordinate with local governments for recommendation of a program of projects for consideration in the next MTIP Update.

ALL PROJECTS

- Any project, regardless of fundtype, approved for funding in the MTIP, by this or any preceding action, shall coordinate with Tri-Met regarding sidewalk and bus shelter components.

EXHIBIT 2:

CONDITIONS ATTACHED TO PRIORITIES 2000 PROJECT APPROVALS

1. The Sunnyside Road @ Mount Scott Creek Bridge, Foster Rd @ Kelly Creek Bridge and Hwy 213/Beavercreek Road allocations, as they relate to restoration of salmon runs, are subject to more detailed review sessions on project scope.
2. The Capital Highway pedestrian improvement is subject to funding from the library.
3. I-5 Trade Corridor funds would be withdrawn if a federal discretionary grant is awarded.
4. Transit and 2040 Initiatives allocations are subject to review of Tri-Met's adopted annual service plan.
5. The Regional Contribution for Bus Purchase funds will be reimbursed to the region in the event that the PDX Light Rail project is not implemented.
6. Washington County Commuter Rail allocation is subject to approval of a work program.
7. The $1.7 million increase of funding for Tri-Met's Transit Choices for Livability program, which brings regional funding to $5.7 million from $4.0 million, is partially to assure implementation of rapid bus service within a broadly defined Barbur Corridor.
8. Any regional funds left after completion of the Murray Overcrossing project will be used to support PE for the Hall Boulevard project (WBL6), up to $0.045, the Cornell Boulevard right of way phase (WBL1), up to $0.540, and the Washington County Bus Stop Enhancements (WTr2), up to $0.500.
9. Funds for the Washington County Bus Stop Enhancements, should they become available, will be jointly allocated to Tri-Met and Washington County; should consider city locations and should integrate with any TCL funded Barber/Hwy 99 rapid bus project.
10. Allocation of funds to the Wilsonville TDM program is subject to agreement by the TDM Subcommittee on coordination of services between SMART and Tri-Met.
11. The Interstate ITS project funding is authorized to transfer to the Barber Blvd. corridor (whose technical ranking tied that of the Interstate project) if Interstate MAX accomplishes the Interstate ITS improvement.
12. Multnomah County shall consider restoration of $0.500 million to the joint Gresham/Multnomah County ITS program from state gas tax increases.
13. Multnomah County and the City of Portland will jointly provide $0.150 million to match the regional commitment of $0.100 for preliminary engineering of the Morrison Bridge Bikeway.
14. All allocations are subject to consistency with Metro's Street Design Guidelines.
15. All ITS allocations are subject to TPAC review of more detailed scopes.

PORT OF PORTLAND

March 3, 2002

Dear Friend:

Yesterday The Oregonian began a series of articles on the Columbia River Channel Deepening Project. In the first article, The Oregonian seeks to discredit the Corps of Engineers benefit/cost analysis in support of its conclusion that the project is a questionable public investment. The issues raised in the story are important and demand a response.

With this letter, I want to make three points to you: (1) The Oregonian got it wrong in its analysis of economic benefits. (2) Judging this project only on national benefits misses the point that the project is critical to our state and regional economy and that Columbia River maritime commerce directly benefits more than 40,000 jobs. (3) The Corps was already planning to update the economic analysis with a Supplemental Environmental Impact Statement (SEIS), and we are confident that the project will continue to enjoy a strong benefit/cost ratio.

Oregonian Benefit and Cost Analysis is Flawed

The Oregonian's analysis of the project benefits and costs has several apparent inaccuracies. Much of its analysis is based on assumptions regarding the operation of vessels on the Columbia River that are clearly not valid. Most significantly, The Oregonian argues that since it is theoretically possible to sail vessels on the Columbia River at drafts exceeding the maintained depth of 40 feet, the benefit of deepening the channel should be reduced.

The Port and the Columbia River maritime industry strongly disagrees with The Oregonian's assumption that it is safe to sail a vessel with a 41-feet draft in a 40-foot channel. While it is theoretically possible for ships to sail the channel at deeper than 40-feet in certain situations, the benefits of attempting such operations are marginal and seasonal, and are not sufficient to justify the additional risk to lives, property, and the natural environment.

In addition to invalid assumptions, and without more detailed information other than what was in the article, Port research staff have discovered what they believe to be basic calculation errors in the analysis including:

- The Oregonian subtracts the $2 million of annual benefits related to Willamette River cargo not once, but twice.

- The Oregonian assumes that Portland container exports have grown at only an average annual rate of 2 percent over the past 10 years, when the actual rate of growth has been 5 percent.
- The Oregonian greatly exaggerates the effect of counting empty containers, claiming benefits reductions that are seven times greater than what is justified.

Finally, The Oregonian's analysis is notable in what it fails to include:

- Although The Oregonian's own article notes that construction costs have been reduced by $31 million for initial estimates, it isn't apparent that it has fully accounted for these cost reductions in its calculations.
- The Oregonian makes no attempt to calculate benefits resulting from commodities not included in the Corps' study. For example, more than $1 million of annual benefits can be attributed to soybeans, a commodity not considered by the Corps in its study.

Misses the Big Picture

The reporters' criticism of detailed elements of the Corps' analysis misses the big picture by focusing on the federal process for producing a benefit/cost ratio. The first article fails to consider the important regional economic benefits of retaining Columbia River maritime commerce and of gaining new environmental benefits in the form of estuary restoration. The big picture is simply that Oregon needs to continue to compete in the global economy. Oregon is the 6th most trade dependant state in the country—20% of Oregon's jobs are related to trade. As a coastal state, marine commerce has provided Oregon business with a natural advantage—direct access to steamship service for the import and export of products. In order to keep that competitive advantage, the shipping channel must be deepened to accommodate modern ships.

From a regional perspective, channel deepening affects all of Oregon, both rural and urban. In rural areas, our farms compete against those in other regions of the world as grain sales are decided on pennies per bushel. Transportation costs are the critical factor in the shipment of bulk agricultural products. Additionally, manufacturers like Les Schwab are able to locate in rural communities if they can benefit from the river system to ship products. Without that advantage, the costs of locating in rural areas become prohibitive. From an urban perspective, in many ways the benefits come from the more than 40,000 jobs related to maritime activity.

The article suggests that shipping on the Columbia River is permanently declining and that the current recessionary trends will be the norm over the long-term—we think that is a problematic assumption. We have emerged from economic downturns before to enjoy healthy economic conditions, and we will survive this one as well. It is important to remember the position of the Lower Columbia River system in the world--it is significant and based on a century of growth in exports. More than $14 billion worth of products flow through the Lower Columbia River annually. The Lower Columbia River is #1 in the nation in terms of wheat exports and #2 in the world as a grain export center.

Container operations at the Port of Portland are not on the scale of larger load center ports in Southern California and Puget Sound—this was never our intention. We are a regional container port that was built to provide competitive transportation rates for more than 1,000 companies and farms located throughout Oregon, Washington and Idaho. Our container operation serves the state and regional economy and is not an import center for the rest of the nation. If there were no effective deep draft navigation channel in the Columbia River, the additional cost of shipping goods to Puget Sound or California ports would put Northwest companies and farms at a distinct and permanent competitive disadvantage. Based on the Port's experience in maritime trade, we are convinced that this project must proceed in order to retain these economic benefits.

Corps Update to Economic and Environmental Analysis

The Corps of Engineers has been planning for some time to update the economic and environmental analysis of the project with a Supplemental Environmental Impact Statement. The original EIS was completed in 1999. Since then, the Corps has enhanced the environmental measures associated with the project, as outlined in the Biological Assessment released by the Corps in January 2002. Those environmental improvements are significant enough to require the additional analysis and public comment of a Supplemental EIS process. In addition, since three years have passed since the costs and benefits of the project were calculated, the Corps intends to re-examine them in the Supplemental EIS. The draft Supplemental EIS should be available to the public in May 2002. Taking into account all the changes that have occurred in the costs and benefits of the project, we believe that it will continue to be justified by a strong benefit/cost ratio.

From an environmental perspective, I would urge you to consider the level of independent review and scrutiny this project has received and will receive in the near future. Neither the Port of Portland nor The Oregonian are responsible for judging the environmental impacts or benefits of the project. That responsibility appropriately falls to more than seven state and federal government agencies charged with ensuring that strict environmental standards are met pursuant to state and federal law. While we continue to believe that this project has been planned in a way that will result in a net gain for the environment, it is the opinion of the agencies that matters.

Thank you for your continued interest and support of the channel project. Assuming that the next two articles are similar to the first, you can expect to hear more from us over the next few days.

Sincerely,

Bill Wyatt
Executive Director

PORT OF PORTLAND

March 5, 2002

Dear Friend:

Monday's Oregonian article on channel deepening repeats past charges made against the project on environmental grounds, but does very little to analyze the validity of those charges.

This is especially disappointing after the relevant federal natural resource agencies, the Corps of Engineers (Corps), and the project sponsors have spent over a year engaging their own scientists and prominent, independent scientists from around the country in an objective, open-to-the-public effort to bring scientific clarity to many of the very issues the article features. The article also basically ignores the changes that have been made to the project as a result of this additional year of cooperative, multi-agency consultation.

In this abbreviated response, two particular points not well-covered in Monday's story warrant special emphasis: (1) The best, most recent available science suggests the 3-foot deepening will have no measurable effects on endangered salmon; and (2) Much of the controversy about disposal of dredged material from the deepening project stems from misunderstanding or mischaracterization of how that material is to be managed.

Oregonian Ignores Best Available Science

In February 2001, the National Marine Fisheries Service (NMFS), the U.S. Fish and Wildlife Service (USFWS), the Corps, and the six Columbia River sponsoring ports asked Sustainable Ecosystems Institute (SEI) to provide an independent scientific review of the effects of the Columbia River channel deepening project on threatened and endangered salmon. SEI then assembled a panel of seven distinguished environmental scientists to conduct the review. Monday's Oregonian characterized them as a group of scientists "with little experience studying the Columbia." In fact, they were chosen for their prominence in research fields pertinent to Columbia River channel issues and for having no stake in outcome. Each of the agencies listed above could veto particular proposed panelists they perceived to have preconceived impressions of the project that might affect the review to be performed. The process was managed jointly by the participating agencies, although the Corps and the ports paid for the effort.

After the SEI panel completed its work in August, it published on its website (www.sei.org) the minutes of all its workshops, a "process summary," and a 23-page questionnaire in which the scientists were asked several questions about the environmental effects of the project. Key points from the questionnaire and SEI's summary are:

The seven reviewers found the science materials they reviewed to be comprehensive and adequate for making an informed decision. Five of them strongly agreed, and two agreed with qualifications that "the SEI workshop process adequately addressed all major issues of

concern..." about the effect of channel deepening on *salmonids*, particularly in the estuary. (By selectively highlighting excerpts from the comments of two of the panelists, however, Monday's Oregonian story conveyed a contrary conclusion.)

- The SEI panel characterized the project's overall consequences for salmon and its habitat as either "negligible" (two scientists) or "minor" (five scientists). Six of the scientists agreed, with qualifications, that there would be no significant impact to listed species and their critical habitats over the 50-year lifespan of the project.

- All seven panel members agreed that a monitoring program and adaptive management could manage the project's uncertainties and risks. The monitoring would determine if the expected impacts occurred, and the adaptive management would allow for changes in the dredging and disposal if required by monitoring results.

Final determinations about the environmental impacts and trade-offs of channel deepening are appropriately in the hands of seven state and federal natural resource agencies. NMFS and USFWS are expected to issue their Biological Opinion on the deepening project in the next 30 days. The next step will be issuance of a Supplemental EIS, which will allow for open public comment on environmental or other aspects of the project.

Oregonian Mischaracterizes Dredging and Disposal of Sand

Monday's story conveyed a number of misimpressions about the dredging, disposal and management of the sand (not "mud" or "silt", as the story terms it at times) to be taken from portions of the bottom of the navigation channel to make it three feet deeper than its current 40-foot depth.

First, the article describes in vivid terms volumes of blasting, ocean disposal, beach nourishment "moonscapes," and dredged material that are no longer contemplated in the current project.

- The amount of rock that may have to blasted loose at just one point along the river is now estimated to be far less than contemplated in the 1999 EIS, and may turn out to be zero. The Oregonian reported only the outdated, "worst case" figure from the preliminary EIS estimates.

- If the restoration projects at Lois/Mott Island and Miller Sand/Pillar Rock proceed as currently contemplated, none of the material from deepening and only a small amount from maintenance of the 43-foot channel about 10 years from now will be taken to the ocean for disposal. Again, The Oregonian reported only the "worst case" figures from the 1999 EIS.

- The Oregonian story erroneously implies channel deepening will result in more beach nourishment "moonscapes." In fact, with or without the channel project, beach replenishment–even for the public beaches along the river–will be significantly curtailed in the future to avoid impacts on salmon habitat.

Second, the sand disposal problems the article portrays (coastal erosion, crab fishery impacts, crab boat safety, and historic loss of estuarine swamps and marshes) will not be solved–or even changed–by halting channel deepening as it is currently conceived. The reason is these controversies stem from federal jetties at the river mouth and from maintenance of the current authorized 40-foot depth navigation channel and 55-foot depth "Mouth of the Columbia River" project. All three Corps projects are essential to much of the commercial vessel activity in, through, and nearby the mouth of the Columbia, including crabbing and other fishing. The current proposal for channel deepening would not add to or detract from the amount of sand related to these projects: All the sand from the deepening project and from ongoing maintenance of the additional three feet is currently planned to be placed elsewhere, much of it slated for beneficial use.

As for historic loss of swamps and marshes, only a small portion of this decline is attributable to past channel or bar maintenance; most of it resulted from the draining of wet areas or non-channel-related filling of low areas to create developable or farmable land all along the lower river. Significant portions of the cities of Portland, Skipanon, and Astoria and airports in Portland, Scappoose, and Astoria are just some examples. Moreover, if the deepening project proceeds, several thousand acres of new estuary swamps and marshes will be created.

Finally, contrary to the suggestions of deception in Monday's article, the Corps is not seeking to make disposal sites into habitat restoration sites by simply relabeling them. For example, at an embayment near Lois and Mott Islands, close to Tongue Point, the Corps is proposing to return the bay to the shallow depth it had prior to dredging for Navy ships in the 1930s. Once the desired shallow depth is established, the site will be planted and managed for salmon habitat and will receive no additional dredged material. Similarly, at another proposed major new restoration site, Miller Sand/Pillar Rock, no more dredged material will ever be deposited after functioning salmon habitat is achieved.

In short, Monday's article ignores pertinent current scientific information about the environmental impacts of the project and presents instead old conclusions about project features that have now changed or have previously been misunderstood.

Many other issues or deficiencies in Monday's article merit a response; we are working on a comprehensive analysis of the series to share with those interested.

I hope you will urge your associates and friends to consider the Oregonian articles in the light of the foregoing facts.

Sincerely,

Bill Wyatt
Executive Director

PORT OF PORTLAND

March 5, 2002

Dear Friend:

This is the response to day three of The Oregonian series. My apologies for the barrage of information we have sent, but it is important not to allow these articles to stand without response.

I want to make three major points in response to the final article: (1) The Oregonian's division of the state's economy into "low value and high value" jobs and products is misleading and harmful. (2) Evaluating the Port of Portland in terms of how it competes with other West Coast container ports reflects a misconception of the Port's business and mission. (3) Appreciating the unique role of the whole river system is central to understanding the Port's opportunities and needs.

Low Value v. High Value

The Oregonian writes that *"most of the products the Port ships are cheap and don't have much impact on Oregon's economy."* The implication is that Oregon benefits little from natural resource-based industries because they produce low value-to-weight ratio as compared to products such as electronics and footwear. The article says there is a growing disconnect between Oregon and its biggest port because of a trend toward the production of light, valuable goods. Fortunately, Oregon has been remarkably successful in diversifying its economy to include vigorous high tech and apparel companies engaged in global trade. But focusing on industries that largely ship by air at the expense of currently successful industries that ship by water would be economic folly of the first order.

Oregon's leading industries, agriculture, high technology, and wood products, all need appropriate access to the world marketplace. For products more sensitive to timeliness than transportation costs, appropriate access is via airfreight through Portland International Airport. For less time-sensitive products for which transportation costs are a high percentage of total delivered cost, appropriate access is via ocean shipping. The ready availability of both modes is critical to maintaining a diversified economy.

It is also no secret that high value-to-weight products are produced in the metro area while low value-to weight products are grown and produced in the rural areas of Oregon. Dismissing the natural resource-based industries that are a major output of Oregon's economy is a disastrous economic strategy and would further exacerbate the economic and cultural divide between the Portland metro area and the rest of the state.

Port Business

The Oregonian suggests the channel should not be deepened because Portland is not likely to best other West Coast ports on the number of containers it handles. It is not the Port of Portland's destiny or goal to be the preeminent West Coast container port.

While we already are the leading West Coast port in terms of grain, mineral bulk exports, and autos, we are, and hope channel deepening will allow us to remain, a niche port for containers.

One might ask why we are in the container business in the first place. The answer is in our mission: providing competitive access to foreign and domestic markets for Oregon and regional businesses and farms. Frankly, competing with Los Angeles and Seattle for container imports would not serve that mission particularly well. The Oregonian writes that 40 percent of export cargo that could use the Port already goes to other, out-of-state ports. Our response is that our mission is served when those companies receive a Portland transportation rate even when shipping through the Puget Sound. Because Portland exists as a container port, carriers equalize the truck or rail cost between Portland and Seattle so they don't lose the freight to a direct-calling Portland carrier. That competitive rate goes away if Portland doesn't exist as a container port, resulting in higher costs (approximately $350 per container) for Oregon and Northwest companies.

Understanding of River System

A final comment regarding The Oregonian's series. The articles fundamentally misconstrue the dynamics of maritime commerce and the role of carrier services and transportation infrastructure. Oregon is not a major importing port because the population is relatively small. However, the Pacific Northwest is a major producer of agriculture and manufactured goods that are exported to world markets. Oregon is the second largest export port on the West Coast. Exports are good: They bring external dollars into the region. They also help balance trade between the U.S. and foreign trading partners. Portland is a strong export port because it is geographically located at the nexus of two interstate freeways, two class one railroads, and most importantly, an upriver barge transportation system extending 465 miles inland to Lewiston Idaho. Portland would not be the leading wheat port in the nation were it not for this system consisting of 36 ports and world class grain-handling facilities. Forty percent of the Port of Portland's grain exports and 25 percent of container exports arrive in Portland via the upriver barge system.

Container-on-barge allows agricultural commodities to be processed and packaged into containers for the trip down river to Portland. J.R. Simplot and Lamb Weston are examples of potato processors that employ hundreds of people and ship frozen french fries to Asia. Value added food processing is a growing industry in Eastern Oregon and Washington in large part because of the container-on-barge system. By viewing the Port of Portland through the lens of other West Coast container import ports, The Oregonian completely misses the point that the channel project is required to serve the export-based economy.

Sincerely,

Bill Wyatt
Executive Director

p/s. e-mail to John Rosenberger Andy

Joint Policy Advisory Committee on Transportation

Ian Cannon, Multnomah County:
He began his presentation on the history of the Sauvie Island Bridge. (Included as part of this meeting record).

DISCUSSION BEGAN:

Commissioner Maria Rojo de Steffey, Multnomah County:

I would like to get to this letter, I think this is really disturbing to me from ODOT on the OTIA funding. I guess I would say a couple of things. One is when we were asked to submit originally for OTIA funding, we were basically told you should apply for a bridge; one piece of funding for Multnomah County. And Multnomah county has the largest unfunded liability certainly the county and in the state for bridgework. And when we went through the process last time this thing says that we were not considered by the commission during the first round. When we went through the process at that time I do know that the OTC was willing to look at transferring money we had gotten for the Broadway bridge to the Sauvie Island Bridge. We were just absolutely not ready at that time to talk about what we needed so we didn't take that option. But so, I would say that we were considered certainly under OTC to a certain degree so I really need your support in continuing to talk to these people about looking at the Sauvie Island bridge as a major project at this time.

Chair Rod Monroe, Metro:
Kay do you want to jump in this at all?

Commissioner Maria Rojo de Steffey, Multnomah County:
Do you want to defend them? (Laughter)

Kay Van Sickel, ODOT - Region 1:

This is in response to the letter that JPACT sent concerning getting in there for the additional OTIA money. It was also in response to the questions I had raised and the pleas had taken based upon what JPACT had said and that we would have. And I know I talked with others from this agency and they said that we're having to make some hard fast rules here. That's what the legislation said. Everything I have been told when I have talked about this issue is that they are encouraging us to consider the next funding package that ODOT is looking at where we're going after specific bridge funding and thinking that this bridge project has a much better chance of that. So those are the kinds of answers and communications I have been told about when I have raised this issue. I think that is about as much as I can say that has been said to me about when I have raised the Sauvie Island Bridge issue.

Chair Rod Monroe, Metro:
Rex.

Councilor Rex Burkholder, Metro:
At last month's meeting when you weren't here (referring to Maria Rojo de Steffey) one of the issues that came up was looking at other ways of funding as well, I guess considering issues like bonding, paying of tolls, LID in the Island where people depend on it. I just wanted to share with you what came up around the table with the questions: is there some way to pay for this besides just – because what I think what we have is, well ODOT would tell us is, there are hundreds of bridges throughout the state that were built in the 1950's for 25 ton trucks that are all falling about and in this area too. The question to the county was are you looking at alternate ways of funding this potentially (tax those bicycles that ride across – laughter.)

Commissioner Maria Rojo de Steffey, Multnomah County:
We are certainly going to explore every avenue, there is no question about that, but I don't want to close this one up either.

Chair Rod Monroe, Metro:

I don't think we want to close any options that are viable. It is a critical need and has to be done. I have one little question, has there been any discussion after you build your new bridge of maintaining the existing bridge for only very light vehicles? Cars, bicycles and things. It would give you a second access but not allow anything over two tons or something like that.

Commissioner Maria Rojo de Steffey, Multnomah County
Sure, that is certainly part of what we are talking about.

Chair Rod Monroe, Metro:
Good

Councilor Karl Rohde, City of Lake Oswego, Representing Cities of Clackamas County:
One, I'm concerned about this letter. The response that we've got these rules and we have to adhere to those regardless of the change in context or circumstances. Let us draft a letter requesting some common sense from the OTC and say with regards to the fact that we have a circumstance that requires some flexibility and the rules be damned, we as the region feel this is the direction we want to go. That's one comment. Second comment, the life span of the bridge is another 5-8 years, 5-6 years I think it was to getting it constructed, is that right? (Affirmative from the audience). It looked like from your timeline about two and one half years of that will be spent on environmental work. Is that right?

Ian Cannon, Multnomah County:
That is assuming a worst case scenario for environmental work.

Councilor Karl Rohde, City of Lake Oswego, representing Cities of Clackamas County:
What is the likely hood of a worst case scenario?

Commissioner Maria Rojo de Steffey, Multnomah County:
If we were to locate the bridge in any other place except where it is now we would/may be challenged.

Councilor Karl Rohde, City of Lake Oswego, representing Cities of Clackamas County:
Anywhere else then where it is right now, meaning if it were two feet away.

Ian Cannon, Multnomah County:
If we were to build it right next door to it, parallel, it would probably not require any environmental work, anywhere else you would be into a significant environmental process.

Councilor Karl Rohde, City of Lake Oswego, representing Cities of Clackamas County:
It seems that to avoid a lot of the design time and the environmental time by recognizing that the bridge needs to be built clearly. Pull a bridge design out of the ASHTO book and stick it in. Because it has bike lanes and pedestrians and all that on it. But regardless, I would think you would try to focus on the most expedited process and getting safe transport on and off of the island, rather than going through a rather prolonged design and environmental phase.

Commissioner Maria Rojo de Steffey, Multnomah County:
And we are. I think that that folks thought that it was important to explore all sights but we are going to make a decision within the next couple of months, next month or so on siting. We are going to get it done. I have no interest in a prolonged study of any kind. We need to deal with the issue immediately and put it in a good spot.

Councilor Karl Rohde, City of Lake Oswego, representing Cities of Clackamas County:
It seems that in an emergency situation, you would just get it done.

Ian Cannon, ODOT – Region 1:
I guess to defend some amount thinking about it. It is an emergency situation but the answer is something that is going to have to serve for 50 – 100 years. So you don't want to just jump into a decision, particularly when you are spending at least $30 to $70 million without giving it some thought up front.

Chair Rod Monroe, Metro

Thank you very much for this update, we'll keep on top of this issue and if we need to write a lot more letters to Mr. Corey or others, we'll do that.

Commissioner Charlie Hales, City of Portland:

Now to take a couple of seconds before we leave, Kay/Dave what is your assessment of the staff response from Salem. What is your assessment of the commission's thinking if any about this issue, people who have the capability of saying, this project was considered earlier and we are going to interpret it that way, those people are the commission. Do you have any sense of their inclination to think that way or not think that way?

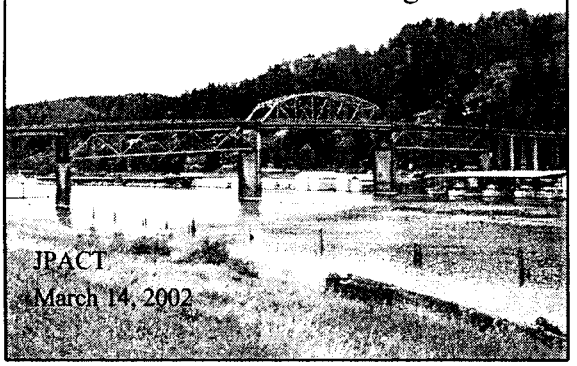
Kay Van Sickel, ODOT – Region 1:

I think the only thing I could base my answer on was the conversations that went on at the time when this came up and they were very interested and concerned and willing to shift money around at that time to try and help the situation. Beyond that I haven't had a one on one conversation with the Commission about this matter. I think that this is an issue that needs to be raised and discussed bit I think that the Commission is also struggling with a lot of statewide projects that have come in where the money has been fully committed. So right now when we're ready to gear up for all of this, we're trying to safeguard what we've got in place. So I think that's part of what you're dealing with you coming at this time to the Commission. Because we don't know whether our projects are going to be/our estimates our right and we've all experienced estimates on projects and know that they change. We don't know exactly yet a full schedule of all of those OTIA projects so its at that time where we as an agency are trying to sort all of that out. So from my perspective I think it is a very difficult time for that Commission to make that decision on something else. So I encourage you to keep bringing it these issues, I will sit down and have further discussion with them. They recognize that this is a problem.

Chair Rod Monroe, Metro

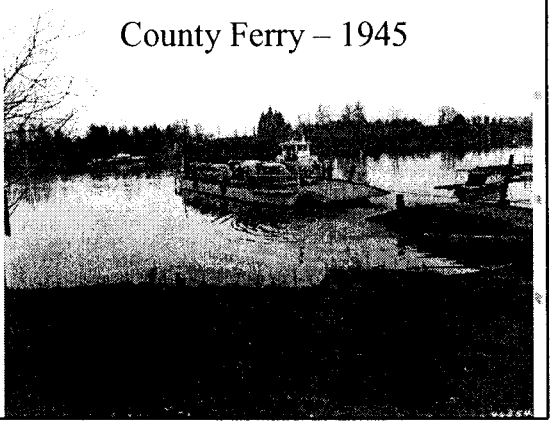
Kay, thank you very much.

Sauvie Island Bridge



JPACT
March 14, 2002

County Ferry – 1945



Sauvie Island Community

- 24,000 acres
- 15,000 acres in Multnomah County
- 12,000 acres Exclusive Farm Use, High Value Soil
- Currently about 1300 residents, 650 residences (including 200 floating)
- Outside Urban Growth Boundary

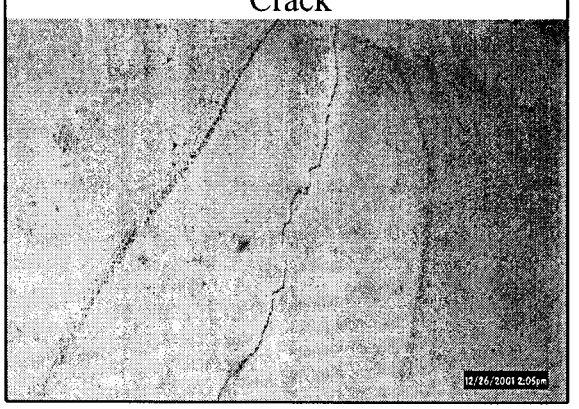
Bridge Facts

- Bridge opened in 1950 – replaced ferry
- Only access to island
- About 4,000 vehicles per day
- 10% trucks –serving farms, mill, dairy
- 2 vehicular lanes, no bike lanes, narrow sidewalks
- Originally designed for 27 ton trucks
- Prior to December – carried trucks to 52 tons

December '01

- 12/14 – Inspection, major crack
- 12/18 – Posted bridge – Max 24 tons
- Eliminated majority of truck traffic

Crack



January '02

- 1/4/02 – Completed emergency repair
- Raised posting – Max 34 tons
- Hired consultant for in-depth structural inspection/analysis

Inspection/Analysis Results

- Numerous other cracks in concrete spans - 12 other major crack repairs required
- Steel structure flexible, fatigue prone
- Many areas with little reserve strength
- Sufficiency Rating – 8 (out of 100)

February '02

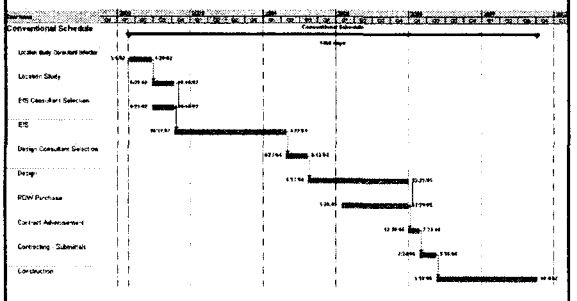
- 2/13/02 – Completed repairs at additional locations
- Raised limits to max 40 tons
- Islanders say they need heavier loads to remain economically viable
- ODOT allows up to max 52 tons

New Bridge

- Currently conducting Initial Bridge Siting Study – David Evans and Associates and County personnel
- Need $3 million for Environmental Impact and supporting engineering to 30%
- Current estimates for new bridge – $30 million to $72 million depending on location

New Bridge Timeline

(Conventional 5-6 years)



Conclusion

- Existing bridge unable to meet needs of islanders
- Sufficiency Rating 8 (out of 100)
- Heavy trucks essential to long term economic viability of agricultural community
- Existing bridge at end of service life
  - Estimate 5 to 8 years life remaining
  - On life support
- Need to secure funding ASAP to meet timelines for new bridge

Oregon

John A. Kitzhaber, M.D., Governor

Department of Transportation
Office of the Director
355 Capitol St. NE
Rm 135
Salem, Oregon 97301-3871

March 6, 2002

Mr. Rod Monroe, Chair
Joint Policy Advisory Committee on Transportation
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Mr. Monroe:

This is to acknowledge that we have received your letter dated February 19, 2002, addressed to OTC Chair Steve Corey regarding selection of additional projects for funding under House Bill 4010. We will provide a copy of your letter to the Oregon Transportation Commission before its March 13 meeting.

We need further discussion about the details of how the Commission will go about selecting the additional projects for which funding has been authorized. However, it should be noted that House Bill 4010 directs the Oregon Transportation Commission to select projects *"that were considered by the commission under ORS 367.622 (OTIA) but were not chosen for funding."* While ODOT and the Oregon Transportation Commission are fully aware of the adverse economic impacts associated with the disrepair of the Sauvie Island Bridge, the bridge was not listed on the OTIA local bridge list from which the "new" OTIA projects must be chosen, and therefore doesn't qualify as a potential project.

That said, you should know that ODOT supported Multnomah County's efforts to obtain a federal earmark to help address this critical transportation need.

Sincerely,

Patrick J. Cooney
Deputy Director for Communications

Copies to:
Oregon Transportation Commission Members

Tri-Met's Transit Investment Plan

How we grow the system

The purpose of the Transit Investment Plan (TIP) is to focus Tri-Met, jurisdictional, regional, state, and federal money into specific transit corridors and geographic areas over a 5-year planning period. The TIP will be updated annually. The plan does not revisit regional long-term goals established through the METRO planning process, but rather adopts the goals and strategies of the 2040 Functional Plan and 2000 Regional Transportation Plan.

It is the intent of Transit Investment Plan to reflect back to the community how Tri-Met will help carry out regional and local plans for expanding transit service over the next 5 years. The TIP sets forth Tri-Met's operating and capital strategies to meet regional goals through annual investments in service improvements, capital projects and marketing/ customer service programs.

The TIP provides the framework for how regional partnerships will be the formed between Tri-Met and local jurisdictions. The opportunity for partnership with the local jurisdictions is greater than ever. By 2002 every city, county and Metro will have established their goals for transit adopted in the form of a Transportation System Plan.

The Transit Investment Plan outlines the priorities and opportunities for the local jurisdictions, the region and the state to coordinate capital improvements along transit corridors along with Tri-Met. Sidewalks, bus stop landing pads, safe pedestrian crossings, and signal priority for buses are all things that a city or county could implement to help make transit user-friendly. Attracting new riders and encouraging people to take more trips on transit requires improving customers' total transit experience: accessing and waiting for transit, the on-time performance of service, the professionalism of the staff, the quality of the vehicles, and the travel time from origin to destination.

Investment Priorities

The basis to establish priorities for focused transit investments is to develop the key elements of the RTP transit network. In order to reach the level of service called for in the RTP, additional financial resources will be needed. This plan assumes existing sources of revenue at their existing levels of funding.

The RTP transit network is the framework for a partnership to coordinate transit service investments with mobility-supportive land use and right-of-way improvements.
Investments to improve service quality, increase frequency of buses and trains, and making transit easier to use can be packaged into three types of improvements. Each one has service, capital and marketing components tailored to land uses in the 2040 Growth Concept and Regional Transportation Plan. The categories are:

- Maintain the quality of the existing system.
- High Capacity Transit Lines, both bus and rail
- Frequent Bus Lines, which run at least every 15 minutes, seven days a week
- Local Service, tailored to meet communities needs

High Capacity Transit

The Regional Transportation Plan has identified the rail system at build out. Tri-Met is a regional partner on the South Corridor, Washington County Commuter Rail and I-5 Trade Corridor studies. Our top priority for the next five years is the opening of light rail service on Interstate Avenue by September 2004 including restructuring bus service. We are also beginning to study options for higher capacity bus service.

Frequent Bus Corridors

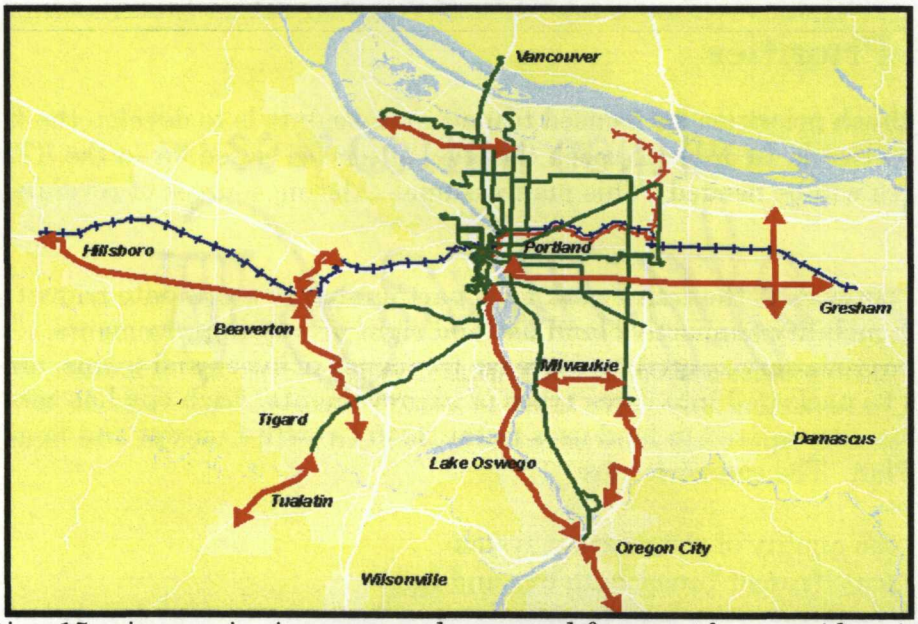
Due to our success in focused investments (service and capital expenditures) with McLoughlin (Line 33) and Barbur (Line 12), we have made the Frequent Bus Corridors a top priority. There are 14 existing routes with 15-minute service, the plan identifies 11 new segments to complete the regional frequent bus grid system (See attached figure below).

We intend to work with local governments in each of these areas to establish priorities for where frequent bus will be expanded.

Local Service Focus Areas

Tri-Met would like to go create a thorough planning process with jurisdictions or communities to meet specific local needs. We are proposing to work with local jurisdictions in five areas and begin discussions on how to improve local transit access: Gresham, Tigard/ Lake Oswego, Hillsboro, North Macadam, and Interstate Avenue. The purpose of the in-depth planning process is to create a coordinated plan that implements local jurisdictional projects such as sidewalk improvements or safe pedestrian crossings along with changes or increases to service. New Focus Areas will be added as future years are rolled out.

Frequent Bus Corridors



Existing 15-min. service in green and proposed frequent bus corridors in red.

Tri-Met Ridership Results for Recent Bus Service Changes

Over the past three years, Tri-Met made some major investments in bus service. The nature of these service changes is a fundamental shift in the way that we grow the bus system with two important themes:

1. Make substantial improvements in a concentrated area – not just service, but better customer information and a nicer environment at coach stops. The changes would then be a noticeable and tangible improvement in the quality of a customer's overall transit experience.

2. Provide frequent service on lines with high ridership potential – buses should run at least every 15 minutes, 7 days a week.

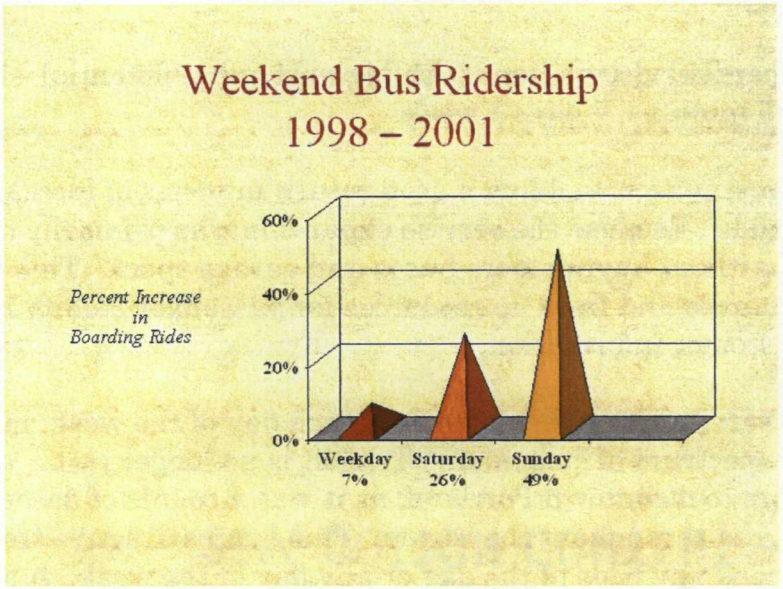
This bus service investment is yielding a good return in terms of increased ridership especially on weekends. Because the service expansion was primarily on non-rush hours, we can add service without buying more buses and garage space. This improves our use of existing capital resources and frees up resources for passenger facility improvements, such as bus stops and customer information.

Providing frequent service throughout the day, each day of the week, makes transit more relevant to a wider spectrum of customers. Transit is no longer just a viable option for rush hour commuters to downtown Portland, as it was a couple of decades ago. It can be a lifestyle choice in areas throughout the region. This is an attractive travel option for trips to a variety of locations any time of the day or any day of the week. A key component to achieving the Region 2040 plan to maintain our livability is just this type of transit ridership pattern. While MAX is the most visible example of this pattern, we see the same trends on bus lines that have service levels comparable to MAX.

Weekend Bus Ridership

There has been a pronounced increase in weekend ridership for bus. ***Sunday's ridership growth rate is seven times that of weekdays.***

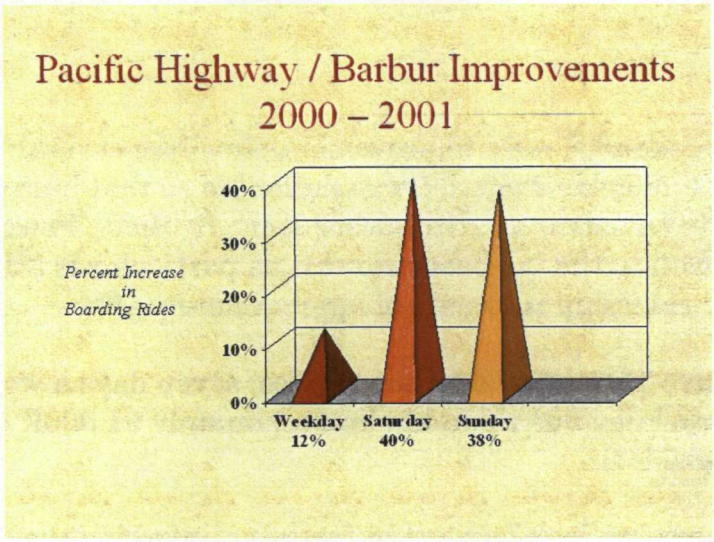
Weekdays increased from 200,000 to 213,000 (+13,000); Saturday from 90,000 to 114,000 (+24,000), and Sunday from 52,000 to 77,000 (+ 25,000). Bus service level increases were 5% on weekdays, 18% on Saturdays and 36% on Sundays.



Why are these people riding the bus? Transit has attracted a variety of trip purposes for home-based trips:

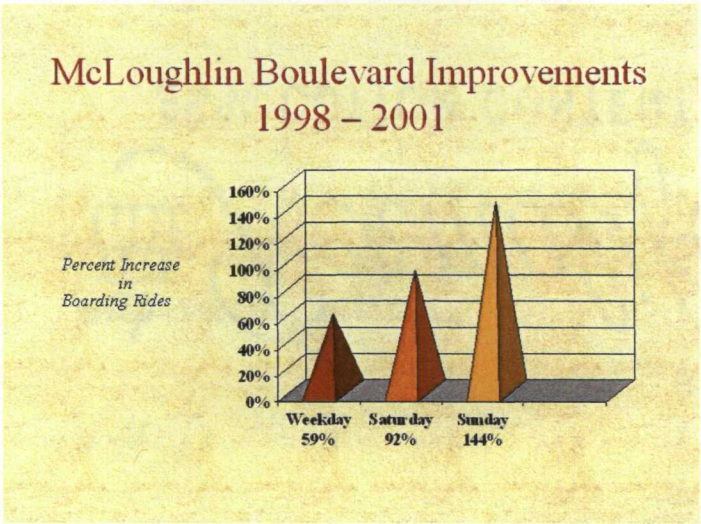
	Weekdays	Saturday	Sunday
Work	59%	37%	35%
Shopping, personal business, recreation, visiting (social)	22%	59%	63%
School/Medical	19%	4%	2%
Total	100%	100%	100%

Pacific Highway/Barbur (September 2001)



Bus service was improved in September 2001 on Barbur Blvd. and Pacific Highway. Line 12 is a trunk line that connects Portland, Tigard, King City, and Sherwood. This line now runs every 15 minutes, seven days a week.

McLoughlin (September 1999)



Line 33 is the trunkline that connects Oregon City, Milwaukie and Portland. Feeder lines connect at transit centers in Oregon City and Milwaukie

- Buses every 15 minutes, all-day, 7 days a week
- Significant improvements to stops (shelters, sidewalks, customer information)
- Promotional campaign to residents and businesses along the line

As shown on the chart, ridership has increased on all days, with huge increases on weekends. Line 33 is now one of the top ten bus lines in the system in terms of ridership.

This line is effective in serving intra-Clackamas County trips. We see that there is strong ridership between Oregon City, and Milwaukie, with trips to Clackamas Town Center as

well as to Portland.The ridership increases on McLoughlin builds a good basis for further South Corridor investments.

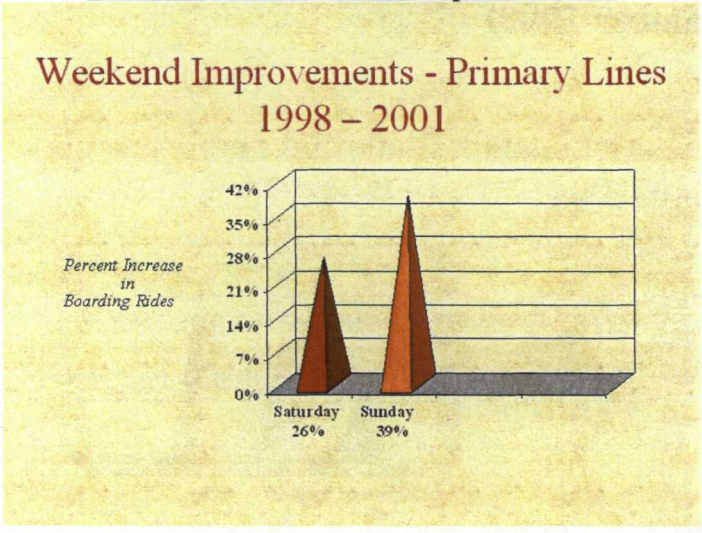
Other Key Lines

Another category of weekend service improvements involves several key lines with high ridership on weekdays. Weekend service was increased so that buses come every 15 minutes. These include Division, Martin Luther King Jr. Blvd., Powell and Belmont. Ridership responded well to the increased service, in particular is MLK Jr. Blvd., with Saturday and Sunday ridership increases of approximately 60%.

Fourteen lines now have 15-minute daytime service, seven days a weekrepresenting almost half (43%) of weekday bus ridership (approximately 91,000K out of 213, 000 weekday bus boarding rides).

In the next several years, we look forward to further reinforcing these lines by considering items such as nighttime service improvements; route adjustments to improve connections; improved bus stops; transit priority treatments; and, perhaps, a distinctive marketing identity.

Chart 4 – Weekend Ridership 1998-2001



JPACT Members and *Alternates*

	COURTESY_TITL	FIRST_NAME	MIDDLE_NAME	LAST_NAME	ORGANIZATION	REPRESENTING	ADDRESS	E	SUITE	CITY	STATE	ZIPCODE
1.	**The Honorable**	**Rod**		**Monroe**	**Metro**	**Chair**	**600 NE Grand Ave.**			**Portland**	**OR**	**97232-2736**
2.	**The Honorable**	**Rex**		**Burkholder**	**Metro**	**Metro**	**600 NE Grand Ave.**			**Portland**	**OR**	**97232-2736**
3.	**The Honorable**	**Rod**		**Park**	**Metro**	**Mero**	**600 NE Grand Ave.**			**Portland**	**OR**	**97232-2736**
	The Honorable	*Carl*		*Hosticka*	*Metro*	*Metro*	*600 NE Grand Ave.*			*Portland*	*OR*	*97232-2736*
4.	**The Honorable**	**Bill**		**Kennemer**	**Clackamas County**	**Clackamas County**	**907 Main St.**			**Oregon City**	**OR**	**97045-1882**
	The Honorable	*Michael*	*J*	*Jordan*	*Clackamas County*	*Clackamas County*	*906 Main St.*			*Oregon City*	*OR*	*97045-1882*
5	**The Honorable**	**Maria**		**Rojo de Steffey**	**Multnomah County**	**Multnomah County**	**501 SE Hawthorne Blvd.**	**Room**		**Portland**	**OR**	**97214-3585**
	The Honorable	*Lonnie*		*Roberts*	*Multnomah County*	*Multnomah County*	*501 SE Hawthorne Blvd.*	*Room*	*600*	*Portland*	*OR*	*97214-3585*
6.	**The Honorable**	**Roy**		**Rogers**	**Washington County**	**Washington County**	**12700 SW 72ND Ave.**			**Portland**	**OR**	**97223-8335**
	The Honorable	*Tom*		*Brian*	*Washington County*	*Washington County*	*155 N. 1st Ave.*	*MS*	*22*	*Hillsboro*	*OR*	*97124-3001*
7.	**The Honorable**	**Charlie**		**Hales**	**City of Portland**	**City of Portland**	**1221 SW 4th Ave.**	**Room**	**210**	**Portland**	**OR**	**97204-1906**
	The Honorable	*Vera*		*Katz*	*City of Portland*	*City of Portland*	*1221 SW 4th Ave.*	*Room*	*340*	*Portland*	*OR*	*97204-1907*
8.	**The Honorable**	**Karl**		**Rohde**	**Oswego**	**County**	**PO Box 227**			**Oswego**	**OR**	**97034-0369**
	The Honorable	*Brian*	*M*	*Newman*	*City of Milwaukie*	*Cities of Clackamas County*	*10110 SE Waverly Ct.*	*#*	*19*	*Milwaukie*	*OR*	*97222*
9.	**The Honorable**	**Larry**		**Haverkamp**	**City of Gresham**	**County**	**1333 NW Eastman Pkwy.**			**Gresham**	**OR**	**97030-3825**
	The Honorable	*James*	*W*	*Kight*	*City of Troutdale*	*Cities of Multnomah County*	*950 Jackson Park Rd.*			*Troutdale*	*OR*	*97060-2114*
10.	**The Honorable**	**Robert**		**Drake**	**City of Beaverton**	**County**	**PO Box 4755**			**Beaverton**	**OR**	**97076-4755**
	The Honorable	*Lou*		*Ogden*	*City of Tualatin*	*Cities of Washington County*	*21040 SW 90TH Ave.*			*Tualatin*	*OR*	*97062-9346*
11.	**Mr.**	**Fred**		**Hansen**	**Tri-Met**	**Tri-Met**	**4012 SE 17th Ave.**			**Portland**	**OR**	**97202**
	Mr.	*Neil*		*McFarlane*	*Tri-Met*	*Tri-Met*	*710 NE Holladay St.*			*Portland*	*OR*	*97232*
12.	**Ms.**	**Kay**		**Van Sickel**	**ODOT**	**ODOT**	**123 NW Flanders St.**			**Portland**	**OR**	**97209-4037**
	Mr.	*Bruce*		*Warner*	*ODOT*	*ODOT*	*355 Capitol St., NE*	*Room*	*135*	*Salem*	*OR*	*97301-3871*
13.	**Ms.**	**Stephanie**		**Hallock**	**DEQ**	**Oregon DEQ**	**811 SW 6TH Ave.**			**Portland**	**OR**	**97204**
	Mr.	*Andy*		*Ginsburg*	*DEQ*	*Oregon DEQ*	*811 SW 6th Ave.*	*Floor*	*11*	*Portland*	*OR*	*97204*
	Ms.	*Annette*		*Liebe*	*DEQ*	*Oregon DEQ*	*811 SW 6th Ave.*			*Portland*	*OR*	*97204-1390*
14.	**Mr.**	**Don**		**Wagner**	**WSDOT**	**Washington State DOT**	**PO Box 1709**			**Vancouver**	**WA**	**98668**
	Ms.	*Mary*		*Legry*	*WSDOT*	*Washington State DOT*	*PO Box 1709*			*Vancouver*	*WA*	*98668*
15.	**Mr.**	**Bill**		**Wyatt**	**Port of Portland**	**Port of Portland**	**PO Box 3529**			**Portland**	**OR**	**97208**
	Mr.	*David*		*Lohman*	*Port of Portland*	*Port of Portland*	*PO Box 3529*			*Portland*	*OR*	*97208*
16.	**The Honorable**	**Royce**	**E**	**Pollard**	**City of Vancouver**	**City of Vancouver**	**PO Box 1995**			**Vancouver**	**WA**	**98668**
	Mr.	*Dean*		*Lookingbill*	*RTC*	*SW Washington RTC*	*1351 Officers Row*			*Vancouver*	*WA*	*98661*
17.	**The Honorable**	**Craig**		**Pridemore**	**Clark County**	**Clark County**	**PO Box 5000**			**Vancouver**	**WA**	**98666-5000**
	Mr.	*Peter*		*Capell*	*Clark County*	*Clark County*	*PO Box 9810*			*Vancouver*	*WA*	*98666-9810*

JPACT

3-14-02

Name	Affiliation
Andy Cotugno	Metro
Rod Monroe	Metro Council
FRED HANSEN	TRI-MET
REX BURKHOLDER	METRO
ROB DRAKE	CITIES OF WASH. CO.
Maria Rojo de Steffey	Multnomah County
Kay Van Sickel	ODOT
PETER CAPELL	CLARK COUNTY
Dean Lookingbill (Alt. Mayor Pollard)	RTC
Bill Wyatt	Port
Stephanie Hallock	DEQ
KARL ROHDE	e^3
Larry Haverkamp	Gresham
CHARLIE HALES	Portland
Rod Park	Metro Council
Ron Papsdorf	Cities of Mult Co.
Mike Hoglund	Metro 2
Dave Williams	O^2
IAN CANNON	MULTNOMAH COUNTY
Josh Alpert	Portland
Kelly Brandman	Metro
Beth Wemple	KITTELSON & ASSOC.
Gary Katsion	TPAC Citizen Member
Robin Katz	Port of Portland
Susie Lahsene	Port of Portland

Louis A. Ornelas	OTSU
Sharon Nasset	NPBA
Steve L Kelley	Washington County
John Kelly	Clackamas County
Lynn Peterson	Tri-Met
Shelli Romero	Multnomah County